PLANNING COMMISSION
REGULAR MEETING AGENDA

Thursday, May 4, 2023 | 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:

Stefanie Elle:
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Joan Lewis:
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Kelly Ramirez
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Michelle Montez:
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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 6, 2023 Planning Commission Meeting Minutes

5.2. April 20, 2023 Planning Commission Meeting Minutes

6. PUBLIC HEARINGS

6.1. Gilroy Square proposed Gilroy Crossings Phase II Planned Unit Development Zoning Amendment, Architectural and Site Plan Review, and Tentative Map for Property Located at 6970 Camino Arroyo (Z 22-01, AS 21-13, TM 21-02).

1. Staff Report: Kraig Tambornini, Senior Planner
2. Open Public Hearing
3. Close Public Hearing
4. Disclosure of Ex-Parte Communications
5. Possible Action:

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

- **a)** Consider and recommend that the City Council adopt the Mitigated Negative Declaration prepared for the project, based on findings required by the California Environmental Quality Act (CEQA); and
- **b)** Adopt a resolution recommending that the City Council approve the PUD Zoning Amendment Z 22-01 for Gilroy Crossings Phase II as requested; and
- **c)** Adopt a resolution recommending that the City Council approve the Architectural and Site Review AS 21-13 for the Planned Unit Development, subject to certain findings and conditions; and
- **d)** Adopt a resolution recommending that the City Council approve the Tentative Map TM 21-02, subject to certain findings and conditions.

7. NEW BUSINESS

7.1. Finding of Consistency for the Capital Improvement Program for Fiscal Year 2024 through Fiscal Year 2028 to Determine its Consistency with the City's General Plan and the California Environmental Quality Act (CEQA)

1. Staff Report: Daryl Jordan, Public Works Director
2. Open Public Comment

3. Close Public Comment
4. Possible Action:

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

a) Receive report on proposed Capital Improvement Program (CIP) Fiscal Year 2024 through Fiscal Year 2028; and

b) Adopt a Resolution to make a Finding of Consistency with the General Plan. (roll call vote)

7.2. Planning Commission Review of a Resolution of the City Council of the City of Gilroy Requesting the Allocation of Fiscal Year 2024 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding from the Metropolitan Transportation Commission

1. Staff Report: Susana Ramirez, Engineer I
2. Open Public Comment
3. Close Public Comment
4. Possible Action:

Receive report, provide feedback, and recommend City Council adopt a resolution to approve the Transportation Development Act Article 3 grant funding request from the Metropolitan Transportation Commission for Fiscal Year 2024.

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 1, 2023 at 6:00 PM

City of Gilroy
Planning Commission
Regular Meeting Minutes
Thursday, April 6, 2023 | 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 Wednesday, March 29, 2023 at 1:04 p.m.

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

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 2, 2023 Planning Commission Meeting Minutes

Motion made by Commissioner Ramirez ; seconded by Commissioner Lewis to approve the consent agenda.

RESULT: Pass [6 – 0]
MOVER: Commissioner Ramirez
SECONDER: Commissioner Lewis
AYES: Commissioner Elle Leongardt, Lewis, Ramirez, Vice Chair Kushner, Chair Bhandal

ABSENT: Commissioner Montez

6. PUBLIC HEARINGS

No items.

7. NEW BUSINESS

7.1. FY 2023-24 and FY 2024-25 Planning Commission Workplan, Training, and Budget

1. Staff Report:
Sharon Goei, Community Development Director

2. Possible Action:

Staff recommends that the Planning Commission establish and recommend for approval by the City Council the Fiscal Year 2023-24 and Fiscal Year 2024-25 Planning Commission Workplan, training requests, and budget requests.

The Planning Commissioners completed the discussions initiated at the March 2, 2023 meeting. The Planning Commission voted to establish and submit for approval by the City Council the FY 2024 and 2025 proposed Planning Commission Workplan, training requests, and budget requests of $20,000 per year.

RESULT: Pass [6 – 0]
MOVER: Chair Bhandal
SECONDER: Commissioner Elle
AYES: Commissioner Elle, Leongardt, Lewis, Ramirez, Vice Chair Kushner, Chair Bhandal

ABSENT: Commissioner Montez

7.2. Commission Input on the Update of the 2019 Board, Commission & Committee Member Handbook

The Planning Commissioners continued to discuss the Commission's input on the Handbook initiated at the March 2, 2023 Planning Commission meeting and completed the discussions at the April 6, 2023 meeting. Planning Commission input consists of the following recommendations:

1. Update the attendance policy.
2. Add page numbers to the Handbook.
3. Include hyperlinks in the table of contents for rapid access.
4. Add an index with hyperlinks.

8. INFORMATIONAL ITEMS

8.1. Planning Division Staff Approvals

Senior Planner, Kraig Tambornini, presented the Planning Division staff approvals to the Planning Commission which consisted of two new architectural and site review applications, one for a new industrial project on Renz Lane and another for a sign program amendment.

9. PLANNING DIVISION REPORT

Community Development Director, Sharon Goei, reminded the Planning Commissioners that their Form 700 was due on April 3, 2023 and she sent an e-mail reminder to Commissioners last week.

Community Development Director Goei informed the Planning Commission of the upcoming Planning Commission special meeting to be held on April 20, 2023 at 6:00 p.m. Items currently planned are the capital improvement plan, the Housing Element update, and a zoning code update on emergency shelters.

Assistant City Attorney, Jolie Houston, added that the City is required to designate zoning for emergency shelters.

Community Development Director Goei shared with the Planning Commission that the City Council had decided not to move forward with the billboard ordinance by denying the appeal.

Community Development Director Goei reported that she had attended the League of California Cities Planning Commissioners conference and will share session presentations posted on the League's website.

Commissioner Ramirez reported that she also attended the League of California Cities Planning Commissioners conference and found the conference to be very informative.

10. ASSISTANT CITY ATTORNEY REPORT

Assistant City Attorney, Jolie Houston, stated that it is encouraged that Planning Commissioners attend the planning academy as it serves many benefits such as networking, training opportunities, etc.

Community Development Director Goei added that staff and the Assistant City Attorney Houston will work on providing internal training for the Planning Commissioners including training on zoning and the General Plan given that a zoning code update is underway.

Senior Planner, Kraig Tambornini, stated that staff is reviewing the last section of the zoning code update before the draft is reviewed internally. Once internal review has been completed, the draft will be presented to the Planning Commission, City Council, and the public for review. The zoning code update draft will then be brought back for approval and adoption.

Vice Chair Kushner asked what had triggered the zoning code update.

Senior Planner Tambornini advised that part of the General Plan adoption included zoning code updates to address any new policies.

Assistant City Attorney Houston added that the City Attorneys have been actively involved in the review process of the code update. Attorney Houston advised the Planning Commission that the zoning must be consistent with the General Plan.

11. ADJOURNMENT To the Next Special Meeting of Thursday, April 20, 2023 at 6:00 PM

Chair Bhandal adjourned the meeting at 6:33 p.m.

Ariana Fabian

Ariana Fabian, Planning Technician

City of Gilroy
Planning Commission
Special Meeting Minutes
Thursday, April 20, 2023 | 6:00 PM

1. **OPENING**

Chair Bhandal called the meeting to order at 6:02 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, April 13, 2023 at 8:00 p.m.

Attendance	Attendee Name
Present	Manny Bhandal, Chair Annedore Kushner, Vice Chair Stefanie Elle, Commissioner Joan Lewis, Commissioner Adriana Leongardt, Commissioner Kelly Ramirez, Commissioner Michelle Montez, Commissioner
Absent	None

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**

No items.

6. **PUBLIC HEARINGS**

6.1. **Emergency Shelters Zoning Amendment**

1. Staff Report: Cindy McCormick, Customer Service Manager
2. Open Public Hearing
3. Close Public Hearing
4. 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, find that approval of the Emergency Shelters Zoning Amendment is exempt from review under the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15061(b)(3) in that it can be seen with certainty that

the Emergency Shelters Zoning Amendment would not result in a significant environmental effect, and none of the circumstances set forth in CEQA Guidelines Section 15300.2 applies; and
b) Adopt a resolution recommending that the City Council adopt an Ordinance (Z 23-03), approving amendments to the Gilroy City Code, Chapter 30 (Zoning), Article XLI Section 30.41.32 (Specific Provisions—Emergency Shelters), Article II Section 30.2.20 (Definitions), and Article XI Section 30.11.10C (Residential Use Table) regarding Emergency Shelters

Following McCormick's presentation and commission discussion, Chair Bhandal opened public hearing. There being no speaker's, Chair Bhandal closed public hearing.

The City Attorney, Andy Faber, advised the Commission that if desired, both recommendation A and B could be done under one motion.

Motion made by Chair Bhandal; seconded by Vice Chair Kushner to:

a) Recommend that the City Council, based on its independent analysis, find that approval of the Emergency Shelters Zoning Amendment is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3) in that it can be seen with certainty that the Emergency Shelters Zoning Amendment would not result in a significant environmental effect, and none of the circumstances set forth in CEQA Guidelines Section 15300.2 applies; and
b) Adopt a resolution recommending that the City Council adopt an Ordinance (Z 23-03), approving amendments to the Gilroy City Code, Chapter 30 (Zoning), Article XLI Section 30.41.32 (Specific Provisions—Emergency Shelters), Article II Section 30.2.20 (Definitions), and Article XI Section 30.11.10C (Residential Use Table) regarding Emergency Shelters

RESULT: Pass [7 – 0]
MOVER: Chair Bhandal
SECONDER: Vice Chair Kushner
AYES: Commissioner Elle, Leongardt, Lewis, Montez, Ramirez, Vice Chair Kushner, Chair Bhandal

6.2. **Adoption of Gilroy 2023 - 2031 Housing Element**

1. Staff Report: Cindy McCormick, Customer Service Manager
2. Open Public Hearing
3. Close Public Hearing
4. 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, find that the adoption of the Gilroy 2023-2031 Housing Element is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3) in that it can be seen with certainty that the

Gilroy 2023-2031 Housing Element would not result in a significant environmental effect, and none of the circumstances set forth in CEQA Guidelines Section 15300.2 applies; and
b) Adopt a resolution recommending that the City Council adopt a Resolution (GPA 22-01), adopting a general plan amendment to repeal the Gilroy 2015-2023 Housing Element and adopt the Gilroy 2023-2031 Housing Element, in substantial compliance with State Housing Element Law.

Cindy McCormick, Customer Services Manager, provided the commission with a presentation on the Housing Element draft that consisted of a brief overview of the different components of the Housing Element as well as the draft process which included community engagement and HCD review. McCormick advised that no public comment was received. Staff is looking to have a Housing Element completed in the summer.

Following McCormick's presentation, the Commissioners expressed their questions and concerns in which staff, the City Attorney, and consultant addressed.

After the discussion among the commission came to an end, Chair Bhandal opened public hearing. There being no speaker's, Chair Bhandal closed public hearing.

The City Attorney, Andy Faber, advised the Commission that if desired, both recommendation A and B could be done under one motion.

Motion made by Commissioner Ramirez; seconded by Vice Chair Kushner to:

a) Recommend that the City Council, based on its independent analysis, find that the adoption of the Gilroy 2023-2031 Housing Element is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3) in that it can be seen with certainty that the Gilroy 2023-2031 Housing Element would not result in a significant environmental effect, and none of the circumstances set forth in CEQA Guidelines Section 15300.2 applies; and
b) Adopt a resolution recommending that the City Council adopt a Resolution (GPA 22-01), adopting a general plan amendment to repeal the Gilroy 2015-2023 Housing Element and adopt the Gilroy 2023-2031 Housing Element, in substantial compliance with State Housing Element Law.

RESULT: Pass [6 – 1]
MOVER: Commissioner Ramirez
SECONDER : Vice Chair Kushner
AYES: Commissioner Elle, Lewis, Montez, Ramirez, Vice Chair Kushner, and Chair Bhandal
NAYS: Commissioner Leongardt

7. NEW BUSINESS

No items.

8. **ADJOURNMENT** To the Next Meeting of May 4, 2023 at 6:00 PM.

Chair Bhandal adjourned the meeting at 7:23 p.m.

Ariana Fabian

Ariana Fabian, Planning Technician

Community Development Department

Sharon Goei
DIRECTOR

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DATE: May 4, 2023

TO: Planning Commission

FROM: Kraig Tambornini, Senior Planner

SUBJECT: Gilroy Square, Gilroy Crossings Phase II Planned Unit Development (PUD) Zoning Amendment, Architectural and Site Plan Review, and Tentative Map for property Located at 6970 Camino Arroyo (Z 22-01, AS 21-13, TM 21-02).

RECOMMENDATION:

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

a) Consider and recommend that the City Council adopt the Mitigated Negative Declaration prepared for the project, based on findings required by the California Environmental Quality Act (CEQA); and

b) Adopt a resolution recommending that the City Council approve the PUD Zoning Amendment Z 22-01 for Gilroy Crossings Phase II as requested; and

c) Adopt a resolution recommending that the City Council approve the Architectural and Site Review AS 21-13 for the Planned Unit Development, subject to certain findings and conditions; and

d) Adopt a resolution recommending that the City Council approve the Tentative Map TM 21-02, subject to certain findings and conditions.

EXECUTIVE SUMMARY

The applicant is requesting approval to develop 10.18 acres of vacant land in Phase II of Gilroy Crossings PUD, with a drive-through restaurant, gas station, two hotels and two future industrial buildings. The project requires zoning amendment, architectural and site review and tentative map entitlements.

The PUD is located south of Highway 152 and east of Highway 101 along Camino Arroyo and allows for a mix of commercial and industrial development. The entire PUD encompasses approximately 68.34 net acres that, in addition to the subject site, includes Gilroy Crossing Shopping Center on the west side of Camino Arroyo and two small industrial parcels south of Holloway Road.

An updated environmental analysis (Mitigated Negative Declaration) has been completed for the project that analyzed traffic and other potential impacts. Staff has determined the project may be supported, with conditions requiring submittal of final plan details, payment of impact fees, among other items.

PROJECT DESCRIPTION:

The project proposes development of property on the east side of Camino Arroyo, between Highway 152 and Holloway Road (APN 841-70-049); located within an existing commercial/industrial C3-HC-M2 PUD zone district. The following development, and associated site improvements, are proposed:

- A 2,600 square foot drive-through restaurant on a 0.826 acre lot;
- A gasoline station with a 2,880 square foot convenience store, 1,152 square foot carwash and 6,679 square foot canopy on a 1.313 acre lot;
- Two four-story hotels totaling 200 rooms (88 rooms in a 67,680 square foot building and 112 rooms in a 82,568 square foot building on 2.382 acre and 1.82 acre lots; and
- Two lots for future industrial warehouse buildings totaling 45,500 square feet on separate 1.245 acre and 2.594 acre lots.

The project also requires off-site roadway improvement to extend the left hand turn lane into the site from Camino Arroyo and right hand turn lane onto Hwy 152.

BACKGROUND:

Subject Property and Surrounding Land Uses: The Gilroy Crossings commercial/industrial planned development was formerly known as Regency Center PUD. The PUD permits a mix of commercial and industrial uses. The Pacheco Pass commercial/industrial planned development is located north of the site, across Highway 152, which includes Lowes, Costco, and Walmart (formerly known as Newman Center). The site and surrounding land uses are as follows:

LOCATION	EXISTING LAND USE	GENERAL PLAN	ZONING
Project Site	Vacant – Gilroy Crossings Phase II	General Industrial	C3/HC/M2 PUD
North	Pacheco Pass Shopping Center Complex	General Services Commercial	C3/M2 PUD
South	Vacant – Warehouse Under Construction	General Industrial	M2
East	Vacant – Warehouse/Office	General Services Commercial/ General Industrial	HC/M2

LOCATION	EXISTING LAND USE	GENERAL PLAN	ZONING
West	Gilroy Crossings Phase I Shopping Center	General Services Commercial	C3/HC/M2 PUD

Background Information: The C3-M2-HC PUD overlay was established for retail, restaurant, hotel and industrial uses by Ordinance 2003-01 (Z 02-06). The PUD encompasses approximately 68.34 *net* acres, excluding public rights of way. Phase I has been substantially built out as Gilroy Crossings, with over 458,00 square feet of development. Pursuant to the original PUD approvals, Phase II of the PUD requires adoption of subsequent PUD development plan and updated traffic analysis.

Environmental Assessment:

Prior Project CEQA Review:
Environmental review is required prior to City approval of discretionary development projects that do not qualify as exempt or that have unique impacts which were not fully assessed in the Environmental Impact Report prepared for the City's General Plan. The purpose of CEQA is to assure environmental impacts of a project are disclosed to the public. If impacts are identified, but can be mitigated below significance thresholds, then a Mitigated Negative Declaration may be adopted. Otherwise, an EIR would be prepared. The environmental determination is made to confirm impacts have been sufficiently identified, discussed and mitigated. After an environmental determination is made, the City can decide whether the project should be approved based on its own merit.

An Environmental Impact Report was adopted for the original Regency Center PUD which included development of Phase 1; aka, Gilroy Crossings (City Council Resolution 2002-85). The Regency Center EIR included a preliminary assessment of traffic impacts anticipated for buildout of Phase II. At the time, an intersection level of service standard was used to analyze traffic impacts. The EIR included 57 mitigation measures, which included potential traffic improvements that would be required for buildout of Phase II. Alternative mitigation measures could be applied if supported by a subsequent traffic study (per approval TM 02-06, Condition 26).

Phase II Project CEQA Review:
In accordance with the California Environmental Quality Act (CEQA), an updated environmental review has been prepared to assess the potential impacts of the proposed Phase II development. The initial study has included an updated traffic analysis for the project using current vehicle miles traveled (VMT) thresholds, and review of current site characteristics and setting. Based on the initial study a Mitigated Negative Declaration (MND) has been prepared for this subsequent project. The conclusions of the MND are summarized as follows:

- Air Quality: The study identifies that the project would generate air quality emission impacts during construction, which would be mitigated through standard and routine construction requirements and project conditions enforced by the City and the Air District. This includes ensuring vehicles maintain proper emissions control devices, and that site watering occurs routinely to control dust.

- Biological Resources: The study identifies that there is a potential for burrowing owls within the project site. Mitigation Measure Bio-1 is recommended to require conduct of a pre-construction survey prior to start of any work. Should there be any burrowing owls found to be present, the measure provides the steps that must be taken to avoid impact. Bio-2 is also recommended to protect any other potentially nesting birds. Typically, this is a concern where there are tall trees or structures on or near the site. This is a common measure imposed on most projects in the City.

- Cultural Resources: The study does not anticipate any impacts to cultural resources. Regardless, a standard condition of approval is recommended in the event that cultural or archaeological resources are uncovered during grading and excavation.

- Geology/soils: The site is relatively stable and has no unique characteristics or issues. However, soil erosion is a concern given that the project expects to excavate 6,605 cubic yards and fill 6,285 cubic yards of soil. Mitigation Geo-1 is recommended to ensure a plan is prepared with specific methods and details used to prevent or minimize erosion during construction. In addition, the project soils report recommendations have been included as Mitigation Geo-2; to confirm these would be undertaken during construction. The soils report is required to be submitted with the building permit application, and plans must be prepared to address the recommendations of the soils engineer. This would ensure site grading, preparation and foundations are specifically designed for site soils conditions.

- Greenhouse Gas Emissions: The development project will generate new greenhouse gas emissions from resulting traffic, energy use, water and wastewater consumption, and solid waste disposal. This is a common development project related impact. Guidance from the Bay Area Air Quality District is used as a source for reducing GHG emissions. Table 6 on page 62 of the study identifies that the project will use natural gas for the restaurant component, and that electric vehicle infrastructure improvements are not shown. As a result, GHG-1 is recommended to exclude use of natural gas from the remainder of the project and to require installation of electric vehicle infrastructure consistent with state “CALGreen Tier 2” standards. This would be confirmed on plans submitted for building permit.

  GHG-2 is also included to require that the project offset the GHG emissions anticipated from natural gas consumption at the restaurant. This requires a minimum 28.9 metric tons to be mitigated. The measure specifies how this may be achieved and the plan would also be required to be addressed prior to construction.

- Hydrology/Water Quality: The project is required to comply with Regional Water Quality Control Board standards for treatment of stormwater. Public works has reviewed and conditioned the project to ensure compliance is met with

pretreatment and control of stormwater on-site. A stormwater control plan is included in the application materials. Measure Hydro 1 is also recommended to confirm that the stormwater treatment measures will be included in the project and addressed. Hydro-2 is also included to confirm that the project implements erosion control plans, which are also required as a standard project condition. Finally, Hydro-3 is included to confirm the project will prepare and submit a storm water pollution prevention plan for ongoing operations at the site, which is also a standard condition and requirement enforced by the Public Works Department.

- Noise: Hotel uses are subject to noise controls so that interior noise would not exceed 45 decibels. The site is in a high volume traffic and industrial setting where exterior noise levels are approximately 62 decibels. Standard building codes would assure interior noise levels would be reduced by at least 17 decibels to comply with the interior noise standards. However, Measure N-1 is included to ensure that the building plans include air conditioning or mechanical ventilation systems so that windows can be closed when desired to block exterior noise.

- Traffic/Transportation: VMT analysis is used to measure traffic impacts. Currently, Gilroy has limited employment land uses which results in longer commutes. The Gilroy VMT rate is 18.79 miles traveled per employee (average). For projects that require VMT reduction, the project must reduce its VMT to 15-percent below the VMT per employee; i.e. 15.97 VMT per job.

  VMT is required to be assessed individually for each land use type. Land uses are only subject to VMT mitigation if they exceed specific screening thresholds. In this case, warehouse development would be subject to a VMT review if the use generated more than 110 daily trips. The warehouse portion of the project has been limited in size so that it would not generate more than 110 daily trips. The retail component of the project required a VMT review because it exceeds 50,000 square feet in size. The VMT analysis identified that new commercial development in this location would result in a decrease in vehicle miles traveled for shopping related trips, and that there would be a net decrease in VMT citywide as a result. Therefore, no further mitigation was required. See page 88 of the ISMND and the Hexagon analysis in the appendices for more detail.

No other potentially significant effects were found. The applicant has agreed to incorporate all mitigation measures into the project. Therefore, the MND can be adopted for the Gilroy Square project with the MMRP included as conditions of development.

Public Review and Comments: As required by CEQA, the Mitigated Negative Declaration was circulated and made available for public review for 30 days, from January 27 through February 27, 2023. Comments on the draft environmental document were received from Caltrans, Valley Transportation Authority, and Sean Reedy for Gilroy bicycle pedestrian committee (advocacy group).These letters are included with the attached document from EMC Planning dated March 7, 2023. Although not required by CEQA, responses to these comments have been provided, and summarized as follows:

- A correction to the final MND is noted to clarify the height of the industrial buildings are both one-story.

- Each of the comments from Sean Read (representing the “Bicycle Advisory Committee” organization) were acknowledged. Many of the comments are general with respect to how the project may respond to improve bicycle and pedestrian modes and address VMT. None of comments disagree with the environmental assessment and no changes to the document are required. Staff concludes that the discussion in the MND and this staff report, and recommended project conditions sufficiently evaluate and address the comments, suggestions and recommendations made in the letter.

- The Comments from Caltrans are similarly general and acknowledged. The comments did not identify any new issues or concerns, thus require no changes to the environmental analysis. Staff concludes the discussion in the MND and this staff report, and project conditions sufficiently address comments provided in this letter.

- The VTA letter recommends improvements of the existing bus stops along the project frontage, which does not raise new environmental issues. Staff has recommended conditions (Engineering) for accommodating bus stop needs in this area in accordance with VTA requirements.

No significant adverse impacts are expected to result from the proposed development, and the Planning Commission can make findings to adopt the MND. A draft resolution has been prepared for consideration, recommending to the City Council adoption of the MND.

Technical Advisory Committee (TAC): Project plans were routed to Engineering, Building, Police, and Fire representatives for internal review and comment. Conditions were requested and provided March 9, 2023. The applicant has reviewed and agrees with conditions. Recommendations of the TAC members have been incorporated into the project plans and/or are included as recommended conditions in attached resolution(s).

ANALYSIS:

General Plan Consistency: Staff has prepared a general plan consistency table for the project that is included as an exhibit to this report. As noted in this report, the PUD overlay adopted for the area anticipated potential retail, hotel and industrial uses. With adoption of the 2040 General Plan (November 2020), lands in Phase II were all designated General Industrial. Prior to this plan, the subject site maintained approximately 2.4 acres of land designated as commercial. The reasoning for this chance in land use is not explained in the 2040 General Plan. Regardless, the general plan consistency table attached to this report confirms the project remains substantial conformance with the General Plan 2040 goals and policies.

In consultation with the City Attorney, staff determined the PUD remains substantially consistent with the land use map, policies and intent of the general plan. Specifically, more than 75-percent of the PUD has been built-out with a mix of commercial and industrial uses, and public improvements have been constructed serving all properties. The project would result in 58.34 acres of land developed as commercial and 10 acres developed as industrial; whereas the General Plan 2040 designates 52 acres commercial and 16.34 acres industrial. The PUD zoning allows a 25-percent deviation from base land uses, which would permit up to 65 acres of commercial use. Land area calculations for the PUD are attached to this.

Zoning Code Conformance: In accordance with Regency Center C3-HC-M2 PUD a development plan is proposed for this phase II. Consistent with Gilroy City Code (GCC) Section 30.26.30, the PUD amendment would establish the site development standards. The Planned Unit Development zoning overlay allows flexibility from the requirements of the Zoning Ordinance, in exchange for creative project design and extra project amenities. The applicant has not requested any specific deviations from standard zoning regulations for phase II, other than use of the 25-percent land use deviation. Development would otherwise conform to City standards for parking, landscaping, signage, setback, height, and lot coverage.

Consistent with action taken on other PUD's, staff has included a condition for public art to be installed on site. This is typically applied to satisfy the PUD amenity requirement, and other City policies. Further, site specific design details would be established through the Architectural and Site Review Permit process, in accordance with GCC 30.50.50.

The C3/HC standard zoning height and setback requirements have been applied to the commercial parcels, and M2 standards applied to the industrial parcels. The project conforms to the conventional zoning regulations, as follows:

C3 STANDARD	REQUIRED	PROPOSED	CONFORMS?
Height	55 feet / 4 stories	49.5 feet/4 stories (max)	Yes
Front Setback	41 feet	41.25 feet (min)	Yes
Street Setback	31 feet	n/a	Yes
Side Setback	0	12 feet (min)	Yes
Rear Setback	0	16.33 feet (min)	Yes
Lot Coverage	n/a	n/a	n/a

M2 STANDARD	REQUIRED	PROPOSED	CONFORMS?
Height	75 feet / 6 stories	29.83 feet/1 story	Yes
Front Setback	26 feet	70+ feet (min)	Yes
Street Setback	31 feet	55.5 feet (min)	Yes
Side Setback	0	10 feet (min)	Yes
Rear Setback	0	59 feet (min)	Yes
Lot Coverage	60%	33.2% (max)	Yes

Architectural and Site Review: The project has been evaluated for compliance with the review criteria applicable to the project pursuant to in GCC Section 30.50.43 (for AS review) and Section 30.50.50 (for planned development permit review). Based on this review staff has concluded the following:

a) Traffic Safety and Efficiency: The site layout provides adequate circulation for vehicles, parking, and traffic as follows:

- *Circulation.* The project has been reviewed for compliance with City standards including driveway and drive aisle dimensions, bicycle and vehicle parking, pedestrian access, emergency vehicle and truck circulation and access, and off-site traffic improvements. Conditions have been included as recommended by the City Engineer and consistent with those recommended in the project traffic report.

  The project also requires payment of traffic impact fees, and lengthening of a left turn lane queue lane into the site from Camino Arroyo. These conditions are detailed in the draft resolution for approval. As proposed and conditioned the project will provide safe and efficient traffic circulation.

- *Parking.* Each building provides on-site standard parking, which will include required electric vehicle parking, as follows:

Vehicle Parking:

Use	Required	Proposed
Restaurant 2600gsf +/-1000sf (dining) 4 Employees	 1/3 seats (or) 1/100sf dining area = 10 1/employee =4	 26 4
Gas Station C Store 2880 sf Car Wash 1152sf	 1/250 = 12 1/employee = 3	 12 12
Hotel 112 Rooms 6 Employees (shift)	 1/room = 112 1/employee = 6	 111
Hotel 88 Rooms 6 Employees (shift)	 1/room = 88 1/employee = 6	 97
Industrial 18ksf	1/350 sf (speculative) = 52	31
Industrial 27.5ksf	1/350 (speculative) = 79	99
TOTAL	**372**	**392**

Note: Total proposed parking would not exceed 10-percent above the standard vehicle parking requirement. Parking in excess of 10-percent requires additional landscaping

Bicycle Parking:

The project plans indicate areas for bicycle parking as follows:

Restaurant Use:	None identified
Gas Station:	2 bike capacity rack
Hotel 1:	4 long term lockers
Hotel 2:	4 long term lockers
Industrial 1:	2 long term lockers

Industrial2: Not identified

Bicycle parking is regulated under building codes. In accordance with applicable codes, the project must provide the following:

- **Short -term bicycle parking.** Permanently anchored bicycle racks within 200 feet of the visitor's entrance, for 5 percent of new visitor parking spaces added, with a minimum of one two-bike capacity U-rack. The project has indicated locations for bicycle parking on plans including some long term lockers.

- **Long-term bicycle parking.** Each use shall provide secure bicycle parking for 5 percent of the tenant-occupant parking spaces with a minimum of one bicycle parking facility.

- **Long-term bicycle parking for hotel buildings.** Each use shall provide one on-site bicycle parking space for every 25 rooms (for employees and guests). Parking facilities shall be conveniently reached from the street.

Based on the cited standards, the project (buildout of the hotel, gas station and restaurant) requires at least 20 short term and 18 long term bicycle parking spaces. Bicycle parking compliance has been included in conditions of approval for Planning, Building and Engineering. The site has adequate space to accommodate the spaces needed. Parking for the industrial uses will be required at time that site develops, based on tenant occupancy.

Drive-Up Retail Vehicle Spaces:
The car wash and fast food restaurant drive through lanes provide an aisle length that can accommodate at least 8 vehicles. GCC 30.31.25(a) requires 8 auto waiting spaces for exterior service windows. The vehicle queuing lanes satisfy this requirement.

b) Signs: Signage requires a separate sign permit and would be reviewed for compliance with the Gilroy Crossings sign program (attached).

c) Site Development (and Architectural Design): The project is compatible with Gilroy Crossings Phase I PUD and the Industrial Design policy.

The project provides architectural design details addressing all sides of each building. This includes details on proposed colors, materials, building articulation and fenestration. The application also includes a list of design criteria and review standards for the buildings for the PUD.

The conceptual industrial development conforms with the industrial design policy as follows:

i) *Design Intent and Scale.* High quality industrial land uses in scale with the site and area are encouraged. The building is in scale and character with adjacent industrial buildings and proposes an efficient use of the site.

ii) *Streetscape.* The development proposes an attractive streetscape with the building facades articulated and entryways facing street frontages. Landscaping would be provided along all street frontages and project boundary that exceed minimum standards and match approved plans.

iii) *Circulation.* The site has adequate driveway access from the street frontages that comply with minimum aisle and parking standards, and which would provide access to trash and loading areas. The site plan would not create any safety conflicts with vehicles or pedestrians at intersections.

iv) *Lighting and Utilities.* Light fixtures would be directed downward, and shielded to avoid creating glare. The trash enclosure is also placed in a well-screened location and is well-designed. No outdoor uses are proposed or approved as a part of this project.

d) Landscaping/Fencing: The landscaping concept includes stormwater treatment and water efficient landscaping requirements. The site complies with commercial landscaping standards with minimum 21 foot landscaping proposed along the street frontage; typical 5 foot minimum planters; street trees along the project frontage and perimeter, distributed throughout parking areas, and landscape islands at the ends of parking rows. As proposed, the industrial sites are reserved for future development. As such the sites would not be landscaped until development is pursued.

e) Drainage: The site is designed to drain to bioswales and stormwater systems in compliance with City standards.

f) Fire Protection: The building is designed to comply with fire access and service requirements including provision of fire sprinkler systems as required by code.

g) Environmental Impacts: The infill site has no special or unique environmental constraints. The project would be subject to payment of fees in compliance with the Santa Clara Valley Habitat Plan. Commercial and industrial uses are not proposed that would create any potential objectionable noise, odors, or traffic impacts.

h) PUD Development Permit: Staff has concluded the project satisfies findings for the PUD amendment, as follows:

1. Conforms to the Gilroy general plan in terms of general location and standards of development in that the project is recommended as consistent with the general plan and will conform to the standard C3/HC

commercial and M2 Industrial zoning building setback and height requirements.

2. Provides development which will fill a specific need of the surrounding area, in that it builds out the site with commercial and industrial uses as anticipated by the general plan and PUD.

3. Does not require urban services beyond those which are currently available, in that the project has been reviewed by appropriate city staff and has been confirmed as within the intensity of development on which sewer and water analyses were based, and sufficient capacity exists for site buildout.

4. Provides a harmonious, integrated plan which justifies exceptions, if such are required, to the normal requirements of this chapter. The applicant is proposing development that conforms to the base zoning regulations and as proposed and conditioned does not require exceptions. Further, the site provides internal connectivity between compatible uses as well as adjacent sites.

5. Reflects an economical and efficient pattern of land uses in that the proposed intensity of development accommodates allowed uses, including desired visitor accommodation, in compliance with city standards.

6. Includes greater provisions for landscaping and open space than would generally be required, in that the site utilizes predominately low water use plants as shown on plan sheet L1.00, incorporates bioretention areas in site landscaping, and provides more than 18% of the site in landscaping exceeding the 8% minimum standard required pursuant to section 30.38.60.

7. Utilizes creative, aesthetic design principles to create attractive buildings, open space and site design to blend with the character of surrounding areas; in that the design and architecture includes high quality materials, fully articulated facades, screening of exterior equipment and is compatible with the design in Gilroy Crossings Phase 1 shopping center.

8. Would not create traffic congestion, noise, odor, or other adverse effects on surrounding areas as the project has been conditioned to avoid any conflicts or issues and accommodate anticipated traffic flows.

9. Provides adequate access, parking, landscaping, trash areas and storage, as necessary, as proposed and conditioned as shown on plans.

Tentative Map. The tentative map proposes lots in excess of the minimum 8,000 square foot size required for commercial sites, with large parcels proposed to accommodate industrial development. Each lot has street frontage and access. The

project would provide easements for shared use and maintenance of landscaping, parking and drive aisles, as well as cross-lot access to the property to the west. The map has been prepared accordance with Chapter 21 of the City Code regulating subdivisions. Existing roadway and infrastructure improvements have been installed to serve the property and lots comply with zoning standards.

As proposed and conditioned, the tentative map is supported by City staff. A draft resolution for approval has been prepared to support the tentative map approval. Initial approval of a tentative map is valid for twenty-four (24) months and may be extended in accordance with the state Subdivision Map Act.

PUBLIC NOTICING:

Property owner information (i.e. list, labels, and map) within 500 feet of the subject site were generated by using current ownership data. On and before April 21, 2023, notices of this Planning Commission meeting were mailed to the property owners along within other interested parties. In addition, notice was published in the Gilroy Dispatch, the property has been posted with on-site signage notifying passers-by of pending development, and the Planning Commission public hearing packets are available through the City's webpage.

APPEAL PROCEDURE:

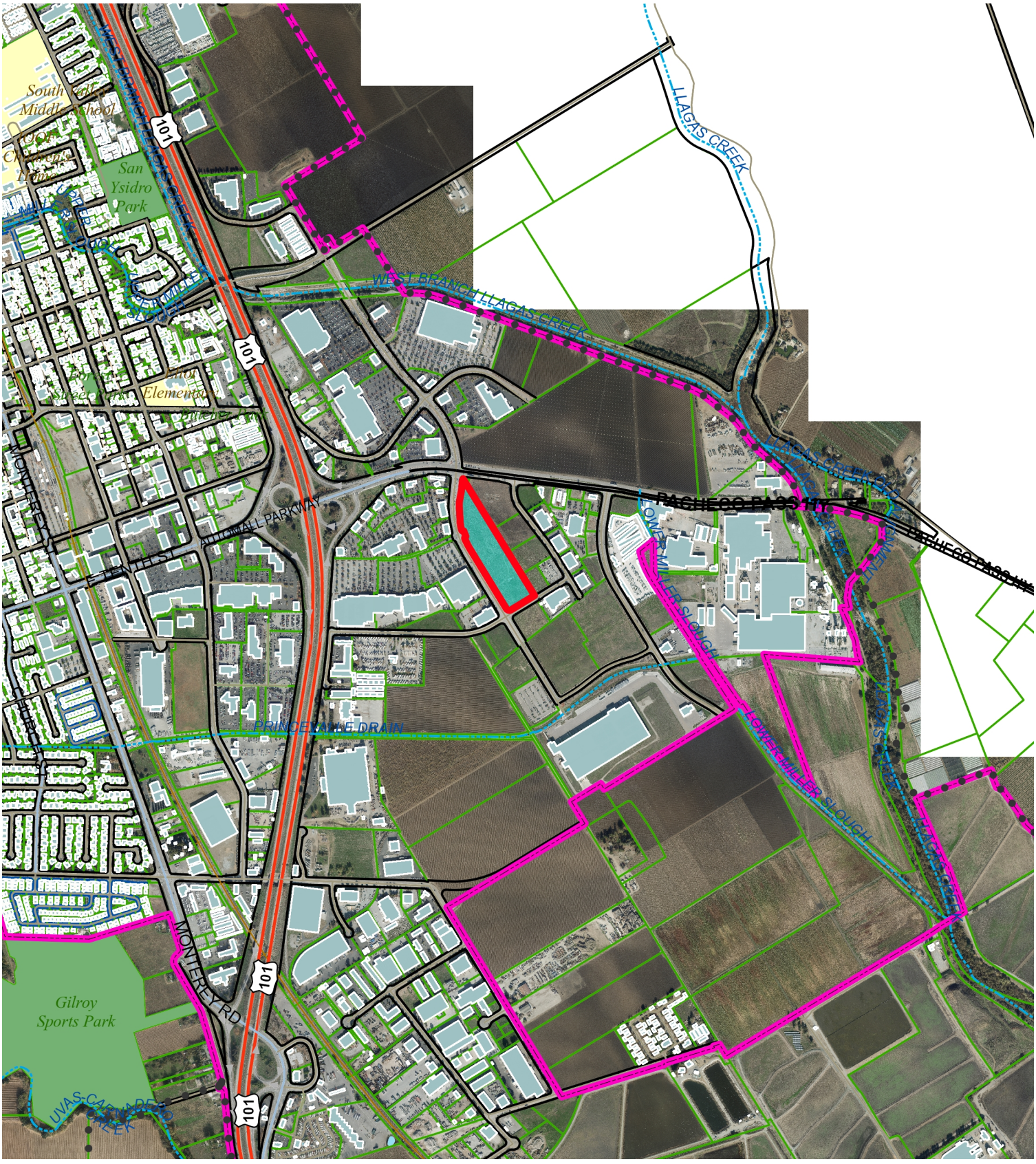
The Planning Commission's action is not final, but rather a recommendation. The City Council will take final action on whether the approve the project.

Attachments (Exhibits)

A. Vicinity Map
B. Project Plans (Architectural, Civil, Landscape, Photometric, Tentative Map, Materials Boards, Renderings)
C. CEQA Environmental Documents (Initial Study, revised MND and MMRP)
D. General Plan Compliance Table
E. PUD Land Use Evaluation
F. Gilroy Crossings PUD Sign Program
G. Recommended Resolutions (CEQA, Z, AS, TM)

Exhibit A

Vicinity Map - Gilroy Square



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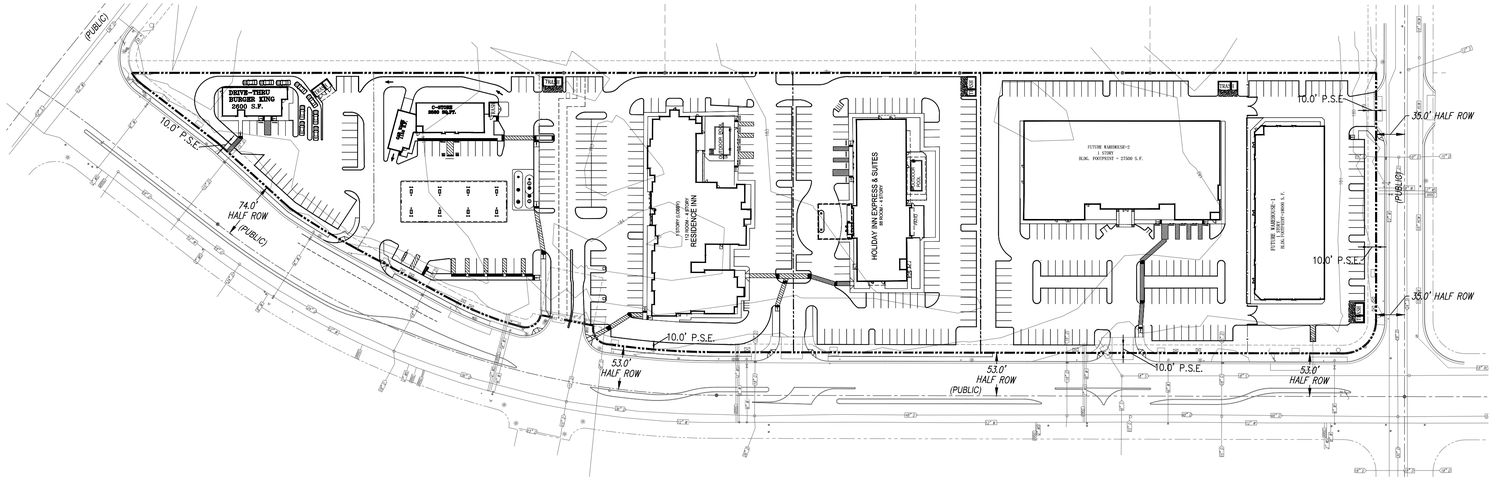
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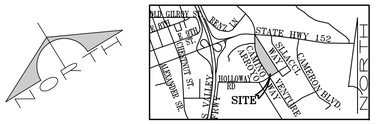
City of Gilroy, GIS Services

1: 17,712

Note: Map is for reference purposes only.

CIVIL PLANS
GILROY SQUARE
6970 CAMINO, ARROYO
GILROY, CA
APN: 841-70-049





VICINITY MAP
N.T.S.

SHEET INDEX:

1. C1 COVER SHEET
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9. C9 SOLID WASTE HANDLING PLAN

CUT/FILL QUANTITIES:
CUT – 7405 CY
FILL – 5485 CY

BENCHMARK:

BENCH MARK : BM 965
ELEVATION : 219.83' (NAVD88)

SCVWD BM 965. USCGS BRASS DISK (C1236 1972); ON TOP OF SIDEWALK AT NE CORNER OF BRIDGE OVERPASS FOR HIGHWAY 152–TENTH STREET OVER HIGHWAY 101; 1 FOOT SOUTH OF NORTH HEADWALL; 16 FEET WEST FROM EAST END OF HEADWALL. CITY OF GILROY.

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOWS FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.0'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.

ZONING:

COMMERCIAL

ASSESSOR PARCEL NUMBER:

APN: 841–70–049

PROJECT AREA:

TOTAL PROJECT SITE AREA : 10.11 ACRE

OWNER:

BOB DESAI
6970 CAMINO ARROYO
GILROY, CALIFORNIA, 95020
P.H.: (408)891–3503

SOIL REPORT:

KRAZAN & ASSOCIATES, INC.
GEOTECHNICAL ENVIRONMENTAL DIVISION
1061 SERPENTINE LANE SUITE F
PLEASANTON, CALIFORNIA, 94566
PH: (925)307–1160

ARCHITECTURE,STRUCTURE & CIVIL ENGINEERING FIRM:

JASPAL S. SIDHU P.E
ACE DESIGN, LLC.
1024 IRON POINT ROAD
FOLSOM, CA 95630
(702)396–5113

SURVEYOR:

ROSES ENGINEERING
ENGINEERING PLANNING SURVEYING
1015 NORTH MARKET BLVD. SUITE 2B
SACRAMENTO, CA 95834
P.H.: (916)837–6058

UTILITY REPRESENTATIVES		
UTILITY	REPRESENTATIVE	PHONE
GAS	P.G. & E.	800–743–5000
ELECTRICITY	GILROY ELECTRIC INCORPORATED	408–842–2649
TELEPHONE	AT&T	408–846–0744
WATER	GILROY WATER DIVISION	408–846–0270
SEWER	SOUTH COUNTY REGIONAL WASTEWATER AUTHORITY	408–848–0480
FIRE	GILROY FIRE DEPARTMENT	408–846–0370
CABLE	SPECTRUM	866–874–2389

I, JASPAL SINGH SIDHU, CERTIFY THAT THIS TENTATIVE MAP WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH THE CITY OF GILROY SUBDIVISION ORDINANCE AND THE STATE MAP ACT.

NAME & DATE _____ SIGNATURE _____

A SOILS REPORT ON THIS PROPERTY HAS BEEN PREPARED BY, KRAZAN & ASSOCIATES, INC., ENTITLED "GEOTECHNICAL ENGINEERING INVESTIGATION "JANUARY 30, 2020 , WHICH HAS BEEN FILED WITH THE CITY OF GILROY.

NAME & DATE _____ SIGNATURE _____

I, ROSE'S ENGINEERING, A LICENSED LAND SURVEYOR IN THE STATE OF CALIFORNIA, HEREBY STATE THAT THIS TENTATIVE MAP IS BASED UPON SURVEY UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH CITY OF GILROY SUBDIVISION ORDINANCE AND STATE MAP ACT.

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GRAPHIC SCALE

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(IN FEET)
1 INCH = 90 ft.

REVISIONS:

NO.	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

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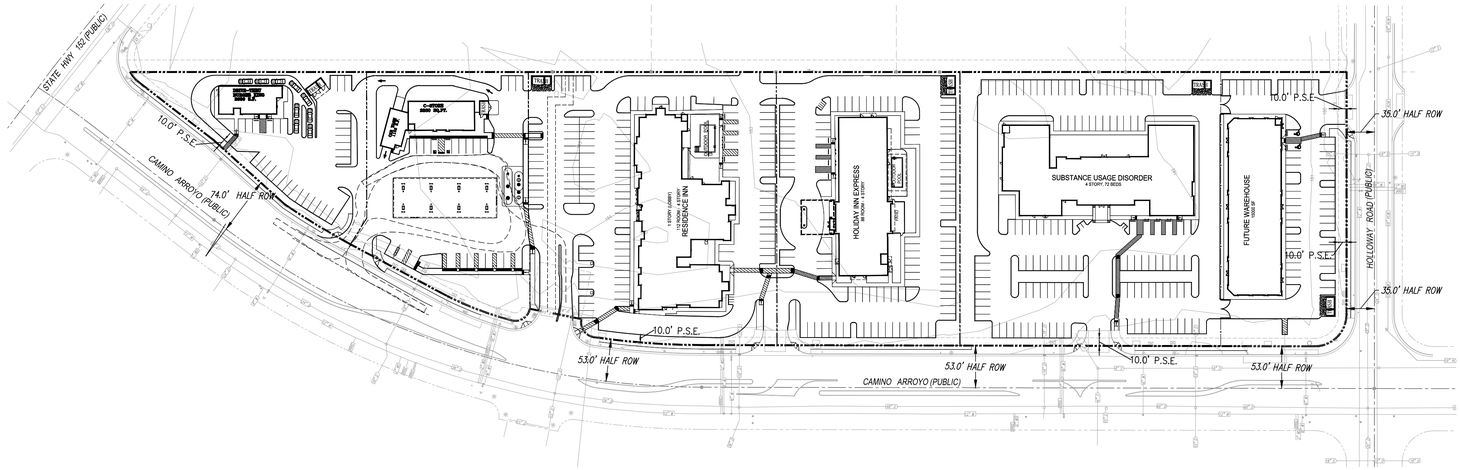
REGISTERED PROFESSIONAL ENGINEER
JASPAL SINGH SIDHU
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

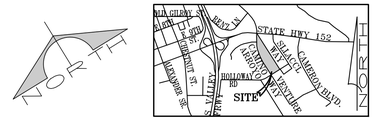
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JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C1

SHEET
01 OF 09

CIVIL PLANS
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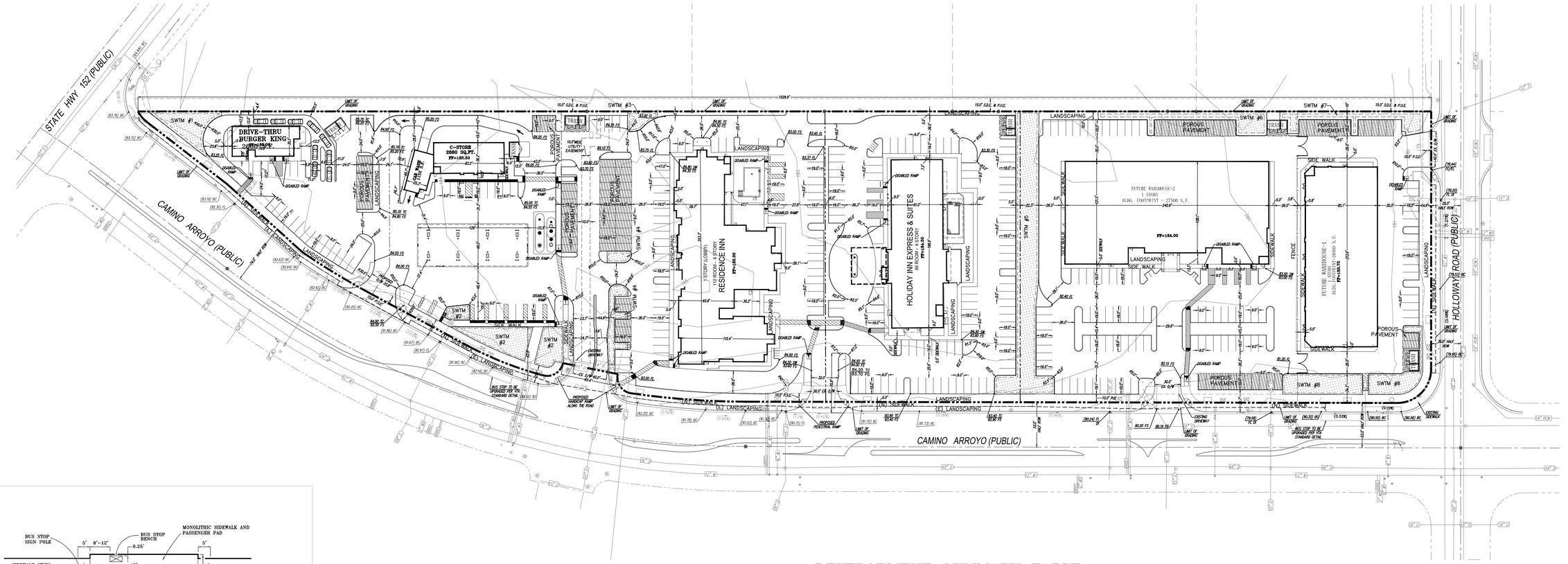
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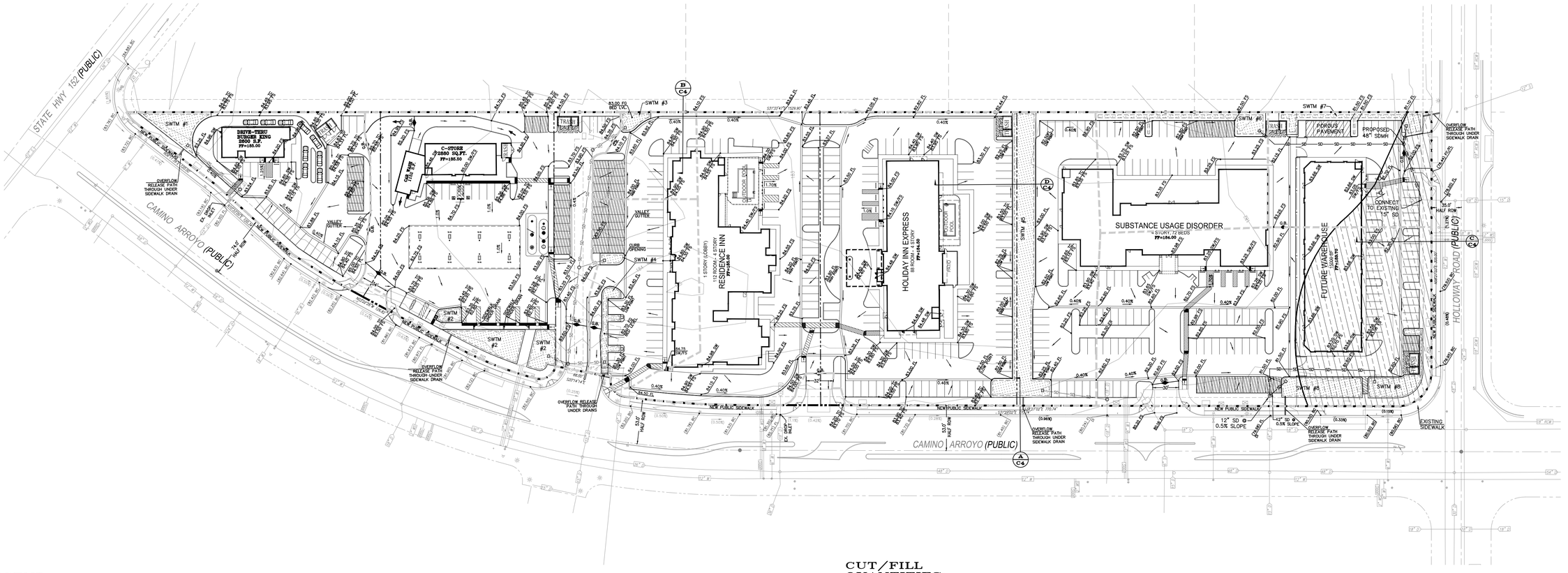
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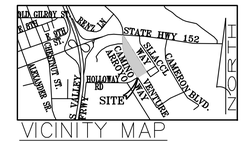
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CHK. BY: DS

C1

SHEET
01 OF 09


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CAMINO ARROYO (PUBLIC)
HOLLOWAY ROAD (PUBLIC)
DRIVE-THRU BURGER KING 2,600 SQ.FT. FF=185.00
C-STORE 2880 SQ.FT. FF=185.50
3 STORY (LOBBY) 112 ROOM - 4 STORY RESIDENCE INN FF=165.00
HOLIDAY INN EXPRESS & SUITES 3 STORY (LOBBY) 88 ROOM - 4 STORY FF=184.50
FUTURE WAREHOUSE=2 1 STORY BLDG. FOOTPRINT = 27500 S.F. FF=184.00
FUTURE WAREHOUSE=1 1 STORY BLDG. FOOTPRINT=18000 S.F. FF=183.70
SWTM #1
SWTM #2
SWTM #3
SWTM #4
SWTM #5
SWTM #6
SWTM #7
SWTM #8
POROUS PAVEMENT
LANDSCAPING
SIDE WALK
TRASH
FENCE
EXISTING DRIVEWAY
PROPOSED HANDICAP RAMP ALONG THE ROAD
PROPOSED PEDESTRIAN RAMP
ADJUST EX. S.D.M.H. TO GRADE
ADJUST EX. W.V. TO GRADE
ADJUST EX. G.V. TO GRADE
EX. 8" W.L.
EX. 12" W.L.
EX. 8" S.S.
EX. 12" S.S.
EX. 18" D
EX. 24" D
EX. 48" D
EX. 54" D
EX. 8" RCW
EX. 12" RCW
EX. 30" RCW
EX. 48" RCW
EX. 54" RCW
EX. 30" CL IV RCP
EX. 48" CL IV RCP
EX. 54" CL IV RCP
EX. 30" HALF RCW
EX. 48" HALF RCW
EX. 54" HALF RCW
EX. 10" P.S.C.
EX. 12" P.S.C.
EX. 15" P.S.C.
EX. 18" P.S.C.
EX. 24" P.S.C.
EX. 30" P.S.C.
EX. 48" P.S.C.
EX. 54" P.S.C.
EX. 8" F.C.M.
EX. 12" F.C.M.
EX. 15" F.C.M.
EX. 18" F.C.M.
EX. 24" F.C.M.
EX. 30" F.C.M.
EX. 48" F.C.M.
EX. 54" F.C.M.
EX. 8" W
EX. 12" W
EX. 15" W
EX. 18" W
EX. 24" W
EX. 30" W
EX. 48" W
EX. 54" W
EX. 8" S
EX. 12" S
EX. 15" S
EX. 18" S
EX. 24" S
EX. 30" S
EX. 48" S
EX. 54" S
EX. 8" RCS
EX. 12" RCS
EX. 15" RCS
EX. 18" RCS
EX. 24" RCS
EX. 30" RCS
EX. 48" RCS
EX. 54" RCS
EX. 8" F.C.S.
EX. 12" F.C.S.
EX. 15" F.C.S.
EX. 18" F.C.S.
EX. 24" F.C.S.
EX. 30" F.C.S.
EX. 48" F.C.S.
EX. 54" F.C.S.
EX. 8" RCD
EX. 12" RCD
EX. 15" RCD
EX. 18" RCD
EX. 24" RCD
EX. 30" RCD
EX. 48" RCD
EX. 54" RCD
EX. 8" F.C.D.
EX. 12" F.C.D.
EX. 15" F.C.D.
EX. 18" F.C.D.
EX. 24" F.C.D.
EX. 30" F.C.D.
EX. 48" F.C.D.
EX. 54" F.C.D.
EX. 8" W.V.
EX. 12" W.V.
EX. 15" W.V.
EX. 18" W.V.
EX. 24" W.V.
EX. 30" W.V.
EX. 48" W.V.
EX. 54" W.V.
EX. 8" RCW
EX. 12" RCW
EX. 15" RCW
EX. 18" RCW
EX. 24" RCW
EX. 30" RCW
EX. 48" RCW
EX. 54" RCW





VICINITY MAP
N.T.S.

LEGEND:

	PROPERTY LINE
	OVERFLOW CHAMBER
	STORM DRAIN MANHOLE
— — — —	EASEMENT LINE
—SD—	STORM DRAIN PIPE
	HANDICAP ACCESSIBLE ROUTE
	POROUS PAVEMENT
	BIO RETENTION AREA
	AREA UNDER FLOOD ZONE FLOOD ELEVATION
	GRADE BREAK
	DMA BOUNDARY
12.35 FF	FINISHED FLOOR ELEVATION
12.35 CL	CENTER LINE ELEVATION
12.35 TC	TOP OF CURB ELEVATION
12.35 FL	FLOW LINE ELEVATION
12.35 FS	FINISHED SURFACE ELEVATION
12.35 FG	FINISHED GRADE ELEVATION
12.35 HP	HIGH POINT ELEVATION
12.35 EP	EDGE OF PAVEMENT ELEVATION
12.35 AC	TOP OF ASPHALT CONC.
TRW	TOP OF RETAINING WALL
TF	TOP OF FLOOR
TOW	TOP OF WALL(TOE WALL)
CG & SW	CURB GUTTER AND SIDEWALK

(12.35) TRW	EXISTING TOP OF RETAINING WALL
(12.35) EP	EXISTING EDGE OF PAVEMENT ELEVATION
(12.35)FL	EXISTING FLOW LINE ELEVATION
(12.35) FG	EXISTING FINISH GRADE ELEVATION
(12.35) CL	EXISTING CENTER LINE ELEVATION
(12.35) TC	EXISTING TOP OF CURB ELEVATION
(12.35) AC	EXISTING ASPHALT CONC. ELEVATION
(12.35) HP	HIGH POINT ELEVATION
	EXISTING POWER POLE
x x	EXISTING FENCE
468	EXISTING CONTOUR
	EXISTING FIRE HYDRANT
	EXISTING FENCE
8"S	EXISTING SEWER LINE
2"WS	EXISTING DOMESTIC WATER PIPE
18"D	EXISTING STORM DRAIN PIPE
8"W	EXISTING FIRE WATER PIPE
IRRIG	EXISTING IRRIGATION WATER PIPE
(0.96%)	EXISTING SLOPE
	EXISTING STREET LIGHT
WV	EXISTING WATER VALVE
SDMH	EXISTING STORM DRAIN MANHOLE
SSMH	EXISTING SANITARY SEWER MANHOLE

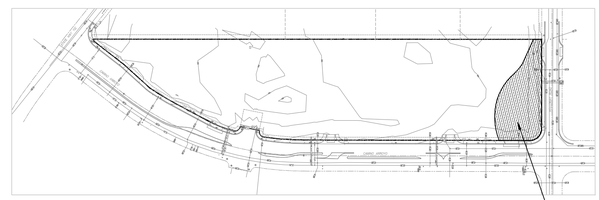
CUT/FILL QUANTITIES:

CUT – 6605 CY
FILL – 6285 CY

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOW FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.70'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.



FLOOD ZONE AREA

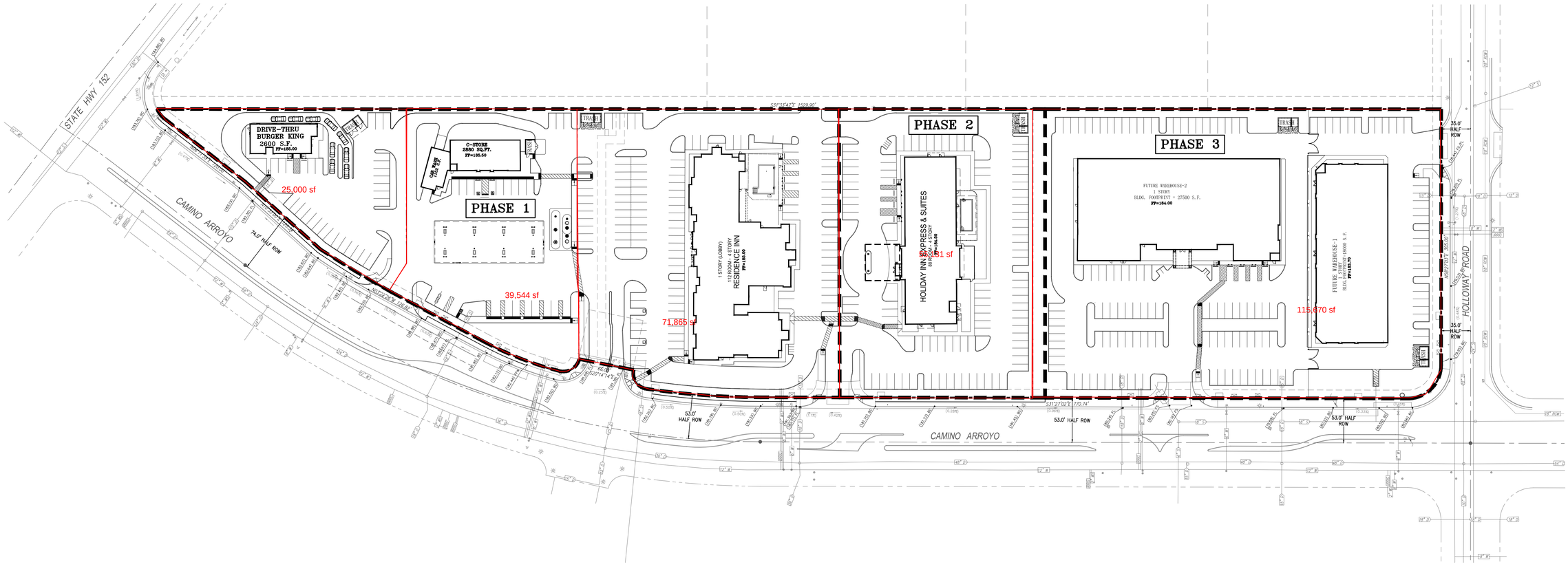
GRAPHIC SCALE

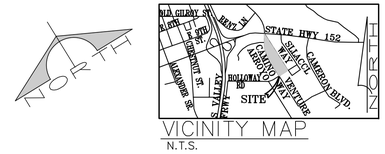
-60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION	ISSUE	DATED





VICINITY MAP
N.T.S.

LEGEND:

- EASEMENT LINE
- PROPERTY LINE
- HANDICAP ACCESSIBLE ROUTE
- PHASE BOUNDARY

GRAPHIC SCALE

−50 0 25 50 100 200

50 FEET

(IN FEET)
1 INCH = 50 ft.

REVISIONS:

NO.	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: PHASING PLAN

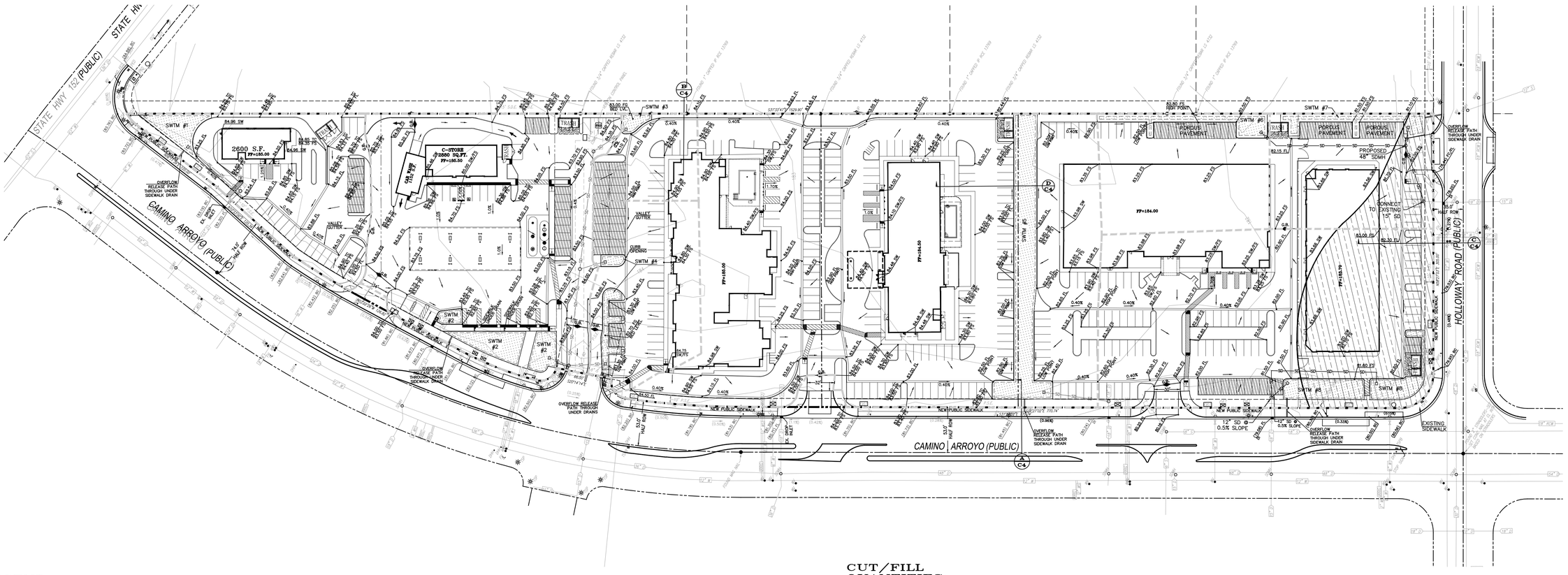
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

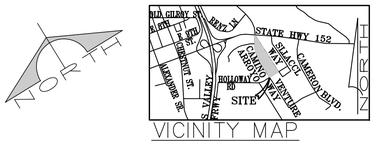
REGISTERED PROFESSIONAL ENGINEER — JOSEPH SMITH — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C3

SHEET
03 OF 09





VICINITY MAP
N.T.S.

LEGEND:

- PROPERTY LINE
- OVERFLOW CHAMBER
- STORM DRAIN MANHOLE
- EASEMENT LINE
- SD — STORM DRAIN PIPE
- HANDICAP ACCESSIBLE ROUTE
- POROUS PAVEMENT
- BIO RETENTION AREA
- AREA UNDER FLOOD ZONE FLOOD ELEVATION
- GRADE BREAK
- DMA BOUNDARY
- 12.35 FF — FINISHED FLOOR ELEVATION
- 12.35 CL — CENTER LINE ELEVATION
- 12.35 TC — TOP OF CURB ELEVATION
- 12.35 FL — FLOW LINE ELEVATION
- 12.35 FS — FINISHED SURFACE ELEVATION
- 12.35 FG — FINISHED GRADE ELEVATION
- 12.35 HP — HIGH POINT ELEVATION
- 12.35 EP — EDGE OF PAVEMENT ELEVATION
- 12.35 AC — TOP OF ASPHALT CONC.
- TRW — TOP OF RETAINING WALL
- TF — TOP OF FLOOR
- TOW — TOP OF WALL(TOE WALL)
- CG & SW — CURB GUTTER AND SIDEWALK

- (12.35) TRW — EXISTING TOP OF RETAINING WALL
- (12.35) EP — EXISTING EDGE OF PAVEMENT ELEVATION
- (12.35)FL — EXISTING FLOW LINE ELEVATION
- (12.35) FG — EXISTING FINISH GRADE ELEVATION
- (12.35) CL — EXISTING CENTER LINE ELEVATION
- (12.35) TC — EXISTING TOP OF CURB ELEVATION
- (12.35) AC — EXISTING ASPHALT CONC. ELEVATION
- (12.35) HP — HIGH POINT ELEVATION
- EXISTING POWER POLE
- EXISTING FENCE
- 468 — EXISTING CONTOUR
- HYD — EXISTING FIRE HYDRANT
- EXISTING FENCE
- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- (0.96%) — EXISTING SLOPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE

CUT/FILL QUANTITIES:

CUT – 6605 CY
FILL – 6285 CY

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOW FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.70'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.



FLOOD ZONE AREA

GRAPHIC SCALE

–60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

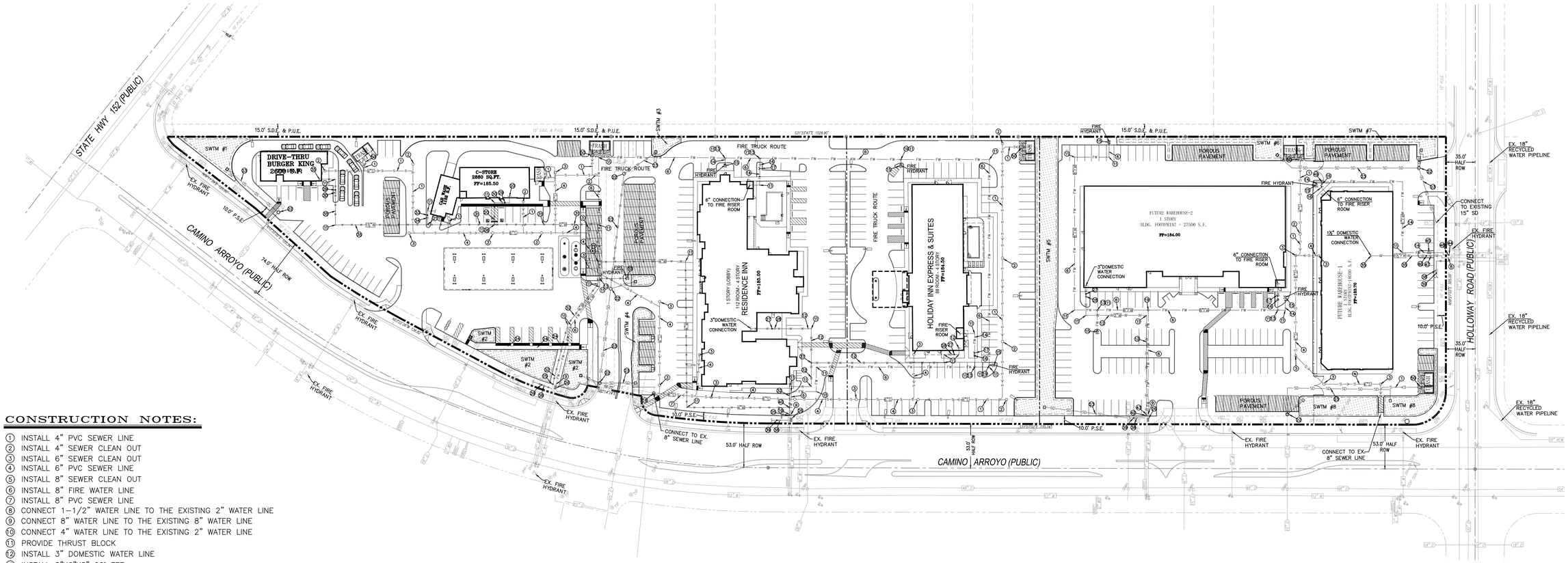
TITLE: GRADING PLAN
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

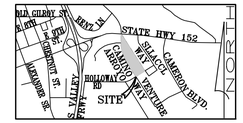
REGISTERED PROFESSIONAL ENGINEER
RAJESH KUMAR
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C4

SHEET
04 OF 09





CONSTRUCTION NOTES:

1. INSTALL 4" PVC SEWER LINE
2. INSTALL 4" SEWER CLEAN OUT
3. INSTALL 6" SEWER CLEAN OUT
4. INSTALL 6" PVC SEWER LINE
5. INSTALL 8" SEWER CLEAN OUT
6. INSTALL 8" FIRE WATER LINE
7. INSTALL 8" PVC SEWER LINE
8. CONNECT 1-1/2" WATER LINE TO THE EXISTING 2" WATER LINE
9. CONNECT 8" WATER LINE TO THE EXISTING 8" WATER LINE
10. CONNECT 4" WATER LINE TO THE EXISTING 2" WATER LINE
11. PROVIDE THRUST BLOCK
12. INSTALL 3" DOMESTIC WATER LINE
13. INSTALL 8"X6"X8" 90° TEE
14. INSTALL 6" FIRE WATER LINE
15. INSTALL FIRE HYDRANT AS PER CITY STANDARDS
16. INSTALL POST INDICATOR VALVE
17. INSTALL FIRE DEPARTMENT CONNECTION
18. INSTALL 48" SANITARY SEWER MANHOLE
19. INSTALL 8"X8"X8" 90° TEE
20. INSTALL 1" DOMESTIC WATER LINE
21. INSTALL 2"X1-1/2"X1-1/2" 90° TEE
22. PROPOSED 48" STORM DRAIN MANHOLE
23. PROPOSED 12" STORM DRAIN LINE
24. PROPOSED SIDEWALK UNDERAIN
25. INSTALL 2"X4" REDUCER
26. INSTALL 8" DCDA
27. INSTALL 3" RPPA
28. INSTALL 3" WATER METER
29. INSTALL 1" RPPA
30. INSTALL 1" WATER METER
31. INSTALL 2" DOMESTIC WATER LINE
32. INSTALL 4" DOMESTIC WATER LINE
33. INSTALL 1-1/2" RPPA
34. INSTALL 1-1/2" WATER METER
35. INSTALL 1-1/2" DOMESTIC WATER LINE
36. INSTALL 2"X1"X2" 90° TEE
37. INSTALL 4"X3"X3" 90° TEE
38. INSTALL 1" IRRIGATION WATER METER
39. INSTALL 1" IRRIGATION RPPA
40. INSTALL 4"X4"X4" 90° TEE
41. INSTALL 4"X4"X2" 90° TEE
42. INSTALL 2"X3" REDUCER
43. CONNECT 3" WATER LINE TO THE EXISTING 2" WATER LINE
44. INSTALL 8"X6" REDUCER
45. INSTALL 6" DCDA
46. INSTALL 1" RPPA
47. INSTALL 1" WATER METER
48. CONNECT 6" WATER LINE TO THE EXISTING 8" WATER LINE
49. INSTALL 6"X6"X6" 90° TEE
50. 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

FIRE FLOW CALCULATIONS:
(FOR RESIDENCE INN)

FIRE FLOW REQUIREMENTS IS 2,625 GALLONS PER MINUTE AT 20 PSI RESIDUAL PRESSURE.

BASED ON;

SQUARE FOOTAGE OF BUILDING	82,568 SQFT
BUILDING HEIGHT	47'-9" (TOP OF TOWER)
NUMBER OF STORIES	4 FLOORS
TYPE OF CONSTRUCTION	V-A
OCCUPANCY	R-1
FULL AUTOMATIC FIRE SPRINKLER SYSTEM	YES

(FOR HOLIDAY INN EXPRESS)

FIRE FLOW REQUIREMENTS IS 2,375 GALLONS PER MINUTE AT 20 PSI RESIDUAL PRESSURE.

BASED ON;

SQUARE FOOTAGE OF BUILDING	67,780 SQFT
BUILDING HEIGHT	49'-6" (TOP OF TOWER)
NUMBER OF STORIES	4 FLOORS
TYPE OF CONSTRUCTION	V-A
OCCUPANCY	R-1
FULL AUTOMATIC FIRE SPRINKLER SYSTEM	YES

APPROVED FOR CONSTRUCTION

BY _____

APPROVAL OF THESE PLANS SHALL NOT BE CONSTRUED TO BE A PERMIT FOR OR AN APPROVAL OF ANY VIOLATION OF ANY OF THE PROVISIONS OF THE STATE OR COUNTY LAWS.

LEGEND:

	EXISTING STREET LIGHT
	EXISTING FIRE HYDRANT
8"S	EXISTING SEWER LINE
2"WS	EXISTING DOMESTIC WATER PIPE
18"D	EXISTING STORM DRAIN PIPE
8"W	EXISTING FIRE WATER PIPE
IRRIG	EXISTING IRRIGATION WATER PIPE
18"RCW	EXISTING 18" RECYCLED WATER PIPELINE
(0.96%)	EXISTING SLOPE
WV	EXISTING WATER VALVE
SDMH	EXISTING STORM DRAIN MANHOLE
SSMH	EXISTING SANITARY SEWER MANHOLE
	EASEMENT LINE
SD	PROPOSED STORM DRAIN LINE
W	PROPOSED DOMESTIC WATER LINE
FW	PROPOSED FIRE WATER LINE
S	PROPOSED SEWER LINE
	PROPERTY LINE
	CENTER LINE
	FIRE TRUCK ROUTE
	HANDICAP ACCESSIBLE ROUTE
	POROUS PAVEMENT (SDM)
	PROPOSED FIRE HYDRANT
	PROPOSED FIRE DEPARTMENT CONNECTION
	PROPOSED POST INDICATIVE VALVE
	PROPOSED CHECK VALVE
	PROPOSED WATER METER
	PROPOSED RPPA
	PROPOSED DCDA
SDE	STORM DRAIN EASEMENT
PSE	PUBLIC SERVICE EASEMENT
SDM	SITE DESIGN MEASURE
SWTM	STORM WATER TREATMENT MEASURE

NOTES:

1. THE FUEL STATION UNDERGROUND STORAGE TANKS WILL BE DESIGNED AND INSTALLED TO MEET CURRENT CALIFORNIA CODES, LAWS AND REGULATIONS.
2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT Isaias.lona@cityofgilroy.org FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.
4. PUBLIC EASEMENTS AND RIGHT OF WAY WILL REMAIN CLEAR OF AND NOT ALLOW PRIVATE STRUCTURES, CANOPIES, SIGNS, FENCES, WALLS, ETC.
5. ALL UTILITIES WITHIN PRIVATE PROPERTY MUST BE PRIVATELY OWNED AND MAINTAINED.
6. ALL EXISTING AND PROPOSED UTILITY SERVICES TO THE SITE MUST BE UNDERGROUND.

GRAPHIC SCALE

-60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION ISSUE	DATED
1		
2		
3		
4		
5		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: UTILITY PLAN

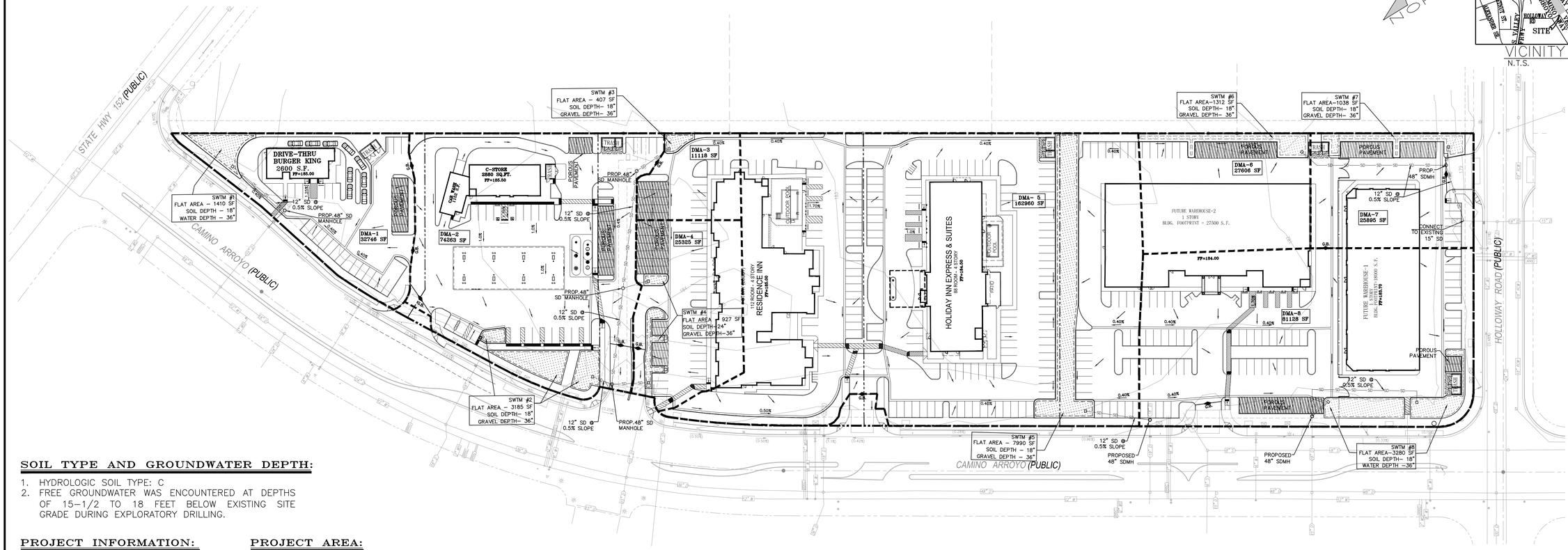
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

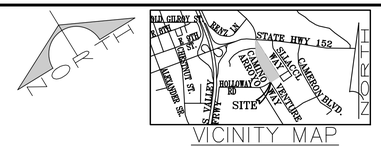
REGISTERED PROFESSIONAL ENGINEER
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C5

SHEET 05 OF 09





SOIL TYPE AND GROUNDWATER DEPTH:

1. HYDROLOGIC SOIL TYPE: C
2. FREE GROUNDWATER WAS ENCOUNTERED AT DEPTHS OF 15–1/2 TO 18 FEET BELOW EXISTING SITE GRADE DURING EXPLORATORY DRILLING.

PROJECT INFORMATION:

PROJECT NAME: GILROY SQUARE
ADDRESS: 6970 CAMINO ARROYO, GILROY, CALIFORNIA
ACCESSOR'S PARCEL NO.: 841–70–049
NAME OF APPLICANT: BOB DESAI
PROJECT TYPE: COMMERCIAL

PROJECT AREA:

TOTAL PROJECT SITE AREA: 10.12 AC
SITE TO BE DEVELOPED: 10.12 AC
TOTAL REPLACED IMPERVIOUS SURFACE AREA: NILL
TOTAL NEW PERVIOUS AREA (LANDSCAPE AREA+POROUS PAVEMENT) : 2.20 AC (1.87+0.33)
CALCULATION OF NET IMPERVIOUS AREA: 7.92 AC

RESPONSIBLE PARTY FOR MAINTENANCE:

PROPERTY OWNER: BOB DESAI
PHONE NO.: 408–891–3503
EMAIL ID: bkd784@gmail.com

SWTM SUMMARY TABLE:

SUMMARY TABLE - CALIFORNIA PHASE II LID SIZING CALCULATIONS

DMA #	Total area in SF	Impervious area in SF	Pervious area in SF	Site Design Measures	Net impervious area in SF	Storm Water Treatment Measure		Provided Storage Volume (in CU FT)	Provided Storage Volume in percentage (%)
						Bioretention Cell - 18" soil & 36" Gravel Storage	Bioretention Cell - 24" soil & 36" Gravel Storage		
				Proposed Porous		Provided Area in SF	Provided Area in SF		
1	32,746	24,149	8,597	1,197	22,952	1,410		2,820	122
2	74,263	61,050	13,213	2,052	58,998	3,185		6,370	104
3	11,118	9,412	1,706	1,710	7,702	407		814	156
4	25,325	22,243	3,082	3,249	18,994		927	1,993	141
5	162,960	132,480	30,480	0	132,480	7,990		15,980	105
6	27,606	24,831	2,775	1,881	22,950	1,312		2,624	123
7	25,895	21,314	4,581	2,052	19,262	1,038		2,076	125
8	81,128	64,158	16,970	2,223	61,935	3,280		6,560	103

Per Central Coast Region 95th Percentile 24-hour rainfall depth map, a rainfall depth of 1.45" is used.

SUMMARY TABLE - PEAK MANAGEMENT FOR 25-YR RETURN PERIOD

DMA #	Total area in SF	Impervious area in SF	Pervious area in SF	Porous Pavement in SF	Net impervious area in SF	Weighted Runoff Coefficient	Peak Discharge for 25 year return period ($Q_{25\text{-year}}$) in CFS	Required Retention Volume (in CU FT)	Provided Retention Volume (in CU FT)	Check
1	32,746	24,149	8,597	1,197	22,952	0.73	1.94	1,027	2,820	YES
2	74,263	61,050	13,213	2,052	58,998	0.82	4.48	1,993	6,370	YES
3	11,118	9,412	1,706	1,710	7,702	0.72	0.54	189	814	YES
4	25,325	22,243	3,082	3,249	18,994	0.78	1.37	542	1,993	YES
5	162,960	132,480	30,480	0	132,480	0.83	11.99	7,469	15,980	YES
6	27,606	24,831	2,775	1,881	22,950	0.85	1.52	504	2,624	YES
7	25,895	21,314	4,581	2,052	19,262	0.77	1.39	541	2,076	YES
8	81,128	64,158	16,970	2,223	61,935	0.79	5.15	2,715	6,560	YES

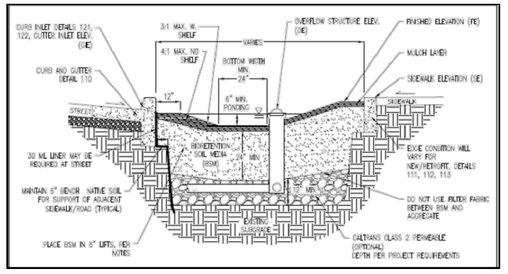
STORAGE FOR FOR 100 YR - 1 HOUR RETURN PERIOD

DMA#	Area in SF	Area in ac	Rainfall Depth in inches for 100 yr-1hr return period	Weighted Runoff coefficient		Retention volume required in CF		Post - Pre	Provided Volume in CF	CHECK
				Pre	Post	Pre	Post			
1	32,746	0.75	1.37	0.1	0.73	374	2,732	2,358	2,820	YES
2	74,263	1.70	1.37	0.1	0.82	848	6,910	6,062	6,370	YES
3	11,118	0.26	1.37	0.1	0.72	127	918	791	814	YES
4	25,325	0.58	1.37	0.1	0.78	289	2,241	1,952	1,993	YES
5	162,960	3.74	1.37	0.1	0.83	1,860	15,473	13,612	15,980	YES
6	27,606	0.63	1.37	0.1	0.85	315	2,673	2,358	2,624	YES
7	25,895	0.59	1.37	0.1	0.77	296	2,275	1,979	2,076	YES
8	81,128	1.86	1.37	0.1	0.79	926	7,290	6,364	6,560	YES

MAINTENANCE ACTIVITIES FOR BIO–RETENTION AREA:

ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREAS

NO.	MAINTENANCE TASK	FREQUENCY
1	Remove obstructions, debris and trash from bio-retention area and dispose of properly.	Monthly, or as needed after storm events
2	Inspect bioretention area for ponded water. If ponded water does not drain within 2-3 days, till and replace the surface soil and replant.	Monthly, or as needed after storm events
3	Inspect inlets for channels, soil exposure or other evidence of erosion. Clear obstructions and remove sediment	Monthly, or as needed after storm events
4	Remove and replace all dead and diseased vegetation	Twice a year
5	Maintain vegetation and irrigation system. Prune and weed to keep bioretention area neat and orderly in appearance. Remove and or replace any dead plants	Twice a year
6	Check that mulch is at appropriate depth (2 inches per soil specifications) and replenish as necessary before wet season begins	Monthly, or as needed after storm events
7	Inspect the energy dissipation at the inlet to ensure it is functioning adequately, and that there is no scour of the surface mulch	Annually, before the wet season begins



STREET BIORETENTION FACILITY (SLOPED SIDED, WITH UNDERDRAIN)
(REFERENCE: CENTRAL COAST LIDI)

NOTES:

1. CONNECT OVERFLOW AND UNDER DRAIN FLOW FROM ALL BASINS TO EX. PUBLIC STORM DRAIN LINE.
2. REFER GRADING PLAN C2 FOR ON–SITE PROPOSED GRADES.

LEGEND:

SDMH	EXISTING STORM DRAIN MANHOLE
WV	EXISTING WATER VALVE
SSMH	EXISTING SANITARY SEWER MANHOLE
8"S	EXISTING SEWER LINE
2"WS	EXISTING DOMESTIC WATER PIPE
18"D	EXISTING STORM DRAIN PIPE
8"W	EXISTING FIRE WATER PIPE
IRRIG	EXISTING IRRIGATION WATER PIPE
(0.96%)	EXISTING SLOPE
	EXISTING STREET LIGHT
	EXISTING POWER POLE
468	EXISTING CONTOUR
	EXISTING FIRE HYDRANT
	EASEMENT LINE
SD	STORM DRAIN PIPE
	PROPERTY LINE
	BIO RETENTION AREA
	POROUS PAVEMENT (SDM)
	GRADE BREAK
	PROP. OUTLET STRUCTURE
	PROP. STORM DRAIN MANHOLE
DMA	DRAINAGE MANAGEMENT AREA
	DMA BOUNDARY
SDM	SITE DESIGN MEASURE
SWTM	STORM WATER TREATMENT MEASURE

GRAPHIC SCALE
–60 0 30 60 120 240
(IN FEET)
1 INCH = 60 ft.

APN : 841–70–049

REVISIONS:

REVISION ISSUE	DATED
1	
2	

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

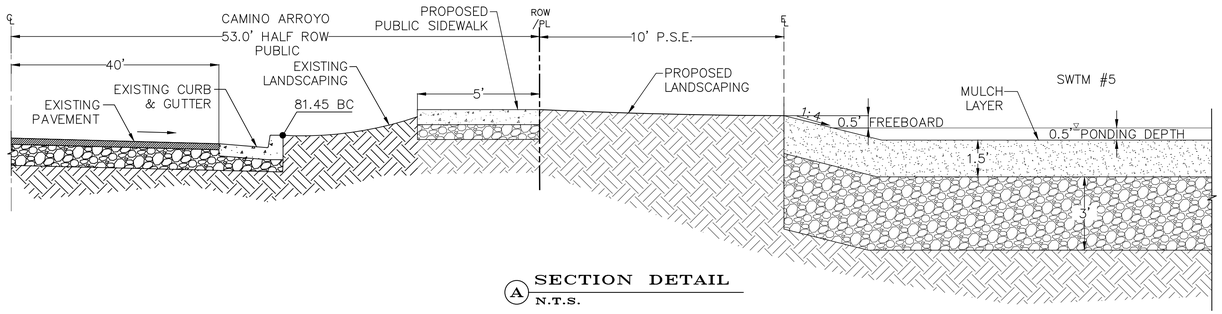
TITLE: STORM WATER QUALITY CONTROL PLAN
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — RAMESH KUMAR — No. C 57787 — EXP. 6/30/2023 — CIVIL — STATE OF CALIFORNIA

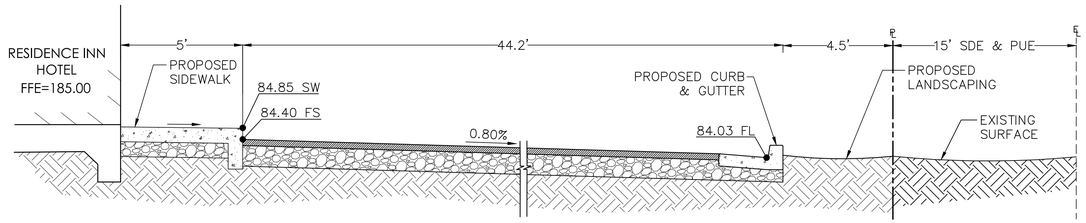
DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C6

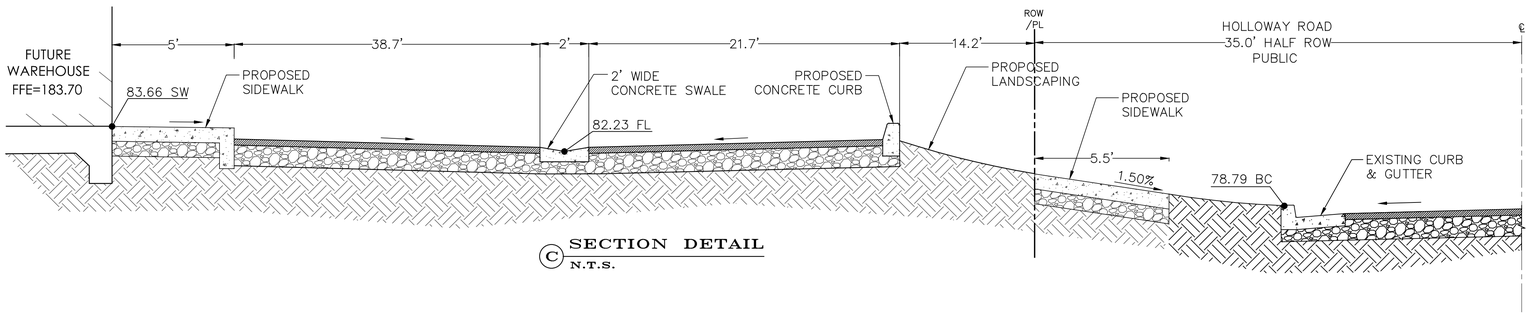
SHEET 06 OF 09



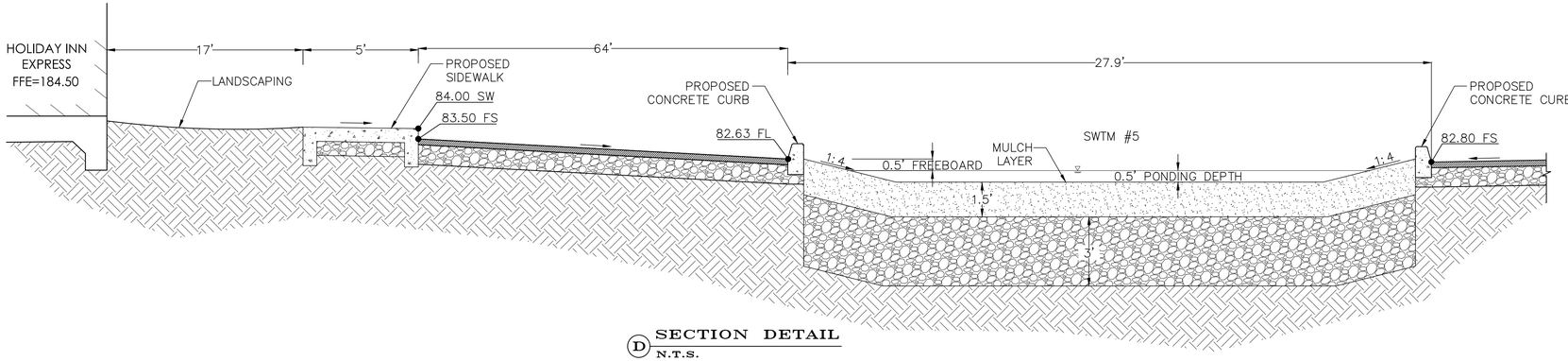
A SECTION DETAIL
N.T.S.



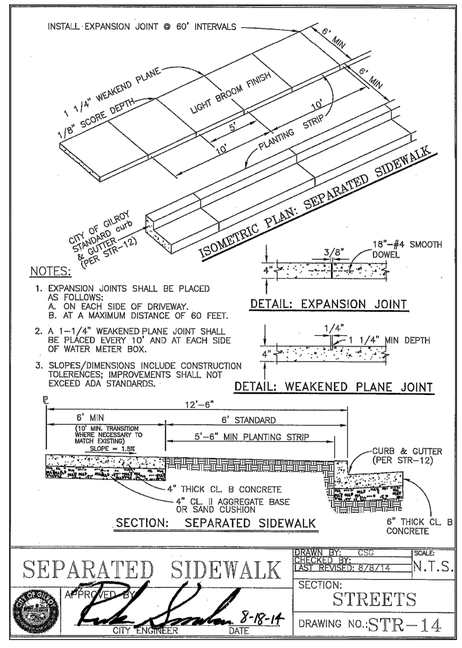
B SECTION DETAIL
N.T.S.



C SECTION DETAIL
N.T.S.



D SECTION DETAIL
N.T.S.



SEPARATED SIDEWALK	DRAWN BY: CSG CHECKED BY: LAST REVISED: 8/6/14	SCALE: N.T.S.
APPROVED BY: 8-18-14 CITY ENGINEER DATE	SECTION: STREETS	
	DRAWING NO.: STR-14	

REVISIONS:

	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: GRADING SECTIONS & DETAILS

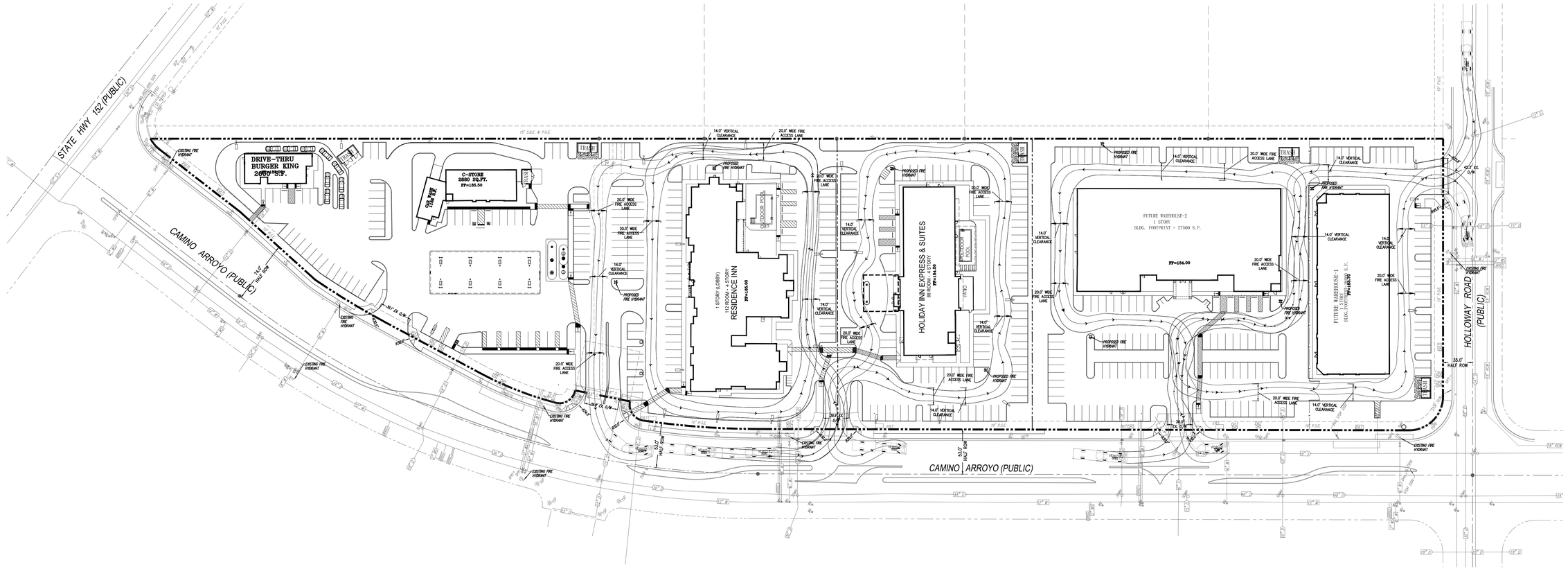
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

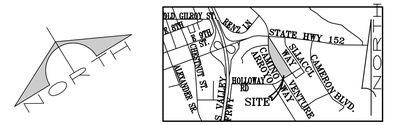
REGISTERED PROFESS'NAL ENGINEER
JAMES SHIN
EXP 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: AS
CHK. BY: JS

C7

SHEET
07 OF 09





VICINITY MAP
N.T.S.

(EMERGENCY VEHICLE SIZE)

Commercial Chassis Tanker–Tandem Rear Axel
Width (inch)–100 (Max.)
Height (ft)–12 (Max.)
Length (ft)–40 (Max.)

NOTES:

1. THE FUEL STATION UNDERGROUND STORAGE TANKS WILL BE DESIGNED AND INSTALLED TO MEET CURRENT CALIFORNIA CODES, LAWS AND REGULATIONS.
2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT ISAIAS.LONA@CITYOFGILROY.ORG FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

LEGEND:

- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE
- EXISTING FIRE HYDRANT
- PROPERTY LINE
- CENTER LINE
- FIRE TRUCK ROUTE
- HANDICAP ACCESSIBLE ROUTE
- PROPOSED FIRE HYDRANT

GRAPHIC SCALE

−40 0 20 40 80 160

(IN FEET)
1 INCH = 40 ft.

REVISIONS:

	REVISION ISSUE	DATED
1		
2		
3		
4		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
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TITLE: FIRE TRUCK CIRCULATION PLAN

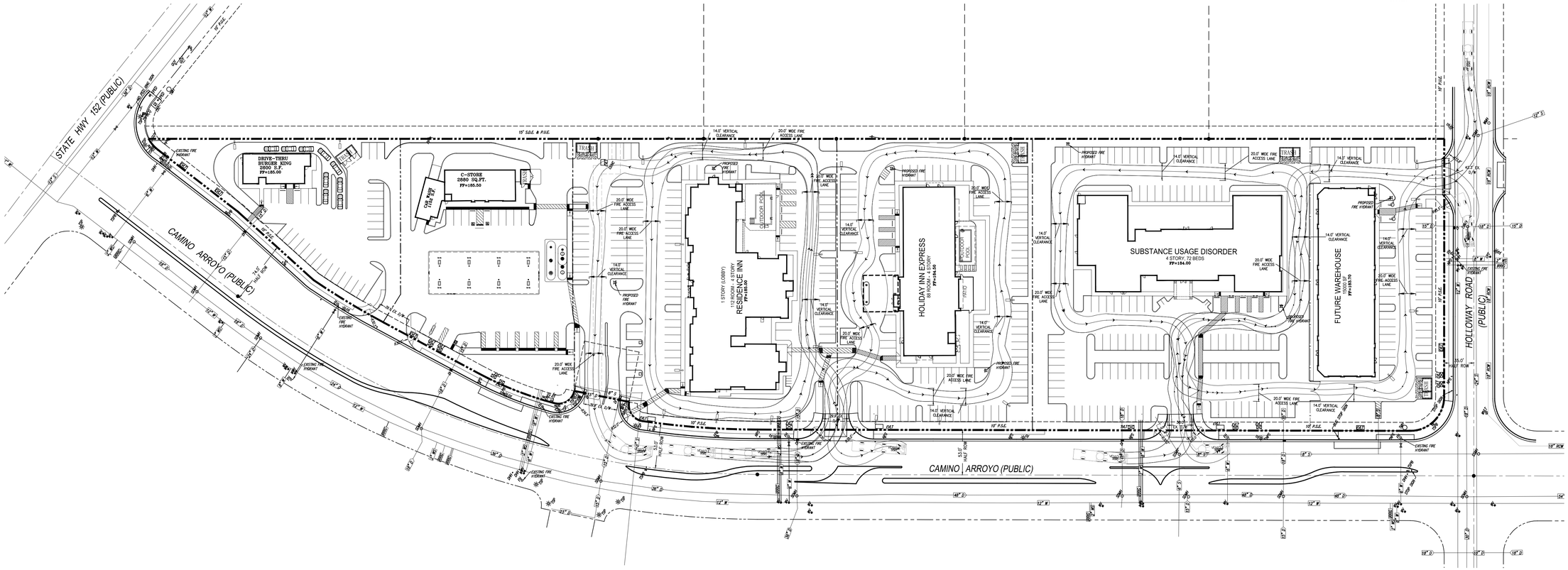
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

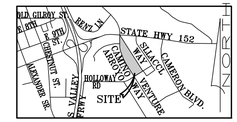
REGISTERED PROFESSIONAL ENGINEER
S. S. Sathe
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C8

SHEET
08 OF 09





VICINITY MAP
N.T.S.

(EMERGENCY VEHICLE SIZE)

Commercial Chassis Tanker–Tandem Rear Axel
Width (inch)–100 (Max.)
Height (ft)–12 (Max.)
Length (ft)–40 (Max.)

NOTES:

1. THE FUEL STATION UNDERGROUND STORAGE TANKS WILL BE DESIGNED AND INSTALLED TO MEET CURRENT CALIFORNIA CODES, LAWS AND REGULATIONS.
2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT ISAIAS.LONA@CITYOFGILROY.ORG FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

LEGEND:

- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE
- EXISTING FIRE HYDRANT
- PROPERTY LINE
- CENTER LINE
- FIRE TRUCK ROUTE (SCHOOL)
- HANDICAP ACCESSIBLE ROUTE
- PROPOSED FIRE HYDRANT

GRAPHIC SCALE
−60 0 30 60 120 240
(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			
6			

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: FIRE TRUCK CIRCULATION PLAN

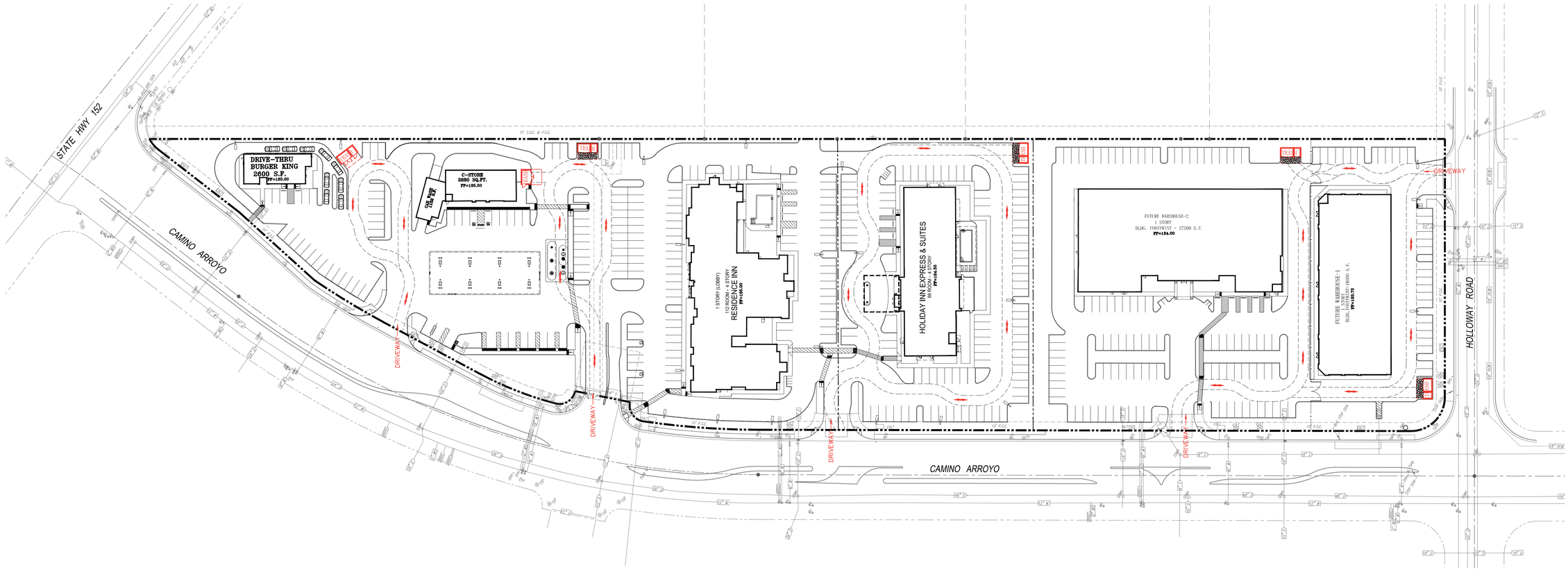
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

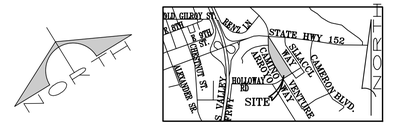
REGISTERED PROFESSIONAL ENGINEER
EXP. 6/30/2023
STATE OF CALIFORNIA

DATE: 07/26/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C8

SHEET
08 OF 09





VICINITY MAP
N.T.S.

LEGEND:

- PROPERTY LINE
- PARKING STRIPS
- CENTER LINE
- BLDG LINE
- ACCESSIBLE AISLE
- TRASH TRUCK ROUTE
- LIGHTING SINGLE HEAD POLE LIGHT
- TRUNCATED DOMES
- (VP) PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
- (EV) ELECTRICAL VEHICLE CHARGING STATION
- PROPOSED ACCESSIBLE ROUTE OF TRAVEL
- (M) ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 SQ.FT OF SEASONAL COLOR AT BASE OF SIGN

NOTE:
1. FOR COLLECTION VEHICLE, MINIMUM 14' VERTICAL CLEARANCE IS PROVIDED.
2. DRIVEWAYS OR PARKING LOTS IN THE PATH OF THE COLLECTION VEHICLE TO ACCOMMODATE A 50,000 POUND TRUCK ON A WEEKLY BASIS.

GRAPHIC SCALE
-40 0 20 40 80 160
(IN FEET)
1 INCH = 40 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
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TITLE: SOLID WASTE HANDLING PLAN

PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

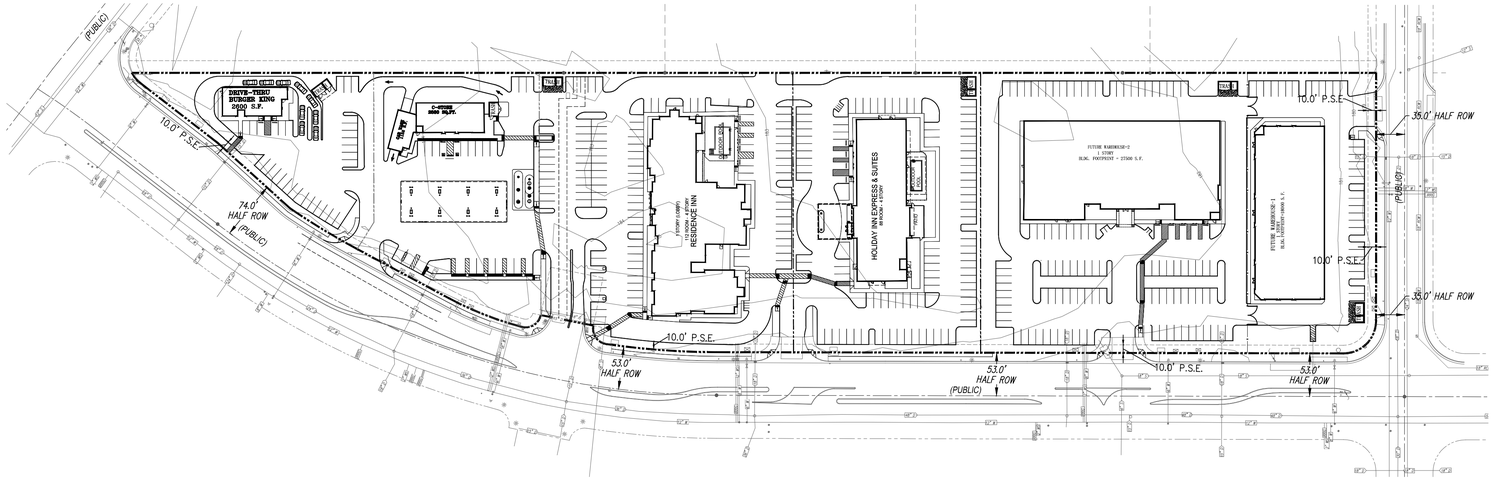
REGISTERED PROFESSIONAL ENGINEER
JOSEPH SMITH
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

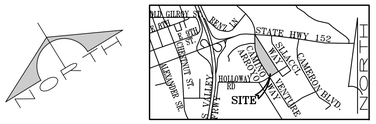
DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C9

SHEET
9 OF 09

CIVIL PLANS
GILROY SQUARE
6970 CAMINO, ARROYO
GILROY, CA
APN: 841-70-049





VICINITY MAP
N.T.S.

SHEET INDEX:

1. C1 COVER SHEET
2. C2 CIVIL SITE PLAN
3. C3 PHASING PLAN
4. C4 GRADING PLAN
5. C5 UTILITY PLAN
6. C6 STORMWATER CONTROL PLAN
7. C7 GRADING SECTIONS
8. C8 FIRE TRUCK CIRCULATION PLAN
9. C9 SOLID WASTE HANDLING PLAN

CUT/FILL QUANTITIES:
CUT – 7405 CY
FILL – 5485 CY

BENCHMARK:

BENCH MARK : BM 965
ELEVATION : 219.83' (NAVD88)

SCVWD BM 965. USCGS BRASS DISK (C1236 1972); ON TOP OF SIDEWALK AT NE CORNER OF BRIDGE OVERPASS FOR HIGHWAY 152–TENTH STREET OVER HIGHWAY 101; 1 FOOT SOUTH OF NORTH HEADWALL; 16 FEET WEST FROM EAST END OF HEADWALL. CITY OF GILROY.

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOWS FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.0'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.

ZONING:

COMMERCIAL

ASSESSOR PARCEL NUMBER:

APN: 841–70–049

PROJECT AREA:

TOTAL PROJECT SITE AREA : 10.11 ACRE

OWNER:

BOB DESAI
6970 CAMINO ARROYO
GILROY, CALIFORNIA, 95020
P.H.: (408)891–3503

SOIL REPORT:

KRAZAN & ASSOCIATES, INC.
GEOTECHNICAL ENVIRONMENTAL DIVISION
1061 SERPENTINE LANE SUITE F
PLEASANTON, CALIFORNIA, 94566
PH: (925)307–1160

ARCHITECTURE,STRUCTURE & CIVIL ENGINEERING FIRM:

JASPAL S. SIDHU P.E
ACE DESIGN, LLC.
1024 IRON POINT ROAD
FOLSOM, CA 95630
(702)396–5113

SURVEYOR:

ROSES ENGINEERING
ENGINEERING PLANNING SURVEYING
1015 NORTH MARKET BLVD. SUITE 2B
SACRAMENTO, CA 95834
P.H.: (916)837–6058

UTILITY REPRESENTATIVES		
UTILITY	REPRESENTATIVE	PHONE
GAS	P.G. & E.	800–743–5000
ELECTRICITY	GILROY ELECTRIC INCORPORATED	408–842–2649
TELEPHONE	AT&T	408–846–0744
WATER	GILROY WATER DIVISION	408–846–0270
SEWER	SOUTH COUNTY REGIONAL WASTEWATER AUTHORITY	408–848–0480
FIRE	GILROY FIRE DEPARTMENT	408–846–0370
CABLE	SPECTRUM	866–874–2389

I, JASPAL SINGH SIDHU, CERTIFY THAT THIS TENTATIVE MAP WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH THE CITY OF GILROY SUBDIVISION ORDINANCE AND THE STATE MAP ACT.

NAME & DATE _____ SIGNATURE _____

A SOILS REPORT ON THIS PROPERTY HAS BEEN PREPARED BY, KRAZAN & ASSOCIATES, INC., ENTITLED "GEOTECHNICAL ENGINEERING INVESTIGATION "JANUARY 30, 2020 , WHICH HAS BEEN FILED WITH THE CITY OF GILROY.

NAME & DATE _____ SIGNATURE _____

I, ROSE'S ENGINEERING, A LICENSED LAND SURVEYOR IN THE STATE OF CALIFORNIA, HEREBY STATE THAT THIS TENTATIVE MAP IS BASED UPON SURVEY UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH CITY OF GILROY SUBDIVISION ORDINANCE AND STATE MAP ACT.

NAME & DATE _____ SIGNATURE _____

GRAPHIC SCALE

-90 0 45 90 180 360
(IN FEET)
1 INCH = 90 ft.

REVISIONS:

NO.	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: COVER SHEET
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

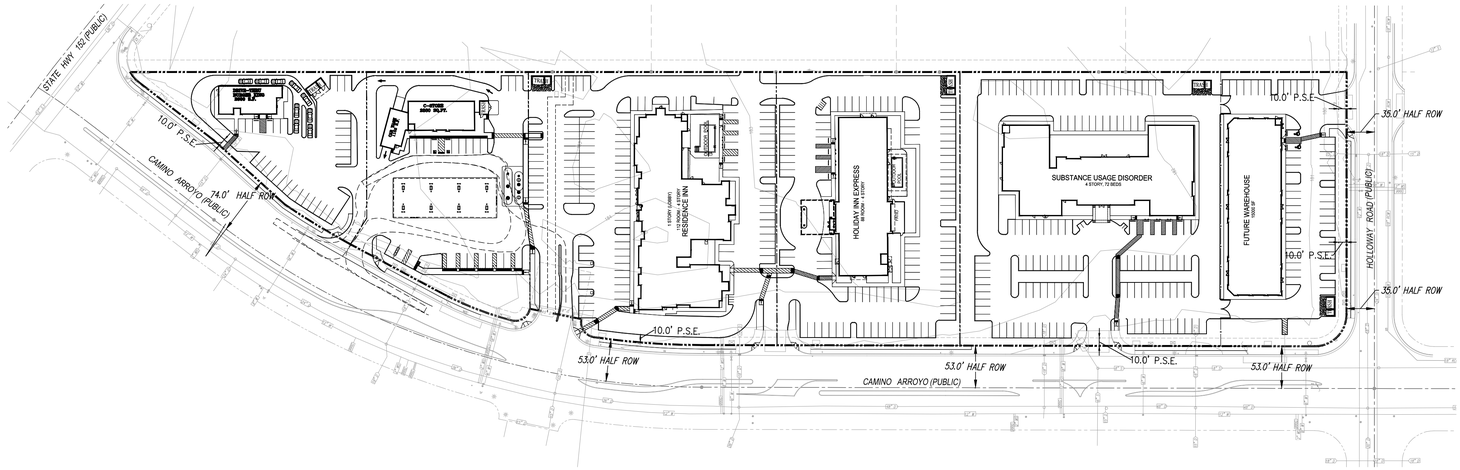
REGISTERED PROFESSIONAL ENGINEER
JASPAL SINGH SIDHU
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

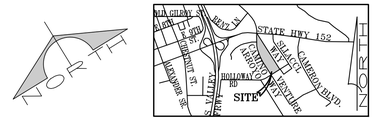
DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C1

SHEET
01 OF 09

CIVIL PLANS
GILROY SQUARE
6970 CAMINO, ARROYO
GILROY, CA
APN: 841-70-049





VICINITY MAP
N.T.S.

SHEET INDEX:

1. C1 COVER SHEET
2. C2 CIVIL SITE PLAN
3. C3 PHASING PLAN
4. C4 GRADING PLAN
5. C5 UTILITY PLAN
6. C6 STORMWATER CONTROL PLAN
7. C7 GRADING SECTIONS
8. C8 FIRE TRUCK CIRCULATION PLAN
9. C9 SOLID WASTE HANDLING PLAN

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MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

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ZONING:
COMMERCIAL

ASSESSOR PARCEL NUMBER:
APN: 841-70-049

PROJECT AREA:
TOTAL PROJECT SITE AREA : 10.11 ACRE

OWNER:
BOB DESAI
6970 CAMINO ARROYO
GILROY, CALIFORNIA, 95020
P.H.: (408)891-3503

SOIL REPORT:
KRAZAN & ASSOCIATES, INC.
GEOTECHNICAL ENVIRONMENTAL DIVISION
1051 SERPENTINE LANE SUITE F
PLEASANTON, CALIFORNIA, 94566
PH: (925)307-1160

ARCHITECTURE,STRUCTURE & CIVIL ENGINEERING FIRM:
JASPAL S. SIDHU P.E
ACE DESIGN, LLC.
1024 IRON POINT ROAD
FOLSOM, CA 95630
(702)396-5113

SURVEYOR:
ROSES ENGINEERING
ENGINEERING PLANNING SURVEYING
1015 NORTH MARKET BLVD. SUITE 2B
SACRAMENTO, CA 95834
P.H.: (916)837-6058

UTILITY REPRESENTATIVES		
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WATER	GILROY WATER DIVISION	408-846-0270
SEWER	SOUTH COUNTY REGIONAL WASTEWATER AUTHORITY	408-848-0480
FIRE	GILROY FIRE DEPARTMENT	408-846-0370
CABLE	SPECTRUM	866-874-2389

I, JASPAL SINGH SIDHU, CERTIFY THAT THIS TENTATIVE MAP WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH THE CITY OF GILROY SUBDIVISION ORDINANCE AND THE STATE MAP ACT.

NAME & DATE _____ SIGNATURE _____

A SOILS REPORT ON THIS PROPERTY HAS BEEN PREPARED BY, KRAZAN & ASSOCIATES, INC., ENTITLED "GEOTECHNICAL ENGINEERING INVESTIGATION " JANUARY 30, 2020 , WHICH HAS BEEN FILED WITH THE CITY OF GILROY.

NAME & DATE _____ SIGNATURE _____

I, ROSE'S ENGINEERING, A LICENSED LAND SURVEYOR IN THE STATE OF CALIFORNIA, HEREBY STATE THAT THIS TENTATIVE MAP IS BASED UPON SURVEY UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH CITY OF GILROY SUBDIVISION ORDINANCE AND STATE MAP ACT.

NAME & DATE _____ SIGNATURE _____

GRAPHIC SCALE

-90 0 45 90 180 360

(IN FEET)
1 INCH = 90 ft.

REVISIONS:

NO.	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			
6			

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

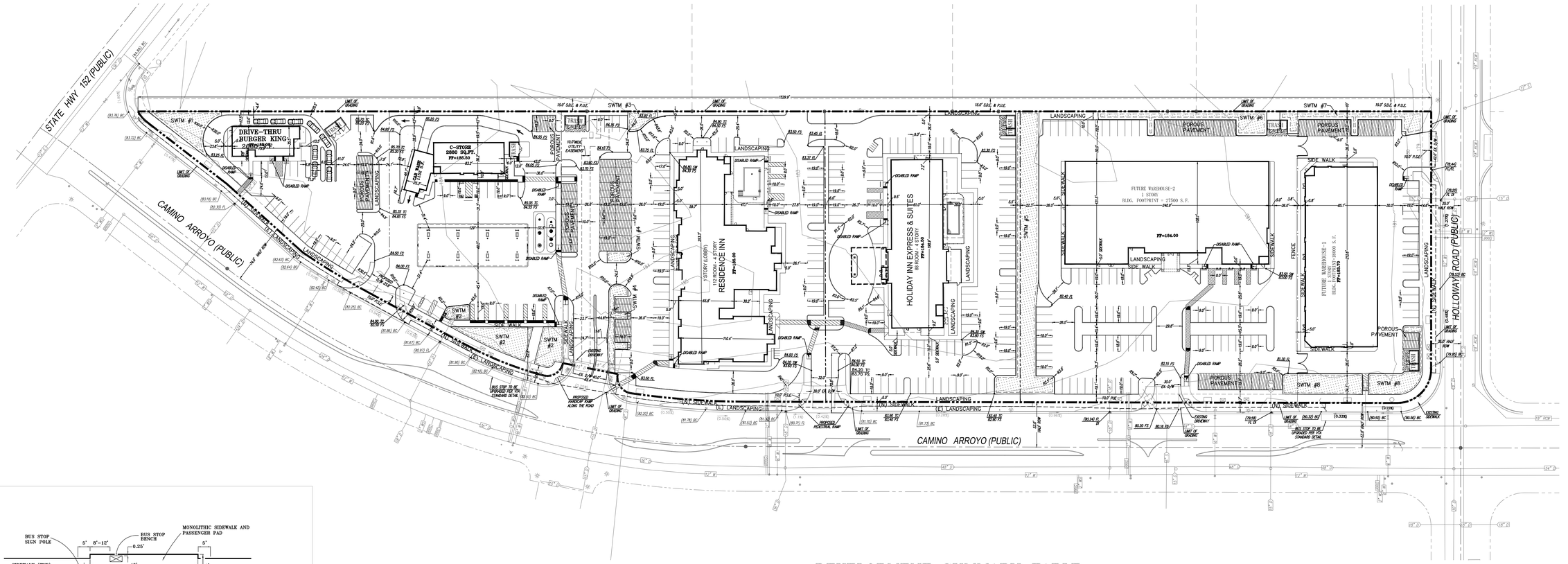
TITLE: COVER SHEET
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

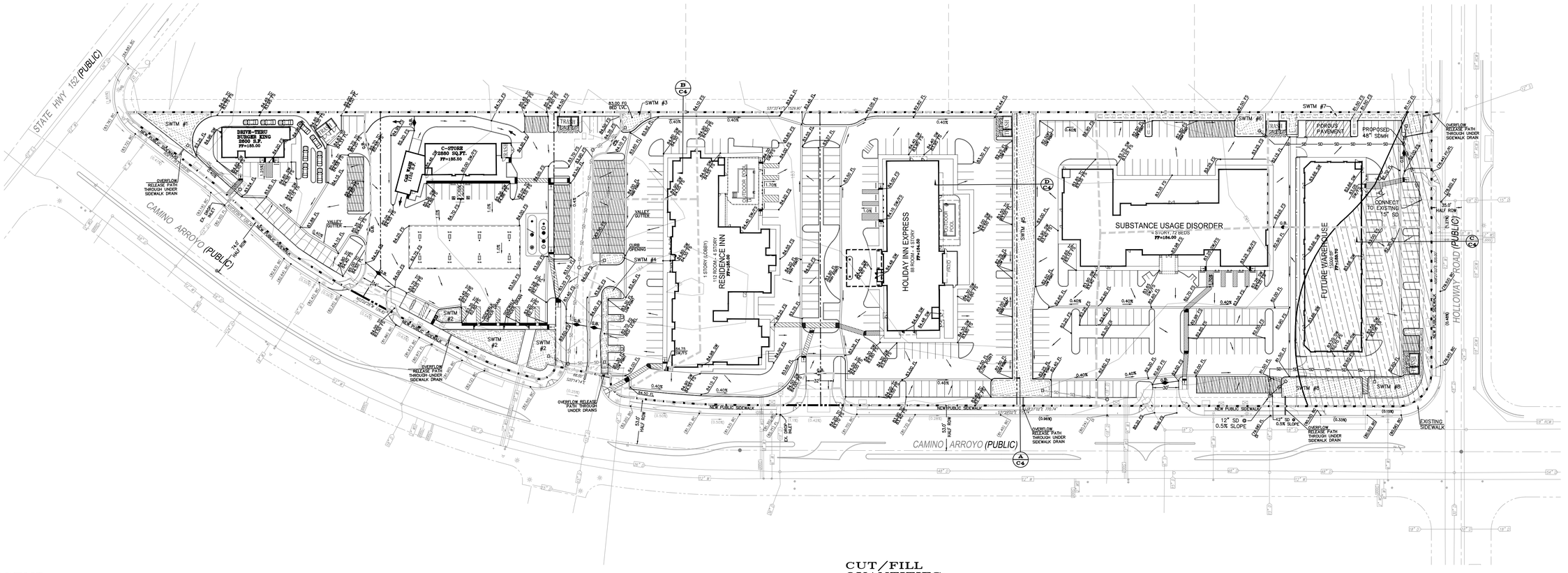
REGISTERED PROFESSIONAL ENGINEER
JASPAL SINGH SIDHU
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

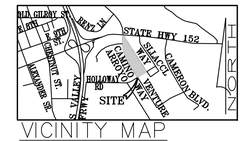
DATE: 07/26/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

C1

SHEET
01 OF 09


STATE HWY 152 (PUBLIC)
CAMINO ARROYO (PUBLIC)
HOLLOWAY ROAD (PUBLIC)
DRIVE-THRU BURGER KING 2,600 SQ.FT. FF=185.00
C-STORE 2880 SQ.FT. FF=185.50
3 STORY (LOBBY) 112 ROOM - 4 STORY RESIDENCE INN FF=165.00
HOLIDAY INN EXPRESS & SUITES 3 STORY (LOBBY) 88 ROOM - 4 STORY FF=184.50
FUTURE WAREHOUSE=2 1 STORY BLDG. FOOTPRINT = 27500 S.F. FF=184.00
FUTURE WAREHOUSE=1 1 STORY BLDG. FOOTPRINT=18000 S.F. FF=183.70
SWTM #1
SWTM #2
SWTM #3
SWTM #4
SWTM #5
SWTM #6
SWTM #7
SWTM #8
POROUS PAVEMENT
LANDSCAPING
SIDE WALK
TRASH
FENCE
EXISTING DRIVEWAY
PROPOSED HANDICAP RAMP ALONG THE ROAD
PROPOSED PEDESTRIAN RAMP
ADJUST EX. S.D.M.H. TO GRADE
ADJUST EX. W.V. TO GRADE
ADJUST EX. G.V. TO GRADE
EX. 8" W.L.
EX. 12" W.L.
EX. 8" S.S.
EX. 12" S.S.
EX. 18" D
EX. 24" D
EX. 48" D
EX. 54" D
EX. 8" RCW
EX. 12" RCW
EX. 30" RCW
EX. 48" RCW
EX. 54" RCW
EX. 30" CL IV RCP
EX. 48" CL IV RCP
EX. 54" CL IV RCP
EX. 30" HALF RCW
EX. 48" HALF RCW
EX. 54" HALF RCW
EX. 10" P.S.C.
EX. 12" P.S.C.
EX. 15" P.S.C.
EX. 18" P.S.C.
EX. 24" P.S.C.
EX. 30" P.S.C.
EX. 48" P.S.C.
EX. 54" P.S.C.
EX. 8" F.C.M.
EX. 12" F.C.M.
EX. 15" F.C.M.
EX. 18" F.C.M.
EX. 24" F.C.M.
EX. 30" F.C.M.
EX. 48" F.C.M.
EX. 54" F.C.M.
EX. 8" W
EX. 12" W
EX. 15" W
EX. 18" W
EX. 24" W
EX. 30" W
EX. 48" W
EX. 54" W
EX. 8" S
EX. 12" S
EX. 15" S
EX. 18" S
EX. 24" S
EX. 30" S
EX. 48" S
EX. 54" S
EX. 8" RCS
EX. 12" RCS
EX. 15" RCS
EX. 18" RCS
EX. 24" RCS
EX. 30" RCS
EX. 48" RCS
EX. 54" RCS
EX. 8" F.C.S.
EX. 12" F.C.S.
EX. 15" F.C.S.
EX. 18" F.C.S.
EX. 24" F.C.S.
EX. 30" F.C.S.
EX. 48" F.C.S.
EX. 54" F.C.S.
EX. 8" RCD
EX. 12" RCD
EX. 15" RCD
EX. 18" RCD
EX. 24" RCD
EX. 30" RCD
EX. 48" RCD
EX. 54" RCD
EX. 8" F.C.D.
EX. 12" F.C.D.
EX. 15" F.C.D.
EX. 18" F.C.D.
EX. 24" F.C.D.
EX. 30" F.C.D.
EX. 48" F.C.D.
EX. 54" F.C.D.
EX. 8" W.V.
EX. 12" W.V.
EX. 15" W.V.
EX. 18" W.V.
EX. 24" W.V.
EX. 30" W.V.
EX. 48" W.V.
EX. 54" W.V.
EX. 8" RCW
EX. 12" RCW
EX. 15" RCW
EX. 18" RCW
EX. 24" RCW
EX. 30" RCW
EX. 48" RCW
EX. 54" RCW





VICINITY MAP
N.T.S.

LEGEND:

	PROPERTY LINE
	OVERFLOW CHAMBER
	STORM DRAIN MANHOLE
— — — —	EASEMENT LINE
—SD—	STORM DRAIN PIPE
	HANDICAP ACCESSIBLE ROUTE
	POROUS PAVEMENT
	BIO RETENTION AREA
	AREA UNDER FLOOD ZONE FLOOD ELEVATION
	GRADE BREAK
	DMA BOUNDARY
12.35 FF	FINISHED FLOOR ELEVATION
12.35 CL	CENTER LINE ELEVATION
12.35 TC	TOP OF CURB ELEVATION
12.35 FL	FLOW LINE ELEVATION
12.35 FS	FINISHED SURFACE ELEVATION
12.35 FG	FINISHED GRADE ELEVATION
12.35 HP	HIGH POINT ELEVATION
12.35 EP	EDGE OF PAVEMENT ELEVATION
12.35 AC	TOP OF ASPHALT CONC.
TRW	TOP OF RETAINING WALL
TF	TOP OF FLOOR
TOW	TOP OF WALL(TOE WALL)
CG & SW	CURB GUTTER AND SIDEWALK

(12.35) TRW	EXISTING TOP OF RETAINING WALL
(12.35) EP	EXISTING EDGE OF PAVEMENT ELEVATION
(12.35)FL	EXISTING FLOW LINE ELEVATION
(12.35) FG	EXISTING FINISH GRADE ELEVATION
(12.35) CL	EXISTING CENTER LINE ELEVATION
(12.35) TC	EXISTING TOP OF CURB ELEVATION
(12.35) AC	EXISTING ASPHALT CONC. ELEVATION
(12.35) HP	HIGH POINT ELEVATION
	EXISTING POWER POLE
x x	EXISTING FENCE
468	EXISTING CONTOUR
	EXISTING FIRE HYDRANT
	EXISTING FENCE
8"S	EXISTING SEWER LINE
2"WS	EXISTING DOMESTIC WATER PIPE
18"D	EXISTING STORM DRAIN PIPE
8"W	EXISTING FIRE WATER PIPE
IRRIG	EXISTING IRRIGATION WATER PIPE
(0.96%)	EXISTING SLOPE
	EXISTING STREET LIGHT
WV	EXISTING WATER VALVE
SDMH	EXISTING STORM DRAIN MANHOLE
SSMH	EXISTING SANITARY SEWER MANHOLE

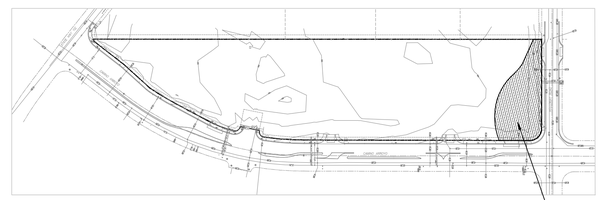
CUT/FILL QUANTITIES:

CUT – 6605 CY
FILL – 6285 CY

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOW FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.70'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.



FLOOD ZONE AREA

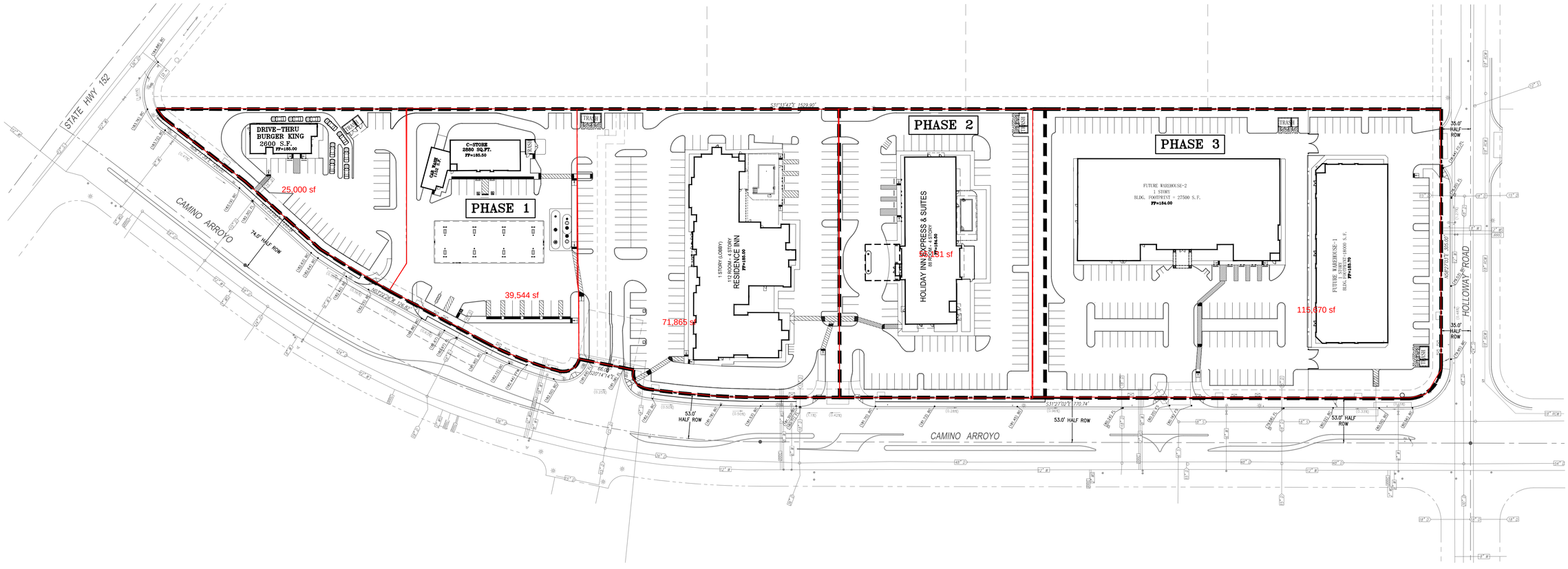
GRAPHIC SCALE

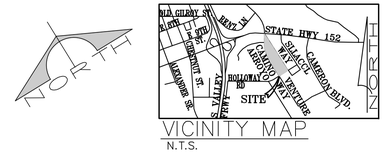
-60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION	ISSUE	DATED





VICINITY MAP
N.T.S.

LEGEND:

- EASEMENT LINE
- PROPERTY LINE
- HANDICAP ACCESSIBLE ROUTE
- PHASE BOUNDARY

GRAPHIC SCALE

−50 0 25 50 100 200

50 FEET

(IN FEET)
1 INCH = 50 ft.

REVISIONS:

NO.	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: PHASING PLAN

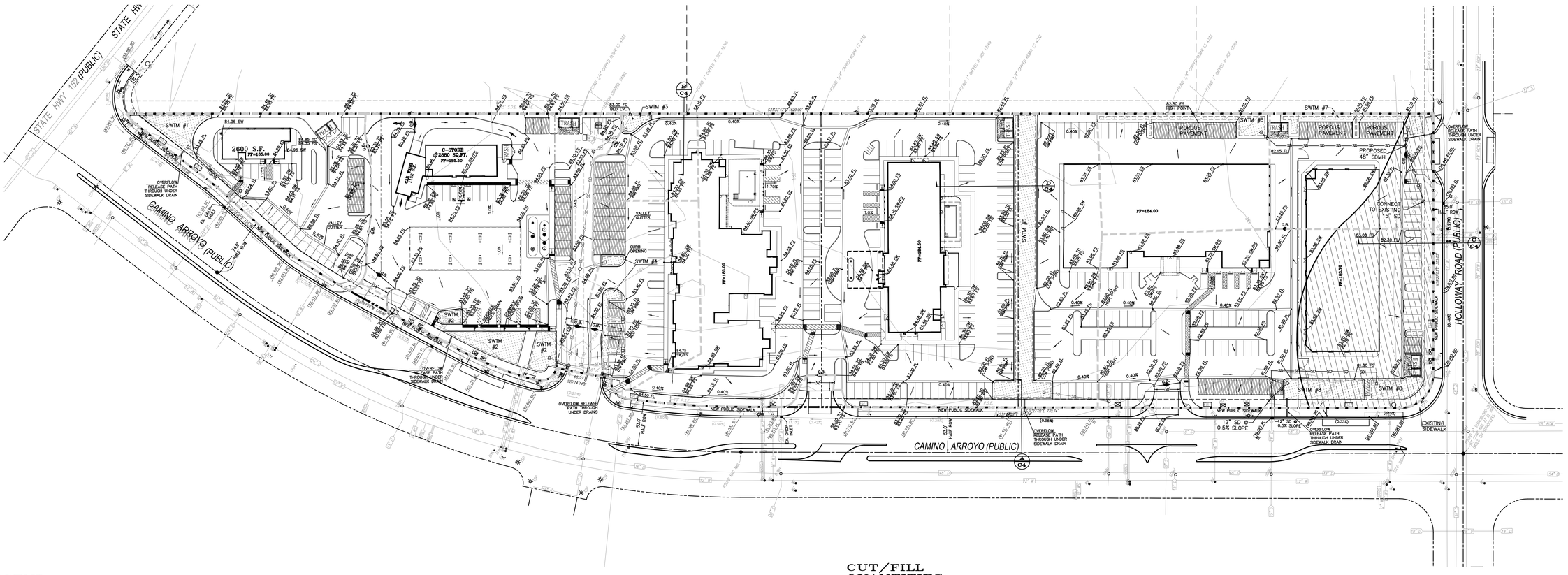
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

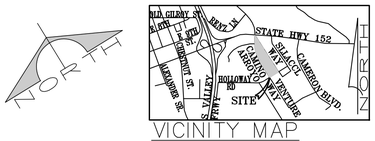
REGISTERED PROFESSIONAL ENGINEER — JOSEPH SMITH — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C3

SHEET
03 OF 09





VICINITY MAP
N.T.S.

LEGEND:

- PROPERTY LINE
- OVERFLOW CHAMBER
- STORM DRAIN MANHOLE
- EASEMENT LINE
- SD — STORM DRAIN PIPE
- HANDICAP ACCESSIBLE ROUTE
- POROUS PAVEMENT
- BIO RETENTION AREA
- AREA UNDER FLOOD ZONE FLOOD ELEVATION
- GRADE BREAK
- DMA BOUNDARY
- 12.35 FF — FINISHED FLOOR ELEVATION
- 12.35 CL — CENTER LINE ELEVATION
- 12.35 TC — TOP OF CURB ELEVATION
- 12.35 FL — FLOW LINE ELEVATION
- 12.35 FS — FINISHED SURFACE ELEVATION
- 12.35 FG — FINISHED GRADE ELEVATION
- 12.35 HP — HIGH POINT ELEVATION
- 12.35 EP — EDGE OF PAVEMENT ELEVATION
- 12.35 AC — TOP OF ASPHALT CONC.
- TRW — TOP OF RETAINING WALL
- TF — TOP OF FLOOR
- TOW — TOP OF WALL(TOE WALL)
- CG & SW — CURB GUTTER AND SIDEWALK

- (12.35) TRW — EXISTING TOP OF RETAINING WALL
- (12.35) EP — EXISTING EDGE OF PAVEMENT ELEVATION
- (12.35)FL — EXISTING FLOW LINE ELEVATION
- (12.35) FG — EXISTING FINISH GRADE ELEVATION
- (12.35) CL — EXISTING CENTER LINE ELEVATION
- (12.35) TC — EXISTING TOP OF CURB ELEVATION
- (12.35) AC — EXISTING ASPHALT CONC. ELEVATION
- (12.35) HP — HIGH POINT ELEVATION
- EXISTING POWER POLE
- EXISTING FENCE
- 468 — EXISTING CONTOUR
- HYD — EXISTING FIRE HYDRANT
- EXISTING FENCE
- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- (0.96%) — EXISTING SLOPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE

CUT/FILL QUANTITIES:

CUT – 6605 CY
FILL – 6285 CY

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOW FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.70'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.



FLOOD ZONE AREA

GRAPHIC SCALE

–60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

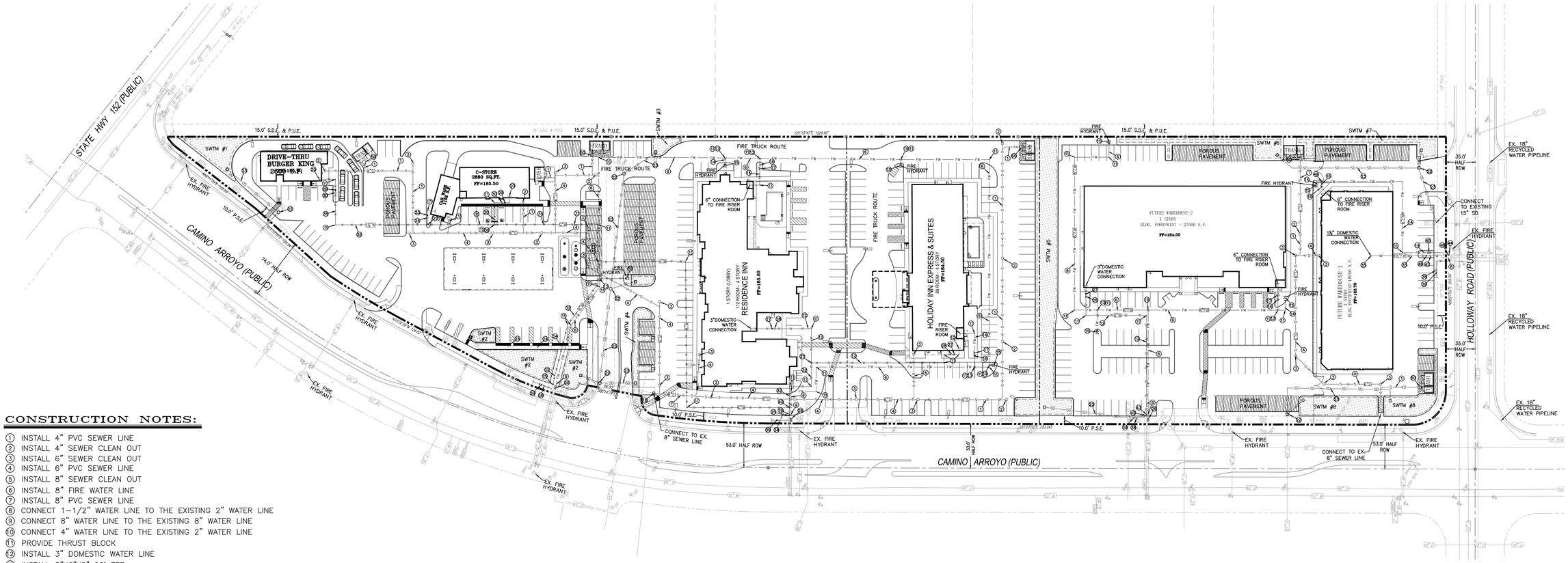
TITLE: GRADING PLAN
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

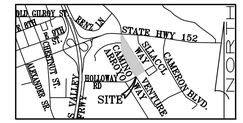
REGISTERED PROFESSIONAL ENGINEER
RAJESH KUMAR
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C4

SHEET
04 OF 09





CONSTRUCTION NOTES:

1. INSTALL 4" PVC SEWER LINE
2. INSTALL 4" SEWER CLEAN OUT
3. INSTALL 6" SEWER CLEAN OUT
4. INSTALL 6" PVC SEWER LINE
5. INSTALL 8" SEWER CLEAN OUT
6. INSTALL 8" FIRE WATER LINE
7. INSTALL 8" PVC SEWER LINE
8. CONNECT 1-1/2" WATER LINE TO THE EXISTING 2" WATER LINE
9. CONNECT 8" WATER LINE TO THE EXISTING 8" WATER LINE
10. CONNECT 4" WATER LINE TO THE EXISTING 2" WATER LINE
11. PROVIDE THRUST BLOCK
12. INSTALL 3" DOMESTIC WATER LINE
13. INSTALL 8"X6"X8" 90° TEE
14. INSTALL 6" FIRE WATER LINE
15. INSTALL FIRE HYDRANT AS PER CITY STANDARDS
16. INSTALL POST INDICATOR VALVE
17. INSTALL FIRE DEPARTMENT CONNECTION
18. INSTALL 48" SANITARY SEWER MANHOLE
19. INSTALL 8"X8"X8" 90° TEE
20. INSTALL 1" DOMESTIC WATER LINE
21. INSTALL 2"X1-1/2"X1-1/2" 90° TEE
22. PROPOSED 48" STORM DRAIN MANHOLE
23. PROPOSED 12" STORM DRAIN LINE
24. PROPOSED SIDEWALK UNDERAIN
25. INSTALL 2"X4" REDUCER
26. INSTALL 8" DCDA
27. INSTALL 3" RPPA
28. INSTALL 3" WATER METER
29. INSTALL 1" RPPA
30. INSTALL 1" WATER METER
31. INSTALL 2" DOMESTIC WATER LINE
32. INSTALL 4" DOMESTIC WATER LINE
33. INSTALL 1-1/2" RPPA
34. INSTALL 1-1/2" WATER METER
35. INSTALL 1-1/2" DOMESTIC WATER LINE
36. INSTALL 2"X1"X2" 90° TEE
37. INSTALL 4"X3"X3" 90° TEE
38. INSTALL 1" IRRIGATION WATER METER
39. INSTALL 1" IRRIGATION RPPA
40. INSTALL 4"X4"X4" 90° TEE
41. INSTALL 4"X4"X2" 90° TEE
42. INSTALL 2"X3" REDUCER
43. CONNECT 3" WATER LINE TO THE EXISTING 2" WATER LINE
44. INSTALL 8"X6" REDUCER
45. INSTALL 6" DCDA
46. INSTALL 1" RPPA
47. INSTALL 1" WATER METER
48. CONNECT 6" WATER LINE TO THE EXISTING 8" WATER LINE
49. INSTALL 6"X6"X6" 90° TEE
50. 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

FIRE FLOW CALCULATIONS:
(FOR RESIDENCE INN)

FIRE FLOW REQUIREMENTS IS 2,625 GALLONS PER MINUTE AT 20 PSI RESIDUAL PRESSURE.

BASED ON;

SQUARE FOOTAGE OF BUILDING	82,568 SQFT
BUILDING HEIGHT	47'-9" (TOP OF TOWER)
NUMBER OF STORIES	4 FLOORS
TYPE OF CONSTRUCTION	V-A
OCCUPANCY	R-1
FULL AUTOMATIC FIRE SPRINKLER SYSTEM	YES

(FOR HOLIDAY INN EXPRESS)

FIRE FLOW REQUIREMENTS IS 2,375 GALLONS PER MINUTE AT 20 PSI RESIDUAL PRESSURE.

BASED ON;

SQUARE FOOTAGE OF BUILDING	67,780 SQFT
BUILDING HEIGHT	49'-6" (TOP OF TOWER)
NUMBER OF STORIES	4 FLOORS
TYPE OF CONSTRUCTION	V-A
OCCUPANCY	R-1
FULL AUTOMATIC FIRE SPRINKLER SYSTEM	YES

APPROVED FOR CONSTRUCTION

BY _____

APPROVAL OF THESE PLANS SHALL NOT BE CONSTRUED TO BE A PERMIT FOR OR AN APPROVAL OF ANY VIOLATION OF ANY OF THE PROVISIONS OF THE STATE OR COUNTY LAWS.

LEGEND:

	EXISTING STREET LIGHT
	EXISTING FIRE HYDRANT
8"S	EXISTING SEWER LINE
2"WS	EXISTING DOMESTIC WATER PIPE
18"D	EXISTING STORM DRAIN PIPE
8"W	EXISTING FIRE WATER PIPE
IRRIG	EXISTING IRRIGATION WATER PIPE
18"RCW	EXISTING 18" RECYCLED WATER PIPELINE
(0.96%)	EXISTING SLOPE
WV	EXISTING WATER VALVE
SDMH	EXISTING STORM DRAIN MANHOLE
SSMH	EXISTING SANITARY SEWER MANHOLE
	EASEMENT LINE
SD	PROPOSED STORM DRAIN LINE
W	PROPOSED DOMESTIC WATER LINE
FW	PROPOSED FIRE WATER LINE
S	PROPOSED SEWER LINE
	PROPERTY LINE
	CENTER LINE
	FIRE TRUCK ROUTE
	HANDICAP ACCESSIBLE ROUTE
	POROUS PAVEMENT (SDM)
	PROPOSED FIRE HYDRANT
	PROPOSED FIRE DEPARTMENT CONNECTION
	PROPOSED POST INDICATIVE VALVE
	PROPOSED CHECK VALVE
	PROPOSED WATER METER
	PROPOSED RPPA
	PROPOSED DCDA
SDE	STORM DRAIN EASEMENT
PSE	PUBLIC SERVICE EASEMENT
SDM	SITE DESIGN MEASURE
SWTM	STORM WATER TREATMENT MEASURE

NOTES:

1. THE FUEL STATION UNDERGROUND STORAGE TANKS WILL BE DESIGNED AND INSTALLED TO MEET CURRENT CALIFORNIA CODES, LAWS AND REGULATIONS.
2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT Isaias.lona@cityofgilroy.org FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.
4. PUBLIC EASEMENTS AND RIGHT OF WAY WILL REMAIN CLEAR OF AND NOT ALLOW PRIVATE STRUCTURES, CANOPIES, SIGNS, FENCES, WALLS, ETC.
5. ALL UTILITIES WITHIN PRIVATE PROPERTY MUST BE PRIVATELY OWNED AND MAINTAINED.
6. ALL EXISTING AND PROPOSED UTILITY SERVICES TO THE SITE MUST BE UNDERGROUND.

GRAPHIC SCALE

-60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION ISSUE	DATED
1		
2		
3		
4		
5		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: UTILITY PLAN

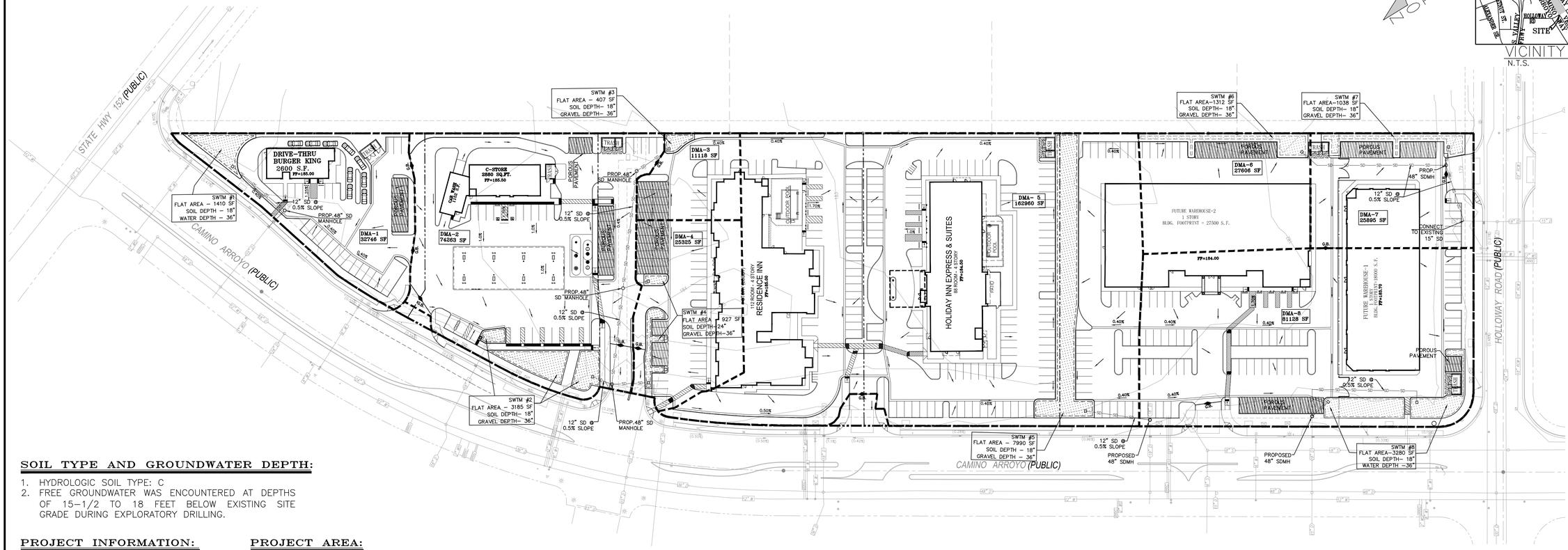
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

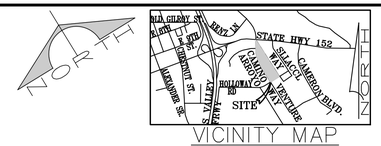
REGISTERED PROFESSIONAL ENGINEER
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C5

SHEET 05 OF 09





SOIL TYPE AND GROUNDWATER DEPTH:

1. HYDROLOGIC SOIL TYPE: C
2. FREE GROUNDWATER WAS ENCOUNTERED AT DEPTHS OF 15–1/2 TO 18 FEET BELOW EXISTING SITE GRADE DURING EXPLORATORY DRILLING.

PROJECT INFORMATION:

PROJECT NAME: GILROY SQUARE
ADDRESS: 6970 CAMINO ARROYO, GILROY, CALIFORNIA
ACCESSOR'S PARCEL NO.: 841–70–049
NAME OF APPLICANT: BOB DESAI
PROJECT TYPE: COMMERCIAL

PROJECT AREA:

TOTAL PROJECT SITE AREA: 10.12 AC
SITE TO BE DEVELOPED: 10.12 AC
TOTAL REPLACED IMPERVIOUS SURFACE AREA: NILL
TOTAL NEW PERVIOUS AREA (LANDSCAPE AREA+POROUS PAVEMENT) : 2.20 AC (1.87+0.33)
CALCULATION OF NET IMPERVIOUS AREA: 7.92 AC

RESPONSIBLE PARTY FOR MAINTENANCE:

PROPERTY OWNER: BOB DESAI
PHONE NO.: 408–891–3503
EMAIL ID: bkd784@gmail.com

SWTM SUMMARY TABLE:

SUMMARY TABLE - CALIFORNIA PHASE II LID SIZING CALCULATIONS

DMA #	Total area in SF	Impervious area in SF	Pervious area in SF	Site Design Measures	Net impervious area in SF	Storm Water Treatment Measure		Provided Storage Volume (in CU FT)	Provided Storage Volume in percentage (%)
						Bioretention Cell - 18" soil & 36" Gravel Storage	Bioretention Cell - 24" soil & 36" Gravel Storage		
				Proposed Porous		Provided Area in SF	Provided Area in SF		
1	32,746	24,149	8,597	1,197	22,952	1,410		2,820	122
2	74,263	61,050	13,213	2,052	58,998	3,185		6,370	104
3	11,118	9,412	1,706	1,710	7,702	407		814	156
4	25,325	22,243	3,082	3,249	18,994		927	1,993	141
5	162,960	132,480	30,480	0	132,480	7,990		15,980	105
6	27,606	24,831	2,775	1,881	22,950	1,312		2,624	123
7	25,895	21,314	4,581	2,052	19,262	1,038		2,076	125
8	81,128	64,158	16,970	2,223	61,935	3,280		6,560	103

Per Central Coast Region 95th Percentile 24-hour rainfall depth map, a rainfall depth of 1.45" is used.

SUMMARY TABLE - PEAK MANAGEMENT FOR 25-YR RETURN PERIOD

DMA #	Total area in SF	Impervious area in SF	Pervious area in SF	Porous Pavement in SF	Net impervious area in SF	Weighted Runoff Coefficient	Peak Discharge for 25 year return period ($Q_{25\text{-year}}$) in CFS	Required Retention Volume (in CU FT)	Provided Retention Volume (in CU FT)	Check
1	32,746	24,149	8,597	1,197	22,952	0.73	1.94	1,027	2,820	YES
2	74,263	61,050	13,213	2,052	58,998	0.82	4.48	1,993	6,370	YES
3	11,118	9,412	1,706	1,710	7,702	0.72	0.54	189	814	YES
4	25,325	22,243	3,082	3,249	18,994	0.78	1.37	542	1,993	YES
5	162,960	132,480	30,480	0	132,480	0.83	11.99	7,469	15,980	YES
6	27,606	24,831	2,775	1,881	22,950	0.85	1.52	504	2,624	YES
7	25,895	21,314	4,581	2,052	19,262	0.77	1.39	541	2,076	YES
8	81,128	64,158	16,970	2,223	61,935	0.79	5.15	2,715	6,560	YES

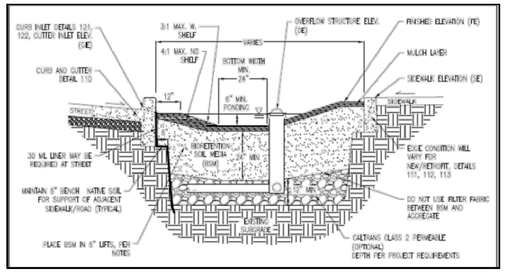
STORAGE FOR FOR 100 YR - 1 HOUR RETURN PERIOD

DMA#	Area in SF	Area in ac	Rainfall Depth in inches for 100 yr-1hr return period	Weighted Runoff coefficient		Retention volume required in CF		Post - Pre	Provided Volume in CF	CHECK
				Pre	Post	Pre	Post			
1	32,746	0.75	1.37	0.1	0.73	374	2,732	2,358	2,820	YES
2	74,263	1.70	1.37	0.1	0.82	848	6,910	6,062	6,370	YES
3	11,118	0.26	1.37	0.1	0.72	127	918	791	814	YES
4	25,325	0.58	1.37	0.1	0.78	289	2,241	1,952	1,993	YES
5	162,960	3.74	1.37	0.1	0.83	1,860	15,473	13,612	15,980	YES
6	27,606	0.63	1.37	0.1	0.85	315	2,673	2,358	2,624	YES
7	25,895	0.59	1.37	0.1	0.77	296	2,275	1,979	2,076	YES
8	81,128	1.86	1.37	0.1	0.79	926	7,290	6,364	6,560	YES

MAINTENANCE ACTIVITIES FOR BIO–RETENTION AREA:

ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREAS

NO.	MAINTENANCE TASK	FREQUENCY
1	Remove obstructions, debris and trash from bio-retention area and dispose of properly.	Monthly, or as needed after storm events
2	Inspect bioretention area for ponded water. If ponded water does not drain within 2-3 days, till and replace the surface soil and replant.	Monthly, or as needed after storm events
3	Inspect inlets for channels, soil exposure or other evidence of erosion. Clear obstructions and remove sediment	Monthly, or as needed after storm events
4	Remove and replace all dead and diseased vegetation	Twice a year
5	Maintain vegetation and irrigation system. Prune and weed to keep bioretention area neat and orderly in appearance. Remove and or replace any dead plants	Twice a year
6	Check that mulch is at appropriate depth (2 inches per soil specifications) and replenish as necessary before wet season begins	Monthly, or as needed after storm events
7	Inspect the energy dissipation at the inlet to ensure it is functioning adequately, and that there is no scour of the surface mulch	Annually, before the wet season begins



STREET BIORETENTION FACILITY (SLOPED SIDED, WITH UNDERDRAIN)
(REFERENCE: CENTRAL COAST LIDI)

NOTES:

1. CONNECT OVERFLOW AND UNDER DRAIN FLOW FROM ALL BASINS TO EX. PUBLIC STORM DRAIN LINE.
2. REFER GRADING PLAN C2 FOR ON–SITE PROPOSED GRADES.

LEGEND:

SDMH	EXISTING STORM DRAIN MANHOLE
WV	EXISTING WATER VALVE
SSMH	EXISTING SANITARY SEWER MANHOLE
8"S	EXISTING SEWER LINE
2"WS	EXISTING DOMESTIC WATER PIPE
18"D	EXISTING STORM DRAIN PIPE
8"W	EXISTING FIRE WATER PIPE
IRRIG	EXISTING IRRIGATION WATER PIPE
(0.96%)	EXISTING SLOPE
	EXISTING STREET LIGHT
	EXISTING POWER POLE
468	EXISTING CONTOUR
	EXISTING FIRE HYDRANT
	EASEMENT LINE
SD	STORM DRAIN PIPE
	PROPERTY LINE
	BIO RETENTION AREA
	POROUS PAVEMENT (SDM)
	GRADE BREAK
	PROP. OUTLET STRUCTURE
	PROP. STORM DRAIN MANHOLE
DMA	DRAINAGE MANAGEMENT AREA
	DMA BOUNDARY
SDM	SITE DESIGN MEASURE
SWTM	STORM WATER TREATMENT MEASURE

GRAPHIC SCALE
–60 0 30 60 120 240
(IN FEET)
1 INCH = 60 ft.

APN : 841–70–049

REVISIONS:

REVISION ISSUE	DATED
1	
2	

ACE Design LLC
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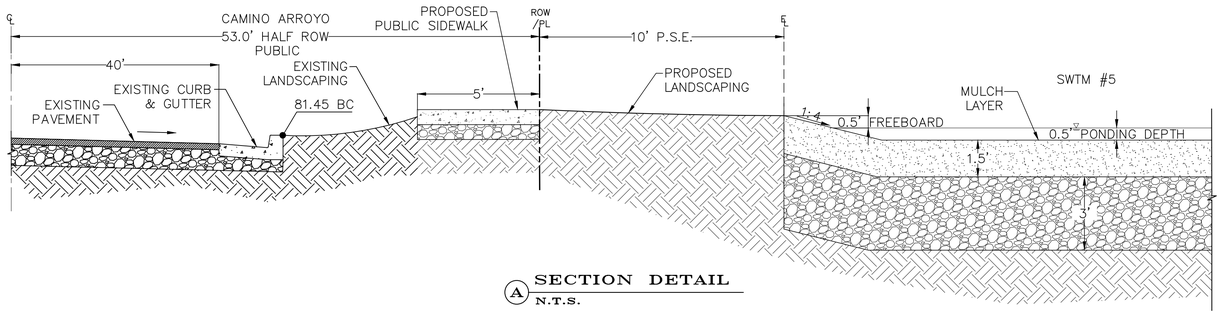
TITLE: STORM WATER QUALITY CONTROL PLAN
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — RAMESH KUMAR — No. C 57787 — EXP. 6/30/2023 — CIVIL — STATE OF CALIFORNIA

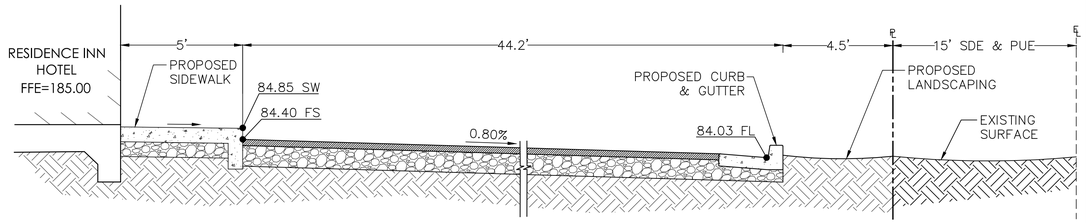
DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C6

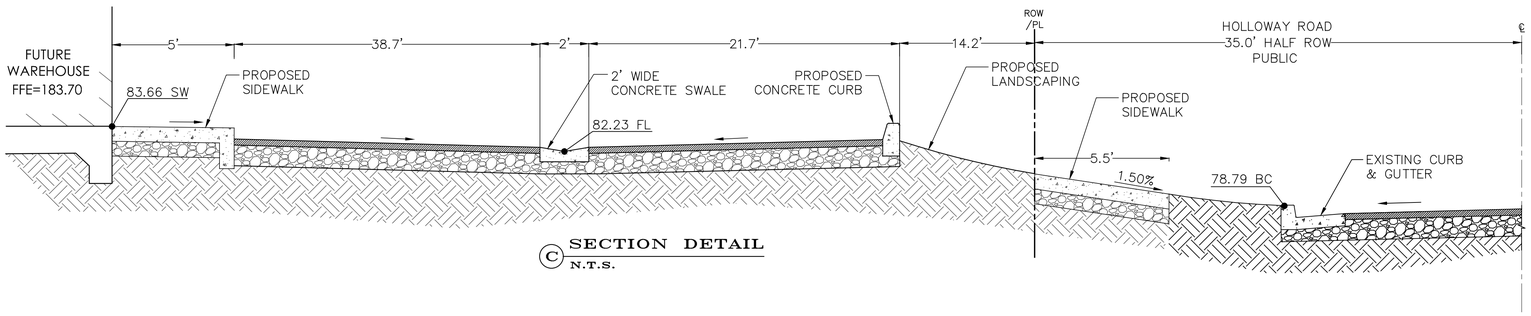
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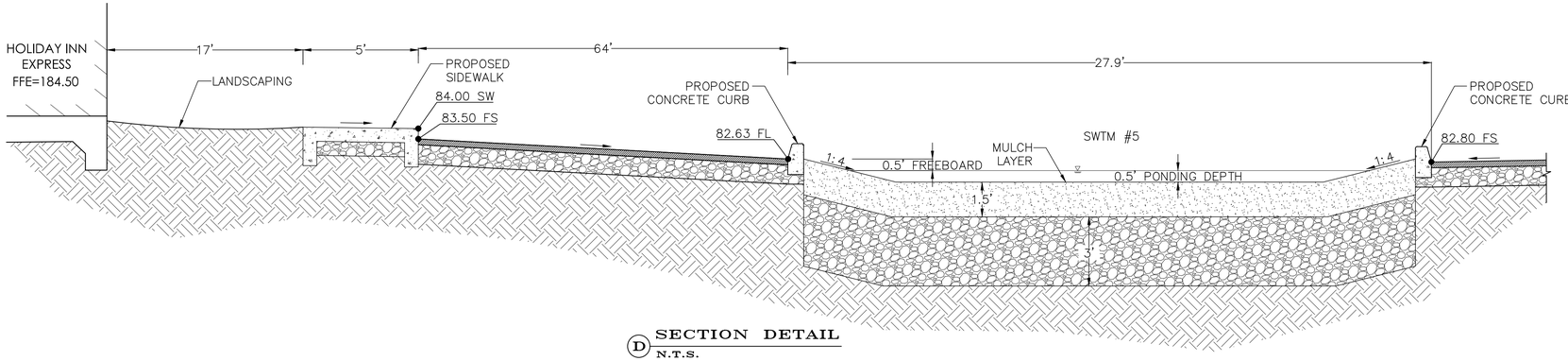
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N.T.S.



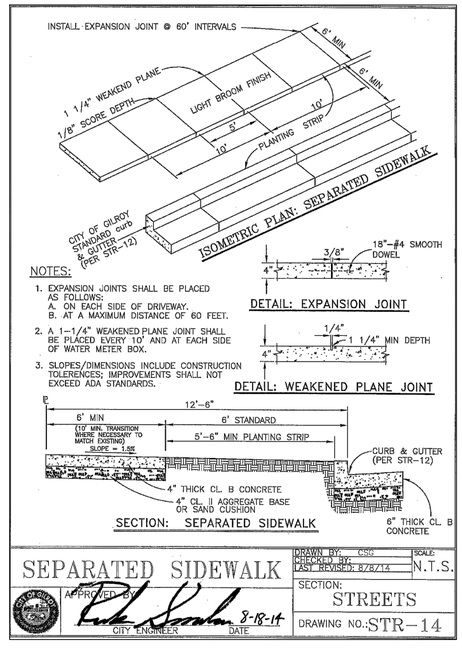
B SECTION DETAIL
N.T.S.



C SECTION DETAIL
N.T.S.



D SECTION DETAIL
N.T.S.



SEPARATED SIDEWALK	DRAWN BY: CSG CHECKED BY: LAST REVISED: 8/6/14	SCALE: N.T.S.
APPROVED BY: 8-18-14 CITY ENGINEER DATE	SECTION: STREETS	
	DRAWING NO.: STR-14	

REVISIONS:

	REVISION ISSUE	DATED
1		

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TITLE: GRADING SECTIONS & DETAILS

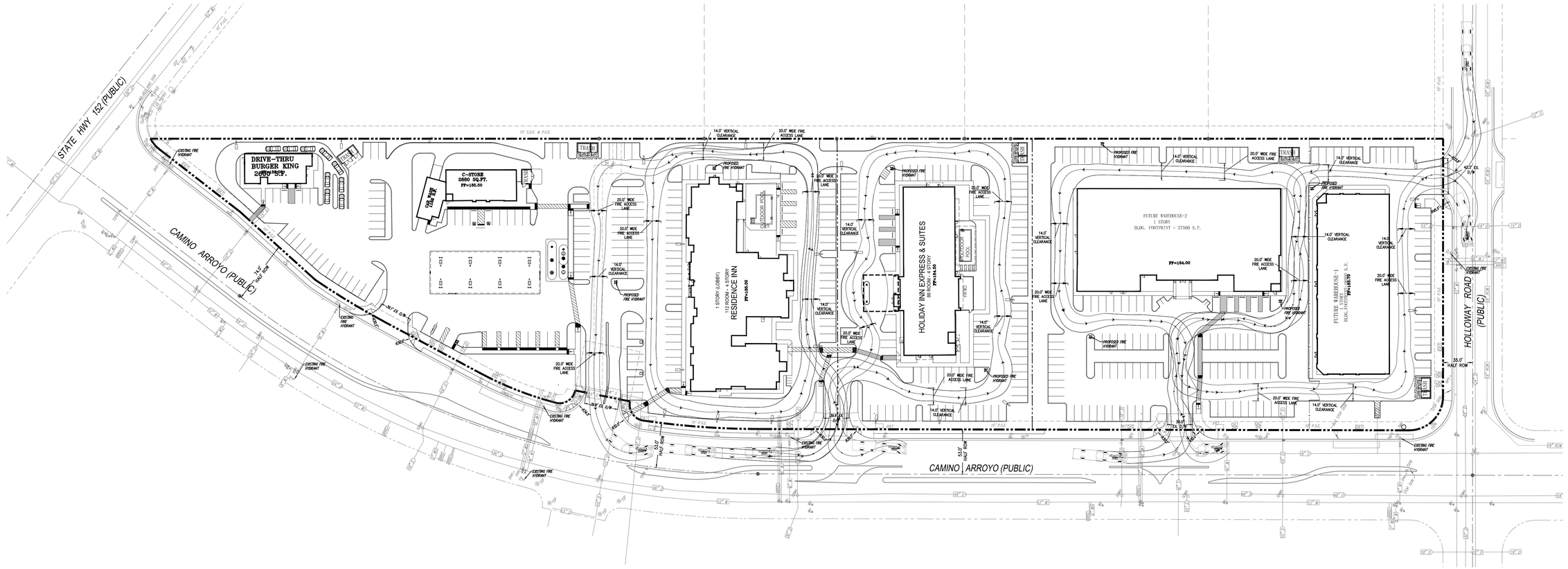
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

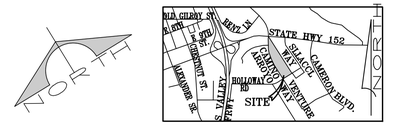
REGISTERED PROFESS'NAL ENGINEER
JAMES SHIN
EXP 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: AS
CHK. BY: JS

C7

SHEET
07 OF 09





VICINITY MAP
N.T.S.

(EMERGENCY VEHICLE SIZE)

Commercial Chassis Tanker–Tandem Rear Axel
Width (inch)–100 (Max.)
Height (ft)–12 (Max.)
Length (ft)–40 (Max.)

NOTES:

1. THE FUEL STATION UNDERGROUND STORAGE TANKS WILL BE DESIGNED AND INSTALLED TO MEET CURRENT CALIFORNIA CODES, LAWS AND REGULATIONS.
2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT ISAIAS.LONA@CITYOFGILROY.ORG FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

LEGEND:

- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE
- EXISTING FIRE HYDRANT
- PROPERTY LINE
- CENTER LINE
- FIRE TRUCK ROUTE
- HANDICAP ACCESSIBLE ROUTE
- PROPOSED FIRE HYDRANT

GRAPHIC SCALE

−40 0 20 40 80 160

(IN FEET)
1 INCH = 40 ft.

REVISIONS:

	REVISION ISSUE	DATED
1		
2		
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4		

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TITLE: FIRE TRUCK CIRCULATION PLAN

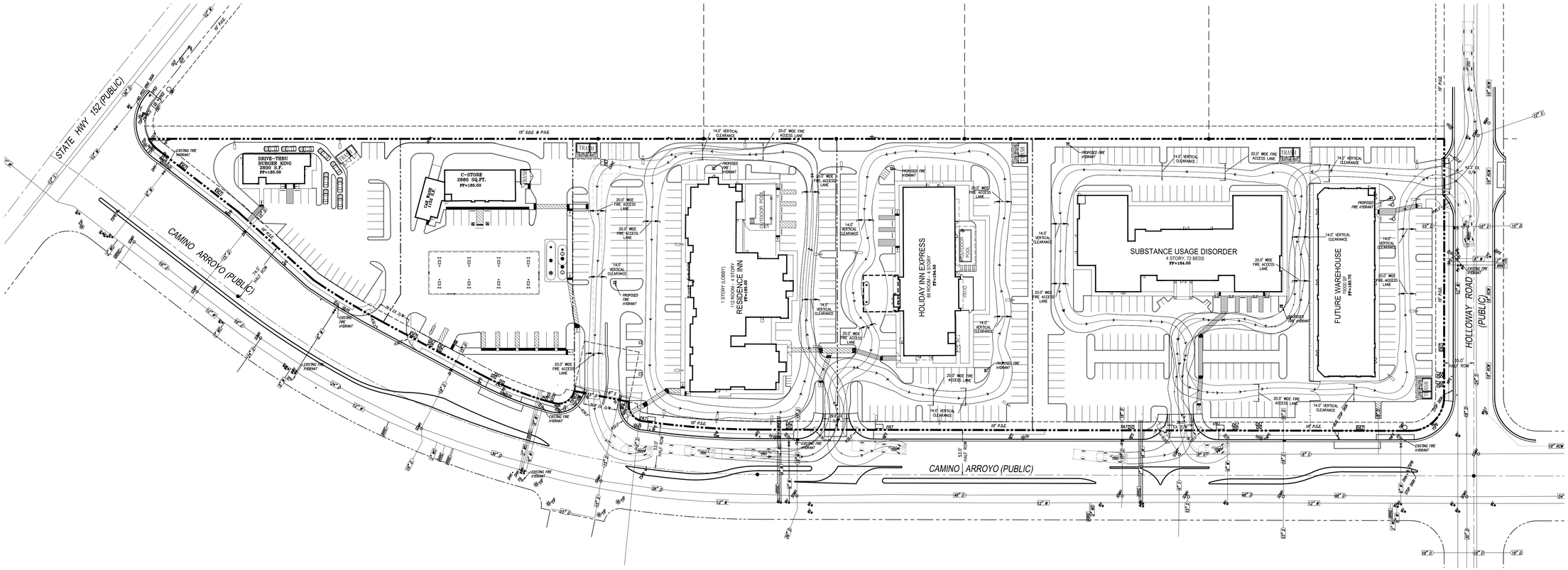
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

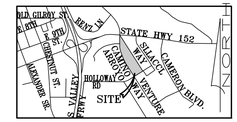
REGISTERED PROFESSIONAL ENGINEER
S. S. Sathe
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C8

SHEET
08 OF 09





VICINITY MAP
N.T.S.

(EMERGENCY VEHICLE SIZE)

Commercial Chassis Tanker–Tandem Rear Axel
Width (inch)–100 (Max.)
Height (ft)–12 (Max.)
Length (ft)–40 (Max.)

NOTES:

1. THE FUEL STATION UNDERGROUND STORAGE TANKS WILL BE DESIGNED AND INSTALLED TO MEET CURRENT CALIFORNIA CODES, LAWS AND REGULATIONS.
2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT ISAIAS.LONA@CITYOFGILROY.ORG FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

LEGEND:

- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE
- EXISTING FIRE HYDRANT
- PROPERTY LINE
- CENTER LINE
- FIRE TRUCK ROUTE (SCHOOL)
- HANDICAP ACCESSIBLE ROUTE
- PROPOSED FIRE HYDRANT

GRAPHIC SCALE
−60 0 30 60 120 240
(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			
6			

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FOLSOM, CA 95630
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TITLE: FIRE TRUCK CIRCULATION PLAN

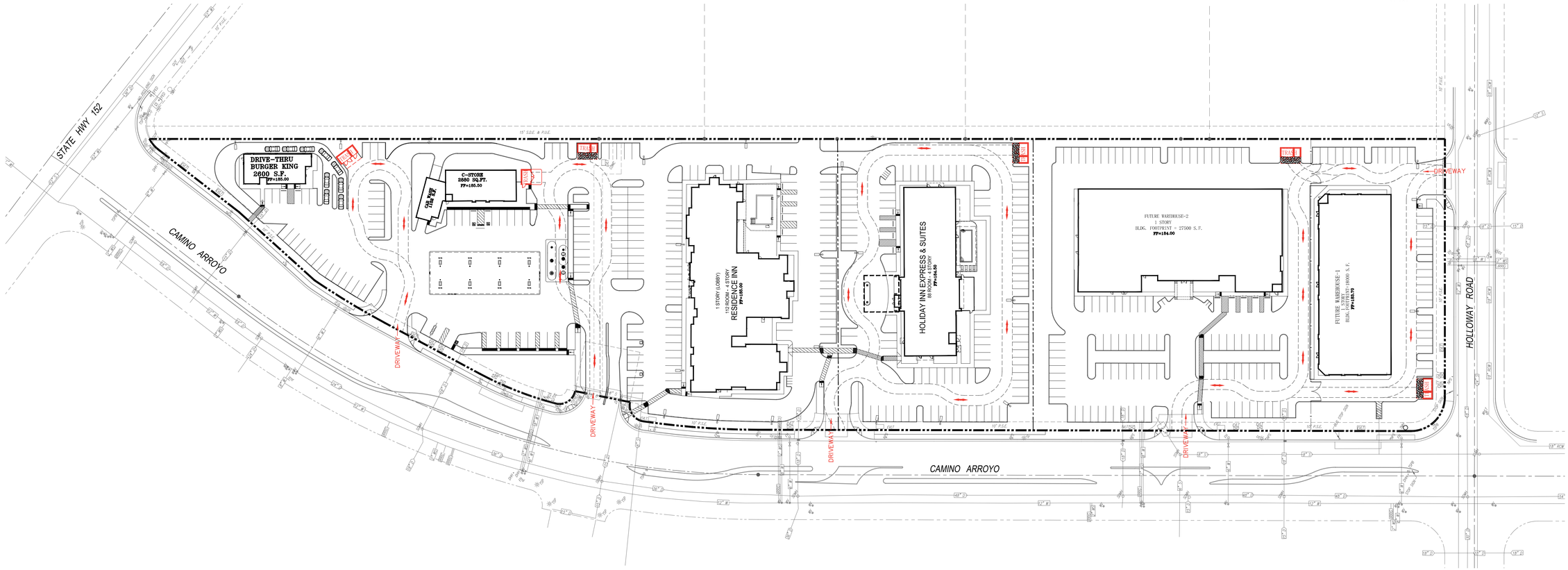
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

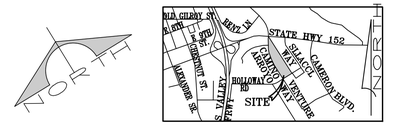
REGISTERED PROFESSIONAL ENGINEER
EXP. 6/30/2023
STATE OF CALIFORNIA

DATE: 07/26/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C8

SHEET
08 OF 09





VICINITY MAP
N.T.S.

LEGEND:

- PROPERTY LINE
- PARKING STRIPS
- CENTER LINE
- BLDG LINE
- ACCESSIBLE AISLE
- TRASH TRUCK ROUTE
- LIGHTING SINGLE HEAD POLE LIGHT
- TRUNCATED DOMES
- (VP) PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
- (EV) ELECTRICAL VEHICLE CHARGING STATION
- PROPOSED ACCESSIBLE ROUTE OF TRAVEL
- (M) ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 SQ.FT OF SEASONAL COLOR AT BASE OF SIGN

NOTE:
1. FOR COLLECTION VEHICLE, MINIMUM 14' VERTICAL CLEARANCE IS PROVIDED.
2. DRIVEWAYS OR PARKING LOTS IN THE PATH OF THE COLLECTION VEHICLE TO ACCOMMODATE A 50,000 POUND TRUCK ON A WEEKLY BASIS.

GRAPHIC SCALE
-40 0 20 40 80 160
(IN FEET)
1 INCH = 40 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			

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TITLE: SOLID WASTE HANDLING PLAN

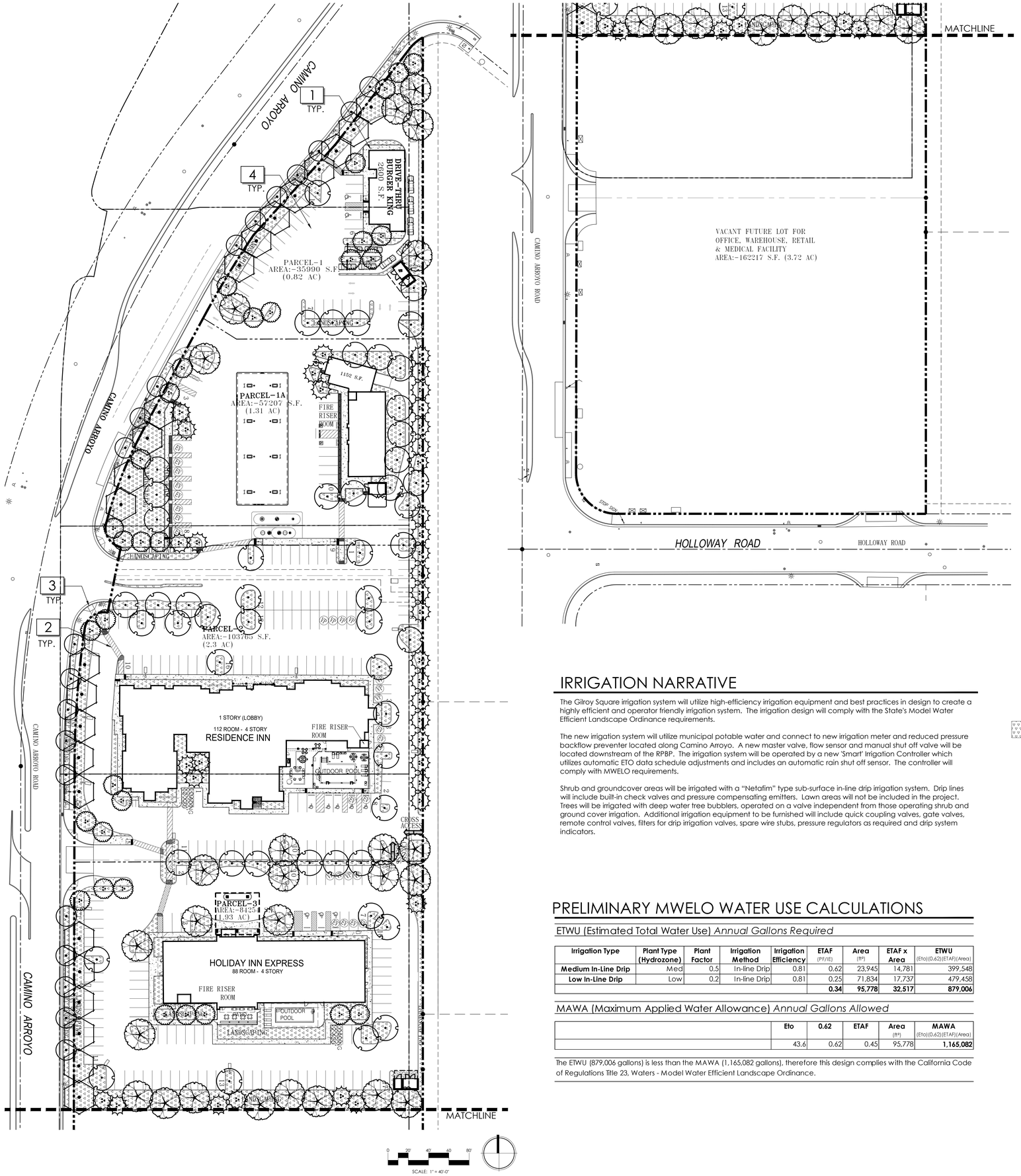
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JOSEPH SMITH
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/09/2023
JOB : 19-43
DWG. BY: RK
CHK. BY: JS

C9

SHEET
9 OF 09



REFERENCE_NOTES_SCHEDULE

SYMBOL	DESCRIPTION
1	Concrete Paving
2	Crosswalk
3	ADA ramp with detectable warnings
4	AC Paving

CANDIDATE TREE SCHEDULE

TREES	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE
		EVERGREEN ACCENT TREES		
	CER DES	Cercidium x `Desert Museum` / Thornless Palo Verde	24"box	Low
	ARB MUL	Arbutus x `Marina` / Arbutus Multi-Trunk	24"box	Low
		DECIDUOUS ACCENT TREES		
	CER CMO	Cercis canadensis texensis `Oklahoma` / Oklahoma Redbud	24"box	Med
	LAG NAT	lagerstroemia 'Natchez' / Natchez Crape Myrtle	24"box	Low
		MEDIUM SHADE TREE		
	PIS KEI	Pistacia chinensis `Keith Davey` / Keith Davey Chinese Pistache	24"box	Low
	NYS SYL	Nyssa sylvatica / Sour Gum	24"box	Med
	KOU PAN	Koulreuteria paniculata / Golden Rain Tree	24"box	Low
	ULM FRO	Ulmus 'Frontier' / Frontier Elm	24"box	Med
		LARGE STREET TREE		
	PLA COL	Platanus x acerifolia `Columbia` / London Plane Tree	24"box	Med
		MEDIUM STREET TREE		
	GIN AUT	Ginkgo 'Autumn Gold' / Autumn Gold Gingko	24"box	Med
		LARGE SHADE TREE		
	CED DEO	Cedrus Deodarar / Deodar Cedar	24"box	Low
	QUE SHU	Quercus shumardii / Shumard Red Oak	24"box	Med
	ULM DRA	Ulmus parvifolia `Drake` / Drake Chinese Elm	24"box	Med
	ZEL GRE	Zelkova 'Green Vase' / Green Vase Zelkova	24"box	Med

CANDIDATE PLANT SCHEDULE

SITE PLANTING	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE
	ACH M20	Achillea millefolium `Moonshine` / Yarrow	1 gal	Low
	CAL SPE	Calandrinia spectabilis / Pink Calandrinia	1 gal	Low
	CAL DWA	Callistemon viminalis `Little John` / Dwarf Weeping Bottlebrush	5 gal	Low
	CAR PR2	Carex testacea `Prairie Fire` / Prairie Fire Sedge	1 gal	Medium
	CHO TEC	Chondropetalum tectorum / Cape Rush	5 gal	Low
	DIA LRS	Dianella revoluta `Little Rev` / Little Rev Flax Lily	1 gal	Low
	HES BR2	Hesperaloe parviflora `Perpa` TM / Brakelights Red Yucca	1 gal	Low
	LEY CAN	Leymus condensatus `Canyon Prince` / Canyon Prince Blue Rye	1 gal	Low
	LOM IRA	Lomandra longifolia `Breeze` TM / Breeze Mat Rush	1 gal	Low
	MYR CO3	Myrtus compacta / Compact Myrtle	1 gal	Low
	OLE LIT	Olea europaea `Little Ollie` TM / Little Ollie Olive	5 gal	Low
	PRU MON	Prunus caroliniana `Monus` / Bright `N Tight Carolina Cherry Laurel	5 gal	Low
	SAL BAR	Salvia leucantha `Santa Barbara` / Mexican Bush Sage	1 gal	Low
	SED AN3	Sedum x `Angelina` / Angelina Sedum	1 gal	Low
	SEN SER	Senecio serpens / Blue Chalksticks	1 gal	Low
	VIB TIN	Viburnum tinus / Laurustinus	5 gal	Medium
BIORETENTION PLANTINGS	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE
	BAC PIG	Baccharis pilularis `Pigeon Point` / Coyote Brush	1 gal	Low
	CAR DIV	Carex divulsa / Berkeley Sedge	1 gal	Low
	JUN ELK	Juncus patens `Elk Blue` / Spreading Rush	1 gal	Low
	MIM CAR	Mimulus cardinalis / Scarlet Monkey Flower	1 gal	High
	RUD CAL	Rudbeckia californica / California Coneflower	1 gal	Medium
	SIS BEL	Sisyrinchium bellum / Blue Eyed Grass	1 gal	Very Low

IRRIGATION NARRATIVE

The Gilroy Square irrigation system will utilize high-efficiency irrigation equipment and best practices in design to create a highly efficient and operator friendly irrigation system. The irrigation design will comply with the State's Model Water Efficient Landscape Ordinance requirements.

The new irrigation system will utilize municipal potable water and connect to new irrigation meter and reduced pressure backflow preventer located along Camino Arroyo. A new master valve, flow sensor and manual shut off valve will be located downstream of the RPBP. The irrigation system will be operated by a new 'Smart' Irrigation Controller which utilizes automatic ETO data schedule adjustments and includes an automatic rain shut off sensor. The controller will comply with MWELO requirements.

Shrub and groundcover areas will be irrigated with a "Netafim" type sub-surface in-line drip irrigation system. Drip lines will include built-in check valves and pressure compensating emitters. Lawn areas will not be included in the project. Trees will be irrigated with deep water tree bubblers, operated on a valve independent from those operating shrub and ground cover irrigation. Additional irrigation equipment to be furnished will include quick coupling valves, gate valves, remote control valves, filters for drip irrigation valves, spare wire stubs, pressure regulators as required and drip system indicators.

PRELIMINARY MWELO WATER USE CALCULATIONS

ETWU (Estimated Total Water Use) *Annual Gallons Required*

Irrigation Type	Plant Type (Hydrozone)	Plant Factor	Irrigation Method	Irrigation Efficiency	ETAF (PF/IE)	Area (ft²)	ETAF x Area	ETWU (Eto)(0.62)(ETAF)(Area)
Medium In-Line Drip	Med	0.5	In-line Drip	0.81	0.62	23,945	14,781	399,548
Low In-Line Drip	Low	0.2	In-line Drip	0.81	0.25	71,834	17,737	479,458
					0.34	**95,778**	**32,517**	**879,006**

MAWA (Maximum Applied Water Allowance) *Annual Gallons Allowed*

	Eto	0.62	ETAF	Area (ft²)	MAWA (Eto)(0.62)(ETAF)(Area)
	43.6	0.62	0.45	95,778	**1,165,082**

The ETWU (879,006 gallons) is less than the MAWA (1,165,082 gallons), therefore this design complies with the California Code of Regulations Title 23, Waters - Model Water Efficient Landscape Ordinance.

QUADRIGA
landscape architecture and planning, inc.
SACRAMENTO | SANTA ROSA
916.441.2129 | www.quadriga-inc.com

Gilroy Square Development

Schematic Design

6970 Camino Arroyo
Gilroy, CA 95020

Stamp

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Issuances & Revisions

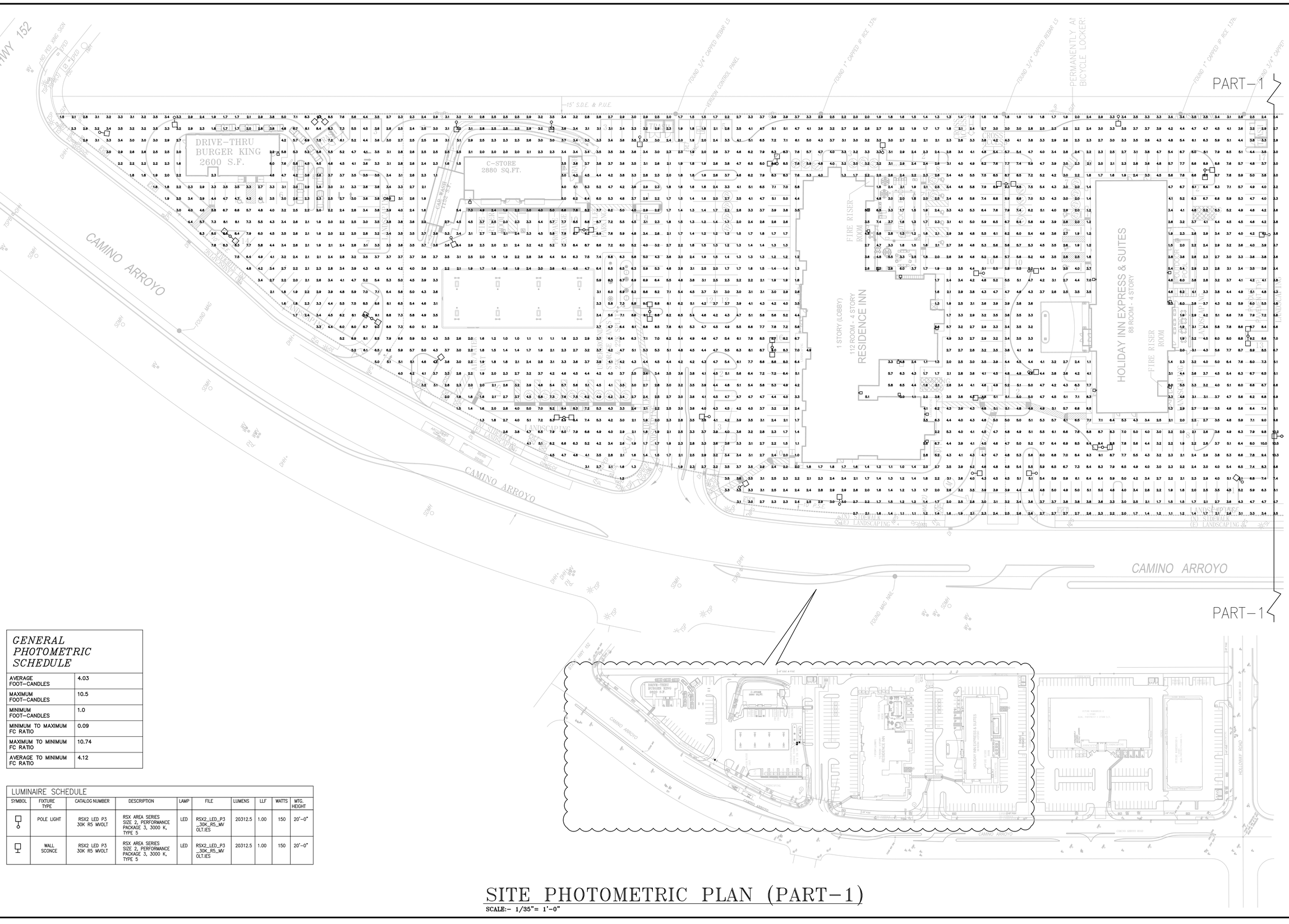
No.	Description	Date

Key Plan/Consultant Stamp

SCHEMATIC SITE PLAN

Date: 2021/07/09
Project Number: 20-2650
Scale: 1"=40'-0"

L1.00



GENERAL PHOTOMETRIC SCHEDULE	
AVERAGE FOOT-CANDLES	4.03
MAXIMUM FOOT-CANDLES	10.5
MINIMUM FOOT-CANDLES	1.0
MINIMUM TO MAXIMUM FC RATIO	0.09
MAXIMUM TO MINIMUM FC RATIO	10.74
AVERAGE TO MINIMUM FC RATIO	4.12

LUMINAIRE SCHEDULE

SYMBOL	FIXTURE TYPE	CATALOG NUMBER	DESCRIPTION	LAMP	FILE	LUMENS	LLF	WATTS	MTG. HEIGHT
	POLE LIGHT	RSX2 LED P3 30K R5 MVOLT	RSX AREA SERIES SIZE 2, PERFORMANCE PACKAGE 3, 3000 K, TYPE 5	LED	RSX2_LED_P3_30K_R5_MVOLT.IES	20312.5	1.00	150	20'-0"
	WALL SCONCE	RSX2 LED P3 30K R5 MVOLT	RSX AREA SERIES SIZE 2, PERFORMANCE PACKAGE 3, 3000 K, TYPE 5	LED	RSX2_LED_P3_30K_R5_MVOLT.IES	20312.5	1.00	150	20'-0"

SITE PHOTOMETRIC PLAN (PART-1)

SCALE:- 1/35"= 1'-0"

REVISIONS:

	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: SITE PHOTOMETRIC PLAN

PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

DATE: 01/23/2023
JOB : 19-43
DWG. BY:
CHK. BY:

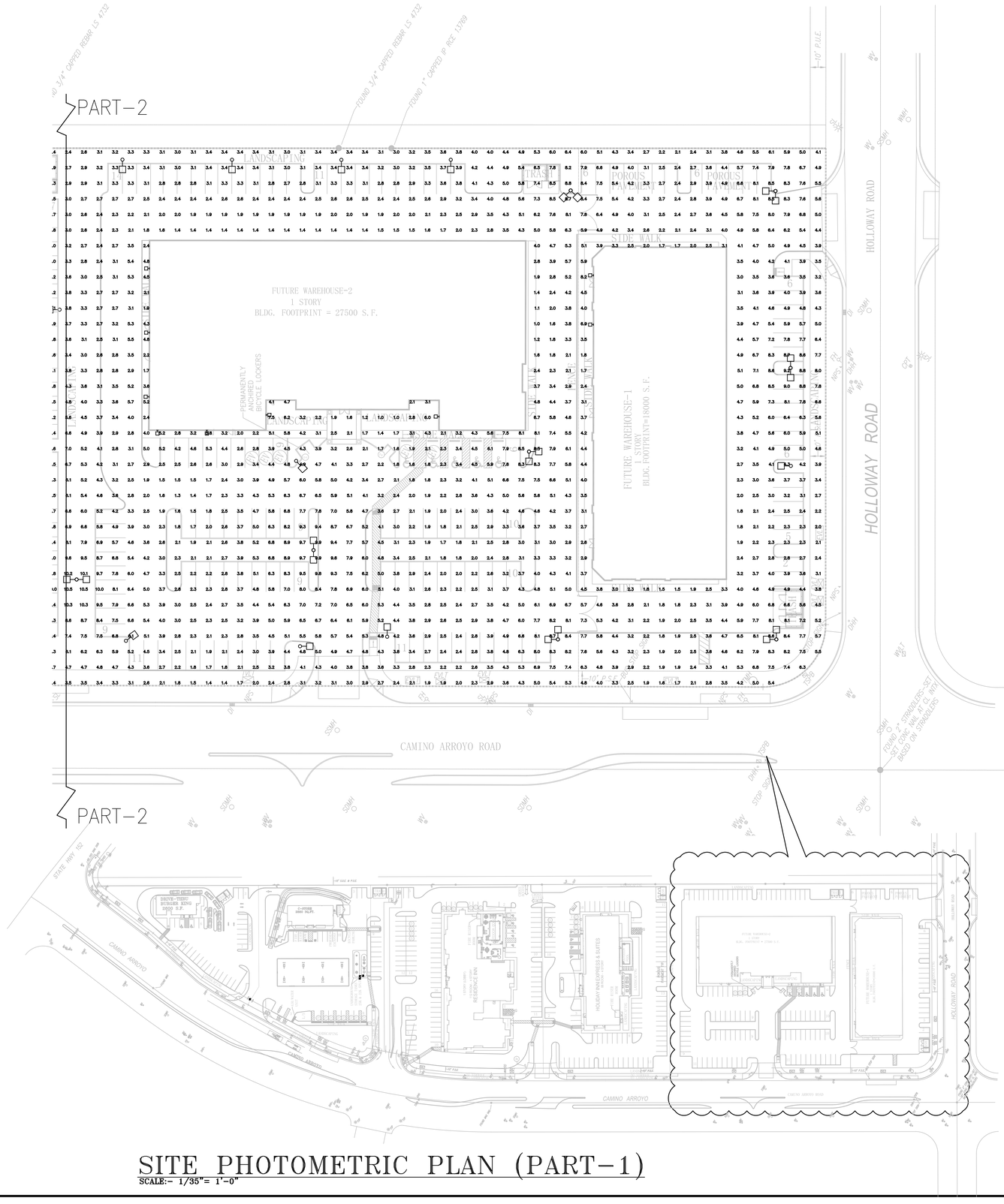
E-1.1

SHEET 1 OF 2

GENERAL PHOTOMETRIC SCHEDULE	
AVERAGE FOOT–CANDLES	4.03
MAXIMUM FOOT–CANDLES	10.5
MINIMUM FOOT–CANDLES	1.0
MINIMUM TO MAXIMUM FC RATIO	0.09
MAXIMUM TO MINIMUM FC RATIO	10.74
AVERAGE TO MINIMUM FC RATIO	4.12

LUMINAIRE SCHEDULE

SYMBOL	FIXTURE TYPE	CATALOG NUMBER	DESCRIPTION	LAMP	FILE	LUMENS	LLF	WATTS	MTG. HEIGHT
	POLE LIGHT	RSX2 LED P3 30K R5 MVOLT	RSX AREA SERIES SIZE 2, PERFORMANCE PACKAGE 3, 3000 K, TYPE 5	LED	RSX2_LED_P3_30K_R5_MVOLT.IES	20312.5	1.00	150	20'–0"
	WALL SCONCE	RSX2 LED P3 30K R5 MVOLT	RSX AREA SERIES SIZE 2, PERFORMANCE PACKAGE 3, 3000 K, TYPE 5	LED	RSX2_LED_P3_30K_R5_MVOLT.IES	20312.5	1.00	150	20'–0"



SITE PHOTOMETRIC PLAN (PART–1)

SCALE:– 1/35"= 1'–0"

REVISIONS:

	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: SITE PHOTOMETRIC PLAN

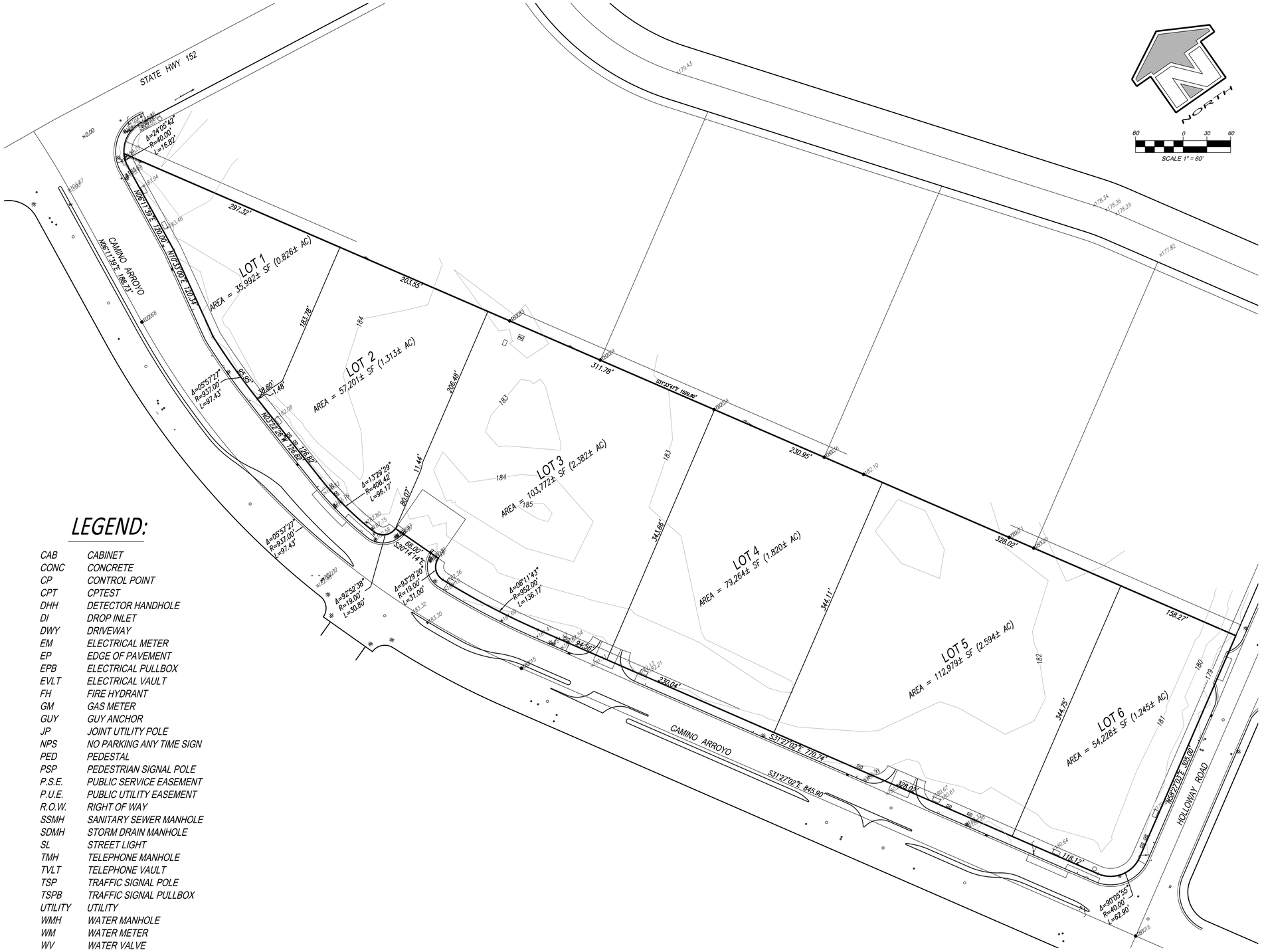
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

DATE: 01/23/2023
JOB : 19-43
DWG. BY:
CHK. BY:

E-1.2

SHEET 2 OF 2

TENTATIVE
SUBDIVISION MAP
6970 CAMINO ARROYO
APN#: 841 - 070 - 049



NORTH

60 0 30 60

SCALE 1" = 60'

LEGEND:

CAB	CABINET
CONC	CONCRETE
CP	CONTROL POINT
CPT	CPTEST
DHH	DETECTOR HANDHOLE
DI	DROP INLET
DWY	DRIVEWAY
EM	ELECTRICAL METER
EP	EDGE OF PAVEMENT
EPB	ELECTRICAL PULLBOX
EVLT	ELECTRICAL VAULT
FH	FIRE HYDRANT
GM	GAS METER
GUY	GUY ANCHOR
JP	JOINT UTILITY POLE
NPS	NO PARKING ANY TIME SIGN
PED	PEDESTAL
PSP	PEDESTRIAN SIGNAL POLE
P.S.E.	PUBLIC SERVICE EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
R.O.W.	RIGHT OF WAY
SSMH	SANITARY SEWER MANHOLE
SDMH	STORM DRAIN MANHOLE
SL	STREET LIGHT
TMH	TELEPHONE MANHOLE
TVLT	TELEPHONE VAULT
TSP	TRAFFIC SIGNAL POLE
TSPB	TRAFFIC SIGNAL PULLBOX
UTILITY	UTILITY
WMH	WATER MANHOLE
WM	WATER METER
WV	WATER VALVE
WVLT	WATER VAULT

Date: JULY 23, 2021

Owner/Applicants: Bhagirath Desai
527 Simas Dr., Milpitas CA 95035
(408) 891-3503
bkd784@gmail.com

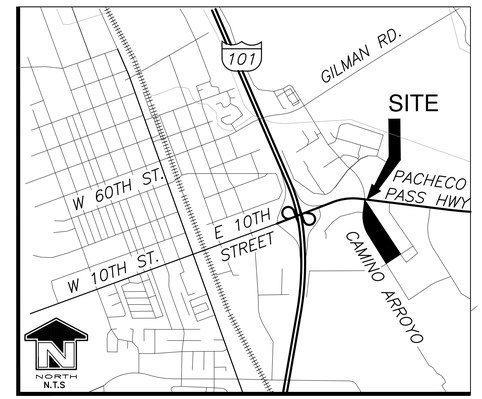
Site Address: 6970 CAMINO ARROYO

Submitted by: ROSE'S ENGINEERING
9612 KENT STREET
ELK GROVE, CA 95624
(916) 837 - 6058

Parcel Description: All that certain real property situate in the City of Gilroy, County of Santa Clara, State of California, being that property described in certificate of compliance no. 2004-12, filed as instrument no. 18163081, official records of said county, said property more particularly described as follows:

All of lots 7, 8, 9, and 10 as said lots are shown on the final map entitled "Tract no. 9487 Gilroy Crossing" filed in book 762 of maps, pages 20 through 25, Santa Clara County Records.

Source of Topo:	Field Survey
Contour Interval:	1 Foot
Existing Sizes:	10.18 Net Acres
Existing Zoning:	COMMERCIAL
Proposed Zoning:	R-1
Proposed Use:	COMMERCIAL
Existing Improvements:	VACANT
F.E.M.A.	Zone X
Roads:	City of Gilroy
Water:	CITY OF GILROY UTILITY DEPARTMENT (408) 846-0420 7351 ROSANNA STREET GILROY, CA 95020
Sewage:	CITY OF GILROY UTILITY DEPARTMENT (408) 846-0420 7351 ROSANNA STREET GILROY, CA 95020
Drainage:	CITY OF GILROY UTILITY DEPARTMENT (408) 846-0420 7351 ROSANNA STREET GILROY, CA 95020
Gas & Electric:	Pacific Gas & Electric (800) 743-500 111 ALMADEN BLVD. SAN JOSE, CA 95115
Telephone:	Verizon (800) 483-5000
Cable:	CHARTER COMMUNICATIONS (866) 731-5420



VICINITY MAP

REVISIONS

NO.	DESCRIPTION	DATE	BY

BENCH MARK BM 965 ELEV. 219.83' (NAVD88)

SCVWD BM 965. USCGS BRASS DISK (C1236 1972); ON TOP OF SIDEWALK AT NE CORNER OF BRIDGE OVERPASS FOR HIGHWAY 152–TENTH STREET OVER HIGHWAY 101; 1 FOOT SOUTH OF NORTH HEADWALL; 16 FEET WEST FROM EAST END OF HEADWALL. CITY OF GILROY.

FIELD BOOK

SCALE: 1" = 60'

CITY OF GILROY

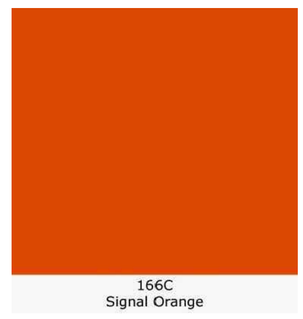
DRAWN BY: J.L./DH DATE 7/17/2022 | DESIGNED BY: DATE | PROJECT MANAGER B.L. | R.C.E. 55812 DATE 7/23/2022

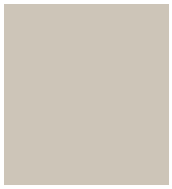
TENTATIVE SUBDIVISION MAP
6970 CAMINO ARROYO
APN#: 841–70–049
CITY OF GIROY

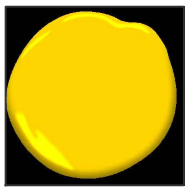
CALL BEFORE YOU DIG 800-227-2600

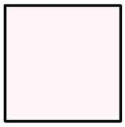
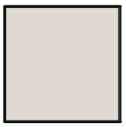
PREPARED BY:
ROSE'S ENGINEERING
ENGINEERING PLANNING SURVEYING
9612 KENT STREET
ELK GROVE, CA 95624
(916) 837–6058

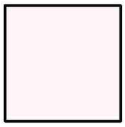
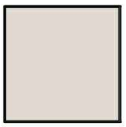
SHEET 1

EXTERIOR MATERIAL BOARD (C-STORE)	COLOR
P-1 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1077 GREAT PLAINS GOLD (SATIN FINISH) LRV: 31.67	
P-2 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1030 BRANDY CREAM (SATIN FINSH) LRV: 67.51	
P-3 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2121-30 "PEWTER" (HIGH GLOSS FINISH) LRV: 33	
ACM-1 MATERIAL: ALUMINIUM COMPOSITE MANUFACTURER: PANTONE COLOR: PMS 166c "ORANGE"	
ACM-2 MATERIAL: ALUMINIUM COMPOSITE MANUFACTURER: ALUCOBOND COLOR: RUSTIC WALNUT	

EXTERIOR MATERIAL BOARD (BURGER KING)	COLOR
EB1G MATERIAL: LEDGESTONE SOUTHWEST MANUFACTURER: BORAL COLOR: MOJAVE PRODUCT: CULTURED STONE	
ECT-1G MATERIAL: EXTERIOR CERAMIC TILE COLOR: RED NATURAL MANUFACTURER: GRANITE/FIANDRE EURO PRODUCT: SENSIBLE STONE ED5052	
EF1G MATERIAL: STUCCO MANUFACTURER: STO/APRO EQUAL COLOR: TWILIGHT GRAY PRODUCT: STO POWERWALL, FINE	
EP2G MATERIAL: EXTERIOR PAINT MANUFACTURER: SHERWIN WILLIAMS COLOR: TANNER TAUPE PRODUCT: SW 7633 LRV 36	
EP4G MATERIAL: EXTERIOR PAINT MANUFACTURER: PPG COLOR: MONTEREY CLIFFS PRODUCT: 6-2045XI	
EF9G MATERIAL: EXTERIOR FIBER CEMENT MANUFACTURER: NACHIHA FIBER CEMENT PANELS COLOR: CEDAR PRODUCT: VINTAGE WOOD EF762	
MC3G MATERIAL: METAL CANOPY MANUFACTURER: CANOPY SUPPLIER COLOR: SILVER PRODUCT: WP HICKMAN SYSTEMS	
MP3G MATERIAL: METAL CANOPY MANUFACTURER: CANOPY SUPPLIER COLOR: CLEAR ANODIZED PRODUCT: CUSTOM METAL CANOPY	
MC2G MATERIAL: METAL COPING COLOR: TWILIGHT GRAY	

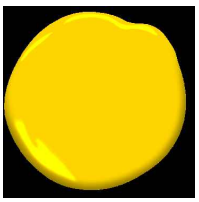
EXTERIOR MATERIAL BOARD (CANOPY)	COLOR
P-16 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-8 ELEPHANT TUSK (BP-PEARL) LRV: 69.99 -SHERWIN WILLIAMS, SW6119, "ANTIQUE WHITE" -ICI PAINTS, #A0083-38YY 72/117, "INDIAN LEGEND"	
P-17 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2022-10 YELLOW LRV: 63.74 -SHERWIN WILLIAMS, SW6903, "CHEERFUL" -ICI PAINTS, #A0775-37YY 61/867, "OMEGA YELLOW"	
P-18 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2137-40 DESERT TWILIGHT LRV: 25.48 -SHERWIN WILLIAMS, SW7053, "ADAPTIVE SHADE" -ICI PAINTS, #A1860-40YY 25/074, "GRAY MOUNTAIN"	
P-19 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-67 ICE MIST LRV: 89.65 -SHERWIN WILLIAMS, SW7006, "EXTRA WHITE" -ICI PAINTS, #A0128-50GY 83/010, "WHITE WING"	

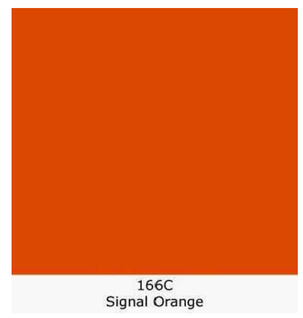
EXTERIOR MATERIAL BOARD OF (FUTURE WAREHOUSE-1)	COLOR
COLOR 3- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	
COLOR 2- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: LEDGESTONE SOUTHWEST COLOR/FINISH: MOJAVE TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	
COLOR 1- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
MATERIAL-ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP-BARKWOOD	

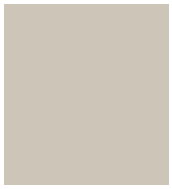
EXTERIOR MATERIAL BOARD OF (FUTURE WAREHOUSE-2)	COLOR
COLOR 3- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	
COLOR 2- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: LEDGESTONE SOUTHWEST COLOR/FINISH: MOJAVE TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	
COLOR 1- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
MATERIAL-ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP-BARKWOOD	

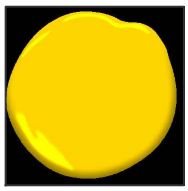
EXTERIOR MATERIAL BOARD (HOLIDAY-INN EXPRESS & SUITE) NOTE: STUCCO COLORS BY PAREX	COLOR
COLOR: PAREX MOONDANCE 3027L. PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH LRV 66	
STUCCO-2C, PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX MOONDANCE 3027L. LRV 66	
STUCCO-3C PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX TWIG 3021L. LRV 21	
STUCCO-4C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: SUN DRIED 3011L . LRV 17	
STUCCO-5C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX SNOWBALL 10400L. LRV 75	
STUCCO-6C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR:PAREX BASALT 3015L LRV 29	
STONE CLADDING LEDGESTONE SOUTHWEST BLEND	
SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: BONE WHITE.	
SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: SLATE GRAY.	

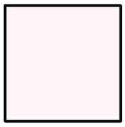
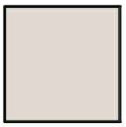
EXTERIOR MATERIAL BOARD (RESIDENCE-INN)	COLOR
S1 S2 STUCCO COLOR SHERWIN WILLIAMS "HAMMERED SILVER" SW2840 LRV 26.91	
S3 S4 STUCCO COLOR SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054 LRV 55	
S5 S6 STUCCO COLOR MATCH BEHR PAINTS "ROCKY CREEK" PPF-37 LRV 22	
ST STONE VENEER "ELDRADO STONE" PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"	

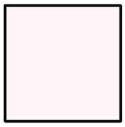
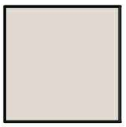
EXTERIOR MATERIAL BOARD (CAR WASH)	COLOR
P-1 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1030 BRANDY CREAM (SATIN FINSH) LRV: 67.51	
P-2 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2121-30 "PEWTER" (HIGH GLOSS FINISH) LRV: 33	
P-14 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-8 ELEPHANT TUSK (BP-PEARL) LRV: 69.99	
P-15 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2022-10 YELLOW LRV: 63.74	

EXTERIOR MATERIAL BOARD (C-STORE)	COLOR
P-1 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1077 GREAT PLAINS GOLD (SATIN FINISH) LRV: 31.67	
P-2 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1030 BRANDY CREAM (SATIN FINSH) LRV: 67.51	
P-3 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2121-30 "PEWTER" (HIGH GLOSS FINISH) LRV: 33	
ACM-1 MATERIAL: ALUMINIUM COMPOSITE MANUFACTURER: PANTONE COLOR: PMS 166c "ORANGE"	
ACM-2 MATERIAL: ALUMINIUM COMPOSITE MANUFACTURER: ALUCOBOND COLOR: RUSTIC WALNUT	

EXTERIOR MATERIAL BOARD (BURGER KING)	COLOR
EB1G MATERIAL: LEDGESTONE SOUTHWEST MANUFACTURER: BORAL COLOR: MOJAVE PRODUCT: CULTURED STONE	
ECT-1G MATERIAL: EXTERIOR CERAMIC TILE COLOR: RED NATURAL MANUFACTURER: GRANITE/FIANDRE EURO PRODUCT: SENSIBLE STONE ED5052	
EF1G MATERIAL: STUCCO MANUFACTURER: STO/APRO EQUAL COLOR: TWILIGHT GRAY PRODUCT: STO POWERWALL, FINE	
EP2G MATERIAL: EXTERIOR PAINT MANUFACTURER: SHERWIN WILLIAMS COLOR: TANNER TAUPE PRODUCT: SW 7633 LRV 36	
EP4G MATERIAL: EXTERIOR PAINT MANUFACTURER: PPG COLOR: MONTEREY CLIFFS PRODUCT: 6-2045XI	
EF9G MATERIAL: EXTERIOR FIBER CEMENT MANUFACTURER: NACHIHA FIBER CEMENT PANELS COLOR: CEDAR PRODUCT: VINTAGE WOOD EF762	
MC3G MATERIAL: METAL CANOPY MANUFACTURER: CANOPY SUPPLIER COLOR: SILVER PRODUCT: WP HICKMAN SYSTEMS	
MP3G MATERIAL: METAL CANOPY MANUFACTURER: CANOPY SUPPLIER COLOR: CLEAR ANODIZED PRODUCT: CUSTOM METAL CANOPY	
MC2G MATERIAL: METAL COPING COLOR: TWILIGHT GRAY	

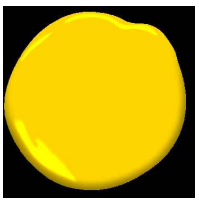
EXTERIOR MATERIAL BOARD (CANOPY)	COLOR
P-16 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-8 ELEPHANT TUSK (BP-PEARL) LRV: 69.99 -SHERWIN WILLIAMS, SW6119, "ANTIQUE WHITE" -ICI PAINTS, #A0083-38YY 72/117, "INDIAN LEGEND"	
P-17 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2022-10 YELLOW LRV: 63.74 -SHERWIN WILLIAMS, SW6903, "CHEERFUL" -ICI PAINTS, #A0775-37YY 61/867, "OMEGA YELLOW"	
P-18 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2137-40 DESERT TWILIGHT LRV: 25.48 -SHERWIN WILLIAMS, SW7053, "ADAPTIVE SHADE" -ICI PAINTS, #A1860-40YY 25/074, "GRAY MOUNTAIN"	
P-19 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-67 ICE MIST LRV: 89.65 -SHERWIN WILLIAMS, SW7006, "EXTRA WHITE" -ICI PAINTS, #A0128-50GY 83/010, "WHITE WING"	

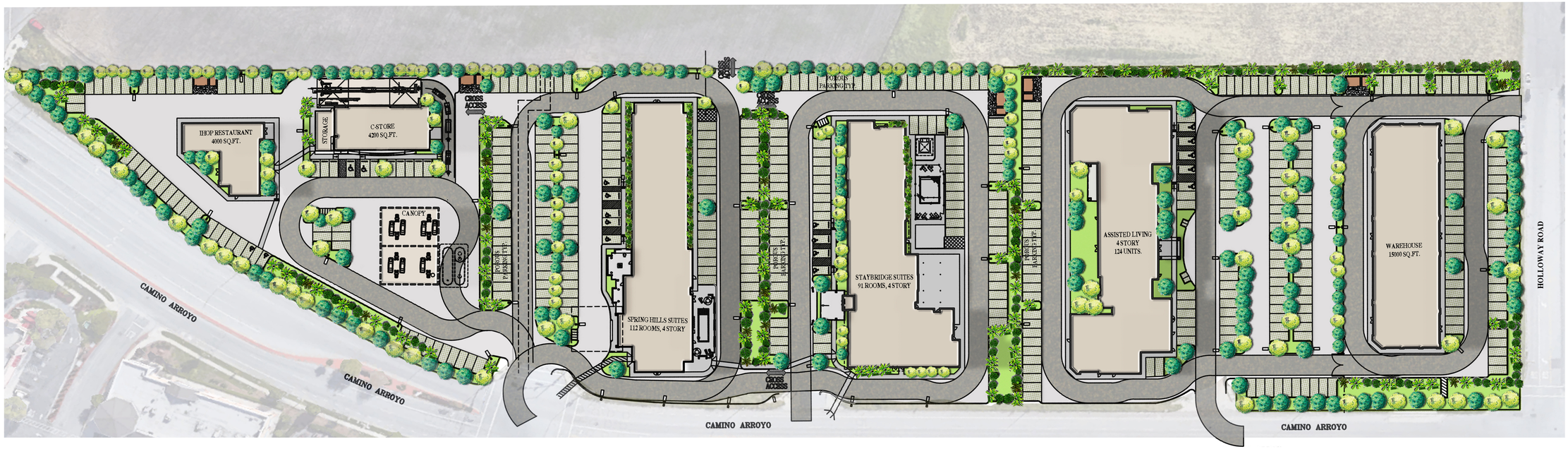
EXTERIOR MATERIAL BOARD OF (FUTURE WAREHOUSE-1)	COLOR
COLOR 3- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	
COLOR 2- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: LEDGESTONE SOUTHWEST COLOR/FINISH: MOJAVE TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	
COLOR 1- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
MATERIAL-ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP-BARKWOOD	

EXTERIOR MATERIAL BOARD OF (FUTURE WAREHOUSE-2)	COLOR
COLOR 3- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	
COLOR 2- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: LEDGESTONE SOUTHWEST COLOR/FINISH: MOJAVE TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	
COLOR 1- MONOLITHIC APPEARING MATERIAL MATERIAL: STUCCO MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
MATERIAL-ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP-BARKWOOD	

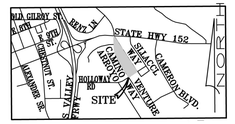
EXTERIOR MATERIAL BOARD (HOLIDAY-INN EXPRESS & SUITE) NOTE: STUCCO COLORS BY PAREX	COLOR
COLOR: PAREX MOONDANCE 3027L. PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH LRV 66	
STUCCO-2C, PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX MOONDANCE 3027L. LRV 66	
STUCCO-3C PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX TWIG 3021L. LRV 21	
STUCCO-4C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: SUN DRIED 3011L . LRV 17	
STUCCO-5C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX SNOWBALL 10400L. LRV 75	
STUCCO-6C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR:PAREX BASALT 3015L LRV 29	
STONE CLADDING LEDGESTONE SOUTHWEST BLEND	
SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: BONE WHITE.	
SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: SLATE GRAY.	

EXTERIOR MATERIAL BOARD (RESIDENCE-INN)	COLOR
S1 S2 STUCCO COLOR SHERWIN WILLIAMS "HAMMERED SILVER" SW2840 LRV 26.91	
S3 S4 STUCCO COLOR SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054 LRV 55	
S5 S6 STUCCO COLOR MATCH BEHR PAINTS "ROCKY CREEK" PPF-37 LRV 22	
ST STONE VENEER "ELDRADO STONE" PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"	

EXTERIOR MATERIAL BOARD (CAR WASH)	COLOR
P-1 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1030 BRANDY CREAM (SATIN FINSH) LRV: 67.51	
P-2 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2121-30 "PEWTER" (HIGH GLOSS FINISH) LRV: 33	
P-14 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-8 ELEPHANT TUSK (BP-PEARL) LRV: 69.99	
P-15 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2022-10 YELLOW LRV: 63.74	



COLORED SITE PLAN



VICINITY MAP

NORTH

GRAPHIC SCALE

−50 0 25 50 100 200

(IN FEET)

1 INCH = 50 ft.

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COLORED SITE PLAN

PROJECT

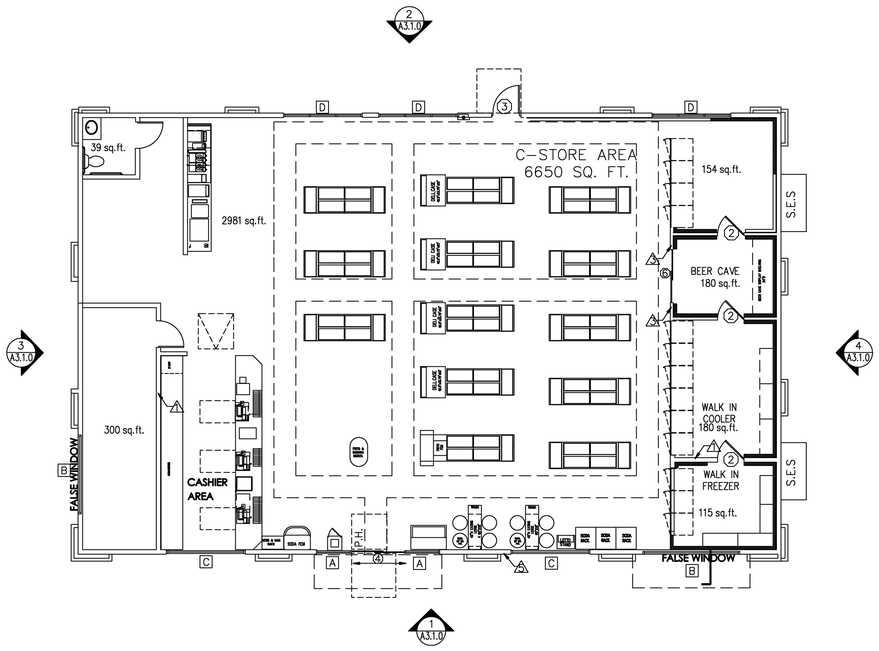
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MICHAEL S. GOSSELIN
No. 68920
EXP. 06/30/2021
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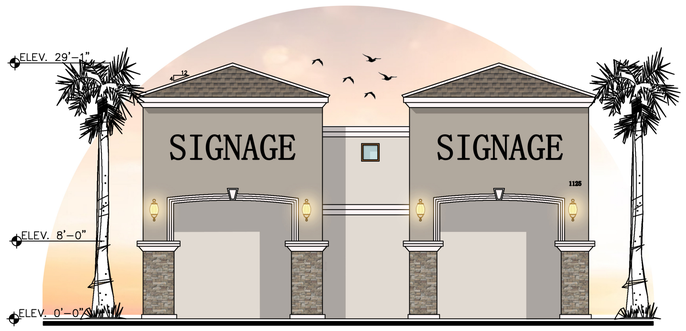
DATE: 07/08/2020
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

AC -1

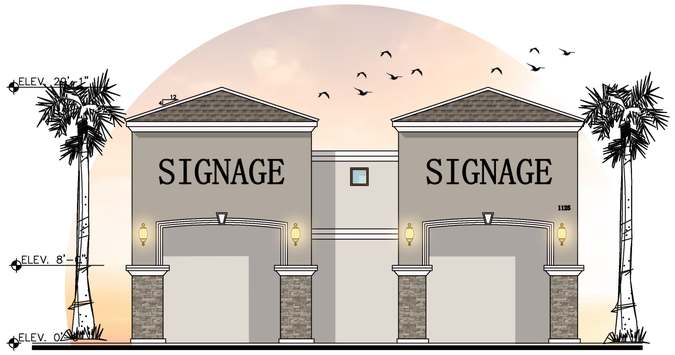
SHEET
1 OF 1



FLOOR PLAN (C-STORE)
SCALE: 1/8" = 1'-0"



4 RIGHT ELEVATION (SOUTH-EAST)
SCALE:- 1/8" = 1'-0"



3 LEFT ELEVATION (NORTH WEST)
SCALE:-1/8" = 1'-0"

EXTERIOR MATERIAL BOARD OF (IHOP RESTAURANT)	COLOR
COLOR 3- MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	
COLOR 2- MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: SOUTHERN LEDGESTONE COLOR/FINISH: WOLF CREEK TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	
COLOR 1- MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
MATERIAL-ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP-BARKWOOD	



1 FRONT ELEVATION (SOUTH WEST)
SCALE:- 1/8" = 1'-0"



2 REAR ELEVATION (NORTH EAST)
SCALE:- 1/8" = 1'-0"

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FLOOR PLAN & EXTR. ELEVATIONS (C-STORE)

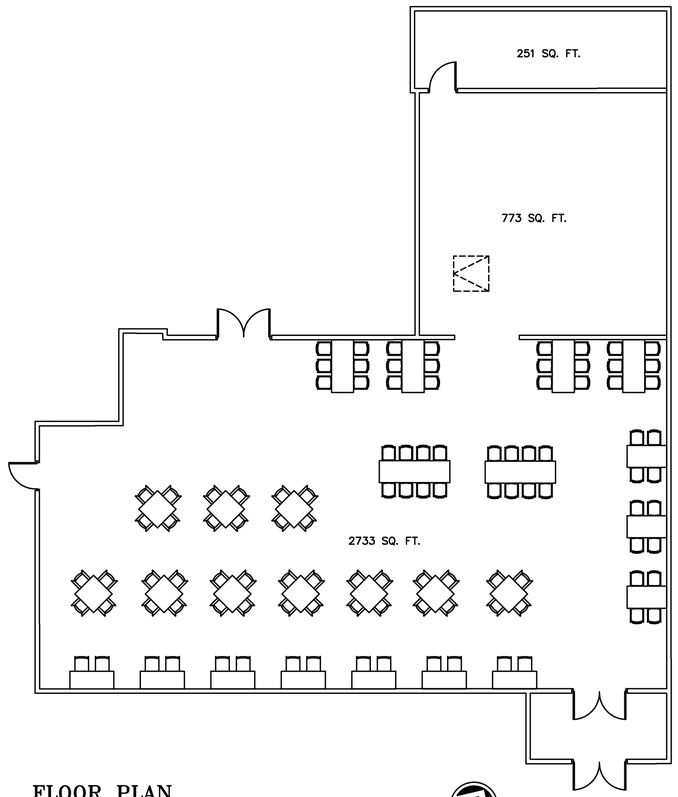
PROJECT
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REGISTERED PROFESSIONAL ENGINEER
HEMAL S. SHAH
66321
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CIVIL
STATE OF CALIFORNIA

DATE: 06/10/2020
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

AC -5

SHEET
4 OF 7



FLOOR PLAN
SCALE: 1/8" = 1'-0"

EXTERIOR MATERIAL BOARD OF (IHOP RESTAURANT)	COLOR
B3 COLOR 3– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	Keystone Grey SW 7504
B2 COLOR 2– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
E E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: SOUTHERN LEDGESTONE COLOR/FINISH: WOLF CREEK TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	
B1 COLOR 1– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
G MATERIAL–ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP–BARKWOOD	



FRONT (SOUTH SIDE) ELEVATION
SCALE:– 1/8" = 1'-0"



RIGHT (NORTH SIDE) ELEVATION
SCALE:– 1/8" = 1'-0"

REAR (EAST SIDE) ELEVATION
SCALE:– 1/8" = 1'-0"



LEFT (WEST SIDE) ELEVATION
SCALE:– 1/8" = 1'-0"

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HARSHAL S. SHAH
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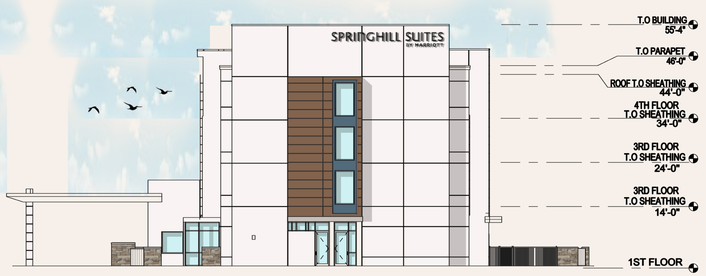
DATE: 12/28/2019
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DWG. BY: HS
CHK. BY: MG

AC -6

SHEET
5 OF 7



12 LEFT ELEVATION EAST SIDE OPTIONAL SIGNAGE (SPRING HILL)
SCALE: 1/16" = 1'-0"



4 RIGHT ELEVATION WEST SIDE OPTIONAL SIGNAGE (SPRING HILL)
SCALE: 1/16" = 1'-0"



11 LEFT ELEVATION EAST SIDE (SPRING HILL)
SCALE: 1/16" = 1'-0" referenced from: 200



3 RIGHT ELEVATION WEST SIDE (SPRING HILL)
SCALE: 1/16" = 1'-0" referenced from: 200



2 REAR ELEVATION SOUTH SIDE (SPRING HILL)
SCALE: 1/16" = 1'-0" referenced from: 200



1 FRONT ELEVATION NORTH SIDE (SPRING HILL)
SCALE: 1/16" = 1'-0" referenced from: 200

EXTERIOR MATERIAL BOARD	COLOR
MATERIAL: EXTERIOR INSULATION & FINISH SYSTEM MANUFACTURER: DRYVIT COLOR: "INCREDIBLE WHITE" (MASP401022) TEXTURE: FINE	Incredible White SW 7028
MATERIAL: EXTERIOR INSULATION & FINISH SYSTEM MANUFACTURER: DRYVIT COLOR: "INDIGO BATIK" (MASP391022S) W/STRATOTONE COLORANT TEXTURE: SANDPEBBLE FINE	Indigo Batik SW 7602
MATERIAL: EXTERIOR INSULATION & FINISH SYSTEM MANUFACTURER: DRYVIT COLOR: "JAVA" (MASP301022) TEXTURE: SANDPEBBLE FINE	Java SW 6090
MANUFACTURED STONE MASONARY	

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EXTERIOR ELEVATION (SPRING HILL)

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GILROY SQUARE
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HARRY SINGH
No. 69924
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CIVIL
STATE OF CALIFORNIA

DATE: 06/10/2020
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

AC -4
SHEET
3 OF 7



1 EXTERIOR ELEVATION - WEST SIDE (STAYBRIDGE SUITES)
SCALE: 3/32" = 1'-0"

EXTERIOR MATERIAL BOARD OF (STAYBRIDGE SUITES)	COLOR
PREMIUM PANELIZED MATERIAL MATERIAL: PORCELAIN TILE MANUFACTURER: PORCELANOSA PRODUCT: OXFORD 9" X 36" COLOR/FINISH: CASTANO GROUT: MAPEI, KERACOLOR S, MAGNOLIA	
COLOR 1– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
COLOR 2– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
COLOR 3– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	
PANELIZED MATERIAL OR A MONOLITIC MATERIAL WITH A DISTINCT REVEAL PATTERN MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6251 OUTERSPACE	
PREMIUM PANELIZED MATERIAL WITH A PANEL SCALE THAT DIFFERS FROM A SCALE OF THE PORTAL MATERIAL MATERIAL: METAL WALL PANELS MANUFACTURER: MBCI PRODUCT: LOKSEAM SNAP–TOGETHER STANDING SEAM METAL PANELS, 1 ⅝" TALL VERTICAL RIB, 12" COVERAGE WIDTH COLOR/FINISH: MEDIUM BRONZE (MANUFACTURER'S STANDARD PAINT FINISH TO MATCH ALL OTHER PRODUCTS)	
E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: SOUTHERN LEDGESTONE COLOR/FINISH: WOLF CREEK TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	



2 EXTERIOR ELEVATION - NORTH SIDE (STAYBRIDGE SUITES)
SCALE: 3/32" = 1'-0"

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EXTRIOR ELEVATIONS (STAYBRIDGE SUITES)

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JASPREET S. SIDHU
56924
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STATE OF CALIFORNIA

DATE: 06/10/2020
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

AC -2
SHEET
1 OF 7



1 **EXTERIOR ELEVATION - SOUTH SIDE (STAYBRIDGE SUITES)**
SCALE: 3/32" = 1'-0"



2 **EXTERIOR ELEVATION - EAST SIDE SIDE (STAYBRIDGE SUITES)**
SCALE: 3/32" = 1'-0"

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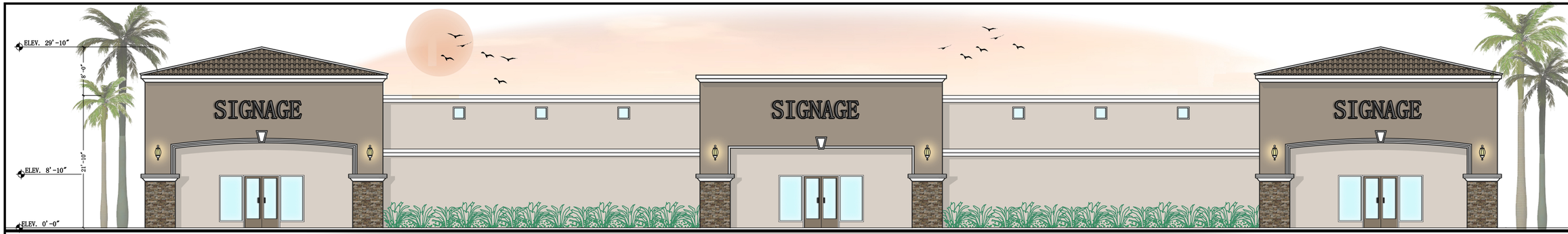
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PROJECT
EXTRIOR ELEVATIONS (STAYBRIDGE SUITES)
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GILROY, CA

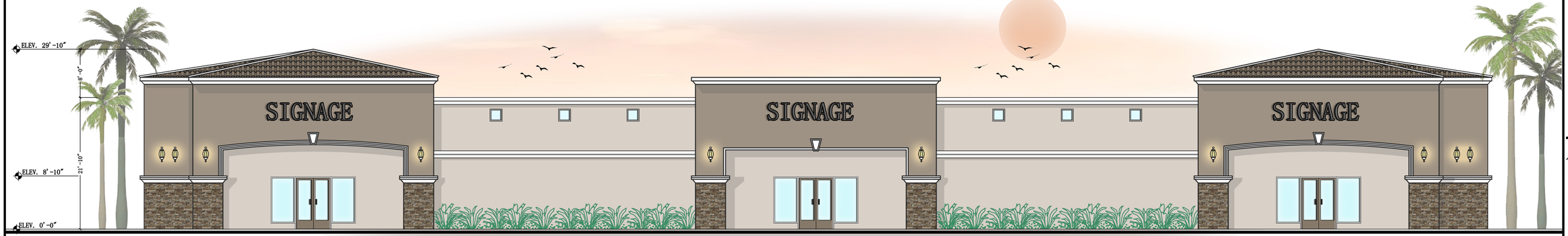
REGISTERED PROFESSIONAL ENGINEER
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CIVIL
EXP. 06/30/2021
STATE OF CALIFORNIA

DATE: 06/10/2020
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

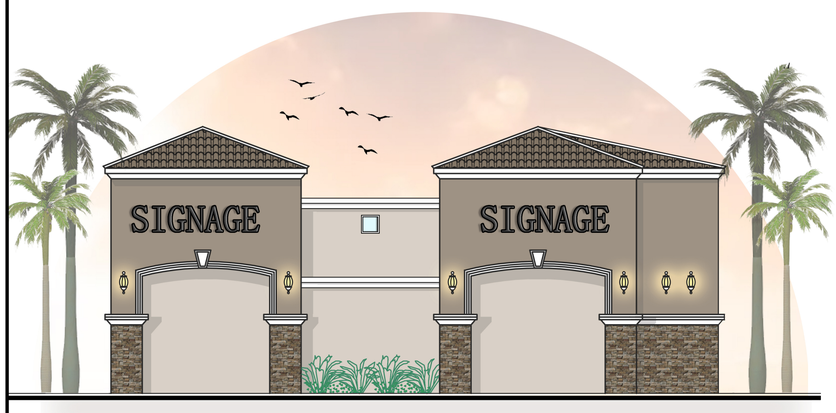
AC -3
SHEET
2 OF 7



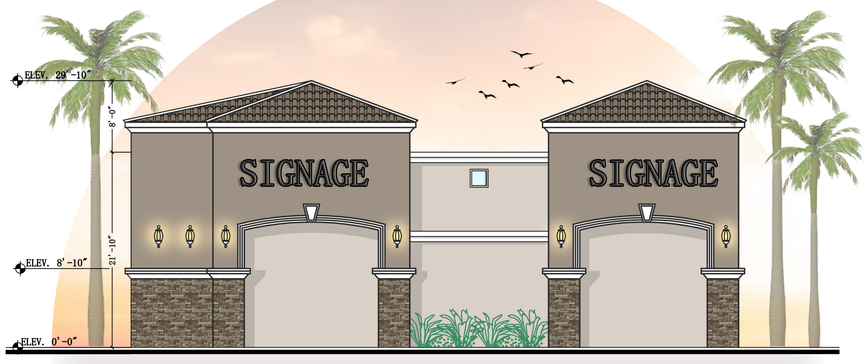
1 FRONT ELEVATION (WARE HOUSE)
SCALE:- 1/8" = 1'-0"



2 REAR ELEVATION (WARE HOUSE)
SCALE:- 1/8" = 1'-0"



3 RIGHT ELEVATION (WARE HOUSE)
SCALE:- 1/8" = 1'-0"



4 LEFT ELEVATION (WARE HOUSE)
SCALE:- 1/8" = 1'-0"

EXTERIOR MATERIAL BOARD OF (IHOP RESTAURANT)	COLOR
COLOR 3– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	
COLOR 2– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: SOUTHERN LEDGESTONE COLOR/FINISH: WOLF CREEK TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	
COLOR 1– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
MATERIAL–ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP–BARKWOOD	

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EXTERIOR ELEVATION (WARE HOUSE)

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REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. STEELE
56924
EXP.06/30/2021
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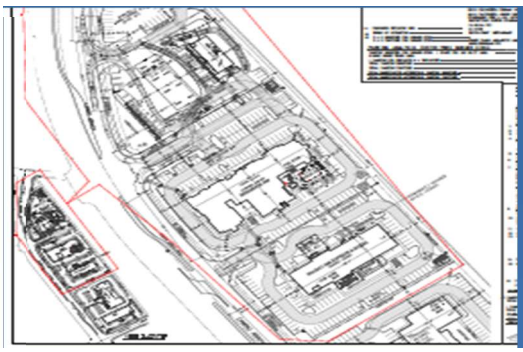
Public Review Mitigated Negative Declaration

Gilroy Square Project

(TM 21-02, AS 21-13, Z 22-01)

January 2023







Prepared by

EMC Planning Group

PUBLIC REVIEW MITIGATED NEGATIVE DECLARATION

GILROY SQUARE PROJECT

TM 21-02, AS 21-13, Z 22-01

PREPARED FOR

City of Gilroy

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January 2023

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Community Development Department
Planning Division (408) 846-0440

MITIGATED NEGATIVE DECLARATION

City of Gilroy
7351 Rosanna St.
Gilroy, CA 95020

City File Number: File No. Z 22-01, TM-21-02, and AS 21-13

Project Description:

Name of Project: Gilroy Square

Nature of Project: Application for a six-lot subdivision, and Architectural and Site Review to establish the development plan for Phase II of the PUD for development on four of the lots. The proposed project includes two, four-story hotels, a drive-through fast food restaurant, a convenience store, a four-story speculative industrial warehouse, and a one-story speculative warehouse building. The warehouse buildings are proposed as future development.

Project Location:

Location: 6970 Camino Arroyo in the city of Gilroy.
Assessor's Parcel Number: 841-70-049

Entity or Person(s) Undertaking Project:

Name: Jaspal Singh Sidhu
Address: 1024 Iron Point Road, Folsom, CA 95630
Staff Planner: Kraig Tambornini, Senior Planner

Initial Study:

An initial study of this project was undertaken and prepared for the purpose of ascertaining whether this project might have a significant effect on the environment. A copy of this study is attached.

Findings & Reasons:

The initial study identified potentially significant effects on the environment. However, this project has been mitigated (see Mitigation Measures below which avoid or mitigate the effects) to a point where no significant effects will occur. On the basis of the whole record, there is no substantial evidence the project will have a significant effect on the environment. The following reasons will support these findings:

- The proposal is a logical component of the existing land use of this area.
- Identified adverse impacts are proposed to be mitigated on-site and a mitigation monitoring and reporting program have been prepared.
- The proposed project is consistent with the adopted goals and policies of the General Plan of the City of Gilroy.
- City staff independently reviewed the Initial Study, and this Mitigated Negative Declaration reflects the independent judgment of the City of Gilroy.
- With the application of the following Mitigation Measures the proposed project will not have any significant impacts on the environment.
- The Gilroy Planning Division is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based.

Air Quality

Refer to Mitigation Measure GHG-1.

Biological Resources

BIO-1 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the project applicant shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to methods described in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012). The applicant shall submit evidence of completion of the preconstruction survey to the City of Gilroy Planning Department prior to issuance of a grading permit. Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (California Department of Fish and Wildlife 2012), unless a qualified biologist approved by the California Department of Fish and Wildlife verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or

2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

BIO-2 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), to the extent feasible, construction activities that include any vegetation removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, which is outside of the bird nesting season. If construction activities commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 10 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If no nesting activity is observed, a report shall be submitted to the City of Gilroy and disturbance activities may comments. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer

distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily, or as otherwise required by the California Department of Fish and Wildlife, during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the developer prior to start of construction activities.

Geology and Soils

GEO-1 The developer shall prepare an erosion control plan that details appropriate methods to prevent and/or minimize erosion. The erosion control plan is subject to the review and approval of the City of Gilroy Public Works Department prior to the issuance of a grading permit.

GEO-2 Prior to issuance of a grading permit, the developer shall implement the recommendations outlined in the geotechnical report prepared for the proposed project including, but not limited to:

- Recompact the surface soils;
- Fill material to be excavated and stockpiled so that the native soils can be prepared properly, with inspection of the bottom of the excavation by a qualified geotechnical engineer to verify no additional removal is required; and
- Replace the upper 30 inches of soil within slab-on-grade and exterior flatwork areas with non-expansive fill to reduce the potential soil movement.

Greenhouse Gas Emissions

GHG-1 The proposed project shall be designed to meet the following performance standards:

a. With exception of the planned fast-food use, no permanent natural gas infrastructure shall be permitted as part of the improvement plans for any other individual project uses. These uses shall be all electric; and

b. Electric vehicle infrastructure (e.g., electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 mandatory standards in effect at the time individual building permits are issued, shall be installed at each individual proposed use.

GHG-2 The applicant shall:

a. Prepare a Greenhouse Gas (GHG) Reduction Plan which identifies one or more GHG reduction actions that will be taken to reduce GHG emissions from the proposed fast food use by a minimum of 28.9 MT CO_2e per year to offset emissions produced by using natural gas. The GHG Reduction Plan shall prioritize on-site GHG reduction design features.

In lieu of or in addition to one or more of the on-site measures above, the applicant may make direct investments in off-site GHG reduction activities/programs in the vicinity. Examples include building retrofit programs that pay for cool roofs, solar panels, solar water heaters, smart meters, energy efficient lighting energy efficient windows, and insulation. Other examples include financing programs for installing electric vehicle charging stations, electrifying school buses, or planting local urban forests.

The applicant may retain a qualified air quality / GHG professional to quantify the GHG reductions from implementing the Reduction Plan using substantial evidence to be included in the Reduction Plan.

If the applicant elects to quantify the GHG emissions reductions from on-site measures and/or investments in off-site reduction programs and the reductions are less than insufficient to reduce project emissions by a minimum of 28.9 MT CO2e per year, the applicant may secure the reduction balance by purchasing and retiring carbon offset credits. The carbon offset credits shall meet the following standards:

- Carbon offset credits shall be issued by a recognized, reputable and accredited registry that mandates the use of established protocols for quantifying and issuing the offset credits. Credits issued based on protocols approved by the California Air Resources Board should be prioritized. Examples of such registries include the Climate Action Reserve, American Carbon Registry, and Vierra.
- The carbon offset credits should be generated from projects developed in the United States. Credits from projects developed internationally should not be used unless the applicant demonstrates with substantial evidence that sufficient carbon offsets from projects in the United States are unavailable. International offsets must be quantified and issued using established protocols that are recognized in the United States and that are issued by recognized, reputable and accredited registries.
- All carbon offset credits purchased to reduce GHG emissions, must meet the criteria of being real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2).

Prior to the City issuing a building permit for the fast food use, the applicant shall submit the GHG Reduction Plan for review and approval of the City of Gilroy. If carbon offsets are proposed, prior to approval of a building permit, the applicant shall provide an executed contract or other certification to the City Planner that the requisite volume carbon offset credits have been purchased.

b. The planned fast food use shall include all electricity pre-wiring necessary so that the building is ready for a future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future. Prior to issuing a building

permit for the fast food use, the City shall verify that project improvement plans meet the pre-wiring requirement.

Hydrology and Water Quality

HYDRO-1 All stormwater on the project site must be treated aboveground in an approved low-impact development treatment device prior to entering stormwater chambers. The proposed project must show proof of compliance with this requirement on the project plans prior to issuance of a grading permit with approval by the City of Gilroy Public Works Department.

HYDRO-2 The project proponent shall prepare and submit Erosion Control Plans to the City of Gilroy Public Works Department prior to the issuance of a grading permit. The Erosion Control Plans shall illustrate how the project's grading phases would prevent or minimize erosion and siltation on- and off-site, such as the inclusion of Best Management Practices.

HYDRO-3 The project proponent shall prepare and submit a Storm Water Pollution Prevention Plan for review and approval by the City of Gilroy Public Works Department prior to issuance of a grading permit. The Storm Water Pollution Prevention Plan shall identify construction and post-construction Best Management Practices to prevent water pollution at the source

Noise

N-1 Prior to issuance of a building permit for the two proposed hotels, the building plans shall include air conditioning or mechanical ventilation, subject to review and approval by the building department.

Date Prepared: January 2023

Review Period: January 27, 2023 – February 27, 2023

Date Adopted by City Council:

Kraig Tambornini
Senior Planner
Kraig.Tambornini@ci.gilroy.ca.us

PUBLIC REVIEW INITIAL STUDY

GILROY SQUARE PROJECT

TM 21-02, AS 21-13, Z 22-01

PREPARED FOR

City of Gilroy

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January 2023

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TABLE OF CONTENTS

A. BACKGROUND 1

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 23

C. DETERMINATION 24

D. EVALUATION OF ENVIRONMENTAL IMPACTS 25

1. Aesthetics 27
2. Agriculture 30
3. Air Quality 32
4. Biological Resources 39
5. Cultural Resources 49
6. Energy 52
7. Geology and Soils 55
8. Greenhouse Gas Emissions 59
9. Hazards and Hazardous Materials 66
10. Hydrology and Water Quality 69
11. Land Use and Planning 76
12. Mineral Resources 78
13. Noise 79
14. Population and Housing 83
15. Public Services 84
16. Transportation/Traffic 86
17. Tribal Cultural Resources 89
18. Utilities and Service Systems 90
19. Wildfire 95
20. Mandatory Findings of Significance 96

E. SOURCES 98

Appendices

Appendix A Project Plans
Appendix B CalEEMod Memo and Results
Appendix C EMFAC Results
Appendix D CNDDB Results
Appendix E Phase I Environmental Site Assessment
Appendix F Noise Assessment
Appendix G Transportation Summary of Findings and Analysis

Figures

Figure 1 Location Map 5
Figure 2 Aerial Photograph 7
Figure 3 Site Photographs 9
Figure 4 Site Plan (Northern) 11
Figure 5 Site Plan (Southern) 13
Figure 6 Lot 1 Elevations 15
Figure 7 Lot 1a Elevations 17
Figure 8 Lot 2 Elevations 19
Figure 9 Lot 3 Elevations 21
Figure 10 Special-Status Species Recorded in the Project Vicinity 43

Tables

Table 1 Development Summary 3
Table 2 Potentially Applicable Control Measures (2017 Clean Air Plan) 33
Table 3 San Francisco Bay Area Air Basin Attainment Status 35
Table 4 Thresholds of Significance for Criteria Air Pollutants 36
Table 5 Unmitigated Operational Criteria Air Pollutant Emissions 37
Table 6 Consistency with GHG Reduction Performance Standards 62
Table 7 Wastewater Generation 91
Table 8 Water Demand 92

A. BACKGROUND

Project Title	Gilroy Square
Lead Agency Contact Person and Phone Number	Kraig Tambornini, Senior Planner City of Gilroy Community Development Department Planning Division (408) 846-0451
Date Prepared	January 2023
Study Prepared by	EMC Planning Group Inc. 601 Abrego Street Monterey, CA 93940 (831) 649-1799
Project Location	6970 Camino Arroyo Gilroy, CA 95020
Project Sponsor Name and Address	Jaspal Singh Sidhu, PE 1024 Iron Point Road Folsom, CA 95630
General Plan Designation	General Industrial
Zoning	Shopping Center Commercial/Highway Commercial/General Industrial Planned Unit Development (C3/HC/M2/PUD)

Setting

The 10.07-acre project site consists of APN 841-70-049 and is located at 6970 Camino Arroyo, within the city limits of Gilroy. Gilroy is located in the Santa Clara Valley, nestled between the Mount Diablo Mountain Ranges (approximately three miles east) and the Santa Cruz Mountain Ranges (approximately three miles west).

The project site is surrounded by commercial to the northwest and west and industrial to the east and south. Northeast of the subject property, across Pacheco Pass Highway (APN 841-18-082), the property has a general plan designation of General Industrial and the property is currently in agricultural production. The project site is currently vacant with a general plan land use designation of General Industrial and a zoning designation of Shopping Center Commercial/Highway Commercial/General Industrial Planned Unit Development.

Figure 1, Location Map, presents the regional location of the project site. Figure 2, Aerial Photograph, presents an aerial of the project site and its surrounding land uses. Figure 3, Site Photographs, illustrates the existing setting of the project site.

Background

The project site was included in the Regency Centers Project, for which an EIR was prepared and certified in December 2002. The current project site was identified as a Phase II parcel, with possible future development as hotel/retail/restaurant/industrial site. The City subsequently approved a development agreement, tentative map, zone change (Regency Center PUD), and architectural site review for the regional shopping center known as Gilroy Crossing, subsequently developed and located immediately west of the project site and Camino Arroyo. Although the 2002 EIR addressed environmental impacts associated with future development of the current project site, no development application was submitted and, therefore, considered.

Description of Project

The Gilroy Square project, File No. Z 22-01, TM-21-02, and AS 21-13 ("proposed project") includes subdividing APN 841-070-049, 10.07 acres, into six (6) lots, and Architectural and Site Review to establish the development plan for Phase II of the PUD for development on four (4) of the lots. The proposed project includes two, four-story hotels, a drive-through fast food restaurant, a convenience store, a four-story speculative industrial warehouse, and a one-story speculative warehouse building. The warehouse buildings are proposed as future development. The project plans can be found in Appendix A.

Tentative Subdivision Map

The applicant proposes to subdivide APN 841-070-049 into the following parcels as identified on the tentative subdivision map:

- Parcel 1 0.82 acres
- Parcel 1a 1.31 acres
- Parcel 2 2.3 acres
- Parcel 3 1.81 acres
- Parcel 4 2.59 acres
- Parcel 5 1.24 acres

Architectural and Site Review

The applicant is proposing development of the five lots in three phases. Architectural and Site Review is not proposed for the last phase at this time; however, anticipated development of that phase will be evaluated in the initial study, as development of the third phase is reasonably foreseeable. Proposed development is summarized in Table 1, Development Summary.

Table 1 Development Summary

Phase/Lot	Project	Square Footage or Rooms
Phase 1a		
1	Drive-thru Burger King	2,600 square feet
1a	Gas Station (8 pumps) Car Wash Convenience Store	8 pumps 1,152 square feet 2,880 square feet
Phase 1b		
2	Residence Inn (4-story)	112 rooms 82,568 square feet
3	Holiday Inn Express (4-story)	88 rooms 67,780 square feet
Phase 2 (Future – No Architectural and Site Review Applications)		
4	Future Industrial Warehouse	27,500 square feet
5	Future Industrial Warehouse	18,000 square feet

SOURCE: Site Plan dated 2/16/2022 and 10/1/2022

Figure 4, Site Plan (Northern), and Figure 5, Site Plan (Southern), present the project's full site plan. Figure 6, Lot 1 Elevations, and Figure 7, Lot 1a Elevations, illustrates the development involved in Phase 1a of the proposed project. The development involved in Phase 1b of the proposed project is depicted in Figure 8, Lot 2 Elevations, and Figure 9, Lot 3 Elevations.

Infrastructure Improvements

The proposed project will require various on-site infrastructure improvements as identified in the Hexagon Transportation Consultant's summary of findings and transportation analysis (Appendix G) and include the following:

- Ensure that design features, such as the landscaping, signage, bus stop and other physical features along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways;
- Defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station;
- Provide a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces;
- Install 10-foot sidewalks in commercial areas along the entire project site frontage;

- Install ADA-compliant curb ramps at all corners of the Camino Arroyo/SR 152 intersection;
- Widen Driveway 2 to provide two outbound lanes (as proposed) and two inbound lanes – Driveway 2 must also align with the west leg of the Camino Arroyo/Gilroy Crossing intersection;
- Change the two inbound lanes at the first internal access point from Driveway 2 (approximately 125 feet east of the driveway) to a left-turn lane providing access to the gas station/fast-food restaurant and a shared right-and-through lane, providing access to the hotels and parking spaces;
- Align the Driveway 2 drive aisle lanes (in particular, the inbound lane);
    - Remove the parking spaces along the south side of the driveway aisle so that the inbound through lane from Driveway 2 aligns with the eastbound lane along the rest of the drive aisle (if necessary);
- Provide uncontrolled inbound access at the first internal access point from Driveway 2, while stop-controlling the rest of the approaches; and
- Provide a connection extending the Driveway 2 to Silacci Way, via the adjacent undeveloped site (this would displace some of the northbound right-turning project trips at the intersection of Camino Arroyo /State Route 152 to Silacci Way, eliminating the project deficiency and need to extend the existing northbound right-turn pocked while enhancing the adjacent roadway network).

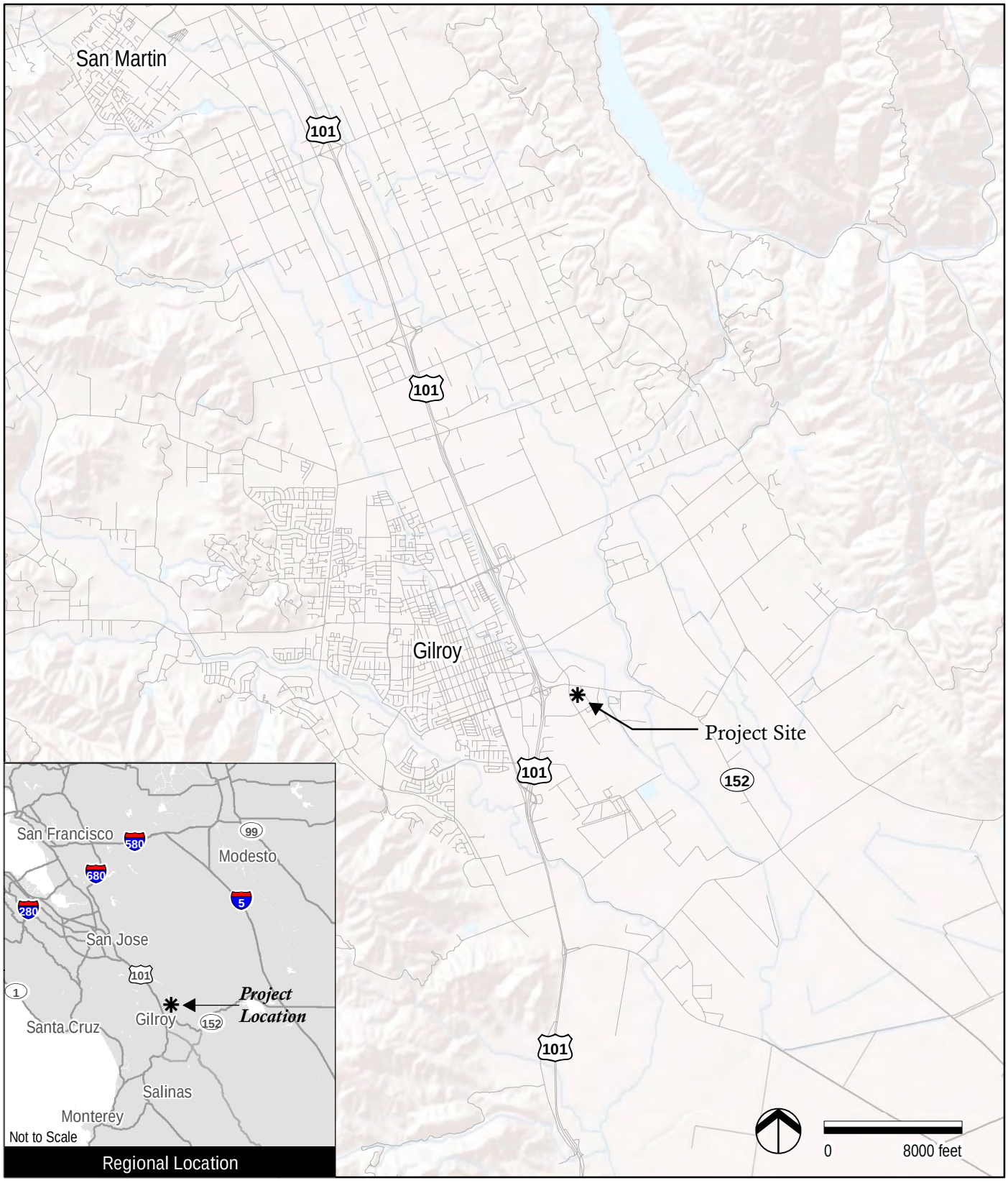
Other Public Agencies Whose Approval is Required

Regional Water Quality Control Board

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1 If so, has consultation begun

No California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.



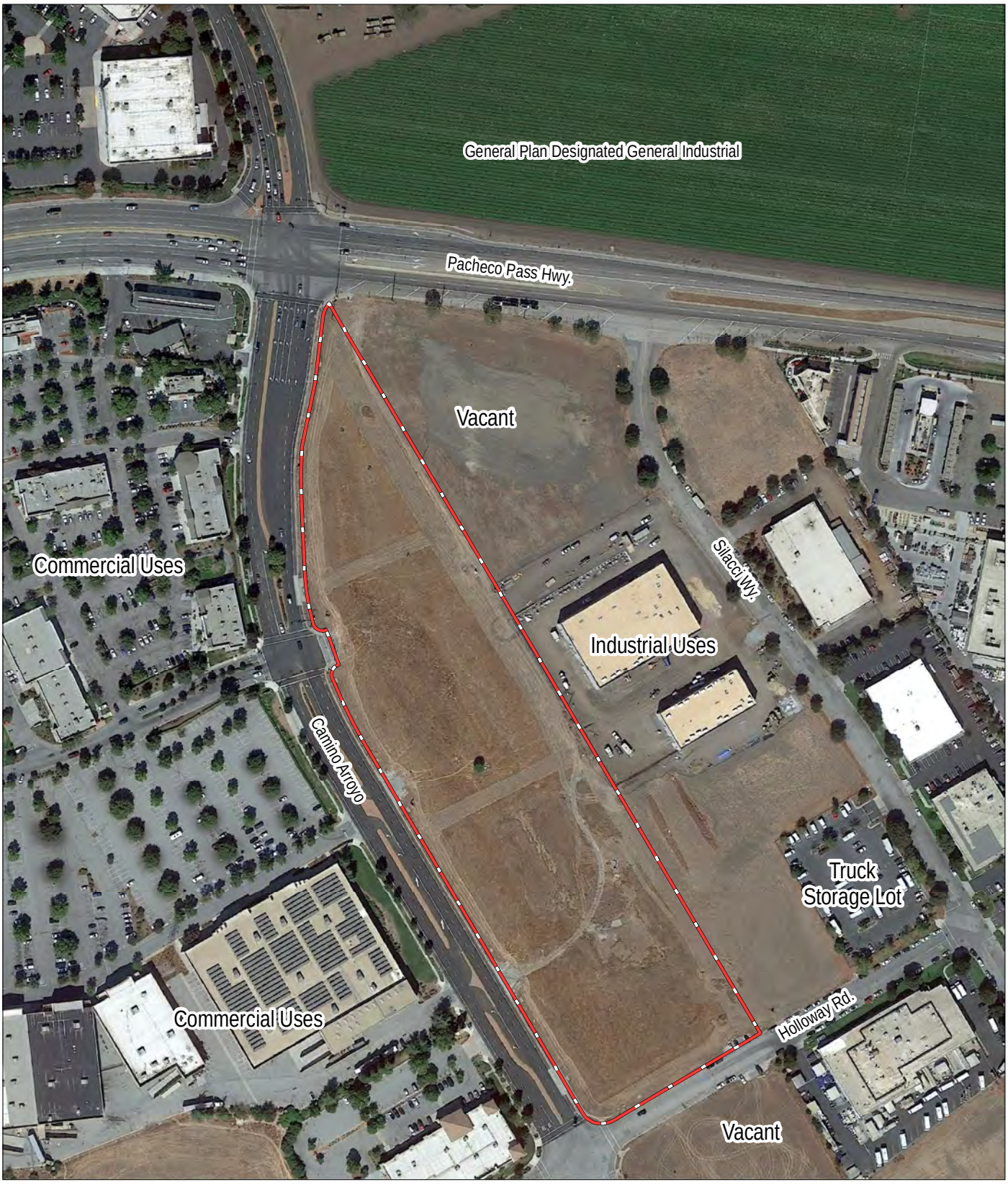
Source: ESRI 2014

Figure 1

Location Map

Gilroy Square Initial Study

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Project Site

Source: Santa Clara County GIS 2022, Google Earth 2022

Figure 2

Aerial Photograph

Gilroy Square Initial Study

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1 On Pacheco Pass Highway facing south across the project site.



2 On Camino Arroyo at the northwest side of the project site facing north.



Project Site

Source: Google Earth 2022
Photographs: EMC Planning Group 2022



3 On Camino Arroyo facing northeast across the project site.

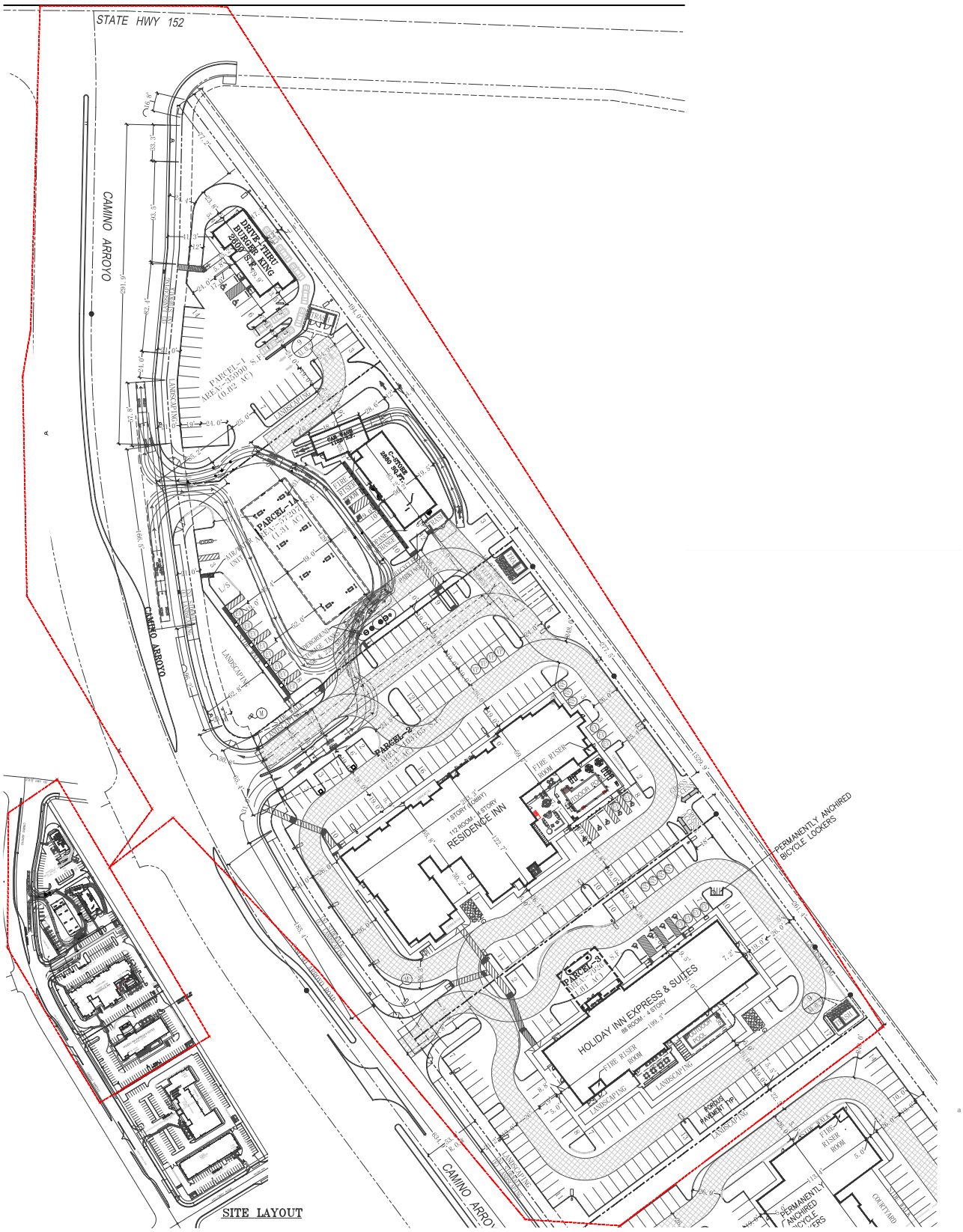


4 On Holloway Road facing northwest across the project site.

Figure 3
Site Photographs

Gilroy Square Initial Study

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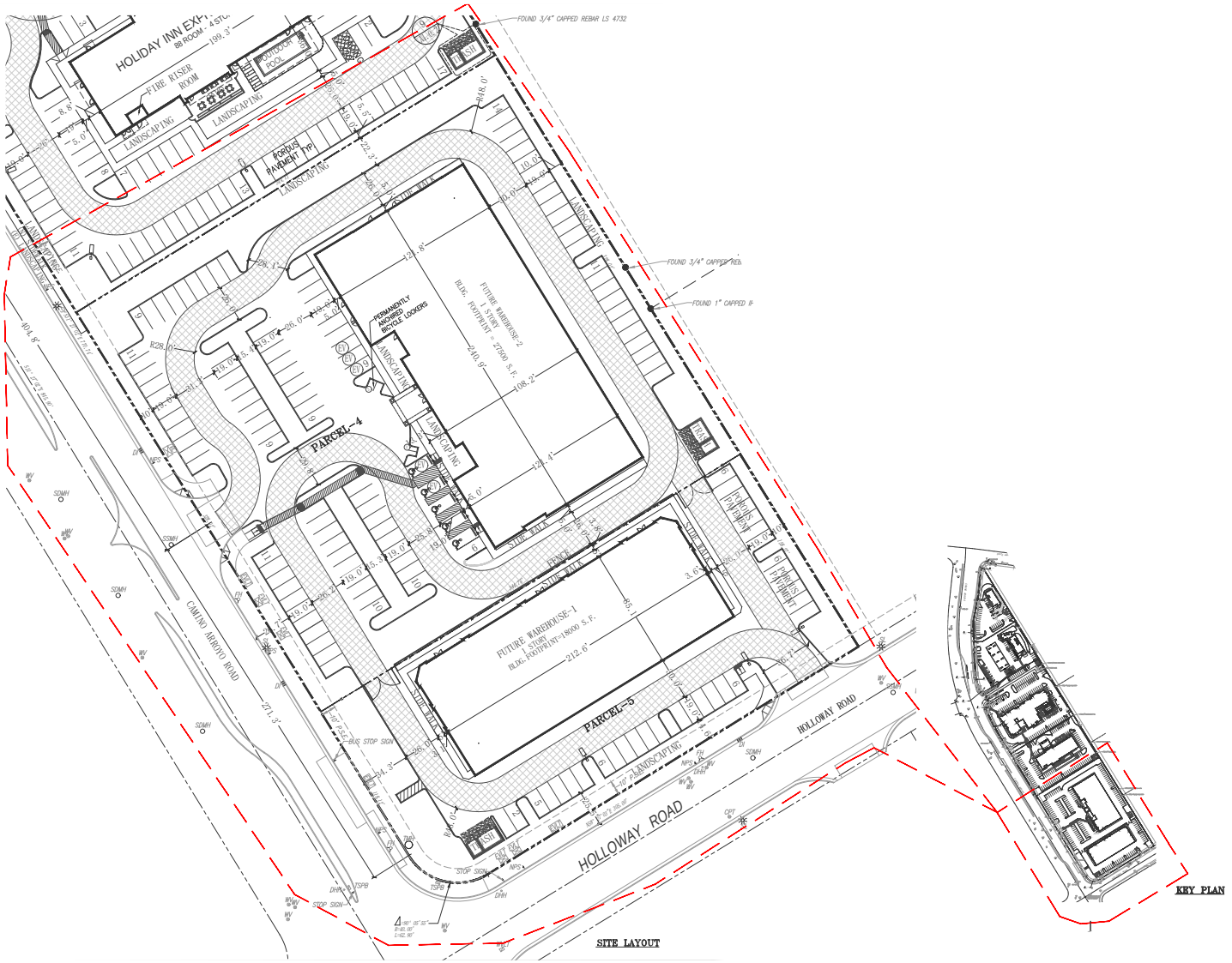
Source: ACE Design 2022

Figure 4

Site Plan (Northern)

Gilroy Square Initial Study

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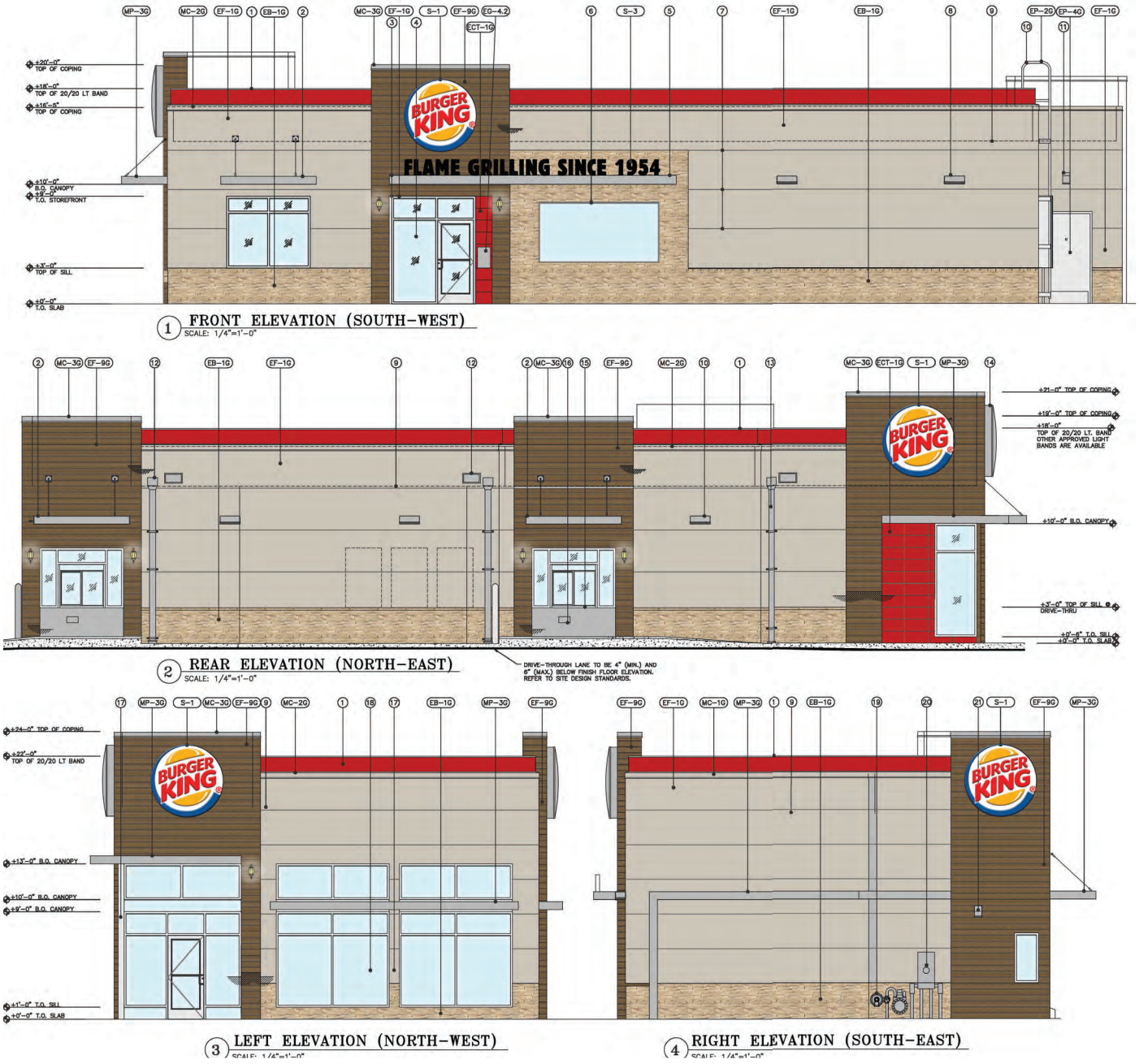
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Source: ACE Design 2022

Figure 5
Site Plan (Southern)

Gilroy Square Initial Study

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Source: ACE Design 2022

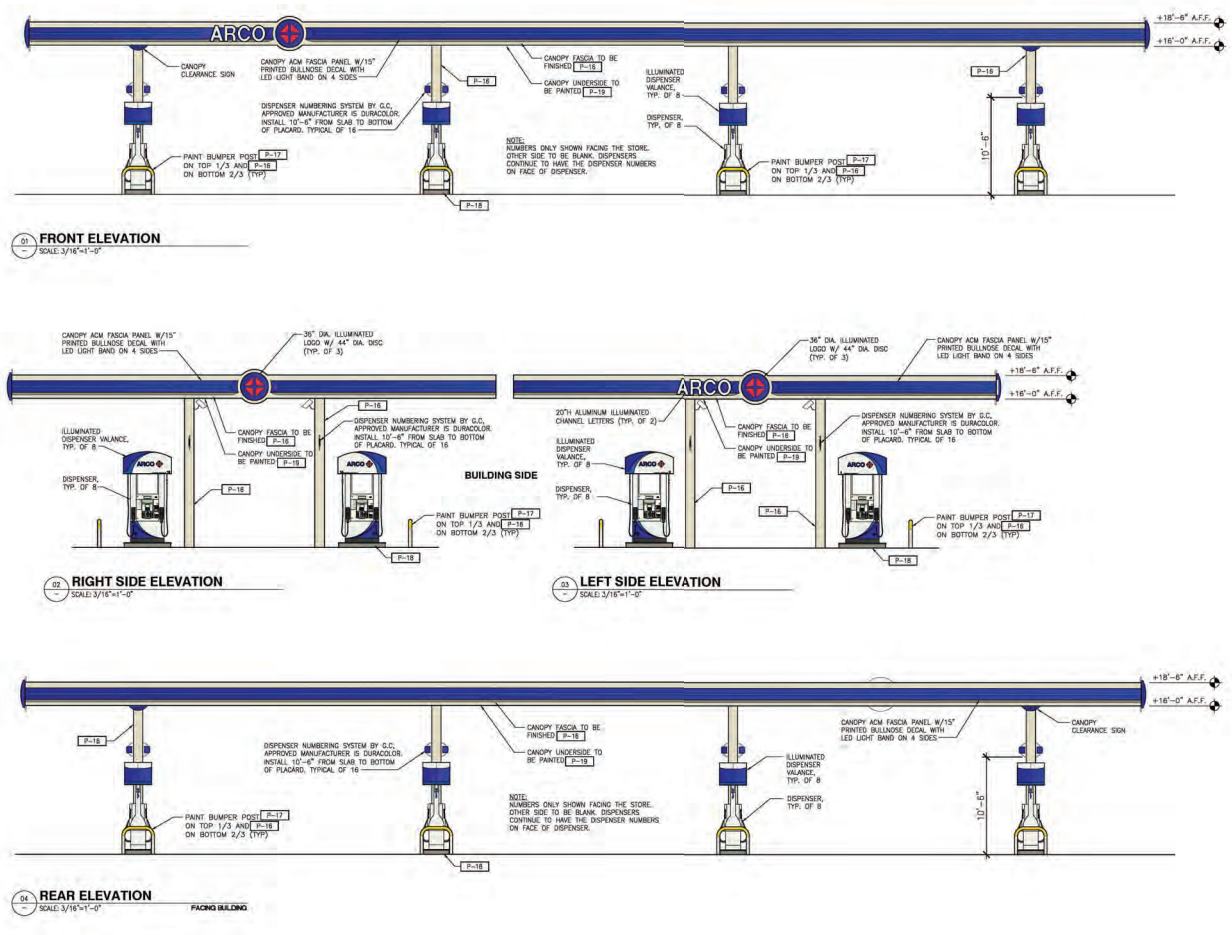
Figure 6

Lot 1 Elevations

Gilroy Square Initial Study

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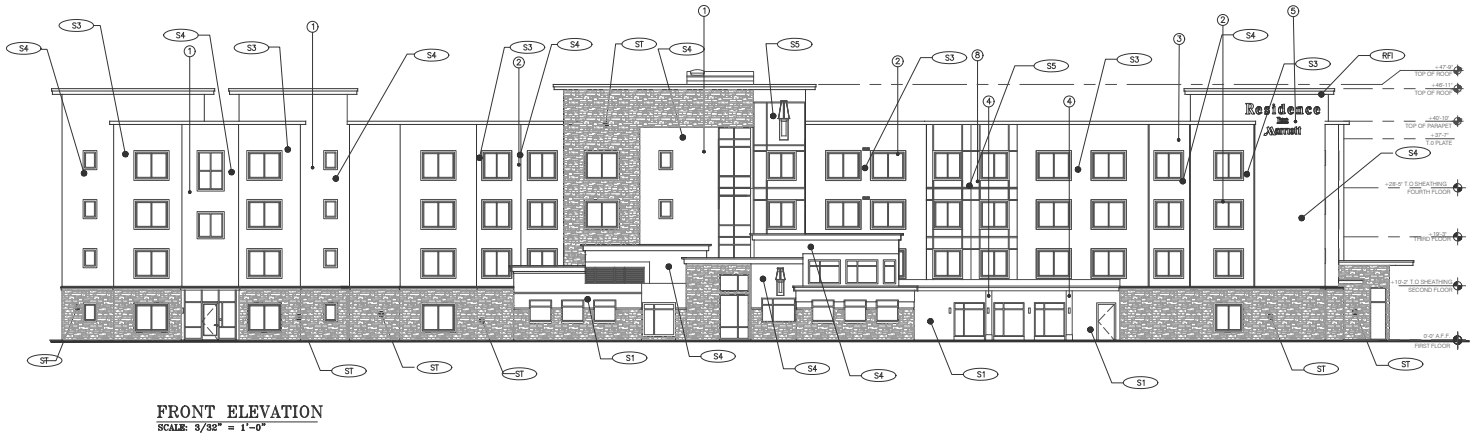
Source: ACE Design 2022

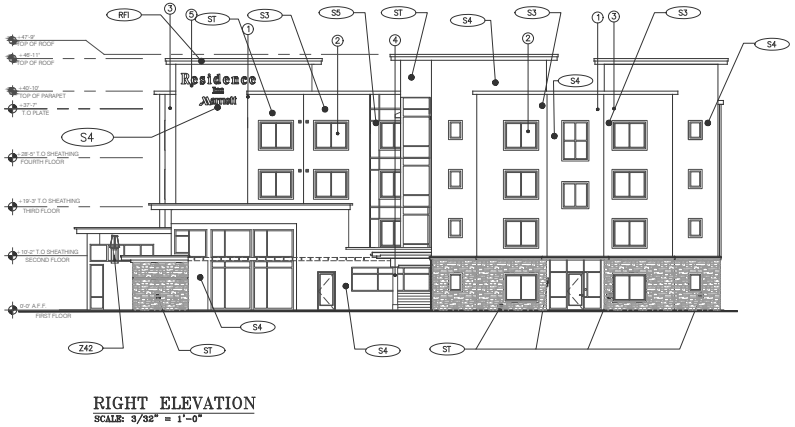
Figure 7

Lot 1a Elevations

Gilroy Square Initial Study

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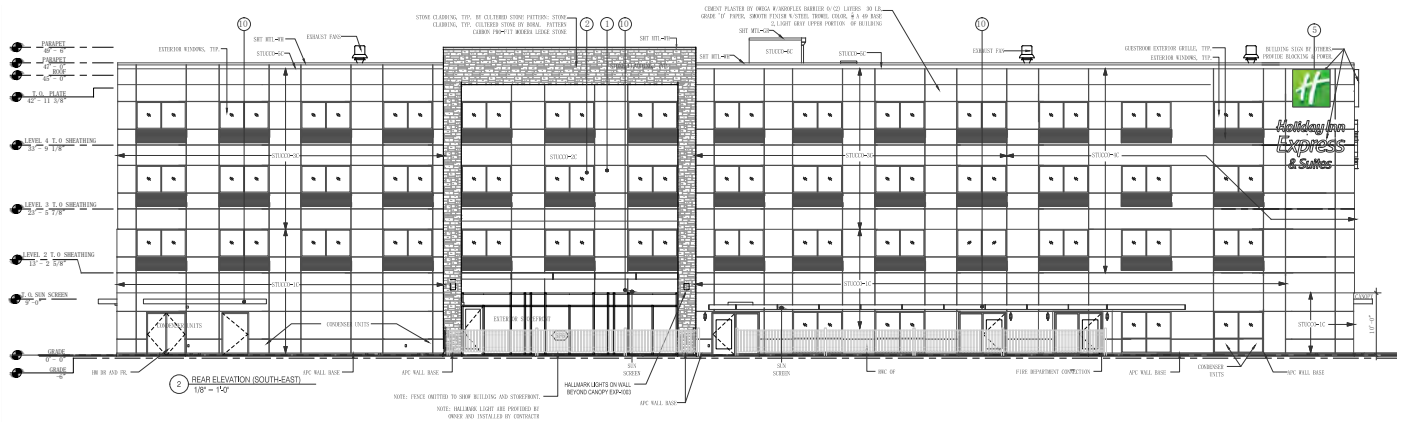


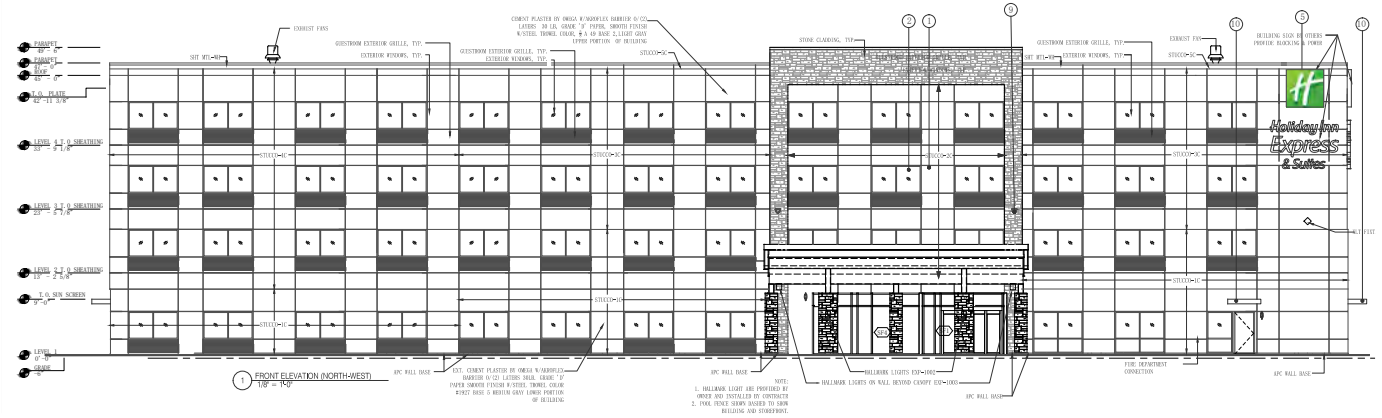


Source: ACE Design 2022

Figure 8
Lot 2 Elevations

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Source: ACE Design 2022

Figure 9
Lot 3 Elevations

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B. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology/Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population/Housing
- ☐ Public Services
- ☐ Transportation/Traffic
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☐ Mandatory Findings of Significance
- ☐ None

C. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kraig Tambornini — 1-25-23

Kraig Tambornini, Senior Planner — Date

D. Evaluation of Environmental Impacts

The evaluation of the potential impacts of the proposed project is contained in the following series of checklists and accompanying narratives. The following notes apply to this section.

Notes

1. A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once it has been determined that a particular physical impact may occur, then the checklist answers indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less-Than-Significant Impact with Mitigation Measures Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The mitigation measures are described, along with a brief explanation of how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses are used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier document or negative declaration. [Section 15063(c)(3)(D)] In this case, a brief discussion would identify the following:
    a. "Earlier Analysis Used" identifies and states where such document is available for review.
    b. "Impact Adequately Addressed" identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.

c. "Mitigation Measures"—For effects that are "Less-Than-Significant Impact with Mitigation Measures Incorporated," mitigation measures are described which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.

7. "Supporting Information Sources"—A source list is included in Section E, Sources, at the end of this initial study, and other sources used or individuals contacted are cited in the discussion.

8. The explanation of each issue identifies:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any to reduce the impact to less than significant.

1. AESTHETICS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista or degrade the existing visual character in the Hecker Pass Specific Plan Area or the hillside areas?	☐	☐	☐	☒
b. Substantially damage scenic resources viewed from Hecker Pass Highway or Pacheco Pass Highway?	☐	☐	☒	☐
c. Substantially damage scenic resources viewed from Uvas Park Drive, Santa Teresa Boulevard, or Miller Avenue from First Street to Mesa Road?	☐	☐	☐	☒
d. Substantially damage scenic resources (farmland and surrounding hills) viewed from Highway 101?	☐	☐	☐	☒
e. Result in unattractive entrances at the principal gateways to the City (north and south Monterey Street, Highway 152/Hecker Pass Highway, Highway 152/Pacheco Pass, north and south Santa Teresa Boulevard, and at the Highway 101 interchanges at Masten, Buena Vista, Leavesley, and Tenth Street)?	☐	☐	☐	☒
f. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
g. Include or require a wall or fence higher than seven feet above the existing grade at the property line?	☐	☐	☐	☒

Comments:

a. According to the City's *Public Review Draft Gilroy 2040 General Plan EIR SCH#2015082014* (General Plan EIR) (City of Gilroy 2020, p. 3-3), neither the *City of Gilroy 2040 General Plan* (General Plan) (City of Gilroy 2020) nor the *Santa Clara County General Plan* designate specific scenic vistas within Gilroy or in the immediate unincorporated areas adjacent to Gilroy. The site is not located within or adjacent to

hillside areas and is approximately three miles east of the Hecker Pass Specific Plan area (Santa Clara County 2022). Therefore, the proposed project would not have an adverse effect on a scenic vista or degrade the existing visual character in the Hecker Pass Specific Plan Area or hillside areas.

b. According to the General Plan EIR (p. 3-3), scenic resources of aesthetic value include the views from Hecker Pass Highway, and views of agricultural lands, riparian areas, and the hillsides that surround much of Gilroy.

The project site is adjacent to Pacheco Pass Highway to the north and the proposed project would interrupt views of the distant hillsides to the northeast and east (refer to the photo images 2 and 3 within Figure 3, Site Photographs). However, the surrounding uses of the project site include the commercial uses (Gilroy Crossing) to the west and northwest across Pacheco Pass Highway and industrial uses to the east. Therefore, the proposed project would be nearly surrounded by similar development in its use and structural appearance.

The proposed project would also comply with the General Plan Policy LU 1.1, which calls for orderly, contiguous pattern of development that prioritizes infill development, phases new development, and encourages compactness and efficiency and General Plan Policy LU 8.8, which calls for clustered development patterns that will minimize impacts to scenic resources. Refer back to Figures 6 through 9 for elevations of the commercial structures proposed on the project site.

Therefore, the proposed project's visual impacts from Pacheco Pass Highway would be less than significant for the following reasons:

- The project is consistent with the approved Regency Center PUD; and
- The project is adjacent to existing commercial and industrial development on three sides.

c. The project site is not located within the vicinity of Uvas Park Drive, Santa Teresa Boulevard, or Miller Avenue from First Street to Mesa Road. Therefore, the proposed development would not substantially damage scenic resources viewed from these rights-of-way.

d. The project site is located approximately 0.35 miles east of US Highway 101. Commercial and industrial development and vegetation blocks existing views of the project site from the highway. Therefore, the proposed project would not have a visual impact from US Highway 101 (Google Earth 2022).

e. The proposed project is not visible from Gilroy's principal gateways and, therefore, would not result in an unattractive entrance at those locations.

f. Existing commercial and industrial development to the west, northwest, and east provide night time lighting in the immediate vicinity. Development of the project site from its vacant state to commercial uses would add to the existing light and glare. The lighting proposed on the project site would be required to comply with General Plan Policy NCR-1.10, which encourages the use of measures to limit exterior light pollution and requires that outdoor lighting is directed downward; General Plan Policy PFS-8.10, which requires compatibility with the neighborhood context (i.e., commercial and industrial); General Plan Policy LU-8.12 addressing outdoor lighting fixtures and utilizing LED to provide maximum energy efficiency as well as effective lighting; and Municipal Code Section 30.50.44(c), which states that no unobstructed beam of exterior lighting shall be directed outward from the site toward any residential use or public right-of-way. The proposed project's lighting would be constructed or located so that only the intended area is illuminated and off-site glare is fully controlled.

   Compliance with the policies and City code section above would reduce the potential for light pollution associated with the proposed project to a less-than-significant level.

g. The proposed project does not include or require a wall or fence higher than seven feet above the existing grade at the property line.

2. AGRICULTURE

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (LESA) (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Convert prime farmland or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to an urban use (projects requiring a legislative act, such as zoning changes, annexation to the City, urban service area amendments, etc.)?	☐	☐	☐	☒
b. Conflict with a Williamson Act contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Comments:

a. The California Department of Conservation identifies the project site as Other Land (California Department of Conservation 2018). Therefore, the project would not convert Prime Farmland or Farmland of Statewide Importance to an urban use.

b. The project site is zoned Shopping Center Commercial/Highway Commercial/General Industrial Planned Unit Development and land within the City's urban growth boundary does not include any Williamson Act contracted lands (City of Gilroy 2020). Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

c. The project site is designated as Other Land by the California Department of Conservation and is surrounded by additional land designated as Other Land and Urban and Built-Up Land. The farmland located approximately 530 feet southwest of the site is designated as General Industrial in the General Plan and zoned Shopping

Center Commercial/Highway Commercial/General Industrial Planned Unit Development. Therefore, the potential conversion of this nearby agricultural land to non-agricultural use has been evaluated by the General Plan EIR and the General Plan anticipates its conversion to non-agricultural uses.

The farmland to the southwest is separated from the project site by Camino Arroyo and a vacant property and is adjacent to other non-agricultural uses. Therefore, the proposed project itself would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with the Bay Area Air Quality Management District Clean Air Plan?	☐	☒	☐	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation? BAAQMD indicates that any project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact.	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d.	Expose sensitive receptors (residential areas, schools, hospitals, nursing homes) to substantial pollutant concentrations (CO and PM_{10}), as determined in b. above?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The emissions modeling used for this section was based on the original site plan for the proposed project, which was updated October 2022 and reduced in size. For the purposes of CEQA, it is not necessary for the modeling and analysis in this section to be updated due to the reduced size of the project.

Comments:

a. The City of Gilroy is located within the San Francisco Bay Area Air Basin and the boundary of the Bay Area Air Quality Management District (air district). The air district adopted the current version of the Clean Air Plan in 2017 (Clean Air Plan). Consistency with the Clean Air Plan is based on conformance with air quality control measures presented in the Clean Air Plan. The air district's Air Quality CEQA

Guidelines (2017) ("air district CEQA guidelines") Section 9.1 provides guidance on determining if a development project is consistent with the Clean Air Plan. For consistency a project should meet three criteria: 1) support the primary goals of the Clean Air Plan; 2) include applicable Clean Air Plan control measures; and 3) not disrupt or hinder implementation of any Clean Air Plan control measures.

The primary goals of the Clean Air Plan are to attain air quality standards; to reduce population exposure to pollutants and protect public health in the Bay Area; and to reduce greenhouse gas (GHG) emissions and protect the climate. This is considered to have been accomplished if there are no project-level significant impacts, or if significant impacts are mitigated to a less-than-significant level.

Clean Air Plan Control measures potentially applicable to the proposed project are presented below in Table 2, Potentially Applicable Control Measures (2017 Clean Air Plan) along with a brief consistency analysis to determine how the project either does or does not implement the measure.

Table 2 Potentially Applicable Control Measures (2017 Clean Air Plan)

Control Measure Number and Name	Consistency Analysis
SS21 – New Source Review for Toxics	Consistent. This policy is implemented by the air district as part of its permitting procedures for stationary sources of emissions. The proposed project's operations may create new stationary sources, such as emergency back-up generators, which emit $PM_{2.5}$ emissions and are subject to compliance with air district regulations for permitted stationary sources.
SS32	Consistent. This policy reduces emissions of diesel PM and black carbon from BUGs through Draft Rule 11-18, resulting in reduced health risks to impacted individuals, and in climate protection benefits. See the response to Control Measure SS21, previous.
SS36 – Particulate Matter from Trackout	Consistent. This measure addresses mud/dirt and other solid track-out from construction, landfills, quarries and other bulk material sites, that result in particulate emissions. The proposed project shall implement dust control measures, which are standard conditions of approval for the city. Implementation of this standard condition will address mud and dirt that could be "tracked out" from the project construction site.
SS38 – Fugitive Dust	Consistent. This measure addresses particulate matter emissions from construction, landfills, quarries and other bulk material sites. Compliance with the city's standard conditions of approval regarding dust control measures is required.
TR8 – Ridesharing and Last-Mile Connections	Consistent. This measure will reduce motor vehicle emissions of key ozone precursors, ROG and NOx, particulate matter, air toxics, and greenhouse gases by reducing single occupancy vehicle trips through the promotion of rideshare services and incentives. The project site is located within 500 feet of three bus stops for Route 84 operated by the Valley Transportation Authority. To promote further reductions in single-occupancy commuter trips to the site the project proponents of each proposed use could also provide rideshare program information and participate in the Santa Clara County EcoPass annual transit pass on South Bay transit systems.
TR14 – Cars and Light Trucks	Consistent with Mitigation. This measure promotes the use of electric vehicles or alternative fuels in commercial or industrial fleets to reduce emissions. In addition to vehicle buy-back programs and other funding incentives, the air district continues to partner with private, local, state and federal

Control Measure Number and Name	Consistency Analysis
	programs to install and expand public charging infrastructure, and promote existing charging infrastructure. The proposed project plans do not include charging stations for electric or hybrid vehicles. Mitigation measure GHG-1 in Section 8, Greenhouse Gas Emissions, requires the inclusion of electric vehicle infrastructure (e.g., electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 mandatory standards to be installed for each individual proposed use.
TR18 – Goods Movement	Consistent. This is a voluntary program for which the industrial use may qualify. This policy seeks to reduce emissions and exposures to them from freight movement. The measure includes incentive programs offered through the district to provide emission reductions that go beyond reductions required by CARB. Since 2009, the air district has invested approximately $100 million to reduce air pollution emissions and health risk from freight movement along California's priority trade corridors. These funds have reduced truck emissions from thousands of heavy-duty diesel trucks (via retrofit or replacement) (BAAQMD 2017a), This measure reduces emissions of ROG and NOx, and diesel particulate matter associated with goods movement by providing incentive funding for diesel equipment owners to purchase cleaner-than-required vehicles and equipment. In addition, some projects implemented through this measure will reduce emissions of greenhouse gases. Regulations require upgrades to equipment in future years; the air district incentive programs offer funds for engine owners to upgrade equipment in advance of these regulations, thereby funding emission reductions that are not yet mandated. Incentive programs can also offer funds for reduction of pollutants that are not required, for example, NOx and ROG reductions, when only PM reductions are required. Best practices for increasing fleet efficiencies and emissions reductions include purchasing low emission vehicles, properly maintaining vehicles, minimizing fleet size, reducing reliance on petroleum-based transportation fuels, increasing use of locally produced renewable fuels, and encouraging efficient driving habits. This policy targets public and private vehicle fleets that include on-road light, medium and heavy-duty vehicles. Voluntary conformance with this policy would result in co-benefit reductions in mobile sources of ozone precursors and diesel particulate matter. Details on whether the proposed project would implement green fleet operations are not known at this time. This measure could be implemented by the proposed industrial project operator to the extent that it contracts with certified green fleets, and with other certified businesses that implement green fleets. The proposed industrial projects may qualify for these incentive programs.
TR19 – Medium and Heavy-Duty Trucks	Consistent. This is a voluntary program for which the industrial use may qualify. This policy includes incentive programs offered through the air district to provide emission reductions that go beyond reductions required by CARB. This measure will reduce emissions of ROG and NOx, and diesel particulate matter associated with goods movement by providing incentive funding for diesel equipment owners to purchase cleaner-than-required vehicles and equipment. In addition, some projects implemented through this measure will reduce emissions of greenhouse gases. Regulations require upgrades to equipment in future years; the air district incentive programs offer funds for engine owners to upgrade equipment in advance of these regulations, thereby funding emission reductions that are not yet mandated. Incentive programs can also offer funds for reduction of pollutants that are not required, for example, NOx and ROG reductions, when only PM reductions are required. This policy includes an air district program for the direct provision of incentives for the purchase of new trucks that meet CARB emission standards for heavy-duty engines. This policy also meets CARB's 2008 adopted regulation that requires truck fleets to meet progressively more stringent emission limits as calculated on a fleet-average basis. The proposed industrial project operators may qualify for these incentive programs. If the project operator qualifies for and participates in the incentive program, ozone precursor and diesel particulate matter emissions from truck fleets would be further reduced.
BL1 – Green Buildings	Consistent. Individual proposed uses would be required to meet standards in the most current version of the California Green Building Code Standards for Nonresidential Buildings (CalGreen, Title 24, Part 11).

SOURCE: BAAQMD 2017, CalGreen 2022

The proposed project would generate criteria air pollutant emissions, but not to the extent that significant impacts would occur (refer to the discussion in section b/c, below). The proposed project would generate toxic air contaminant emissions during construction, but not to the extent that the significant impacts couldn't be mitigated to a less-than-significant level. Therefore, the proposed project would not result in significant air quality impacts, and supports the primary goals of the Clean Air Plan. The proposed project would create jobs and introduce new mobile sources of criteria pollutant and GHG emissions from employee vehicles. Mitigation Measure GHG-1 in Section 8, Greenhouse Gas Emissions, requires the inclusion of electric vehicle infrastructure (e.g., electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 mandatory standards to be installed for each individual proposed use. Therefore, the project is considered to be consistent with the Clean Air Plan and have a less-than-significant impact with the incorporation of Mitigation Measure GHG-1.

b,c. The six most common and widespread air pollutants of concern, or "criteria pollutants," are ground-level ozone, nitrogen dioxide, particulate matter, carbon monoxide, sulfur dioxide, and lead. In addition, reactive organic gases are a key contributor to the criteria air pollutants because they react with other substances to form ground-level ozone. Health effects of criteria air pollutants include asthma, bronchitis, chest pain, coughing, and heart diseases.

The air district is the agency with the primary responsibility for assuring that national and state ambient air quality standards are attained and maintained in the air basin. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or "nonattainment." Table 3, San Francisco Bay Area Air Basin Attainment Status, identifies the current attainment status within the air basin for each criteria pollutant.

Table 3 San Francisco Bay Area Air Basin Attainment Status

Criteria Air Pollutants	State Standards	National Standards
Ozone	Non-attainment	Non-attainment
Respirable Particulate Matter	Non-attainment	Unclassified
Fine Particulate Matter	Non-attainment	Non-attainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
Lead	-	Attainment

SOURCE: Bay Area Air Quality Management District 2017a

The air district has developed thresholds of significance that are used to determine whether or not the proposed project would result in a cumulatively considerable net increase of criteria air pollutants. The thresholds of significance for determining air quality impacts are contained in the 2017 CEQA Guidelines and are presented in Table 4, Thresholds of Significance for Criteria Air Pollutants.

Table 4 Thresholds of Significance for Criteria Air Pollutants

Criteria Air Pollutants	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lb./day)	Average Daily Emissions (lb./day)	Annual Emissions (tons/year)
Reactive Organic Gases (ROG)	54	54	10
Nitrogen Oxides (NO_X)	54	54	10
Respirable Particulate Matter (PM_{10})	82 (exhaust)[1]	82	15
Fine Particulate Matter ($PM_{2.5}$)	54 (exhaust)[1]	54	10

SOURCE: Bay Area Air Quality Management District 2017b

NOTE: 1 -The thresholds of significance for particulate matter emissions from project construction apply to exhaust emissions only. The air district recommends implementation of best management practices to reduce construction fugitive dust emissions.

Criteria air pollutant emissions generated by construction and operations of the three phases were modeled using the California Emissions Estimator Model (CalEEMod) version 2020.4. Assumptions, methodology and results are included in Appendix B. Construction emissions include equipment exhaust emissions, emissions generated during the application of asphalt paving material and architectural coatings, as well as emissions of fugitive dust during demolition and grading. Proposed project operations would generate criteria air pollutant emissions. Operational emissions were estimated on an annual basis (tons per year). Unmitigated operational criteria air pollutant emissions in tons per year and pounds per day (365 days per year) are summarized in Table 5, Unmitigated Operational Criteria Air Pollutant Emissions.

Operational emissions would contribute to regional air quality but would not exceed the air district thresholds. Therefore, the project's contribution of operational criteria air pollutant emissions to regional air quality conditions is less than cumulatively considerable.

d. Toxic air contaminants (TACs) are pollutants that may be expected to result in an increase in mortality or serious illness or may pose a present or potential hazard to human health. Health effects include cancer, birth defects, neurological damage, damage to the body's natural defense system, and diseases that lead to death. TACs

are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs.

Table 5 Unmitigated Operational Criteria Air Pollutant Emissions

Emissions	ROG	NO_X	Total PM_{10}	Total $PM_{2.5}$
Phase 1a				
Total Annual Emissions (tons/year)[1]	.90	0.67	0.85	0.24
Average Daily Emissions (pounds/day)[1,2]	4.93	3.67	4.66	1.32
Phase 1b				
Total Annual Emissions (tons/year)[1]	1.29	0.91	1.21	0.35
Average Daily Emissions (pounds/day)[1,2]	7.07	4.99	6.63	1.92
Phase 2				
Total Annual Emissions (tons/year)[1]	0.28	0.09	0.21	0.06
Average Daily Emissions (pounds/day)[1,2]	1.53	0.49	1.15	0.33
Total Annual Emissions (tons/year)[1]	2.47	1.67	2.27	0.65
Total Average Daily Emissions (pounds/day) [1,2]	13.53	9.15	12.44	3.57
Exceeds Annual or Daily Threshold?	*NO*	*NO*	*NO*	*NO*

SOURCE: EMC Planning Group 2022
NOTES:
1. Results may vary due to rounding.
2. CalEEMod estimates operational criteria air pollutant emissions in tons per year. A U.S. ton is equal to 2,000 pounds. The emissions estimates in ton per year are multiped by 2,000 pounds to arrive at emissions volume in pounds per year. Average daily emissions (in pounds per day) are computed by dividing the annual operational emissions (in pounds per year) by the number of operational days (conservatively assuming 365 days of operation).

Although air pollution can affect all segments of the population, certain groups are more susceptible to its adverse effects than others. Children, the elderly, and the chronically or acutely ill are the most sensitive population groups. These sensitive receptors are commonly associated with specific land uses such as residential areas, schools, retirement homes, and hospitals. In addition, certain air pollutants, such as carbon monoxide, only have significant effects if they directly affect a sensitive population. There are no sensitive receptors located within 1,000 feet of the project site. Therefore, construction and operations of the proposed project would not expose sensitive receptor to CO and PM_{10} and is considered to have a less than significant impact.

e. Land uses creating objectionable odors include heavy industrial and some agricultural practices. The proposed project is a commercial and industrial development consisting of a fast-food restaurant, two hotels, and two industrial warehouses, and therefore, would not create objectionable odors affecting a substantial number of people.

4. BIOLOGICAL RESOURCES

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands, as defined by section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Comments:

A reconnaissance-level biological field survey was conducted by EMC Planning Group biologist Patrick Furtado on June 24, 2022, to verify conditions described in the biological reports, document existing plant communities/wildlife habitats and evaluate the potential for

special-status species to occur on the project site. Biological resources were documented in field notes, including species observed, dominant plant communities, and significant wildlife habitat characteristics. Qualitative estimations of plant cover, structure, and spatial changes in species composition were used to determine plant communities and wildlife habitats, and habitat quality and disturbance level were described.

Prior to conducting the survey, Mr. Furtado reviewed site plans, aerial photographs, natural resource database accounts, and other relevant scientific literature. This included searching the U.S. Fish and Wildlife Service (USFWS) Endangered Species Database (USFWS 2022a), California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CDFW 2022), and California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2022) to identify special-status plants, wildlife, and habitats known to occur in the vicinity of the project site. Special-status species in this report are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the USFWS and/or CDFW; as Species of Special Concern or Fully Protected species by the CDFW; or as Rare Plant Rank 1B or 2B species by the CNPS.

The project site is located within the city of Gilroy approximately 0.3 miles east of U.S. Highway 101 along Camino Arroyo. Pacheco Pass Highway (State Route 152) is immediately north of the project site, vacant land to the northeast, southeast, and south, industrial development to the east, and commercial development to the west. Elevation is approximately 180 feet. According to historical aerial photographs, the site was used for row crop agriculture until approximately 2002. The site is currently vacant with one tree of heaven (*Ailanthus altissima*) located in the center of the parcel. Paved and non-paved access roads crisscross the site and illegal dumping has occurred in a few locations. Signs of grading and/or vegetation management were visible throughout the site.

Wildlife habitat quality on the project site is considered low due to previous disturbance from agricultural activities and ongoing vegetation management. The site is dominated by scattered ruderal (weedy) plants, such as non-native wild oat (*Avena* sp.), cheeseweed (*Malva parviflora*), fennel (*Foeniculum vulgare*), yellow star thistle (*Centaurea solstitialis*), and native narrowleaf milkweed (*Asclepias fascicularis*).

Striped skunk (*Mephitis mephitis*) was observed during the survey, as well as scattered California ground squirrel (*Spermophilus beecheyi*) burrows. Other common mammal species that could possibly occur include raccoon (*Procyon lotor*), and Virginia opossum (*Didelphis virginiana*); common reptiles may include western fence lizard (*Sceloporus occidentalis*) and common garter snake (*Thamnophis sirtalis*). Species of small rodents including mice (*Mus musculus*, *Reithrodontomys megalotis*, and *Peromyscus maniculatus*) and California vole (*Microtus californicus*) may also occur.

a. Special-Status Species. A search of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) was conducted for the Mount Madonna, Gilroy, Gilroy Hot Springs, Watsonville East, Chittenden, San Felipe, Prunedale, San Juan Bautista, and Hollister USGS quadrangles to generate a list of potentially occurring special-status species in the project vicinity (CDFW 2022). Records of occurrence for special-status plants were reviewed for those nine USGS quadrangles in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2022). A U.S. Fish and Wildlife Service (USFWS) Endangered Species Program threatened and endangered species list was also generated for Santa Clara County (USFWS 2022). Appendix D includes tables with CNDDB results, which list special-status species documented within the project vicinity, their listing status and suitable habitat description, and their potential to occur on the site. Figure 10, Special-Status Species Recorded in the Project Vicinity, presents a map with CNDDB results.

Critical habitat is a designation used by the USFWS for specific geographic areas that contain features essential to the conservation of an endangered or threatened species and that may require special management and protection. The project site is not within a critical habitat area.

No special-status plant species were observed during surveys conducted during the reconnaissance-level survey conducted in June 2022. Given the existing level of disturbance on the project site, special-status plants are not expected to occur on the site due to lack of suitable habitat.

Special-status wildlife species recorded as occurring in the vicinity of the project site but are not likely to occur due to lack of suitable habitat include San Joaquin kit fox (*Vulpes macrotis mutica*), California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana draytonii*), tricolored blackbird (*Agelaius tricolor*), least Bell's vireo (*Vireo bellii pusillus*), pallid bat (*Antrozous pallidus*), and hoary bat (*Lasiurus cinereus*). Burrowing owl (*Athene cunicularia*), a California Species of Special Concern, and nesting birds protected under the federal Migratory Bird Treaty Act and the California Fish and Game Code have low potential to occur on the project site and are discussed further below.

Burrowing Owl. Burrowing owl (*Athene cunicularia*) is a California Species of Special Concern. Burrowing owls live and breed in burrows in the ground, especially in abandoned California ground squirrel burrows. Optimal habitat conditions include large open, dry and nearly level grasslands or prairies with short to moderate vegetation height and cover, areas of bare ground, and populations of burrowing mammals. This species is known to occur approximately 5.0 miles southeast of the site (CNDDB 2022).

Signs of burrowing owl were not observed during surveys conducted during the reconnaissance-level survey. However, this species is highly mobile, and the project site contains open fields that provide marginally suitable foraging habitat for burrowing owl, and a few scattered small mammal burrows could be utilized for nesting habitat. If burrowing owl is present on or adjacent to the project site, construction activities could result in the loss or disturbance of individual animals. This would be a significant adverse environmental impact. Implementation of the following mitigation measure would reduce this potential, significant impact to less than significant.

Mitigation Measure

BIO-1 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the project applicant shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to methods described in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1993) and the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife 2012). The applicant shall submit evidence of completion of the preconstruction survey to the City of Gilroy Planning Department prior to issuance of a grading permit. Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1993) and the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (California Department of Fish and Wildlife 2012), unless a qualified biologist approved by the California Department of Fish and Wildlife verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

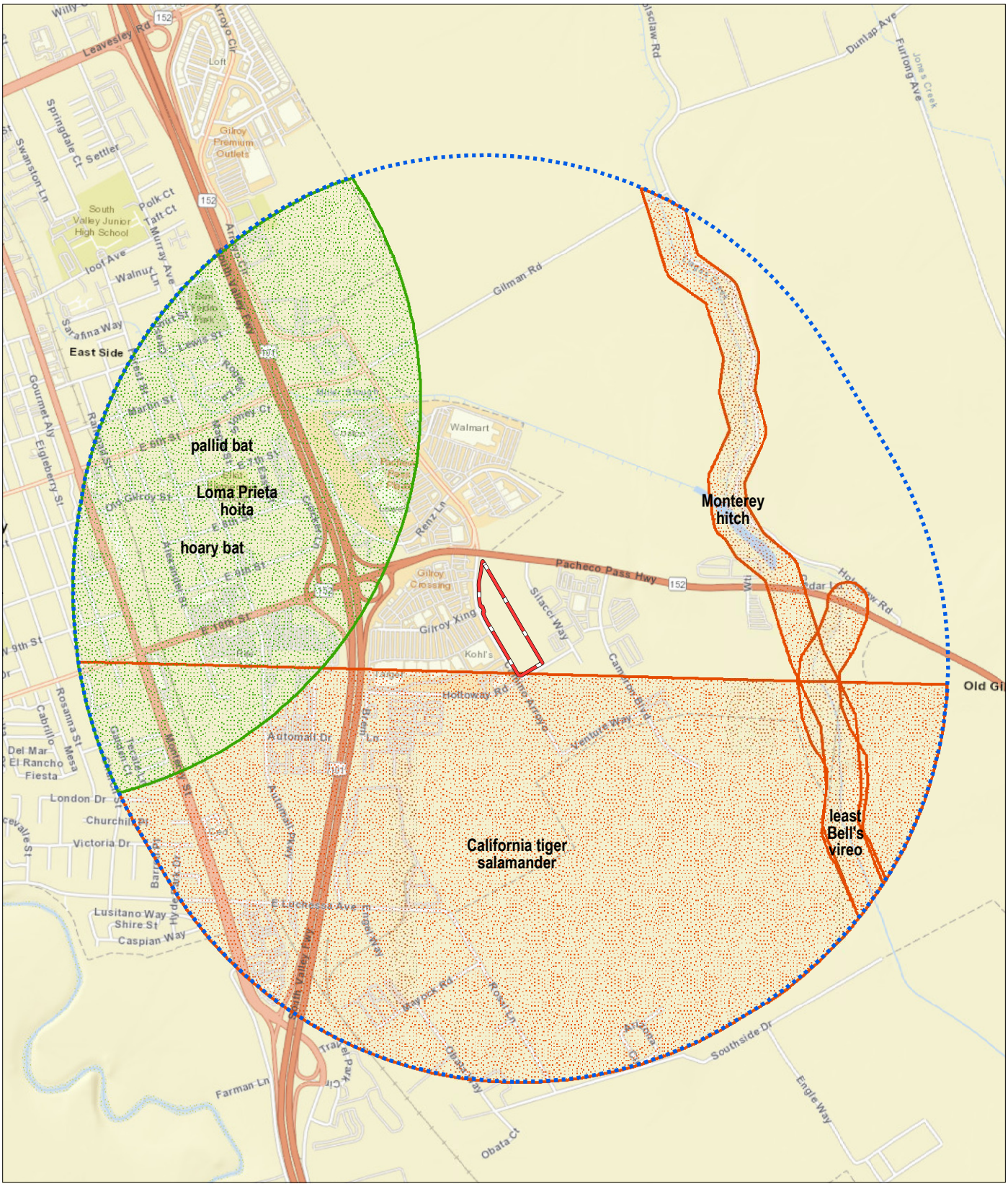


Figure 10

Special-Status Species Recorded in the Project Vicinity

Gilroy Square Initial Study

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If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

Nesting Birds. Nesting birds could occur on the ground on the project site, the tree located on the site, or within trees adjacent to the site. Species of special concern white-tailed kite (*Elanus leucurus*) and/or loggerhead shrike (*Lanius ludovicianus*) may forage in open fields on the site. Future construction activities may impact nesting birds protected under the federal Migratory Bird Treaty Act and California Fish and Game Code, should nesting birds be present during construction. If protected bird species are nesting adjacent to the project site during the bird nesting season (January 15 through September 15), then noise-generating construction activities could result in the loss of fertile eggs, nestlings, or otherwise lead to the abandonment of nests. Implementation of the following mitigation measure would reduce potential, significant impacts to nesting birds to less than significant.

Mitigation Measure

BIO-2 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), to the extent feasible, construction activities that include any vegetation removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, which is outside of the bird nesting season. If construction activities commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 10 days prior to start of construction, with the second survey

conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If no nesting activity is observed, a report shall be submitted to the City of Gilroy and disturbance activities may comments. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize "normal" bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily, or as otherwise required by the California Department of Fish and Wildlife, during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the developer prior to start of construction activities.

b. **Riparian Habitat or Sensitive Natural Communities.** There were no riparian habitat or sensitive natural communities observed at the project site. Impacts to riparian habitat or sensitive natural communities within the project site are not anticipated.

c. **Wetlands and Waters of the U.S.** A review of the National Wetlands Inventory online database was conducted to identify the closest jurisdictional aquatic features on or adjacent to the project site (USFWS 2022). No features were shown in the National Wetlands Inventory for the site and no potentially jurisdictional aquatic features were observed during the June 2022 surveys.

d. **Wildlife Movement.** Terrestrial species must navigate a habitat landscape that meets their needs for breeding, feeding and shelter. Natural and semi-natural components of the landscape must be large enough and connected enough to meet the needs of all species that use them. Wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites.

Large scale habitat linkages have been identified throughout California. Habitat linkages/corridors facilitate wildlife movement between populations located in discrete locales. Habitat fragmentation due to development and the creation of human-made impassable barriers can impede wildlife movement. The CDFW and California Department of Transportation commissioned the *California Essential Habitat Connectivity Project* to produce a statewide assessment of essential habitat connectivity using the best available science, data sets, spatial analyses and modeling techniques. The subject parcel has not been designated within a corridor. Therefore, impacts to wildlife movement as a result the of the proposed project are considered negligible.

e. **Local Biological Resource Policies/Ordinances.** The City of Gilroy 2040 General Plan has goals in place for conserving natural resources. The Natural and Cultural Resources Element establishes goals, policies, and programs to preserve and enhance Gilroy's natural areas, plant and wildlife habitats, wetlands and streams, scenic views, and historic or culturally significant resources.

Mitigation measures contained in this section will mitigate impacts to biological resources to a less than significant level. With these considerations, the proposed project would not conflict with local regulations related to biological resources.

Trees. Chapter 26 of the Gilroy Municipal Code includes the regulations for tree removal. A permit is required for the removal of a tree 38 inches in circumference or larger of following species; all species of oaks, California bay, big leaf maple, madrone, California sycamore, California buckeye and alder. In addition, removal of any type of tree 90 inches in circumference or larger requires a tree removal permit. The proposed project would remove one non-native tree of heaven. This species is not identified as requiring a permit for removal; therefore, the proposed project would not conflict with local regulations related to protected trees.

f. **Conservation Plans.** The Santa Clara Valley Habitat Plan (SCVHP) is a 50-year regional plan to protect endangered species and natural resources while allowing for future development in southern Santa Clara Valley. It is both a habitat conservation plan and natural community conservation plan, or HCP/NCCP. The SCVHP is a regional partnership between six local partners (the County of Santa Clara, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, and the cities of San Jose, Gilroy, and Morgan Hill) and two Wildlife Agencies (the CDFW and the USFWS).

According to the *Geobrowser* (Santa Clara Valley Habitat Agency 2022), a portion of the project site is located within the Habitat Plan permit area, Fee Zone B (agricultural and valley floor lands), and is designated "California annual grassland and urban - suburban". The project site is not located within a designated area requiring additional plant or wildlife surveys. A SCVHP permit application and associated fees will be processed at the time of application for planning approvals and grading and/or building permits from the City of Gilroy. Obtaining the permit will comply with the requirements of the SCVHP and no further measures are necessary.

5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Comments:

This section is based on the *Cultural Resource Evaluation of Lands for the Gilroy Shopping Center Project off Pacheco Pass Highway in the City of Gilroy* (archaeological report) prepared by Archaeological Resource Management in May 2000 as well as an updated Northwest Information Central archival search July 28, 2022. The archaeological report noted that non-significant historic ceramics and glass were recorded within the project boundaries and that the existing abandoned agricultural building and barn structures, less than fifty-years-old, were present. The Cultural Resource Evaluation report revealed that while no prehistoric cultural resources were discovered during the reconnaissance survey, there is a possible site located within the project area's boundaries. The archaeological report's, Northwest Information Center (NWIC) archival search revealed that there is a presence of a possible site, and it was originally noted on the Cabrillo College maps, yet there was no written description of the site on file at the Northwest Information Center. In addition, the archaeological report noted that the, "lands in the Santa Clara Valley have frequently revealed prehistoric deposits buried beneath alluvial soils." This makes Santa Clara Valley an archaeologically sensitive area.

According to the updated NWIC archival search there are no resources within the project area. There are three resources within a ¼ mile of the radius area. The first resource is a fruit stand that does not meet the significance criteria for the National Register of Historic Places. The second resource is a commercial building built in the 1940s and due to the building's lack of historic associations and architectural significance, the building does not appear to meet the criteria for listing in the National Register of Historic Places. The third resource is a toll road built in 1857. Although this route has been used since prehistoric times through the Spanish, Mexican, and American eras the road does not retain any integrity to any of the

historic eras. In addition, the road itself as an engineering structure is also not likely to yield information important to history. The updated NWIC search did include the informal resource, the possible site at Cabrillo College, which is mentioned in the 2000 report. But, the NWIC could not find the record and the report has been missing from its database since 2016.

There are four reports located within the project area. The properties evaluated in report S-026048 do not meet the significance criteria for the National Register of Historic Places. Reports S-024117 and S-027657 did not find any cultural materials during the archaeological reconnaissance survey. Report S-044039 is the Historic Building Study Volume 1. None of the properties mentioned in the study will be impacted by the proposed project.

There are six reports located within a ¼ mile radius of the project area. Report S-006355 did identify groundstone fragments, a shaped pestle- like stone object, two flakes, and ecofacts. The ecofacts were two pieces of marine or estuarine shell, oyster, and clam. The authors of the 1984 report called these artifacts isolates instead of determining it to be an archaeological site. The authors believed that the artifacts had been brought to the surface by agricultural activities and that the artifacts did not appear to represent larger sites with integrity and scientific importance. Report S-014475 survey noted a scattering of a few fragments of pismo clam shell and an abalone fragment throughout the parcel of land. The reported noted that the shell fragments observed were both species that have been utilized historically and that there was no clear concentration of the shells. The remaining reports did not uncover any prehistoric or historic materials.

a,b. While the known historic resources either lack integrity to be listed on the National Register of Historic Places or are at a distance that the resources will not be impacted by the project, unknown buried historic or unique archaeological resources could be present at the project site and could be damaged or destroyed by ground-disturbing construction activities (e.g., site preparation, grading, excavation, and trenching) associated with the proposed construction. This would be considered a significant impact. The following City of Gilroy Standard Condition of Approval would reduce the potential impact to a less-than-significant level.

Standard Condition of Approval

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."

c. Although, none of the reports recorded human remains, there remains the possibility that ground disturbing activities associated with the proposed project could damage or destroy previously undiscovered Native American human remains. Disturbance of Native American human remains is considered a significant impact. The following Standard Condition of Approval would reduce this potential impact to a less-than-significant level.

Standard Condition of Approval

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."

6. ENERGY

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Comments:

The analysis in this section was based on the original site plan for the proposed project, which was updated October 2022 and reduced in size. For the purposes of CEQA, it is not necessary for the information herein to be updated due to the reduced size of the project.

a. Energy impacts are assessed based on the proposed project energy demand profile and on its relationship to the state's energy efficiency regulations and the Town's land use planning regulations. Both are summarized below.

Projected Energy Use. The proposed project would increase demand for electricity, natural gas and transportation fuel. A summary of projected energy demand is provided below.

Regarding electricity demand, according to the California Energy Commission Energy Consumption Data Management System, in 2020, total electricity consumption in Santa Clara County was 16,435,721,919 kilowatt-hours (kWh). Section 5.3, Energy by Land Use – Electricity, in the project CalEEMod results included in Appendix B show projected electricity demand would be approximately 1,456,311 kWh per year. Projected electricity demand would be less than 0.01 percent of countywide demand in 2020.

Regarding natural gas, the Energy Consumption Data Management System database shows that in 2020, total natural gas consumption in Stanislaus County was 418,684,416 therms. Section 5.2, Energy by Land Use – Natural Gas, in the project CalEEMod results included in Appendix B show that projected natural gas demand would be about 11,473,310 BTU per year or approximately 11.4 therms per year. This is less .00001 percent of countywide demand in 2020. As described in Section 8, Greenhouse Gas Emissions, of this initial study, a mitigation measure has been

included that would prohibit use of natural gas in all but the planned fast food use. Per the CalEEMod results in Appendix B, natural gas consumption for the entire project is projected at 11.5 therms (the sum of natural gas consumption for all three project phases as modeled). Natural gas demand from the fast-food use is projected at 0.5 therms. Total project demand would, therefore, be reduced from 11.5 therms to 11 therms, a decline of about 95 percent.

The proposed project would generate traffic trips. With increased traffic volume and vehicle miles traveled relative to an undeveloped site, transportation fuel consumption would increase. The sum of VMT calculated for each of the project phases as reported in Appendix B is approximately 6,027,447 miles per year. The Emissions Factor Model was used to calculate fuel demand based on the vehicle miles traveled. The model uses vehicle miles traveled as an input, with one of the outputs being transportation fuel demand. The results, included in Appendix C, show that annual fuel demand would be about 224,847 gallons.

The analysis in Section 17, Transportation, concludes that the proposed project would have a less-than-significant impact from vehicle miles traveled. This suggests that transportation fuel demand may be lower than would be expected for a project whose vehicle miles traveled impact is significant.

Regulatory Requirements. A multitude of state regulations and legislative acts are aimed at improving vehicle fuel efficiency, energy efficiency, and enhancing energy conservation. For example, the Pavley I standards focus on transportation fuel efficiency. The gradual increased use of electric cars powered with cleaner electricity will reduce consumption of fossil fuel. Vehicle miles traveled are expected to decline with the continuing implementation of Senate Bill 743, resulting in less vehicle travel and less fuel consumption. In the renewable energy use sector, representative legislation for the use of renewable energy includes, but is not limited to, Senate Bill 350 and Executive Order B-16-12. In the building energy use sector, representative legislation and standards for reducing natural gas and electricity consumption include, but are not limited to, Assembly Bill 2021, CALGreen, and the California Building Standards Code.

The California Building Standards Code is enforceable at the project level. The California Energy Code (California Code of Regulations, Title 24, Part 6), which is incorporated into the California Building Standards Code, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated every three years by the California Energy Commission as the Building Energy Efficiency Standards to allow consideration and possible incorporation of new energy efficiency technologies and construction

methods. The most recent version of the Building Energy Efficiency Standards was approved in 2022 and is scheduled to become effective on January 1, 2023. The Green Building Standards Code (CALGreen), which requires all new buildings in the state to be more energy efficient and environmentally responsible, was also most recently updated in July 2022 and scheduled to take effect on January 1, 2023. These comprehensive regulations are intended to achieve major reductions in interior and exterior building energy consumption.

A project could be considered to result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy if its energy demand is extraordinary relative to common land use types, its gross energy demand is excessive relative to total demand in Santa Clara County, and/or it fails to comply with energy efficiency/conservation regulations that are within the applicant's control. The project is a common land use type. The project energy demand would not be excessive relative to total countywide demand or relative to other land use projects and would not inherently be a source of wasteful energy demand. The project applicant would be required to comply with Title 24 of the current California Building Code standards and with CALGreen standards that reduce energy demand. The City of Gilroy enforces these standards through the development review process and building permit process. That enforcement is the primary mechanism through which the applicant would be required to implement energy efficiency/conservation measures.

The proposed project would consume energy, but it would not be inefficient, wasteful, or unnecessary. Therefore, the impact would be less than significant.

b. There are no regulations at the local level that would mandate that the proposed project must include on-site renewable energy sources. The California Building Standards Code requires the proposed project to be built to the Building Energy Efficiency Standards in effect at the time the building permit is issued. Section 140.10 – Prescriptive Requirements for Photovoltaic and Battery Storage Systems of the standards identify that all use types included in the proposed project must install solar photovoltaic and battery energy storage systems. By incorporating renewable energy systems and meeting energy efficiency standards the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

7. GEOLOGY AND SOILS

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	(1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
	(2) Strong seismic ground shaking?	☐	☐	☒	☐
	(3) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
	(4) Landslides?	☐	☐	☐	☒
b.	Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d.	Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?	☐	☒	☐	☐

Comments:

The analysis presented below has been written against the backdrop of CEQA case law addressing the scope of analysis required for potential impacts resulting from existing environmental hazards found at the site or in the vicinity of a site for a proposed project. In California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal.4th 369, 377, the California Supreme Court held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a

project's future users or residents" (italics added). The court reasoned that "ordinary CEQA analysis is concerned with a project's impact on the environment, rather than with the environment's impact on a project and its users or residents" (Id. at p. 378).

The court did not hold, however, that CEQA never requires consideration of the effects of existing environmental conditions on the future occupants or users of a proposed project. But the circumstances in which such conditions may be considered are narrow: "when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment—and not the environment's impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions" (Id. at pp. 377-378, italics added).

The information provided in this section largely comes from the *Geotechnical Engineering Investigation - Proposed Staybridge Suites and Springhill Suites, 6970 Camino Arroyo Gilroy, California Project No. 042-19041* ("geotechnical report") prepared for a portion of the project by Krazan and Associates on January 30, 2020. The remaining southern portion of the project site (roughly four acres) consists of similar soils as those evaluated in the geotechnical report as all soils on the project site are silty clay soils. Therefore, the geotechnical report generally addresses the soils associated with all of the project site.

a. **Fault Rupture**. No known fault crosses the subject site, and that site is not located in a Fault-Rupture Hazard Zone as established by the Alquist-Priolo Earthquake Zoning Act (Krazan and Associates 2020). The nearest fault zone is approximately three miles northeast of the project site. Therefore, the proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving a known earthquake fault.

   Seismic Ground Shaking. The General Plan EIR states that existing and future development associated with buildout of the General Plan would be exposed to seismic ground shaking to the extent that human harm and/or property damage could occur, which would be considered a significant, adverse environmental impact. Further, the geotechnical report states that the project site may be subject to strong ground shaking. Therefore, the proposed project would be required to comply with the seismic design provisions outlined in the California Building Code to ensure that impacts related to seismic ground shaking would be less than significant.

   Liquefaction. The proposed project is not located within a liquefaction hazard zone, the nearest being approximately 11 miles northwest (California Department of Conservation 2021). Further, the geotechnical report indicates that based on the soil profile of the project site, there is a very low risk of liquefaction occurring at the site

during a design level earthquake (Krazan and Associates 2020, p. 4). Therefore, the proposed project would not expose people or structures to potential substantial adverse effects associated with liquefaction.

Landslides. The proposed project is not located within a landslide hazard zone, the nearest being approximately 11 miles northwest (California Department of Conservation 2021). In addition, the geotechnical report states that due to the relatively level nature of the site and vicinity, the site would not be subject to landslide hazards (p. 4). Therefore, the proposed project would not expose people or structures to potential substantial adverse effects associated with a landslide.

b. The General Plan EIR states that the potential for soil erosion within the northern, central, and eastern portions of the Urban Growth Boundary varies from none to slight in areas with slopes of less than ten percent. The project site is in the eastern portion of the Urban Growth Boundary and city limits and is relatively flat. The General Plan EIR determines that the majority of construction activities, consistent with the General Plan, will likely occur on relatively flat slopes where soil erosion potential ranges from none to slight and, therefore, impacts from soil erosion will likely be limited.

The grading plan, Sheet C4 of the project plans, indicates that grading will consist of 7,405 cubic yards of cut and 5,485 cubic yards of fill, for a net cut (soil export) of 1,920 cubic yards. Development of the proposed project has the potential to result in soil erosion, which could be a significant impact.

Due to the amount of disturbance on the site (10.07 acres) during grading activities, soil erosion could be considered a significant impact. Implementation of the following mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure

GEO-1 The developer shall prepare an erosion control plan that details appropriate methods to prevent and/or minimize erosion. The erosion control plan is subject to the review and approval of the City of Gilroy Public Works Department prior to the issuance of a grading permit.

In addition to the mitigation above, the proposed project would be required to comply with the General Plan Policy PH 2.6 with its Preliminary Grading and Drainage Plan, which requires all new development proposals to include a site plan detailing appropriate methods of erosion and deposition control during site development and subsequent use; and General Plan Policy PH 3.6, which requires new development to include landscaped areas for reducing runoff and increasing

runoff absorption capacities and encourages the use of permeable paving materials, which would minimize the erosive effects of storm water (refer to Sheet C6 of the project plans illustrating the drainage management areas proposed on the site).

c,d. According to the geotechnical report, the soil profile on the project site results in a very low risk of liquefaction or seismic settlement occurring at the project site during a design level earthquake. However, the geotechnical report indicates that the site's soils are disturbed, have low strength characteristics, and are highly compressible when saturated resulting in the recommendation that the surface soils be recompacted. The compaction effort should stabilize the surface soils and locate any unsuitable or pliant areas not found during the geotechnical report's field investigation (p. 7). The onsite clayey soils also appear to have a moderate to high swell potential that may cause movement affecting slabs and brittle exterior finishes. To reduce this potential soil movement, the geotechnical report recommends that the upper 30 inches of soil be replaced with non-expansive fill.

Therefore, in order to reduce potential impacts related to the instability of the site soils, the proposed project would be required to implement the mitigation presented below.

Mitigation Measure

GEO-2 Prior to issuance of a grading permit, the developer shall implement the recommendations outlined in the geotechnical report prepared for the proposed project including, but not limited to:

- Recompact the surface soils;
- Fill material to be excavated and stockpiled so that the native soils can be prepared properly, with inspection of the bottom of the excavation by a qualified geotechnical engineer to verify no additional removal is required; and
- Replace the upper 30 inches of soil within slab-on-grade and exterior flatwork areas with non-expansive fill to reduce the potential soil movement.

Implementation of the recommendations outlined in the geotechnical report, as required by Mitigation Measure GEO-2, would reduce the risk associated with unstable soils located on the site to result in exposure of people or structures to potential risk of loss, injury, or death.

8. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Comments:

The emissions modeling used for this section was based on the original site plan for the proposed project, which was updated October 2022 and reduced in size. For the purposes of CEQA, it is not necessary for the modeling and analysis in this section to be updated due to the reduced size of the project.

a. The proposed project will generate greenhouse gas (GHG) emissions primarily from transportation, energy use, water and wastewater, and solid waste disposal sources. The project will contribute to the cumulative accumulation of GHG emissions in the atmosphere. Human activity has increased the intensity of the greenhouse effect by releasing increasing amounts of GHGs into the atmosphere. GHG emissions that are already in the atmosphere will continue to cause climate change for years, just as warming being experienced now is the result of emissions produced in the past.

   GHGs in the atmosphere result in increased air, surface, and ocean temperatures. Many of the effects and impacts of climate change stem from resulting changes in temperature and meteorological responses to those changes. Effects of climate change include: reduced snowpack, more frequent and extreme storm events, sea level rise, reduced water supply availability, diminished air quality, increased wildfire hazards, increased public health concerns, and ecosystem changes. These effects are global and cumulative. That is, the contribution of any single land use development project to any one or more of these effects cannot be isolated.

   Federal, state, and local governments have adopted statutes, regulations, and plans to reduce GHG emissions from land use projects like the proposed project. California has been at the forefront of addressing climate change and employs a suite of statutes, regulations and guidance to implement the statutes, and executive orders for this purpose. The statutes can be categorized into four broad categories: (i) statutes

setting numerical statewide targets for GHG reductions, and authorizing California Air Resources Board to enact regulations to achieve such targets; (ii) statutes setting separate targets for increasing the use of renewable energy for the generation of electricity throughout the state; (iii) statutes addressing the carbon intensity of vehicle fuels, which prompted the adoption of regulations by California Air Resources Board; and (iv) statutes intended to facilitate land use planning consistent with statewide climate objectives.

Projected Project GHG Emissions. GHG emissions from the project have been estimated using the California Emissions Estimator Model. Please refer to Appendix B, which includes a memorandum that summarizes the modeling process, assumptions and results. Once completely built out, the project is projected to generate 2,513.76 metric tons of carbon dioxide equivalent per year (MT CO_2e) from operations of all proposed uses. Projected emissions are reported here for informational purposes only. As described below, analysis of the project's GHG impact significance is based on project design performance standards rather than the volume of emissions it produces.

Thresholds of Significance. The City of Gilroy has not adopted a plan for reducing GHGs, nor has the City adopted a threshold of significance for GHGs. Local agencies that have not adopted their own plans or other guidance commonly refer to guidance from regional air districts for assessing the impacts of GHGs. Such GHG reduction plans are commonly adopted to guide local agencies in reducing their fair share of GHG emissions to help meet statewide GHG reduction targets. The city is located within boundary of the Bay Area Air Quality Management District ("air district"). The air district manages air quality in the San Francisco Bay Area Air Basin within which the city is located.

To analyze GHG impacts of the project, the City is referencing the air district's guidance regarding GHG thresholds of significance. That guidance is found in the *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans* (Bay Area Air Quality Management District 2022). The thresholds of significance have been crafted to apply to land use development projects, including residential, commercial and office developments. The thresholds are performance-based project design standards. Individual projects that incorporate the design standards are deemed to contribute their fair share towards reducing GHG emissions consistent with California Senate Bill 32 and with California Executive Order B-55-18. Senate Bill 32 establishes a statewide goal of reducing GHG emissions to 40 percent below 1990 levels by 2030. The executive order, for which the California Air Resources Board has recently adopted implementing regulations, establishes a goal of achieving statewide carbon neutrality no later than 2045. The air district guidance includes the substantial evidence to support the thresholds.

The air district analyzed what will be required of new land use development projects to achieve California's carbon neutrality goal. New land use development projects must be designed to achieve either A or B as listed below:

A. Projects must include, at a minimum, the following project design elements:

1. Buildings:

   a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).

   b. The project will not result in wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

2. Transportation:

   a. The project will achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

      i. Residential projects: 15 percent below the existing VMT per capita.

      ii. Office projects: 15 percent below the existing VMT per employee.

      iii. Retail projects: no net increase in existing VMT.

   b. The project will achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

      (Note: The CALGreen Tier 2 EV requirements address design elements that include designating EV charging parking spaces, installing EV charging station electrical infrastructure, and installing EV charging stations).

OR

B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

The air district concludes that if a project is designed and built to meet the design standards, a lead agency can conclude that the project will not make a cumulatively considerable contribution to global climate change.

The City has determined that while it will reference the air district guidance as a framework plan for reducing GHG emissions, there may be individual project circumstances where exceptions may be needed. Such exceptions could occur, for example, when one or more of the performance standards is not deemed functionally or financially feasible such that requiring strict conformance could inhibit the City's broad social and/or economic development goals.

Project Conformance with GHG Performance Standards and Impact Significance. To date, the project applicant has not identified specific features that would be included in the project for GHG reduction purposes.

The status of project consistency with the noted performance standards is summarized in Table 6, Consistency with GHG Reduction Performance Standards. The project is not consistent with two of the four GHG performance standards. Consequently, the project would have a significant impact from generating GHG emissions.

Table 6 Consistency with GHG Reduction Performance Standards

Performance Standard	Project Status	Consistent?
Buildings		
No Natural Gas Appliances or Plumbing	Project as proposed does not include prohibition on natural gas use. Proposed fast-food component of project would include natural gas infrastructure	No
No wasteful, inefficient or unnecessary energy use	Energy use will be minimal and not wasteful, inefficient or unnecessary (see Section 6 of this initial study)	Yes
Transportation		
VMT Impact is Less than Significant	Transportation analysis concludes VMT impact is less than significant with mitigation (Section 12 of this initial study).	Yes
Comply with CALGreen Tier 2 EV Standards	Project as proposed does not include electric vehicle infrastructure improvements	No

Source: EMC Planning Group 2022

The following mitigation measures require planned individual project uses to meet the no natural gas and electric vehicle infrastructure performance standards. The fast-food use is an exception to meeting the natural gas performance standard. The City

has determined that this performance standard is functionally infeasible for the fast food use. However, mitigation is included which requires the use to mitigate for the GHG emissions it generates, and to install electricity supply wiring to enable converting its natural gas-powered equipment to electricity-powered equipment in the future. As shown in Table 5.2, Energy by Land Use – Natural Gas of the CalEEMod results for phase 1a of the project found in Appendix B, the fast-food use would generate approximately 28.9 MT CO_2e of GHGs per year from natural gas use (approximately 25 percent of the total project natural gas demand). This is this volume of GHG emissions that must be mitigated.

The following mitigation measures are proposed to reduce the significant GHG impact to less than significant.

Mitigation Measures

GHG-1 The proposed project shall be designed to meet the following performance standards:

a. With exception of the planned fast-food use, no permanent natural gas infrastructure shall be permitted as part of the improvement plans for any other individual project uses. These uses shall be all electric; and

b. Electric vehicle infrastructure (e.g., electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 mandatory standards in effect at the time individual building permits are issued, shall be installed at each individual proposed use.

GHG-2 The applicant shall:

a. Prepare a Greenhouse Gas (GHG) Reduction Plan which identifies one or more GHG reduction actions that will be taken to reduce GHG emissions from the proposed fast food use by a minimum of 28.9 MT CO_2e per year to offset emissions produced by using natural gas. The GHG Reduction Plan shall prioritize on-site GHG reduction design features.

   In lieu of or in addition to one or more of the on-site measures above, the applicant may make direct investments in off-site GHG reduction activities/programs in the vicinity. Examples include building retrofit programs that pay for cool roofs, solar panels, solar water heaters, smart meters, energy efficient lighting energy efficient windows, and insulation. Other examples include financing programs for installing electric vehicle charging stations, electrifying school buses, or planting local urban forests.

The applicant may retain a qualified air quality / GHG professional to quantify the GHG reductions from implementing the Reduction Plan using substantial evidence to be included in the Reduction Plan.

If the applicant elects to quantify the GHG emissions reductions from on-site measures and/or investments in off-site reduction programs and the reductions are less than insufficient to reduce project emissions by a minimum of 28.9 MT CO_2e per year, the applicant may secure the reduction balance by purchasing and retiring carbon offset credits. The carbon offset credits shall meet the following standards:

- Carbon offset credits shall be issued by a recognized, reputable and accredited registry that mandates the use of established protocols for quantifying and issuing the offset credits. Credits issued based on protocols approved by the California Air Resources Board should be prioritized. Examples of such registries include the Climate Action Reserve, American Carbon Registry, and Vierra.
- The carbon offset credits should be generated from projects developed in the United States. Credits from projects developed internationally should not be used unless the applicant demonstrates with substantial evidence that sufficient carbon offsets from projects in the United States are unavailable. International offsets must be quantified and issued using established protocols that are recognized in the United States and that are issued by recognized, reputable and accredited registries.
- All carbon offset credits purchased to reduce GHG emissions, must meet the criteria of being real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2).

Prior to the City issuing a building permit for the fast food use, the applicant shall submit the GHG Reduction Plan for review and approval of the City of Gilroy. If carbon offsets are proposed, prior to approval of a building permit, the applicant shall provide an executed contract or other certification to the City Planner that the requisite volume carbon offset credits have been purchased.

b. The planned fast food use shall include all electricity pre-wiring necessary so that the building is ready for a future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future. Prior to issuing a building permit for the fast food use, the City shall verify that project improvement plans meet the pre-wiring requirement.

Implementation of mitigation measures GHG-1 and GHG-2 would reduce the significant project impact to less-than-significant by: 1) requiring that the project include GHG reduction measures designed to ensure the project provides its fair-share of GHG emissions reductions needed to meet the 2030 statewide GHG reduction goal; and 2) making a substantial contribution to meeting the 2045 statewide carbon neutrality goal by: a) requiring that about 75 percent of the overall project natural gas demand be eliminated in favor of limiting building energy use to electricity, the statewide supply of which is anticipated to be from all renewable energy sources by 2045; and b) requiring that the fast food use be constructed to enable natural gas equipment to be switched to all electricity equipment should natural gas availability be curtailed or prohibited as a building energy source over time.

b. Given that the City does not have an adopted plan for reducing GHG emissions, the air district's guidance for assessing GHG emissions is considered by the City to be the applicable framework plan for reducing GHG emissions. That guidance is based in significant part on requiring individual land use development project to contribute to meeting the state GHG reduction targets for 2030 and 2045 as codified in Senate Bill 32 and Executive Order B-55-18, respectively. Where the project is not entirely consistent with the air district's GHG reduction performance standards, mitigation measures are proposed to ensure feasible GHG reduction measures are required that reduce conflicts with the plan to a less-than-significant level.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
f.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands area adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Comments:

a. The proposed project includes the development of a gas station and gasoline is a listed hazardous material in the table found within Title 49, Code of Federal Regulations, Section 172.101.

According to the General Plan EIR, implementation of the General Plan goals and policies, in addition to compliance with regulatory requirements for the treatment of hazardous materials and wastes, minimizes the risks to the people and environment

resources from the increase use, storage, transport and disposal of hazardous materials at buildout of the General Plan to less than significant.

The proposed project would be required to comply with Policy PH 5.1 (calls for the provision of inspections to ensure compliance with local, State, and Federal regulations and to reduce the risks associated with the use, handling, and storage of hazardous materials and wastes) and Policy PH 5.4 (calls for continued routine inspections of activities that store and/or use hazardous materials, including above-ground and underground storage tanks and related equipment, to ensure compliance with the city's Hazardous Materials Storage Ordinance).

The proposed project is consistent with the General Plan and compliance with the above-mentioned General Plan policies would ensure that impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant.

b. The General Plan EIR concluded that implementation of the General Plan goals and policies, in addition to compliance with applicable federal, state, and local regulations for hazardous materials and their waste, minimizes the risks to humans and the environment from hazardous materials at buildout of the General Plan.

According to the *Phase I Environmental Site Assessment 6970 Camino Arroyo Gilroy, California 95020 ERAS Project Number 18136* (Phase I ESA) (ERAS Environmental 2018), the northwest portion of the project site was used for agricultural land in 1993-2003, the only development was the farm complex adjacent to the southwest and a commercial building across Holloway to the southeast (p. 14). However, the Phase I ESA concluded that no recognized environmental conditions, historical recognized environmental conditions, controlled recognized environmental conditions, or de minimis conditions were identified on the property. No evidence was discovered during the preparation of the Phase I ESA to indicate that activities currently conducted on or near the project site have contributed contamination to soil or groundwater in the surrounding area (p. 19). The Phase I ESA can be found in Appendix E.

Therefore, it is not anticipated that hazardous materials are present within the site soils that could be accidentally released during construction activities and create a hazard to the public or the environment. However, accidental release of hazardous materials during the operation of the proposed project, associated with the underground storage tanks storing fuel for the gas station, could occur. The project would be required to comply with Policy PH 5.1 (which calls for the provision of inspections to ensure compliance with local, State, and Federal regulations and to reduce the risks associated with the use, handling, and storage of hazardous

materials and wastes) and Policy PH 5.4 (which calls for continued routine inspections of activities that store and/or use hazardous materials, including above-ground and underground storage tanks and related equipment, to ensure compliance with the city's Hazardous Materials Storage Ordinance).

Compliance with General Plan policies PH 5.1 and 5.4 would ensure that the impacts related to the potential release of hazardous materials into the environment would be less than significant.

c. Eliot Elementary, located approximately 0.6 miles northwest of the project site, is the closest school. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.

d. The proposed project is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 (California Department of Toxic Substances Control 2022a); it is not on the list of leaking underground storage tank sites from the State Water Board's GeoTracker database (California State Water Board 2022a); it is not on the list of sites identified with waste constituents above hazardous waste levels outside the waste management unit (California Department of Toxic Substances Control 2022b); and is not identified on a list of "active" Cease and Desist Orders or Cleanup and Abatement Orders from the State Water Board (California State Water Boards 2022b). Therefore, the proposed project would not create a significant hazard to the public or the environment.

e. The adopted *Santa Clara County Operational Area Emergency Operations Plan* serves the City of Gilroy and the *Regional Catastrophic Earthquake Mass Transportation/Evacuation Plan* contains the evacuation maps within the region. The General Plan EIR concludes that future development associated with buildout of the General Plan would not impact implementation of or physically interfere with the adopted local and regional emergency response plans and evacuation plans. Development of the project site with commercial uses is consistent with the General Plan and does not involve any changes to the street system. Therefore, the proposed project would result in no impact to the implementation of an adopted emergency plan or evacuation plan.

f. The project site is not located within or near a state responsibility area (CalFire 2022). The General Plan EIR Figure 3.8-1 identifies the project site as being within a "non-wildland/non-urban" zone. The nearest "high fire hazard zone" is located approximately 3.5 miles west of the project site (Santa Clara County 2022). Therefore, it is not likely that the proposed project would expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

10. HYDROLOGY AND WATER QUALITY

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., would the production rate of preexisting nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner that would result in *substantial erosion or siltation on- or off-site*?	☐	☒	☐	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface run-off in a manner that would result in *flooding on- or off-site*?	☐	☒	☐	☐
e.	Create or contribute run-off water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☒	☐	☐
g.	Place housing within a 100-year flood hazard area as mapped on Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒

Comments:

a,f. According to the project's *Stormwater Quality Control and Peak Management Report for Gilroy Square 6970 Camino Arroyo City of Gilroy, CA* (ACE Design LLC 2022), the project site is subject to all four Regional Water Quality Control Board Performance Requirements because the new impervious area proposed to be added by the project is more than 22,500 square feet. The Performance Requirements are as follows: PR-1 is met through implementing multiple site design measures, minimizing the runoff generated from the project site; PR-3 is met through the prevention of offsite discharge from events up to the 95th percentile rainfall – 1.45 inches for the project site; and PR-4 is met through the proposed bioretention basins and underground StormTech chambers, which have adequate retention capacity to mitigate post development flows in the 2- and 10-year storm event (ACE Design LLC 2022).

The proposed project's current stormwater management design does not meet the PR-2 design standards because the proposed bioretention basins and underground StormTech chambers are not acceptable as a PR-2 treatment device. This system is acceptable to comply with PR-3 and PR-4 standards, but there is not a Regional Water Quality Control Board-approved underground treatment device to satisfy PR-2 standards (Jose Cedano III, email message, May 26, 2022). Therefore, the proposed project is required to implement Mitigation Measure HYDRO-1 in order to meet the Regional Water Quality Control Board's standards for PR-2 stormwater treatment.

Mitigation Measure

HYDRO-1 All stormwater on the project site must be treated aboveground in an approved low-impact development treatment device prior to entering stormwater chambers. The proposed project must show proof of compliance with this requirement on the project plans prior to issuance of a grading permit with approval by the City of Gilroy Public Works Department.

Implementation of Mitigation Measure HYDRO-1 would ensure that no water quality standards are violated. See also the responses in checklist questions "c" through "e" described below.

b. **Groundwater Supplies**. The site is currently vacant and, therefore, does not demand the use of water. The proposed project's commercial and industrial uses would result in a water demand increase of 0.008 million gallons per day (mgd) compared to the site's existing, vacant condition; refer to Section 18.0, Utilities and Service Systems, checklist question "a" for more details. However, based upon information in the City's *2020 Urban Water Management Plan*, this demand represents less than one percent of the total projected water supply of the Llagas Subbasin through 2045 (City of Gilroy 2021, Table 6-9) (0.008 mgd = 8,056 gpd; 8,056 gpd = 9 acre-feet per year; 9 acre-feet per year/22,000 acre-feet per year = 0.0004; 0.0004 x 100 = 0.04 percent).

In addition, the City's supply firm capacity, designated as the total capacity less the largest unit out of service, for their nine groundwater wells is 15.5 mgd. The proposed project would use less than one percent of this capacity (0.008 mgd/15.5 mgd = 0.0005, or 0.05 percent). Therefore, the proposed project would result in an increased demand on groundwater supplies compared to existing conditions, but would not substantially deplete groundwater supplies.

Groundwater Recharge. For successful groundwater recharge, soils must be able to transmit water into the aquifer below. Deep percolation, root zone residence time, chemical limitations, topographic limitations, and surface conditions are all factors in determining if a soil can successfully recharge groundwater. Development of the proposed project could potentially interfere with groundwater recharge by increasing the area covered by impervious surfaces. Further, the project site contains soils that are poor and moderately poor for groundwater recharge (UC Davis 2022).

The proposed project would include approximately 2.3 acres of pervious areas (landscape and porous pavement) and bioretention cells, which would detain stormwater runoff onsite, thereby complying with General Plan Policy NCR 4.8 (requires the protection of natural drainage systems through site design, source controls, runoff reduction measures, best management practices, and low impact development). These practices encourage groundwater recharge for new development and would reduce the project's potential impacts on interfering with groundwater recharge to a less-than-significant level.

c. The General Plan EIR analyzed the impact associated with build out of the General Plan on water quality from future construction, grading, and excavation that would cause temporary disturbances to surface soil and removal of vegetative cover. The exposure of disturbed soil to runoff would cause erosion and sediment in the runoff. The General Plan EIR concludes that without appropriate controls, the volume of storm water runoff generated by buildout conditions would substantially increase (p. 3-295), which is considered a significant, adverse environmental impact. To

control erosion during grading and construction phases of a project, developers are required to prepare erosion control plans that detail appropriate methods to prevent and/or minimize erosion. (City of Gilroy 2020, p. 3-191).

During Construction. The project site does not contain any streams or rivers. The project site is currently vacant where stormwater percolates into the soil onsite. According to the project plans, the proposed project proposes to replace the existing pervious surfaces with approximately 7.8 acres of impervious surfaces. As a result, development of the site may lead to siltation and/or erosion on- and offsite during construction activities. Implementation of the following mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure

HYDRO-2 The project proponent shall prepare and submit Erosion Control Plans to the City of Gilroy Public Works Department prior to the issuance of a grading permit. The Erosion Control Plans shall illustrate how the project's grading phases would prevent or minimize erosion and siltation on- and off-site, such as the inclusion of Best Management Practices.

Post-construction. Erosion impacts could also occur post-construction as well. The City is located in Regional Water Quality Control Board Region 3 (Central Coast Region) and is subject to the Central Coast Post-Construction Requirements per Provision E.12.k of the Phase II Permit (also known as California's Phase II Small MS4 General Permit). The Central Coast Post-Construction Requirements were adopted in Resolution R3-2013-0032 and are specific to the Central Coast Region (City of Gilroy, City of Morgan Hill and County of Santa Clara 2015). The project would create more than 2,500 square feet of impervious surfaces on the project site and, therefore, the proposed project is subject to the Central Coast Post-Construction Requirements. The project is also required to comply with the City's Municipal Code Chapter 30.38, which discusses soil erosion control, enhancing onsite stormwater management, and ensuring the ongoing maintenance of landscaped areas. Further, the project would be required to comply with General Plan Policy PH 2.6, which requires all new development proposals to include a site plan detailing appropriate methods of erosion and deposition control during site development and subsequent use.

With compliance of the City's General Plan policies, City Municipal Code, and the Central Coast Post-Construction Requirements, the project would not result in substantial erosion or siltation on- or offsite post-construction.

d. Development of the site, consistent with commercial zoning, would result in an increase in impervious surface areas. As a result, stormwater runoff volume from the site would increase relative to existing conditions.

The proposed project would be required to comply with General Plan Policies PFS-5.3 and PFS-5.5, which requires new development to incorporate green infrastructure and low impact development techniques to reduce stormwater runoff. The project also includes a Stormwater Quality Control Plan (refer to Sheet C6 of the project plans), which identifies the eight drainage management areas located throughout the site. The site design measures implemented for the project would minimize runoff by conveying runoff to the self-treating areas.

The project is also required to implement a Storm Water Management Program to prevent the pollution in storm water and urban runoff from entering the storm drain system. All new qualifying development, such as the proposed project, must submit a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must identify construction and post-construction Best Management Practices to prevent water pollution at the source. Pursuant to the mitigation presented below, the project proponent would be required to submit a SWPPP for review and approval of the City of Gilroy Public Works Department to demonstrate that best management practices are incorporated into the project. Implementation of this mitigation would ensure that impacts on surface water quality would be less than significant.

Mitigation Measure

HYDRO-3 The project proponent shall prepare and submit a Storm Water Pollution Prevention Plan for review and approval by the City of Gilroy Public Works Department prior to issuance of a grading permit. The Storm Water Pollution Prevention Plan shall identify construction and post-construction Best Management Practices to prevent water pollution at the source.

The proposed site discharges to Lower Miller Slough, a tributary to Llagas Creek. Valley Water staff have noted that downstream of the site, Llagas Creek currently only has approximate capacity to contain the ten-year flood. The proposed project has been reviewed by the City of Gilroy Engineering staff and accounts for the storm events. The details will be demonstrated by the applicant at final design stage and the proposed project is required to be consistent with City review requirements. This will be a condition of approval that would occur prior to project entitlement and include consultation with Valley Water staff to demonstrate storage capacity on site that will address the site drainage requirements (Kraig Tambornini, email message, December 8, 2022).

Compliance with Mitigation Measure HYDRO-3 in addition to the abovementioned condition of approval and a site design that implements best management practices for storm water treatment would ensure that the project site would not increase the rate or amount of surface run-off in a manner that would result in flooding on- or off-site.

e. The project's Stormwater Quality Control Plan (Sheet C6 of the project plans) indicates that stormwater from the proposed project would drain into the drainage management areas (eight of which are proposed at the site), which direct the stormwater into the nearest bioretention areas scattered around the project site. Storm drainage pipes are placed in each of the bioretention areas directing the storm water to the existing City storm drain system located in Camino Arroyo. The proposed project would use various onsite measures such as limiting impervious area, minimizing compaction of green/landscape areas, and using porous pavement in parking lots to reduce and treat runoff while overflow would be directed to the drainage treatment areas, which flow into the City's existing storm drain system.

These identified site design and runoff reduction measures would reduce the potential for the project's contribution to runoff water that could exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff to a less-than-significant level.

g. The proposed project does not involve housing and, therefore, would not place housing within a 100-year flood hazard area as mapped on Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

h. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels 060850756H and 06085C0643H, both effective May 18, 2009, the site of the proposed development is within FEMA Special Flood Hazard Area "Zone AE," and is subject to approximate Base Flood Elevations (BFEs) between 177 feet and 178 feet. However, the BFEs provided in the currently published FIRM panels are incorrect, and the Letter of Map Change (LOMC), effective November 10, 1998, for Panel 0603400004E, has the correct BFEs. According to the 1998 LOMC, the site of the proposed development is within "Zone A3" (now identified as "Zone AE" in the current digital FIRMs) and is subject to much higher BFEs. The project is required to construct at least one foot higher than the BFE, which is the greater of the effective FIRM or the 1998 LOMC. A 1995 flood study for the south east portion of Gilroy, prepared by Schaaf & Wheeler, addresses the flood requirements for the area. The City routinely requires third party review by Schaaf and Wheeler to verify plans satisfy flood zone requirements (Kraig Tambornini, email message, December 8, 2022). This would be completed by the project proponent prior to project entitlement

to demonstrate that no issue or substantial change in site planning is required (Kraig Tambornini, email message, December 5, 2022).

The General Plan EIR concludes that implementation of the General Plan policies and compliance with the City Municipal Code would ensure that potential flood hazards within the Urban Growth Boundary would be prevented and/or minimized. The proposed project would comply with Policy PH 1.3, which requires appropriate studies as part of the development review process to assess potential hazards and assure that potentially significant impacts are adequately mitigated, and Policies PH 3.1 and PH 3.7, which require new development in areas prone to flooding to incorporate uniform enforceable measures to reduce losses due to flood related hazards to an acceptable level of risk. The proposed project would also be required to comply with City Municipal Code Chapter 27A, which contains guidelines and performance standards and ensures that new development does not create flood impacts.

Therefore, with implementation of the above-mentioned General Plan Policies and City Municipal Code, the potential to expose people or structures to significant flooding risks within a 100-year flood hazard area would be considered a less than significant impact.

i. According to the General Plan EIR's Figure 3.9-2, the project site is located within the Anderson Dam Flood Inundation Area 2009. However, the General Plan EIR concludes that the overall risk of dam failure from the Anderson Dam is low and, therefore, risks to future development within the Urban Growth Boundary would likewise be low (City of Gilroy 2020, p. 3-300). Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

11. LAND USE AND PLANNING

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐

Comments:

a. The proposed project is commercial-industrial project, located within a commercial/industrial area of Gilroy, and would not physically divide an established community.

b. The project proposes commercial uses at a site zoned (Shopping Center Commercial/Highway Commercial/General Industrial Planned Unit Development) and designated (General Industrial) that allows for commercial uses; therefore, the proposed project would not conflict with applicable regulations governing the site for the purpose of avoiding or mitigating an environmental effect.

As discussed in Section 3.0, Air Quality, the project is considered to be consistent with the Clean Air Plan and have a less-than-significant impact with the incorporation of Mitigation Measure GHG-1.

As discussed in Section 4.0, Biological Resources, a Santa Clara Valley Habitat Plan permit application and associated fees will be processed at the time of application for planning approvals and grading and/or building permits from the City of Gilroy. Obtaining the permit will comply with the requirements of the Santa Clara Valley Habitat Plan. Further, the project, as mitigated, would reduce the potential adverse impact on burrowing owls and nesting birds during construction of the proposed project. The mitigation presented within Section 4.0 would also mitigate impacts that may conflict with the local biological resource policies/ordinances to a less-than-significant level.

As discussed in Section 13.0, Noise, the proposed project, as mitigated, would not conflict with general plan policies or municipal code requirements for reducing exposures to unacceptable noise due to construction and reducing interior noise levels to the City's acceptable interior noise standard.

As discussed in Section 16.0, Transportation, as mitigated, the proposed project would not conflict with the City's adopted policies or plans regarding the roadway network, public transit, bicycle, or pedestrian facilities.

For these reasons, the proposed project would not result in significant physical environmental impacts due to conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

12. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Comments:

a. Development of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state because no mineral resource area of importance is located within the City's urban growth boundary (City of Gilroy 2020, p. 322).

13. NOISE

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in exposure of persons to or generation of noise levels in excess of standards established in the general plan?	☐	☒	☐	☐
b.	Result in exposure of persons to or generation of excessive ground-borne vibration or ground borne noise levels?	☐	☐	☒	☐
c.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐

Comments:

The information in this section is taken primarily from the *Environmental Noise Assessment Gilroy Square Development – Gilroy, California* ("noise assessment") (WJV Acoustics 2022) prepared by WJV Acoustics on September 28, 2022. The noise assessment was prepared for the project to determine if significant noise impacts would be produced by the project and to describe mitigation measures for noise if significant impacts are determined. The full noise assessment can be found in Appendix F.

The proposed project's site plan was updated to replace the use of a substance usage disorder facility (i.e., outpatient treatment facility) with an industrial warehouse that was also reduced by 500 square feet, after preparation of the noise assessment. The noise assessment (and, therefore, the analysis below) evaluates the previous site plan. Because the updated project is smaller than the original project, it is not necessary, for the purposes of CEQA, that the noise assessment be updated.

a,c. The General Plan establishes land use compatibility criteria in terms of the Day-Night Average Level (DNL or L_{dn}). The L_{dn} represents cumulative exposure to noise over an extended period of time and, therefore, is calculated based upon annual average conditions. The General Plan provides an interior noise level standard of 61 dB L_{dn} within commercial land uses and an exterior noise level of 65 dB L_{dn}.

Existing ambient noise levels in the project vicinity are dominated by traffic noise along Pacheco Pass (State Route 152) (adjacent to the north), Camino Arroyo (adjacent to the west), and U.S. Highway 101 (approximately 0.35 miles west).

Additional sources of noise observed during site inspection included aircraft overflights and noise associated with nearby commercial/retail land uses.

There are no residential land uses proposed on the project site and the nearest residential land uses are one-half mile west of the site. Therefore, the term "sensitive land uses," for the purpose of this assessment, will also include transient lodging (i.e., the proposed hotels), where appropriate.

Operational Activities

The proposed project includes two hotels to be located in the southern portion of the project site. Transient lodging facilities, such as hotels and motels, are typically considered noise-sensitive land uses. Exterior noise level standards for transient lodging are applied to outdoor common areas. Typical interior noise level standards state that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} within residential land uses, including transient lodging.

Exterior Hotel Noise. The proposed project includes outdoor pool areas for both hotels, each located along the south side where the hotel building would provide acoustical shielding from traffic noise associated with State Route 152 to the north (the dominant source of project site noise). The noise assessment determined that the ambient noise level in the vicinity of the proposed hotels is 62 dB L_{dn}. With acoustical shielding provided by the hotel buildings, noise levels in the vicinity of the two pools at both hotels would be below 60 dB L_{dn}, which is below the 65 dB L_{dn} noise level standard.

Interior Hotel Noise. The interior noise exposure is determined by subtracting the outdoor-to-indoor noise level reduction (NLR) performance that will be provided by the building construction from the assumed exterior noise exposure for the site. Hotel exterior noise exposure would be expected to be approximately 62 dB L_{dn}, or less. Therefore, a minimum NLR of 17 dB will be required for compliance with the assumed 45 dBA L_{dn} interior noise level standard (62-45=17).

A specific analysis of interior noise levels was not performed by the noise assessment. However, it may be assumed that construction methods complying with current building code requirements would reduce exterior noise levels by approximately 25 dB or more if windows and doors are closed. This would be sufficient for compliance with the City's 45 dB L_{dn} interior standard at all proposed rooms for the two hotels. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation would be required. Therefore, implementation of Mitigation Measure N-1 would ensure that the interior noise level standards identified in the General Plan would be met.

Mitigation Measure

N-1 Prior to issuance of a building permit for the two proposed hotels, the building plans shall include air conditioning or mechanical ventilation, subject to review and approval by the building department.

Traffic Noise. This discussion focuses on the project's traffic noise impacts on existing noise-sensitive land uses (such as residences) outside of the project site. The nearest residences are one-half mile west of the project site. Refer to the noise assessment's Figure 4 in Appendix F for the locations of the noise measurements for the purpose of this discussion.

Significant project-related traffic noise impacts would occur if an increase in traffic noise would result in levels exceeding the City's applicable noise level standards at the location of sensitive receptors. The noise assessment also included the increase of traffic noise by three dB at sensitive receptor locations, where existing noise levels are already exceeding the City's applicable noise level standards, to be considered a significant impact. Three dB generally represents the threshold of perception in change for the human ear. The noise assessment used the City's residential land use noise level standard of 60 dB L_{dn} because it represents the most restrictive noise level criteria by land use type provided in the General Plan.

Traffic noise was modeled for the noise assessment it was determined that project-related traffic is not expected to result in noise levels that exceed the City's noise level standards at any sensitive receptors. Further, project-related traffic would not result in an increase of three dB in any sensitive receptor locations where noise levels already exceed the City's noise level standard without implementation of the project. According to the noise assessment, project-related increases in traffic are not expected to result in an increase in noise levels at any sensitive receptor locations and, therefore, would be considered a less than significant impact.

Onsite Noise Sources. The proposed project includes a variety of commercial land uses. A wide variety of noise sources can be associated with these types of uses and the noise levels produced by these uses can be highly variable. The noise assessment discusses the following onsite noise sources and their respective noise levels qualitatively (p. 12-14):

- HVAC/Mechanical equipment;
- Truck deliveries and movements;
- Loading dock activities;
- Parking lot activities (closing of car doors and trunks, stereos, alarms, etc.);

- Drive-Through operations; and
- Car wash operations.

The closest sensitive receptors are located approximately 0.5 miles or greater from the project site. At these distances, noise levels associated with these noise-producing activities would not be audible.

Construction Activities

The project's construction activities would result in a temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Construction noise would occur at various locations within and near the project site through the buildout period. However, construction noise is not considered a significant impact if construction is limited to daytime hours and construction equipment is adequately maintained and muffled. The City provides a restriction on the hours that construction activities may occur: from 7am to 7pm Monday through Friday, and 9am to 7pm on Saturdays.

With implementation of the following standard condition of approval, the project's temporary or periodic increases in ambient noise levels as a result of construction would remain less than significant.

Standard Condition of Approval

Prior to issuance of a grading permit, the project plans shall indicate that project construction would only occur from 7am to 7pm Monday through Friday, and 9am to 7pm on Saturdays, consistent with the City's Municipal Code Section 30.41.31, and that the construction equipment will be adequately maintained and muffled.

b. The dominant sources of man-made vibration during construction are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. The levels of vibration that would occur during construction of the proposed project would not be expected to exceed any significant threshold levels for annoyance or damage as discussed in the noise assessment from Caltrans (Table II and III in the noise assessment). At buildout of the project, it is not expected that ongoing operational activities that produce vibration impacts would be felt at nearby on- or offsite sensitive uses (those staying in the hotels onsite or the residential uses one-half mile west of the site).

Therefore, the proposed project would result in less than significant impacts associated with exposure of persons to or generation of excessive ground-borne vibration or ground borne noise levels.

14. POPULATION AND HOUSING

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b.	Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Comments:

a. The proposed project does not increase population or propose new homes, and is consistent with the general plan and zoning ordinance. Therefore, the proposed project would not induce population growth directly or indirectly.

b. The project site does not include any residences. Therefore, the project would not displace existing housing or people necessitating the construction of replace housing elsewhere.

15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☐	☒
e. Other Public Facilities?	☐	☐	☐	☒

Comments:

a,b. The proposed project involves commercial uses at the site and would not result in adverse environmental impacts associated with the need for construction of new, or alteration of the existing, fire or police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. However, General Plan Policy PFS 1.11 requires applicants for new developments to pay development impact fees for public facilities to offset its cumulative impact and costs of expanding its facilities. Therefore, the project is required to pay its fair share of the development impact fees for public facilities, which mitigates the project's contribution to cumulative impacts to public service facilities. As a result, the proposed project would not result in the need to construct new police or fire facilities.

c. The proposed project does not involve residential uses and would not result in the addition of student-age children to Gilroy. Therefore, the proposed commercial uses would not result in adverse environmental impacts associated with the need for construction of new or alteration of the existing school facilities.

However, commercial projects are considered to indirectly result in an increase in new school-aged children through new job creation. Senate Bill 50 established standard fees for mitigation of impacts on schools. The payment of the development fees authorized by Education Code section 17620 fully mitigates the impacts of providing adequate school facilities resulting from any legislative or adjudicative act.

California Education Code section 17620 et seq. authorizes the collection of developer fees, California Government Code section 65995 et seq. establishes the types of fees and rates, California Government Code section 66000 sets the process for justifying fees and appealing or challenging fees. California Government Code sections 65995.5 – 65995.7 establishes the procedures for the adoption of Level 2 fees.

The proposed project would be required to pay the applicable development fees to the school district, to mitigate the project's cumulative impact on school facilities and the environmental impacts associated with them.

d,e. The proposed project involves commercial uses at the site and, therefore, would not result in adverse environmental impacts associated with the need for construction of new or alteration of the existing parks or other public facilities. However, the project is required to pay into the City of Gilroy's development impact fees for public facilities, which mitigates the project's contribution to cumulative impacts to public service facilities (such as parks and recreational facilities). Therefore, the proposed project would not result in the need to construct new parks or any other type of recreational facilities.

16. TRANSPORTATION/TRAFFIC

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b.	Conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d.	Result in inadequate emergency access?	☐	☐	☐	☒

Comments:

This section was prepared based on the *Gilroy Square Development Transportation Analysis – Summary of Findings* (summary memo) and the *Gilroy Square Development Transportation Analysis* (transportation analysis) that were both prepared for the proposed project in October and December 2022, respectively, by Hexagon Transportation Consultants. The full transportation summary memo and analysis can be found in Appendix G.

a. The transportation analysis includes an evaluation to determine if the proposed project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The onsite physical improvements recommended by Hexagon Transportation Consultants are considered part of the project description and, therefore, are included in the evaluation throughout the initial study. With implementation of these improvements, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b. The transportation analysis also included an evaluation of vehicle miles traveled (VMT).

VMT Thresholds

Employment Use Impact Thresholds. According to the transportation analysis, for office projects, the Office of Planning and Research (OPR) recommends an impact threshold of 15 percent below the existing regional VMT per employee. OPR also states that in cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography that includes the area over which most workers would be expected to live.

Currently, the City of Gilroy has limited employment land uses, which results in longer commute trips as a large number of Gilroy residents are required to travel outside of Gilroy for employment. This is reflected in the average VMT per employee for the City (18.79 miles per employee) compared to the regional VMT (15.33) and the County VMT (16.64). According to the transportation analysis, providing employment opportunities in Gilroy will likely attract most employees from within the City. Therefore, for the purpose of the transportation analysis, the impact threshold for the evaluation of the employment uses was assumed to be 15 percent below the citywide employment VMT per job. The citywide employment VMT threshold is also consistent with the General Plan EIR, which utilized 15 percent below the citywide VMT as the impact threshold for employment (per-job) VMT. The transportation analysis states that the existing citywide average VMT per job is currently 18.79. Therefore, the OPR recommended impact threshold of 15 percent below the existing average VMT per job equates to 15.97 VMT per job.

Retail Use Impact Thresholds. The VMT analysis for the proposed retail uses considers OPR's recommendation of a net increase in total VMT from baseline conditions as the threshold to identify potential VMT impacts for commercial/retail projects.

Local-Serving Threshold for Retail Projects. OPR does not specify screening criteria for the presumption of less than significant VMT impacts for retail projects, but does recognize that the addition of new local-serving retail development tends to shorten trips, and consequently reduce VMT, by improving retail destination proximity. In other words, new local-serving retail projects would provide an alternative to other similar uses located farther away. Generally, retail development less than 50,000 square feet in size might be considered local-serving and should be considered to have a less-than-significant VMT impact.

Screening Thresholds for Small Projects. The OPR guidelines state that projects that generate or attract fewer than 110 trips per day, have no substantial evidence

indicating that the project would generate a potentially significant level of VMT, and are consistent with the adopted General Plan, generally may be assumed to cause a less-than-significant impact on VMT. Typical land uses that would generate 110 or fewer daily trips include up to 10,000 square feet of office space.

VMT Evaluation

Small Project - Warehouse. The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPR's small project screening threshold, the proposed warehouse buildings would have a less than significant impact on VMT and, therefore, a detailed VMT analysis for this portion of the proposed project is not required.

Local-Serving Retail – Gas Station, Fast-Food Restaurant, and Hotels. The combined size of all three proposed retail-considered uses (i.e., gas station, fast-food restaurant, and the hotel uses) would exceed the 50,000 square-foot local-serving retail size threshold identified by OPR and, therefore, required a VMT evaluation.

The transportation analysis determined that the retail component of the proposed project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT, but the shopping trips would account for a decrease in 3,241 daily VMT (i.e., 1,908 – 3,241 = -1,334). Therefore, the proposed retail uses onsite would not result in a significant VMT impact.

c. With implementation of the infrastructure improvements described in the Project Description, the proposed project would not increase hazards due to a geometric design feature or incompatible uses.

d. With implementation of the infrastructure improvements described in the Project Description, the proposed project would not result in inadequate emergency access.

17. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or	☐	☐	☐	☒
(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Comments:

a. No tribes have contacted the City pursuant to Public Resources Code section 21080.3.1.

18. UTILITIES AND SERVICE SYSTEMS

Would the project:

		Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e.	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid-waste disposal needs?	☐	☐	☐	☒

Comments:

a,b. **Wastewater Treatment Facilities (Less than Significant)**. Wastewater generated onsite would be collected via the City's existing system located in Camino Arroyo and conveyed to the treatment plant south of Gilroy. The General Plan EIR determined that development consistent with the General Plan, such as the proposed project, could result in an increase in the demand for wastewater services that exceeds the capacity of the existing and planned sanitary sewer system and treatment plant, and result in the need for new infrastructure, the construction of which could result in significant environmental impacts.

Table 7, Wastewater Generation, provides a breakdown of the wastewater generated by the proposed project by phase of construction in comparison to existing conditions. The City's wastewater is collected and conveyed to the South County Regional Wastewater Treatment Plant, which is shared with the City of Morgan Hill. Gilroy's share of the current capacity is 4.9 million gallons per day (mgd) (City of Gilroy 2020, p. 3-446).

Table 7 Wastewater Generation

		Commercial Acres	Industrial Acres	Factor	Wastewater Generation
Existing		0	-	300 gpd/ac	0 gpd
Proposed Project	Phase 1a	2.13	-		639 gpd
	Phase 1b	4.11	-		1,233 gpd
	Phase 2	-	3.83	500 gpd/acre	1,915 gpd
					Increase of 3,787 gpd

SOURCE: (ACE Design LLC 2022), (City of Gilroy 2004, Table 3.5)

As shown in the table above, the proposed project would increase the amount of wastewater generated at the project site by 3,787 gallons per day (gpd), or 0.004 mgd.

The proposed project would comply with General Plan Policy PFS 1.11, which requires that applicants for new development to pay Development Impact Fees for traffic circulation, water, wastewater, storm water and public facilities to offset the costs of expanding these as detailed by the impact fee nexus study; Policies PFS 4.1 and 4.2, which states that the City will provide ongoing maintenance of the wastewater collection and treatment system to accommodate wastewater generated through buildout conditions consistent with the city's sewer master plan, as it is periodically amended or updated; Policy PFS 4.3, which requires that adequate wastewater treatment capacity is funded and in place prior to approval of new development; and Policies PFS 4.4 - PFS 4.7, which require continued provision of effective wastewater treatment consistent with state and federal standards, coordination with Santa Clara Valley Water District for the production of recycled water, and maintenance of adequate wastewater treatment capacity and infrastructure to keep pace with increased demand generated by implementation of the General Plan. Further, the proposed project would make up less than one percent of the City's share of the South County Regional Wastewater Treatment Plant's capacity.

Based on the project's amount of wastewater generated and the implementation of the above-mentioned General Plan policies, the proposed project would result in less than significant impacts in relation to the demand on wastewater facilities and would not require the expansion or new City wastewater facilities. With implementation of the above-mentioned General Plan policies, the project also would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board.

Pursuant to City correspondence, there are no potential future users identified on the project site for recycled water. There is a private recycled water line in the nearby McCarthy Business Park and if the project site decides to use recycled water it would make arrangements with the McCarthy Business Park (Kraig Tambornini, email message, December 5, 2022).

Water Facilities (No Impact). Table 8, Water Demand, provides a breakdown of the water demand for the proposed project by phase of construction in comparison to existing conditions using the *City of Gilroy Water System Master Plan's* (water master plan) (City of Gilroy 2004) 800 gallons per day (gpd) per acre demand factor for both commercial and industrial uses. The CalEEMod Memo and Results (Appendix B) use a different set of default water demand factors for the proposed uses. The defaults used in the emissions modeling were developed using a methodology that can be applied statewide rather than the methodology used herein sourced from the City's water master plan.

Table 8 Water Demand

	Land Use	Acreage	Factor	Water
Existing	Vacant	0 acres	800 gpd/ac	0 gpd
Proposed Project	Phase 1a - Commercial	2.13 acres		1,704 gpd
	Phase 1b - Commercial	4.11 acres		3,288 gpd
	Phase 2 – Industrial Warehouse	3.83 acres		3,064 gpd
			Increase	8,056 gpd

SOURCE: (ACE Design LLC 2022), (City of Gilroy 2004, Table ES.2)

As shown in the table above, the proposed project's commercial and industrial uses would increase the demand of water compared to the existing, vacant conditions at the project site by 8,056 gallons per day (gpd), or 0.008 mgd.

The General Plan EIR concludes that implementation of the General Plan may require new or expanded water facilities to serve development within the Urban Growth Boundary, but not beyond those identified in the water master plan. Any increase in water demand resulting from buildout of the General Plan would be less than required in the water master plan (City of Gilroy 2020, p. 3-443). The water master plan planned for 14.8 mgd of projected water demand by the City in 2040 (p. 5-3, Table 5.1). The proposed project makes up less than one percent of that demand. In addition, as a condition of approval for the project, the proposed car wash component of the project will be required to be designed to use an internal recycled water use in compliance with existing regulations. Therefore, the project would not result in the need for new or expanded water facilities as a result of its development.

c. The project includes site design measures to reduce the runoff generated from the site, such as minimizing runoff by conveying runoff to self-treating areas. Due to the relatively flat topography of the site, the proposed development would introduce a series of low points onsite; runoff would be captured and conveyed into several drainage management areas (eight proposed) located throughout the project site (ACE Designs LLC 2022) (refer to Sheet C6 of the project plans for the Stormwater Quality Control Plan).

   The proposed project would comply with General Plan Policies PFS 5.3 and PFS 5.5, which require new development or modifications to existing improvements to incorporate green infrastructure and low impact development techniques to reduce storm water runoff which may result in flooding within and downstream from the Urban Growth Boundary. The project site is proposed for commercial and industrial uses, consistent with the General Plan designations of the site. Based on this consistency and compliance with the above General Plan policies, the proposed project would result in less than significant impacts in relation to the demand on the City's storm drainage facilities, but would not require the expansion or new City storm drainage facilities.

d. Refer to Section 10.0, Hydrology and Water Quality, checklist question "b" for additional discussions on sufficiency of water supplies. According to the City's *2020 Urban Water Management Plan* (City of Gilroy 2021), the Llagas Subbasin is projected to have a supply of 22,000 acre-feet of water through 2045 (Table 6-9). The proposed project would result in a water demand of 0.008 mgd, which represents less than one percent of the subbasin's total supply through 2045. Moreover, the project will be required to implement water-conserving fixtures and landscaping in order to reduce its water use impacts on the Llagas Subbasin.

For these reasons, the City of Gilroy would have sufficient water supplies available to serve the project from existing entitlements and resources.

e. According to the *City of Gilroy Sewer System Master Plan*, the commercial and general industrial land use categories use the coefficient of 300 gallons per day per acre of wastewater and 500 gallons per day per acre of wastewater, respectively (p. ES-9). Therefore, development of the approximately 10-acre commercial and industrial development would result in generation of approximately 3,800 gallons per day of wastewater (refer back to checklist question "a" for a more detailed breakdown). If the proposed project were to be only general industrial uses (as was anticipated for the site by the *City of Gilroy Sewer System Master Plan*), the project would result in the generation of approximately 5,000 gallons per day of wastewater. Therefore, development of the project with commercial uses generates less wastewater than was anticipated by the *City of Gilroy Sewer System Master Plan*. The proposed project is consistent with the General Plan and would not require the construction of wastewater infrastructure beyond that identified in the *City of Gilroy Sewer System Master Plan*.

f. According to the applicant's Environmental Questionnaire, the proposed project would result in a total of 37 employees.

The City of Gilroy generated approximately 47,404 tons of solid waste that was disposed of in landfills in 2020 (CalRecycle 2022a). Historically, the City has utilized the John Smith Road Landfill; however, it is no longer accepting waste from outside of San Benito County (John Smith Road Landfill 2022). Solid waste collection services in Gilroy are provided by Recology South Valley. After garbage is dropped off at the San Martin Transfer Station, it is transported to the Monterey Peninsula Landfill (formerly called the "Marina Landfill") located in unincorporated Salinas (Recology South Valley, personal conversation, October 17, 2022). The Monterey Peninsula Landfill has a maximum permitted capacity of 49.7 million cubic yards and a maximum permitted tonnage per day at the landfill is 3,500 tons (CalRecycle 2022b).

According to California Department of Resources Recycling and Recovery, the City's average disposal rate is 14.4 pounds per day per employee (CalRecycle 2022a). The proposed project would involve 37 employees; therefore, the proposed project could generate approximately 533 pounds of employee solid waste per day (14.4 pounds per employee per day x 37 employees) or 0.27 tons of employee solid waste per day.

The proposed project's contribution of 0.27 tons of solid waste per day would make up a small amount of the landfill's total capacity and a small amount of the landfill's maximum permitted daily tonnage. Therefore, the proposed project would not generate solid waste that would exceed landfill capacity.

19. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Comments:

a-d. The project site is not located within or near a state responsibility area (CalFire 2022). The General Plan EIR Figure 3.8-1 identifies the project site as being within a "non-wildland/non-urban" zone. The nearest "high fire hazard zone" is located approximately 3.5 miles west of the project site (Santa Clara County 2022). Therefore, analysis for this section is not necessary.

20. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Comments:

a. As discussed in Section 4.0, Biological Resources, special-status species are not expected to occur on the site due to lack of suitable habitat. However, the project site contains open fields and a tree onsite as well as trees adjacent to the site that provide marginally suitable foraging habitat for burrowing owls and nesting birds that could be utilized for nesting habitat protected under the Migratory Bird Treaty Act. Implementation of Mitigation Measures BIO-1 and BIO-2 would protect burrowing owls and nesting birds during construction activities and reduce the impact to a less-than-significant level.

As described in Section 5.0, Cultural Resources, the project site does not consist of historic structures onsite and is not known to contain any historic or prehistoric resources. However, it is possible that these resources could be accidentally uncovered during grading and construction activities. In the event this should occur, standard permit conditions would ensure that the potential impacts would not be significant.

b. Proposed project impacts that contribute to cumulative project impacts are required to be mitigated per the measures presented in this initial study. With implementation of the mitigation measures and standard conditions of approval identified herein, the project's contribution to cumulative project impacts would not be considerable.

c. Based on the analysis provided in this initial study, the proposed project could indirectly cause substantial adverse effects to human beings through greenhouse gas emissions, soil erosion, soil instability and expansivity, and flooding. However, with implementation of the mitigation measures and standard conditions of approval presented in this initial study, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

E. SOURCES

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Project Description

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Project Plans

A

APPENDIX

TENTATIVE
SUBDIVISION MAP
6970 CAMINO ARROYO
APN#: 841 - 070 - 049



NORTH

60 0 30 60

SCALE 1" = 60'

LEGEND:

CAB	CABINET
CONC	CONCRETE
CP	CONTROL POINT
CPT	CPTEST
DHH	DETECTOR HANDHOLE
DI	DROP INLET
DWY	DRIVEWAY
EM	ELECTRICAL METER
EP	EDGE OF PAVEMENT
EPB	ELECTRICAL PULLBOX
EVLT	ELECTRICAL VAULT
FH	FIRE HYDRANT
GM	GAS METER
GUY	GUY ANCHOR
JP	JOINT UTILITY POLE
NPS	NO PARKING ANY TIME SIGN
PED	PEDESTAL
PSP	PEDESTRIAN SIGNAL POLE
P.S.E.	PUBLIC SERVICE EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
R.O.W.	RIGHT OF WAY
SSMH	SANITARY SEWER MANHOLE
SDMH	STORM DRAIN MANHOLE
SL	STREET LIGHT
TMH	TELEPHONE MANHOLE
TVLT	TELEPHONE VAULT
TSP	TRAFFIC SIGNAL POLE
TSPB	TRAFFIC SIGNAL PULLBOX
UTILITY	UTILITY
WMH	WATER MANHOLE
WM	WATER METER
WV	WATER VALVE
WVLT	WATER VAULT

Date: JULY 17, 2021

Owner/Applicants: Bhagirath Desai
527 Simas Dr., Milpitas CA 95035
(408) 891-3503
bkd784@gmail.com

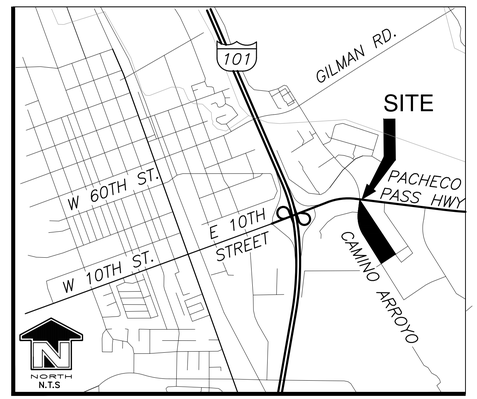
Site Address: 6970 CAMINO ARROYO

Submitted by: ROSE'S ENGINEERING
9612 KENT STREET
ELK GROVE, CA 95624
(916) 837 - 6058

Parcel Description: All that certain real property situate in the City of Gilroy, County of Santa Clara, State of California, being that property described in certificate of compliance no. 2004-12, filed as instrument no. 18163081, official records of said county, said property more particularly described as follows:

All of lots 7, 8, 9, and 10 as said lots are shown on the final map entitled "Tract no. 9487 Gilroy Crossing" filed in book 762 of maps, pages 20 through 25, Santa Clara County Records.

Source of Topo:	Field Survey
Contour Interval:	1 Foot
Existing Sizes:	10.18 Net Acres
Existing Zoning:	COMMERCIAL
Proposed Zoning:	R-1
Proposed Use:	COMMERCIAL
Existing Improvements:	VACANT
F.E.M.A.	Zone X
Roads:	City of Gilroy
Water:	CITY OF GILROY UTILITY DEPARTMENT (408) 846-0420 7351 ROSANNA STREET GILROY, CA 95020
Sewage:	CITY OF GILROY UTILITY DEPARTMENT (408) 846-0420 7351 ROSANNA STREET GILROY, CA 95020
Drainage:	CITY OF GILROY UTILITY DEPARTMENT (408) 846-0420 7351 ROSANNA STREET GILROY, CA 95020
Gas & Electric:	Pacific Gas & Electric (800) 743-500 111 ALMADEN BLVD. SAN JOSE, CA 95115
Telephone:	Verizon (800) 483-5000
Cable:	CHARTER COMMUNICATIONS (866) 731-5420



VICINITY MAP

REVISIONS

NO.	DESCRIPTION	DATE	BY

BENCH MARK BM 965 ELEV. 219.83' (NAVD88)

SCVWD BM 965. USCGS BRASS DISK (C1236 1972); ON TOP OF SIDEWALK AT NE CORNER OF BRIDGE OVERPASS FOR HIGHWAY 152–TENTH STREET OVER HIGHWAY 101; 1 FOOT SOUTH OF NORTH HEADWALL; 16 FEET WEST FROM EAST END OF HEADWALL. CITY OF GILROY.

FIELD BOOK

SCALE: 1" = 60'

CITY OF GILROY

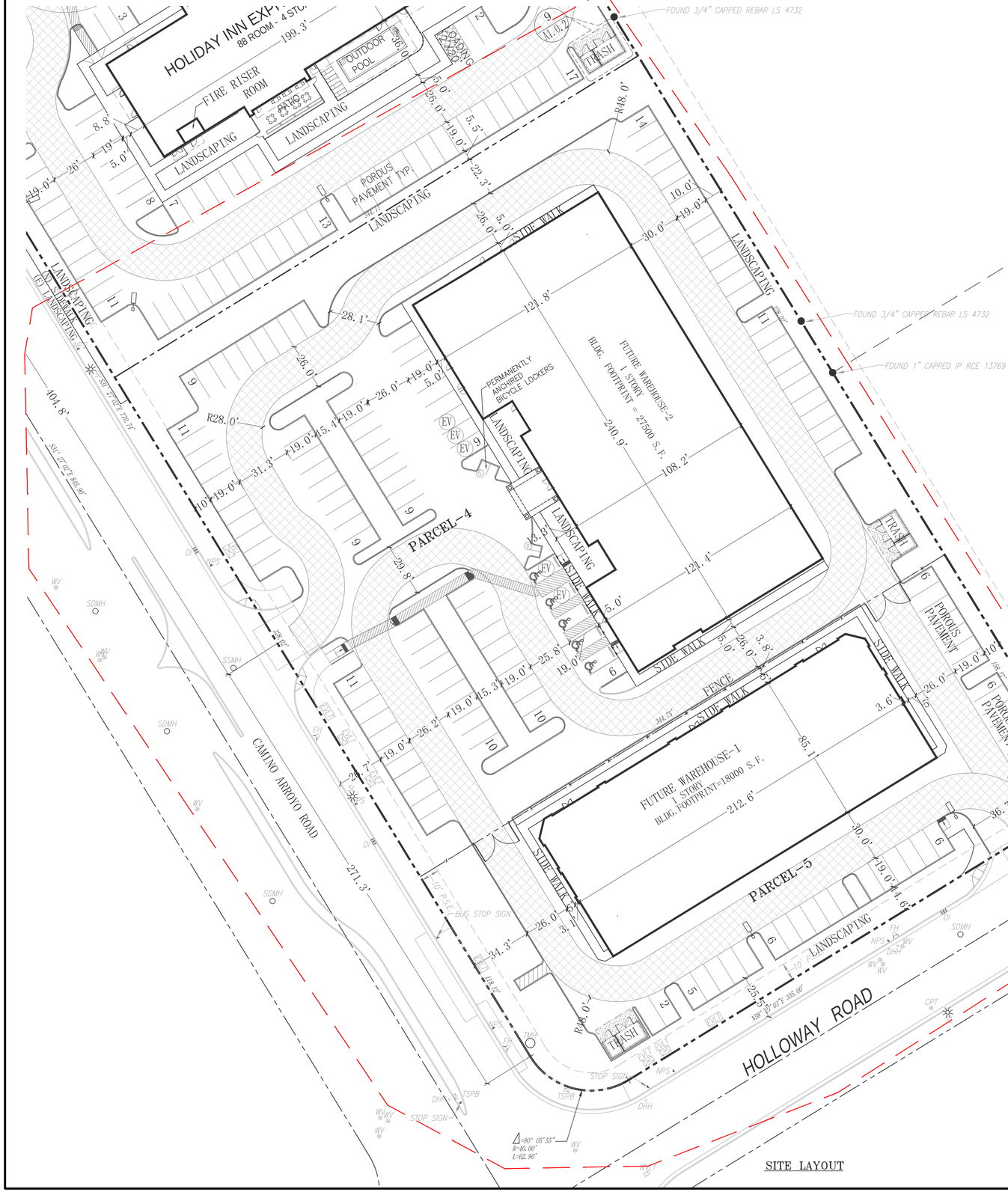
DRAWN BY: J.L./DH DATE 7/17/2022 | DESIGNED BY: DATE | PROJECT MANAGER B.L. | R.C.E. 55812 DATE 7/17/2022

TENTATIVE SUBDIVISION MAP
6970 CAMINO ARROYO
APN#: 841–70–049
CITY OF GIROY

CALL BEFORE YOU DIG 800-227-2600

PREPARED BY:
ROSE'S ENGINEERING
ENGINEERING PLANNING SURVEYING
9612 KENT STREET
ELK GROVE, CA 95624
(916) 837–6058

SHEET 1



PROJECT DATA(FUTURE WAREHOUSE-1)

ASSESSOR'S PARCEL NUMBER : 841-70-049
ADDRESS: FUTURE WAREHOUSE-1, 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION: FUTURE WAREHOUSE
ZONING : COMMERCIAL
JURISDICTION : CITY OF GILROY
DESIGNATION : COMMERCIAL

CODE ANALYSIS

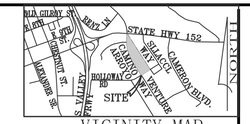
1. OCCUPANCY CLASSIFICATION: M OCCUPANCY
2. TYPE OF CONSTRUCTION: VA
3. FIRE SPRINKLERS: YES(NFPA 13)
4. HEIGHT (MAXIMUM)
   ACTUAL : 29'-10" (TOP OF RIDGE)
   ALLOWABLE: 70' M TABLE 504.3
5. STORIES (MAXIMUM)
   ACTUAL : 1 ALLOWABLE: 4
6. PARCEL-5 AREA:
   PARCEL-5 SITE AREA 54228 S.F. (1.245 AC)
7. LOT COVERAGE (FUTURE WAREHOUSE)
   PARCEL-5 SITE AREA 54228 S.F. (1.245 AC)
   PROVIDED LANDSCAPE AREA 13637 S.F. (25.15%)
   BUILDINGS FOOTPRINT 18000 S.F. (33.19%)
   TOTAL PAVED AREA 22591 S.F. (41.66%)
   BUILDING AREA BREAKDOWN
   FUTURE WAREHOUSE FLOOR AREA 18000 S.F.
8. EXIT ON 1ST FLOOR:
   REQUIRED: 2 PROVIDED: 6 (FOR PRIMARY OCCUPANTS)
9. REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY: NO (TABLE 602)
10. FIRE RESISTIVE CONSTRUCTION REQUIREMENTS: YES
11. SPECIAL INSPECTIONS REQUIRED: YES
12. CODE YEAR/TYPE : 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
13. PROPOSED BUILDING USE: FUTURE WAREHOUSE
14. HOURS OF OPERATION: 24 HOURS
15. F.A.R REQUIRED FOR FUTURE WAREHOUSE-1 : 2
    F.A.R PROVIDED FOR FUTURE WAREHOUSE-1 : GROSS FLOOR AREA/SITE AREA 18000/54228=0.33

PARKING ANALYSIS FOR FUTURE WAREHOUSE:

PARKING REQUIRED FOR FUTURE WAREHOUSE-1 : 1 SPACE PER 350 SQ FT AREA @18000 SQ FT GROSS FLOOR AREA — 52 SPACES
PROPOSED CAR PARKING SPACES — 31 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: — = 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: — = 2 SPACES

LEGEND:

- PROPERTY LINE
- PARKING STRIPS
- CENTER LINE
- BLDG LINE
- ACCESSIBLE AISLE
- FIRE ACCESS ROUTE
- LIGHTING SINGLE HEAD POLE LIGHT
- FDC — FIRE DEPARTMENT CONNECTION
- TRUNCATED DOMES
- TRUCK ROUTE
- VP — PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
- EV — ELECTRICAL VEHICLE CHARGING STATION
- PROPOSED ACCESSIBLE ROUTE OF TRAVEL
- FIRE HYDRANT AS PER CIVIL PLANS
- BOLLARD
- M — ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 S.F.OF SEASONAL COLOR AT BASE OF SIGN



PROJECT DATA(FUTURE WAREHOUSE-2)

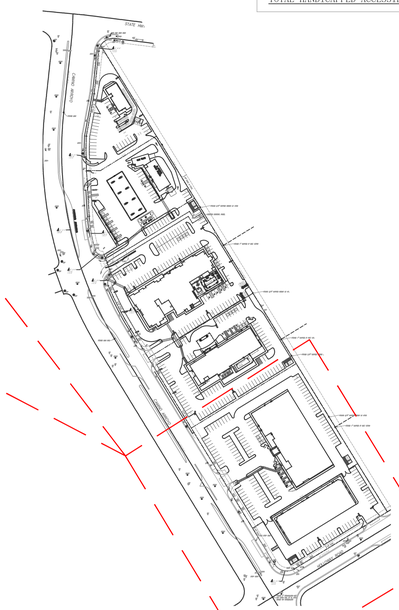
ASSESSOR'S PARCEL NUMBER : 841-70-049
ADDRESS: FUTURE WAREHOUSE-2, 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION: FUTURE WAREHOUSE
EXISTING AND PROPOSED ZONING: COMMERCIAL
JURISDICTION : CITY OF GILROY

CODE ANALYSIS

1. OCCUPANCY CLASSIFICATION: M OCCUPANCY
2. TYPE OF CONSTRUCTION: VA
3. FIRE SPRINKLERS: YES(NFPA 13)
4. HEIGHT (MAXIMUM)
   ACTUAL : 29'-10" (TOP OF RIDGE)
   ALLOWABLE: 70' M TABLE 504.3
5. STORIES (MAXIMUM)
   ACTUAL : 1 ALLOWABLE: 4
6. AREA BREAKDOWN
   PARCEL-4 AREA 112979 S.F. (2.594 AC)
7. LOT COVERAGE
   REQD. LANDSCAPE AREA 5422.8 SQ.FT. (10% OF PARCEL AREA)
   PROVIDED LANDSCAPE AREA 26814 S.F. (23.73%)
   TOTAL BUILDING FOOTPRINT 27500 S.F. (24.32%)
   TOTAL PAVED AREA 58665 S.F. (51.95%)
   BUILDING AREA BREAKDOWN
   FUTURE WAREHOUSE FLOOR AREA 27500 S.F.
8. REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY: YES
9. FIRE RESISTIVE CONSTRUCTION REQUIREMENTS: YES
10. SPECIAL INSPECTIONS REQUIRED: NO
11. CODE YEAR/TYPE : 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
12. PROPOSED BUILDING USE: FUTURE WAREHOUSE
13. HOURS OF OPERATION: 24 HOURS
14. F.A.R REQUIRED FOR FUTURE WAREHOUSE-2: 2
    F.A.R PROVIDED FOR FUTURE WAREHOUSE-2: GROSS FLOOR AREA/SITE AREA 27500/112979=0.24

PARKING ANALYSIS FOR FUTURE WAREHOUSE:

PARKING REQUIRED FOR FUTURE WAREHOUSE-2 — 79 SPACES
1 SPACE PER 350 SQ FT AREA @ 27500 S.F.GROSS FLOOR AREA
PROPOSED CAR PARKING SPACES — 100 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: — = 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: — = 5 SPACES



KEY PLAN

NORTH

GRAPHIC SCALE
-30 0 15 30 60 120
(IN FEET)
1 INCH = 30 ft.

REVISIONS:
NO.	REVISION ISSUE	DATED
1		
2		
3		
4		

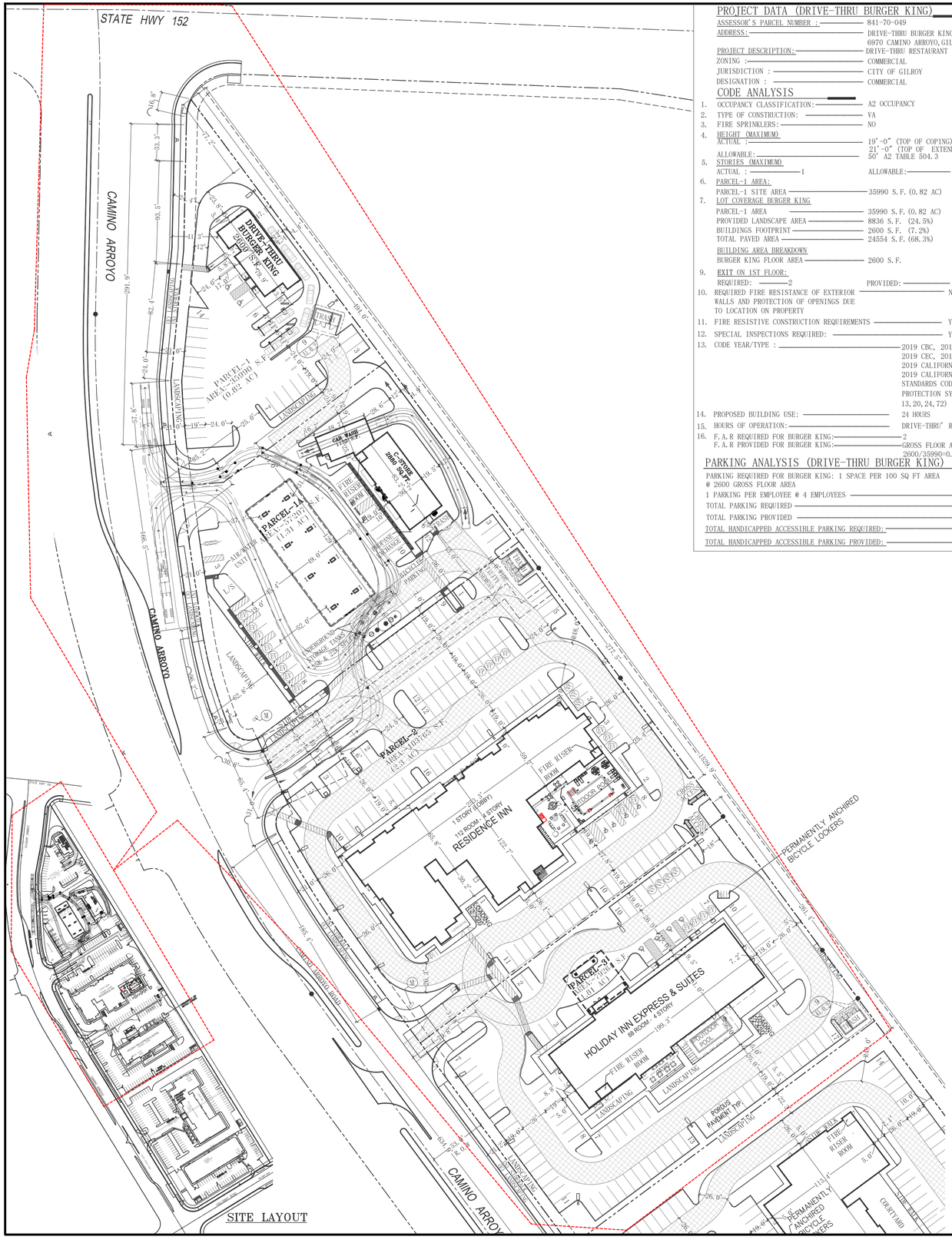
ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
SITE PLAN
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HASSAN S. SHAFIQ
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 10/01/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A1.0.0A
SHEET
1 OF 39



PROJECT DATA (DRIVE-THRU BURGER KING)

ASSESSOR'S PARCEL NUMBER :	841-70-049
ADDRESS:	DRIVE-THRU BURGER KING 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION:	DRIVE-THRU RESTAURANT
ZONING :	COMMERCIAL
JURISDICTION :	CITY OF GILROY
DESIGNATION :	COMMERCIAL

CODE ANALYSIS

1.	OCCUPANCY CLASSIFICATION:	A2 OCCUPANCY
2.	TYPE OF CONSTRUCTION:	VA
3.	FIRE SPRINKLERS:	NO
4.	HEIGHT (MAXIMUM)	
	ACTUAL :	19'-0" (TOP OF COPING) 21'-0" (TOP OF EXTENDED COPING)
	ALLOWABLE:	50' A2 TABLE 504.3
5.	STORIES (MAXIMUM)	
	ACTUAL : 1	ALLOWABLE: 2
6.	PARCEL-1 AREA:	
	PARCEL-1 SITE AREA	35990 S.F. (0.82 AC)
7.	LOT COVERAGE BURGER KING	
	PARCEL-1 AREA	35990 S.F. (0.82 AC)
	PROVIDED LANDSCAPE AREA	8836 S.F. (24.5%)
	BUILDINGS FOOTPRINT	2600 S.F. (7.2%)
	TOTAL PAVED AREA	24554 S.F. (68.3%)
	BUILDING AREA BREAKDOWN	
	BURGER KING FLOOR AREA	2600 S.F.
9.	EXIT ON 1ST FLOOR:	
	REQUIRED: 2	PROVIDED: 3 (FOR PRIMARY OCCUPANTS)
10.	REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY	NO (TABLE 602)
11.	FIRE RESISTIVE CONSTRUCTION REQUIREMENTS	YES
12.	SPECIAL INSPECTIONS REQUIRED:	YES
13.	CODE YEAR/TYPE :	2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
14.	PROPOSED BUILDING USE:	24 HOURS
15.	HOURS OF OPERATION:	DRIVE-THRU" RESTAURANT
16.	F.A.R REQUIRED FOR BURGER KING: F.A.R PROVIDED FOR BURGER KING:	2 GROSS FLOOR AREA/SITE AREA 2600/35990=0.072

PARKING ANALYSIS (DRIVE-THRU BURGER KING)

PARKING REQUIRED FOR BURGER KING: 1 SPACE PER 100 SQ FT AREA @ 2600 GROSS FLOOR AREA	= 26 SPACES
1 PARKING PER EMPLOYEE @ 4 EMPLOYEES	= 4 SPACES
TOTAL PARKING REQUIRED	= 30 SPACES
TOTAL PARKING PROVIDED	= 30 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED:	= 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED:	= 2 SPACES

PROJECT DATA (C-STORE)

ASSESSOR'S PARCEL NUMBER :	841-70-049
ADDRESS:	C-STORE 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION:	C-STORE
ZONING :	COMMERCIAL
JURISDICTION :	CITY OF GILROY
DESIGNATION :	COMMERCIAL

CODE ANALYSIS

1.	OCCUPANCY CLASSIFICATION:	M OCCUPANCY
2.	TYPE OF CONSTRUCTION:	VA
3.	FIRE SPRINKLERS:	YES(NFPA 13)
4.	HEIGHT (MAXIMUM)	
	ACTUAL :	19'-6" (TOP OF PARAPET) 21'-10" (TOP OF PARAPET)
	ALLOWABLE:	70' M TABLE 504.3
5.	STORIES (MAXIMUM)	
	ACTUAL : 1	ALLOWABLE: 4
6.	PARCEL-1A AREA:	
	PARCEL-1A SITE AREA	57207 S.F. (1.31 AC)
7.	LOT COVERAGE C-STORE	
	PARCEL 1A SITE AREA	57207 S.F. (1.31 AC)
	PROVIDED LANDSCAPE AREA	12154 S.F. (21.20%)
	BUILDINGS FOOTPRINT	4242 S.F. (7.41%)
	TOTAL PAVED AREA	40811 S.F. (71.39%)
	BUILDING AREA BREAKDOWN	
	C-STORE FLOOR AREA	2880 S.F.
	CAR WASH AREA	1152 S.F.
	CANOPY AREA	6679 S.F.
9.	EXIT ON 1ST FLOOR:	
	REQUIRED: 2	PROVIDED: 2 (FOR PRIMARY OCCUPANTS)
10.	REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY	YES (TABLE 602)
11.	FIRE RESISTIVE CONSTRUCTION REQUIREMENTS	YES
12.	SPECIAL INSPECTIONS REQUIRED:	YES
13.	CODE YEAR/TYPE :	2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
14.	PROPOSED BUILDING USE:	C-STORE
15.	HOURS OF OPERATION:	24 HOURS
16.	F.A.R REQUIRED FOR C-STORE: F.A.R PROVIDED FOR C-STORE:	2 GROSS FLOOR AREA/SITE AREA 2880/57207=0.05

PARKING ANALYSIS {(N)C-STORE}

PARKING REQUIRED FOR C-STORE: 1 SPACE PER 250 SQ FT AREA @ 2880 SQ FT GROSS FLOOR AREA	= 12 SPACES
PARKING REQUIRED FOR CAR WASH: 1 SPACE PER 250 SQ FT AREA @ 1152 SQ FT GROSS FLOOR AREA	= 5 SPACES
GROSS PARKING REQUIRED	= 17 SPACES
TOTAL PARKING PROVIDED	= 24 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED:	= 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED:	= 2 SPACES

PROJECT DATA (RESIDENCE INN)

ASSESSOR'S PARCEL NUMBER :	841-70-049
ADDRESS:	RESIDENCE INN 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION:	112 ROOM 4 STORY HOTEL
ZONING :	COMMERCIAL
JURISDICTION :	CITY OF GILROY
DESIGNATION :	COMMERCIAL

CODE ANALYSIS

1.	OCCUPANCY CLASSIFICATION:	R1
2.	TYPE OF CONSTRUCTION:	VA
3.	FIRE SPRINKLERS:	YES(NFPA 13)
4.	HEIGHT (MAXIMUM)	
	ACTUAL :	40'-10" (TOP OF PARAPET) 47'-9" (TOP OF TOWER)
	ALLOWABLE:	70' R1, 70' A3 TABLE 504.3
5.	STORIES (MAXIMUM)	
	ACTUAL : 4	ALLOWABLE: 5
6.	PARCEL-2 AREA:	
	PARCEL-2 SITE AREA	103765 S.F. (2.3 AC)
7.	LOT COVERAGE (HOTEL)	
	PARCEL-2 SITE AREA	103765 S.F. (2.3 AC)
	PROVIDED LANDSCAPE AREA	13210 S.F. (12.73%)
	BUILDINGS FOOTPRINT	20642 S.F. (19.90%)
	TOTAL PAVED AREA	69913 S.F. (67.37%)
	BUILDING AREA BREAKDOWN	
	1ST FLOOR AREA	20642 S.F.
	2ND FLOOR AREA	20642 S.F.
	3RD FLOOR AREA	20642 S.F.
	4TH FLOOR AREA	20642 S.F.
	TOTAL BUILDING AREA	82568 S.F. .
9.	EXIT ON 1ST FLOOR:	
	REQUIRED: 2	PROVIDED: 7 (FOR PRIMARY OCCUPANTS)
10.	REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY	NO (TABLE 602)
11.	FIRE RESISTIVE CONSTRUCTION REQUIREMENTS	YES
12.	SPECIAL INSPECTIONS REQUIRED:	YES
13.	CODE YEAR/TYPE :	2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
14.	PROPOSED BUILDING USE:	HOTEL
15.	HOURS OF OPERATION:	A. HOURS OF OPERATION FOR THE BREAKFAST BUFFET WILL BE FROM 6:00 A.M. TO 10:00 P.M. DAILY. B. HOURS OF OPERATION FOR THE POOL SHALL BE 8:00 A.M. TO 9:00 P.M. SUNDAY THROUGH THURSDAY AND 8:00 A.M. TO 10:00 P.M. ON FRIDAY AND SATURDAY.
16.	F.A.R FOR RESIDENCE INN : F.A.R FOR RESIDENCE INN :	4 GROSS FLOOR AREA/SITE AREA 82568/103765=0.79

PARKING ANALYSIS (RESIDENCE INN)

a) PARKING FOR 112 ROOMS 4 STORY HOTEL	(1 SPACE:1 ROOM)
TOTAL PARKING REQUIRED	= 112 SPACES
1 PARKING PER EMPLOYEE @ 6 EMPLOYEES	= 6 SPACES
TOTAL PARKING REQUIRED	= 118 SPACES
STANDARD PARKING PROVIDED	= 111 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: (INCLUDING ONE VAN ACCESSIBLE SPACES)	= 5 SPACES

NORTH

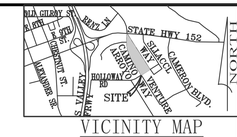
GRAPHIC SCALE

-50 0 25 50 100 200

(IN FEET)
1 INCH = 50 ft.

LEGEND:

	PROPERTY LINE
	PARKING STRIPS
	CENTER LINE
	BLDG LINE
	ACCESSIBLE AISLE
	FIRE ACCESS ROUTE
	LIGHTING SINGLE HEAD POLE LIGHT
FDC	FIRE DEPARTMENT CONNECTION
	TRUNCATED DOMES
	TRUCK ROUTE
VP	PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
EV	ELECTRICAL VEHICLE CHARGING STATION
	PROPOSED ACCESSIBLE ROUTE OF TRAVEL
	FIRE HYDRANT AS PER CIVIL PLANS
	BOLLARD
M	ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 SQ.FT OF SEASONAL COLOR AT BASE OF SIGN



VICINITY MAP

INDEX OF DRAWINGS

ARCHITECTURE

A1.0.0	SITE PLAN
A1.0.0A	SITE PLAN
A1.0.2	TRASH DETAILS
A1.1.0	1ST FLOOR PLAN (HOLIDAY-INN & SUITE)
A1.1.1	2ND FLOOR PLAN (HOLIDAY-INN & SUITE)
A1.1.2	3RD FLOOR PLAN (HOLIDAY-INN & SUITE)
A1.1.3	4TH FLOOR PLAN (HOLIDAY-INN & SUITE)
A1.1.4	ROOF PLAN (HOLIDAY-INN & SUITE)
A1.1.5	EXTERIOR ELEVATIONS (HOLIDAY-INN & SUITE)
A1.1.6	EXTERIOR ELEVATIONS (HOLIDAY-INN & SUITE)
A1.1.7	EXTERIOR VIEW (HOLIDAY-INN & SUITE)
A2.1.0	1ST FLOOR PLAN (RESIDENCE-INN)
A2.1.1	2ND FLOOR PLAN (RESIDENCE-INN)
A2.1.2	3RD FLOOR PLAN (RESIDENCE-INN)
A2.1.3	4TH FLOOR PLAN (RESIDENCE-INN)
A2.1.4	ROOF PLAN (RESIDENCE-INN)
A2.1.5	EXTERIOR ELEVATIONS (RESIDENCE-INN)
A2.1.6	EXTERIOR ELEVATIONS (RESIDENCE-INN)
A3.1.0	FLOOR PLAN C-STORE)
A3.1.1	ROOF PLAN (C-STORE)
A3.1.2	EXTERIOR ELEVATIONS (C-STORE)
A3.2.0	FLOOR PLAN & EXTERIOR ELEVATIONS (CAR WASH)
A3.2.1	EQUPMENT PLAN (CAR WASH)
A3.2.2	ROOF PLAN (CAR WASH)
A3.3.0	FLOOR PLAN (CANOPY)
A3.3.1	EXTERIOR ELEVATION (CANOPY)
A4.1.0	FLOOR & ROOF PLAN (BURGER KING)
A4.1.1	EXTERIOR ELEVATIONS (BURGER KING)
A5.1.0	1ST FLOOR PLAN (SUBSTANCE USAGE DISORDER)
A5.1.1	2ND FLOOR PLAN (SUBSTANCE USAGE DISORDER)
A5.1.2	3RD FLOOR PLAN (SUBSTANCE USAGE DISORDER)
A5.1.3	4TH FLOOR PLAN (SUBSTANCE USAGE DISORDER)
A5.1.4	ROOF PLAN (SUBSTANCE USAGE DISORDER)
A5.1.5	EXTERIOR ELEVATIONS (SUBSTANCE USAGE DISORDER)
A6.1.0	1ST FLOOR PLAN (FUTURE WAREHOUSE)
A6.1.1	ROOF PLAN (FUTURE WAREHOUSE)
A6.1.2	EXTERIOR ELEVATIONS (FUTURE WAREHOUSE)
A7.0.0	SITE PHOTOS
A7.0.1	SITE PHOTOS

CIVIL

C1	COVER SHEET
C2	CIVIL SITE PLAN
C3	PHASING PLAN
C4	GRADING PLAN
C5	UTILITY PLAN
C6	STORMWATER CONTROL PLAN
C7	GRADING SECTIONS
C8	FIRE TRUCK CIRCULATION PLAN
C9	SOLID WASTE HANDLING PLAN

PROJECT DATA (HOLIDAY INN EXPRESS & SUITES)

ASSESSOR'S PARCEL NUMBER :	841-70-049
ADDRESS:	HOLIDAY INN EXPRESS 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION:	88 ROOMS 4 STORY HOTEL
ZONING :	COMMERCIAL
JURISDICTION :	CITY OF GILROY
DESIGNATION :	COMMERCIAL

CODE ANALYSIS

1.	OCCUPANCY CLASSIFICATION:	R1
2.	TYPE OF CONSTRUCTION:	VA
3.	FIRE SPRINKLERS:	YES(NFPA 13)
4.	HEIGHT (MAXIMUM)	
	ACTUAL :	47'-0" (TOP OF PARAPET) 49'-6" (TOP OF PARAPET)
	ALLOWABLE:	70' R1, 70' A3 TABLE 504.3
5.	STORIES (MAXIMUM)	
	ACTUAL : 4	ALLOWABLE: 4
6.	AREA:	
	PARCEL-3 SITE AREA	79264 S.F. (1.81 AC)
7.	LOT COVERAGE (HOTEL)	
	PARCEL-3 SITE AREA	79264 S.F. (1.81 AC)
	PROVIDED LANDSCAPE AREA	14185 S.F. (17.90%)
	BUILDINGS FOOTPRINT	12592 S.F. (15.89%)
	TOTAL PAVED AREA	52487 S.F. (66.21%)
8.	BUILDING AREA BREAKDOWN	
	1ST FLOOR AREA	16772 S.F.
	2ND FLOOR AREA	16772 S.F.
	3RD FLOOR AREA	16772 S.F.
	4TH FLOOR AREA	16772 S.F.
	PORTE COCHERE AREA	692 S.F.
	TOTAL BUILDING AREA	67780 S.F. .
9.	EXIT ON 1ST FLOOR:	
	REQUIRED: 2	PROVIDED: 8 (FOR PRIMARY OCCUPANTS)
10.	REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY	NO (TABLE 602)
11.	FIRE RESISTIVE CONSTRUCTION REQUIREMENTS	NO
12.	SPECIAL INSPECTIONS REQUIRED:	NO (TABLE 602)
13.	CODE YEAR/TYPE :	2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
14.	PROPOSED BUILDING USE:	HOTEL
15.	HOURS OF OPERATION:	A. HOURS OF OPERATION FOR THE BREAKFAST BUFFET WILL BE FROM 6:00 A.M. TO 10:00 P.M. DAILY. B. HOURS OF OPERATION FOR THE POOL SHALL BE 8:00 A.M. TO 9:00 P.M. SUNDAY THROUGH THURSDAY AND 8:00 A.M. TO 10:00 P.M. ON FRIDAY AND SATURDAY.
16.	F.A.R REQUIRED FOR HOLIDAY INN EXPRESS & SUITES : F.A.R PROVIDED FOR HOLIDAY INN EXPRESS & SUITES :	4 GROSS FLOOR AREA/SITE AREA 67780/79264=0.85

PARKING ANALYSIS (HOLIDAY INN EXPRESS & SUITES)

PARKING FOR 88 ROOM 4 STORY HOTEL	(1 SPACE:1 ROOM)
TOTAL PARKING REQUIRED	= 88
1 PARKING PER EMPLOYEE @ 6 EMPLOYEES	= 6 SPACES
TOTAL PARKING REQUIRED	= 94 SPACES
	= 97 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED:	= 4 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED:	= 4 SPACES
TOTAL ELECTRICAL VEHICLE (EV) PARKING PROVIDED:	= 4 SPACES
VAN POOL PARKING PROVIDED	= 4 SPACES
LONG TERM BICYCLE PARKING PROVIDED	= 4 SPACES

REVISIONS:
REVISION ISSUE | DATED
A

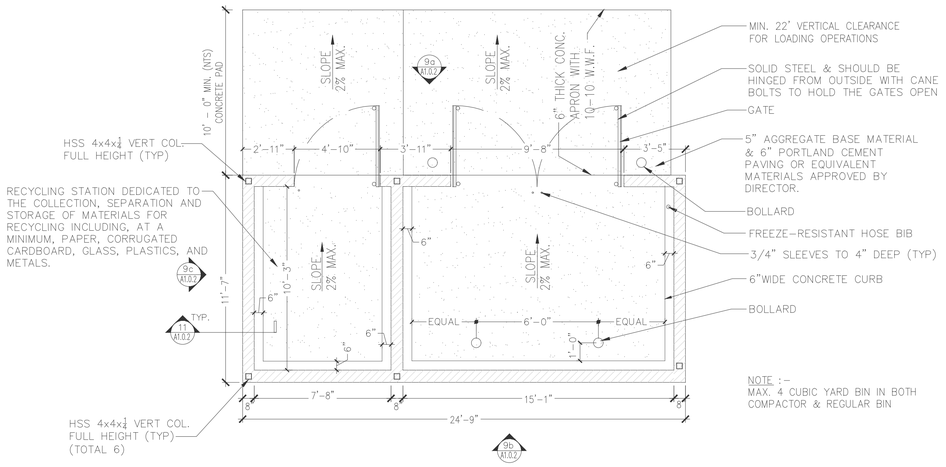
ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
SITE PLAN
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

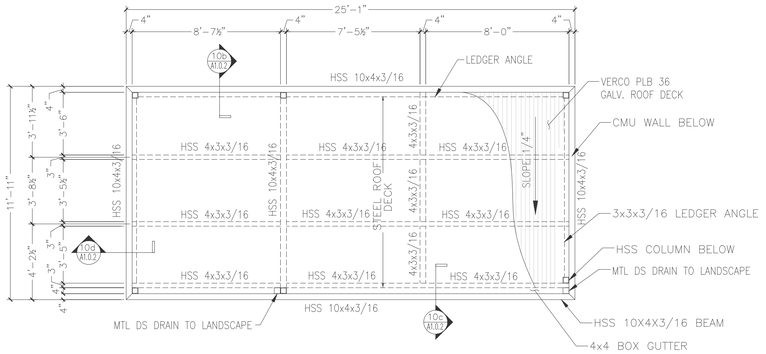
REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. GUMPAD
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

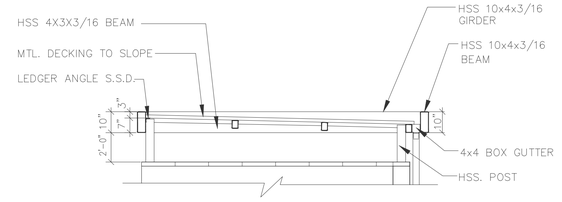
A1.0.0
SHEET
1 OF 39



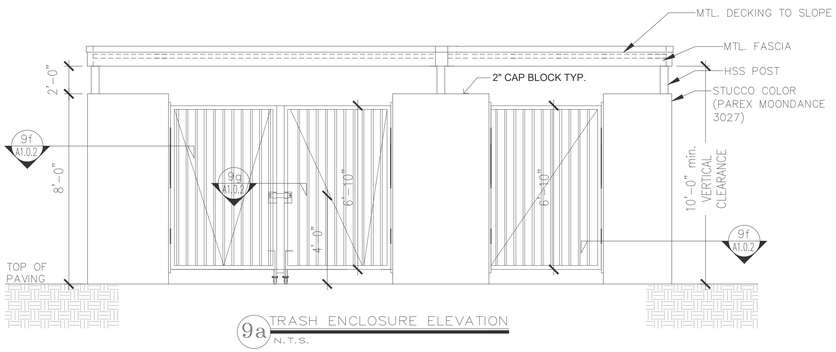
9 TRASH ENCLOSURE PLAN
N.T.S. REF:-A1.0.0



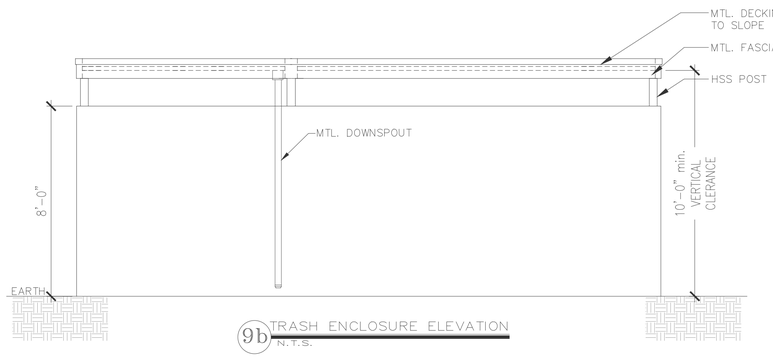
10 ROOF PLAN
N.T.S.



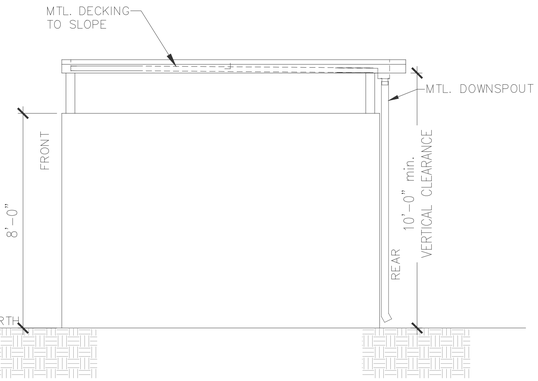
10a ROOF CROSS SECTION
N.T.S.



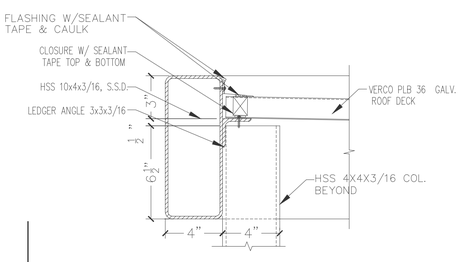
9a TRASH ENCLOSURE ELEVATION
N.T.S.



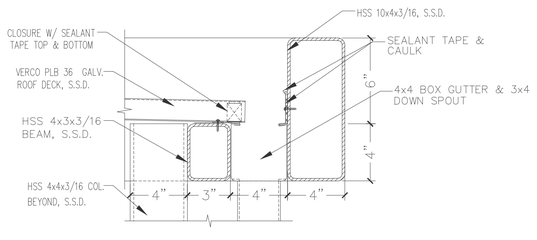
9b TRASH ENCLOSURE ELEVATION
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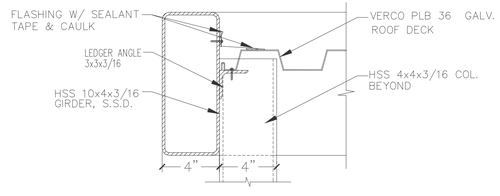
9c TRASH ENCLOSURE ELEVATION
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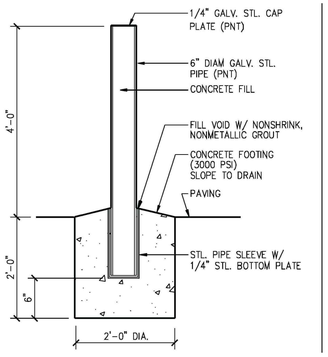
10b DETAIL
3"=1'-0"



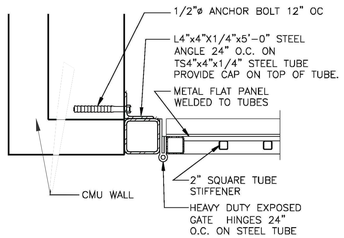
10c DETAIL
3"=1'-0"



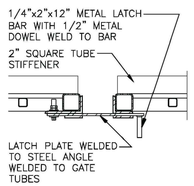
10d DETAIL
3"=1'-0"



9e PIPE BOLLARD DETAIL
N.T.S.

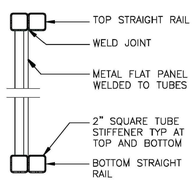


9f GATE HINGE DETAIL
N.T.S.

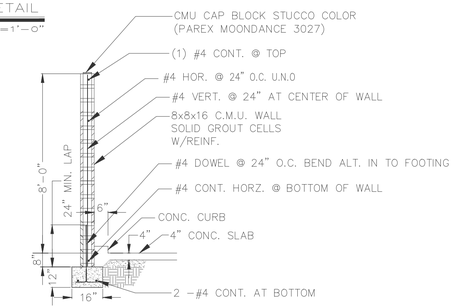


9g HINGE DETAIL
N.T.S.

NOTE: ALL STEEL SHALL BE CLEAN AND RUST FREE. GRIND ALL EDGES SMOOTH TO 1/4" RADIUS CORNER. ALL STEEL MEMBERS PRIMED AND PAINTED.



9h GATE DETAIL
N.T.S.



11 TRASH ENCLOSURE CMU WALL SECTION
N.T.S.

REVISIONS:

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TRASH DETAILS

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MARK S. GRIFFIN
No. 58524
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A1.0.2
SHEET
3 OF 39

REQUIREMENTS FOR ASSISTIVE LISTENING SYSTEM

(GENERAL CONTRACTOR SHALL PROVIDE FOLLOWING FACILITIES)

RECEIVER JACKS: RECEIVERS REQUIRED FOR USE WITH AN ASSISTIVE LISTENING SYSTEM SHALL INCLUDE A ¼" STANDARD MONO JACK.
receiver HEARING-AID COMPATIBILITY: RECEIVERS REQUIRED TO BE HEARING-AID COMPATIBLE SHALL INTERFACE WITH TELECOILS IN HEARING AIDS THROUGH THE PROVISION OF NECKLOOPS.
SOUND PRESSURE LEVEL: ASSISTIVE LISTENING SYSTEMS SHALL BE CAPABLE OF PROVIDING A SOUND PRESSURE LEVEL OF 110 dB MINIMUM AND 118 dB MAXIMUM WITH A DYNAMIC RANGE ON THE VOLUME CONTROL OF 50 dB.
SIGNAL-TO-NOISE RATIO: THE SIGNAL-TO-NOISE RATIO FOR INTERNALLY GENERATED NOISE IN ASSISTIVE LISTENING SYSTEMS SHALL BE 18 dB MINIMUM.
PEAK CLIPPING LEVEL: PEAK CLIPPING SHALL NOT EXCEED 18 dB OF CLIPPING RELATIVE TO THE PEAKS OF SPEECH.

NOTE:
ASSISTIVE LISTENING SYSTEM IS TO BE OPERABLE AT THE TIME OF FINAL INSPECTION.

FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

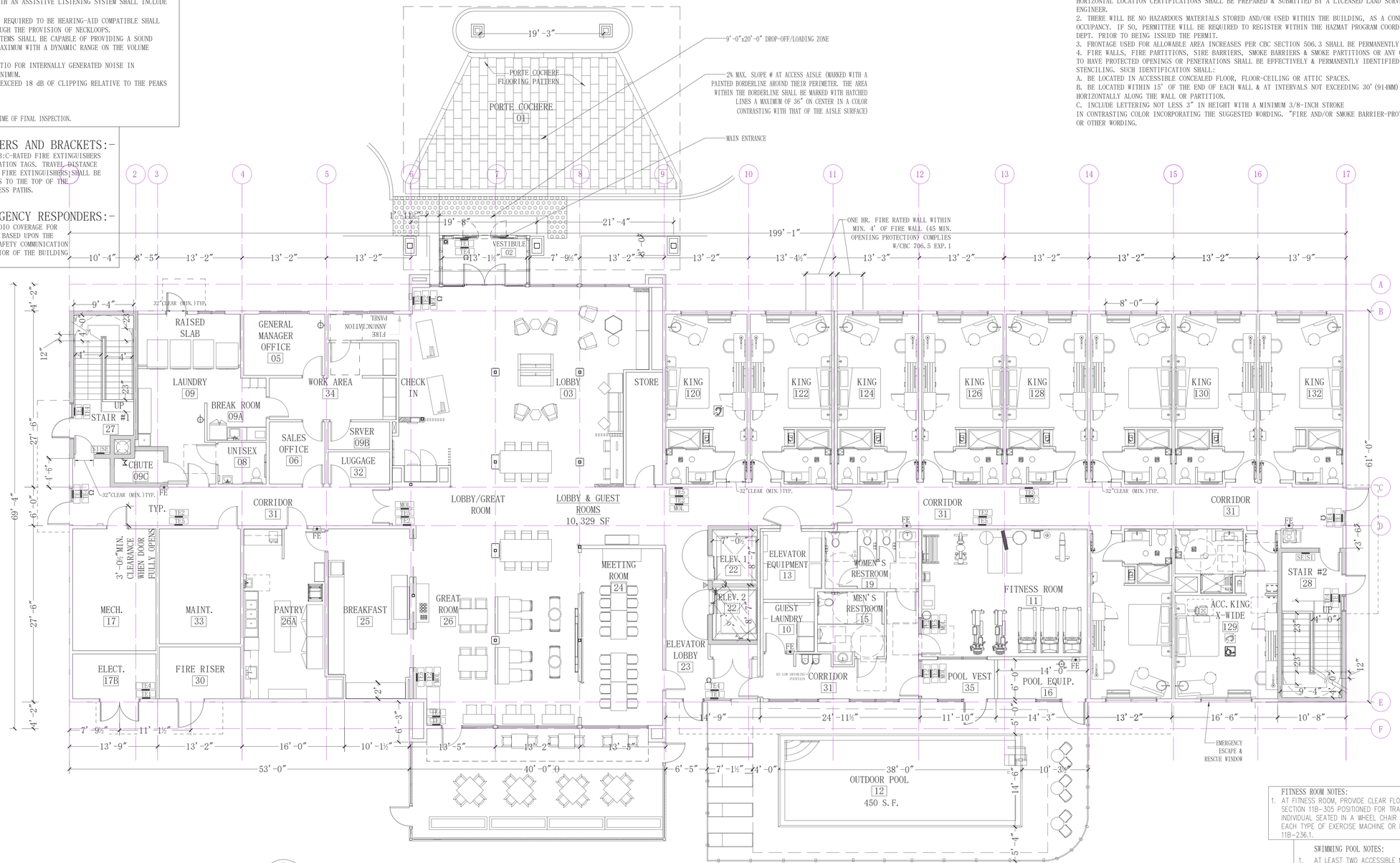
1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

RADIO COVERAGE FOR EMERGENCY RESPONDERS:-

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

Notes to contractor:

1. 27.12.190 TOP OF FORM HEIGHT & HORIZONTAL LOCATION CERTIFICATION
NO INSPECTION OR APPROVAL ON THE BUILDING OR STRUCTURES FOUNDATION SYSTEM SHALL BE GIVEN BY THE BUILDING OFFICIAL UNTIL THE CITY ENGINEER HAS RECEIVED, REVIEWED & APPROVED A CERTIFICATION THAT THE PROPOSED TOP OF FORM HEIGHT & HORIZONTAL LOCATION CONFORM TO THE APPROVED GRADING PLAN. THE REQUIRED TOP OF FORM HEIGHT & HORIZONTAL LOCATION CERTIFICATIONS SHALL BE PREPARED & SUBMITTED BY A LICENSED LAND SURVEYOR OR CIVIL ENGINEER.
2. THERE WILL BE NO HAZARDOUS MATERIALS STORED AND/OR USED WITHIN THE BUILDING, AS A CONDITION OF OCCUPANCY. IF SO, PERMITTEE WILL BE REQUIRED TO REGISTER WITHIN THE HAZMAT PROGRAM COORDINATOR IN THE FIRE DEPT. PRIOR TO BEING ISSUED THE PERMIT.
3. FRONTAGE USED FOR ALLOWABLE AREA INCREASES PER CBC SECTION 506.3 SHALL BE PERMANENTLY MAINTAINED.
4. FIRE WALLS, FIRE PARTITIONS, SIRE BARRIERS, SMOKE BARRIERS & SMOKE PARTITIONS OR ANY OTHER WALL REQUIRED TO HAVE PROTECTED OPENINGS OR PENETRATIONS SHALL BE EFFECTIVELY & PERMANENTLY IDENTIFIED WITH SIGNS & STENCILING. SUCH IDENTIFICATION SHALL:
A. BE LOCATED IN ACCESSIBLE CONCEALED FLOOR, FLOOR-CEILING OR ATTIC SPACES.
B. BE LOCATED WITHIN 15' OF THE END OF EACH WALL & AT INTERVALS NOT EXCEEDING 30' (914MM) MEASURED HORIZONTALLY ALONG THE WALL OR PARTITION.
C. INCLUDE LETTERING NOT LESS 3" IN HEIGHT WITH A MINIMUM 3/8-INCH STROKE
IN CONTRASTING COLOR INCORPORATING THE SUGGESTED WORDING. "FIRE AND/OR SMOKE BARRIER-PROTECT ALL OPENINGS", OR OTHER WORDING.



FIRST FLOOR PLAN

SCALE: - 1/8" = 1'-0"

FITNESS ROOM NOTES:
1. AT FITNESS ROOM, PROVIDE CLEAR FLOOR SPACE COMPLYING WITH SECTION 11B-305 POSITIONED FOR TRANSFER OR FOR USE BY AN INDIVIDUAL SEATED IN A WHEEL CHAIR AT A MINIMUM OF ONE OF EACH TYPE OF EXERCISE MACHINE OR EQUIPMENT PER SECTION 11B-236.1.

SWIMMING POOL NOTES:
1. AT LEAST TWO ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SWIMMING POOLS COMPLYING PER SECTION 11B-242.2.
2. AT LEAST ONE ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SPA COMPLYING PER SECTION 11B-242.4.

FIRE ALARMS & DETECTION SYSTEMS (CFC SECTION 907):

INITIATION:- INITIATION OF THE FIRE ALARM SYSTEM SHALL BE BY AUTOMATIC MEANS. APPROVED AUTOMATIC FIRE DETECTORS SHALL BE PROVIDED IN BOILER AND FURNACE ROOMS, SHOPS, LAUNDRY ROOMS, MECHANICAL AND ELECTRICAL ROOMS, TRASH-COLLECTION ROOMS, STORAGE ROOMS, GIFT SHOPS, LOCKER ROOMS AND SIMILAR AREAS. AUTOMATIC SMOKE DETECTORS SHALL BE PROVIDED IN ALL COMMON AREAS AND INTERIOR CORRIDORS SERVING SLEEPING UNITS AS REQUIRED MEANS OF EGRESS.
NOTIFICATION:- ACTIVATION OF THE FIRE ALARM SYSTEM OR AUTOMATIC SPRINKLER SYSTEM SHALL INITIATE A GENERAL EVACUATION SIGNAL.

1. A FIRE COMMUNICATION AND CONTROL CIRCUIT IS NEEDED AT THE LOBBY, EACH ELEVATOR LOBBY AND STAIRWELL FLOOR LANDING FOR EMERGENCY OPERATIONS.
2. A FIRE ALARM ENUNCIATOR PANEL SHALL BE LOCATED NEAR THE FRONT ENTRANCE. THIS PANEL WILL CONNECT AND INDICATE ALARM FUNCTIONS, ZONE INDICATIONS, AND FIRE SPRINKLER SYSTEM STATUS WITH ALPHA/NUMERIC MESSAGING TO INDICATE SPECIFIC ZONES, LOCATIONS, OR ALARMS
3. A RADIO SIGNAL BOOSTER SYSTEM FOR FIRE AND PD RADIOS SHALL BE INSTALLED FOR SEND AND RECEIVE. A BDA (BI-DIRECTIONAL AMPLIFIER) SYSTEM IS AN IN-BUILDING COMMUNICATION SYSTEM THAT BRINGS WIRELESS SIGNALS INTO A STRUCTURE FROM OUTSIDE, AMPLIFIES THOSE SIGNALS WITH A SIGNAL BOOSTER, AND THEN EVENLY DISTRIBUTES THE AMPLIFIED SIGNALS THROUGHOUT A STRUCTURE VIA A DISTRIBUTED ANTENNA SYSTEM (DAS). CA FIRE CODE 907.2.13.2 DIGITAL ANTENNA SYSTEM (DAS)/BI-DIRECTIONAL AMPLIFICATION (BDA). SYSTEMS.

ELECTRICAL EQUIPMENT, WIRING AND HAZARDS

ABATEMENT OF ELECTRICAL HAZARDS: IDENTIFIED ELECTRICAL HAZARDS SHALL BE ABATED. ELECTRICAL WIRING, DEVICES, APPLIANCES AND OTHER EQUIPMENT THAT IS MODIFIED OR DAMAGED AND CONSTITUTES AN ELECTRICAL SHOCK OR FIRE HAZARD SHALL NOT BE USED.
ILLUMINATION: ILLUMINATION SHALL BE PROVIDED FOR SERVICE EQUIPMENT AREAS, MOTOR CONTROL CENTERS AND ELECTRICAL PANEL BOARDS.
WORKING SPACE AND CLEARANCE: A WORKING SPACE OF NOT LESS THAN 30 INCHES IN WIDTH, 36 INCHES IN DEPTH AND 78 INCHES IN HEIGHT SHALL BE PROVIDED IN FRONT OF ELECTRICAL SERVICE EQUIPMENT. THE WORKING SPACE SHALL NOT BE LESS THAN THE WIDTH OF THE EQUIPMENT. NO STORAGE OF ANY MATERIALS SHALL BE LOCATED WITHIN THE DESIGNATED WORKING SPACE.
LABELING: DOORS INTO ELECTRICAL CONTROL PANEL ROOMS SHALL BE MARKED WITH A PLAINLY VISIBLE AND LEGIBLE SIGN STATING ELECTRICAL ROOM OR SIMILAR APPROVED WORDING. THE DISCONNECTING MEANS FOR EACH SERVICE, FEEDER OR BRANCH CIRCUIT ORIGINATING ON A SWITCHBOARD OR PANELBOARD SHALL BE LEGIBLY AND DURABLY MARKED TO INDICATE ITS PURPOSE UNLESS SUCH PURPOSE IS CLEARLY EVIDENT.
MULTIPLUG ADAPTERS: MULTIPLUG ADAPTERS, SUCH AS CUBE ADAPTERS, UNFUSED PLUG STRIPS OR ANY OTHER DEVICE NOT COMPLYING WITH NFPA 70 SHALL BE PROHIBITED.

SAFETY GLAZING ADJACENT TO DOORS:
* - GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE OF THE GLAZING IS WITHIN A 24" ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 18" ABOVE THE WALKING SURFACE SHALL BE CONSIDERED A HAZARDOUS LOCATION.

LEGEND
- PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL
- Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR
- Ω A SIGN SHALL BE POSTED INDICATING "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED".(CFC 1010.1.9.3)
- GUEST ROOMS WITH COMMUNICATIONS FEATURES
- GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

SI - STAIRWAY IDENTIFICATION TACTILE SIGN
SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.
MOL- MAXIMUM OCCUPANT LOAD

FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING FLANS.

FE FIRE EXTINGUISHER
P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

TE1- INDICATES TACTILE 'EXIT' SIGN
TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN
TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN)
TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN
TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

REVISIONS:
NO.	REVISION / ISSUE	DATED
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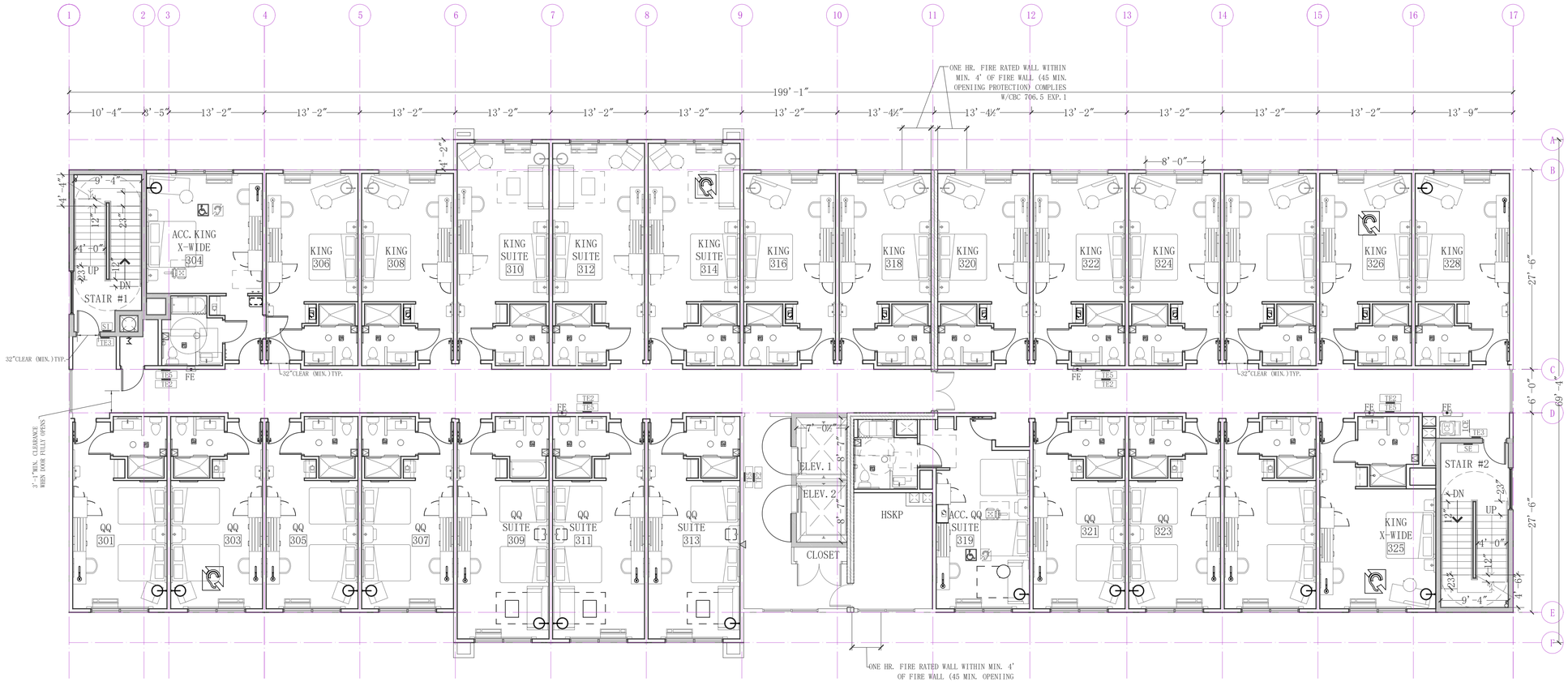
ACE Design LLC
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Phone: (702) 396-5113, Fax: (702)446-8155
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PROJECT
FIRST FLOOR PLAN (HOLIDAY-INN & SUITES)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — RAJESH S. PATEL — No. 73214 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.0
SHEET 4 OF 39



THIRD FLOOR PLAN

SCALE: - 1/8" = 1'-0"

FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

▷ TWO WAY COMMUNICATION (TELEPHONE OUTLET)

GUEST ROOMS WITH COMMUNICATIONS FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

LEGEND

PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL

Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR

SI - STAIRWAY IDENTIFICATION TACTILE SIGN SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET. MOL- MAXIMUM OCCUPANT LOAD
FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING PLANS.
FE FIRE EXTINGUISHER P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.
TE1- INDICATES TACTILE 'EXIT' SIGN TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN) TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

REVISIONS:

#	REVISION ISSUE	DATED
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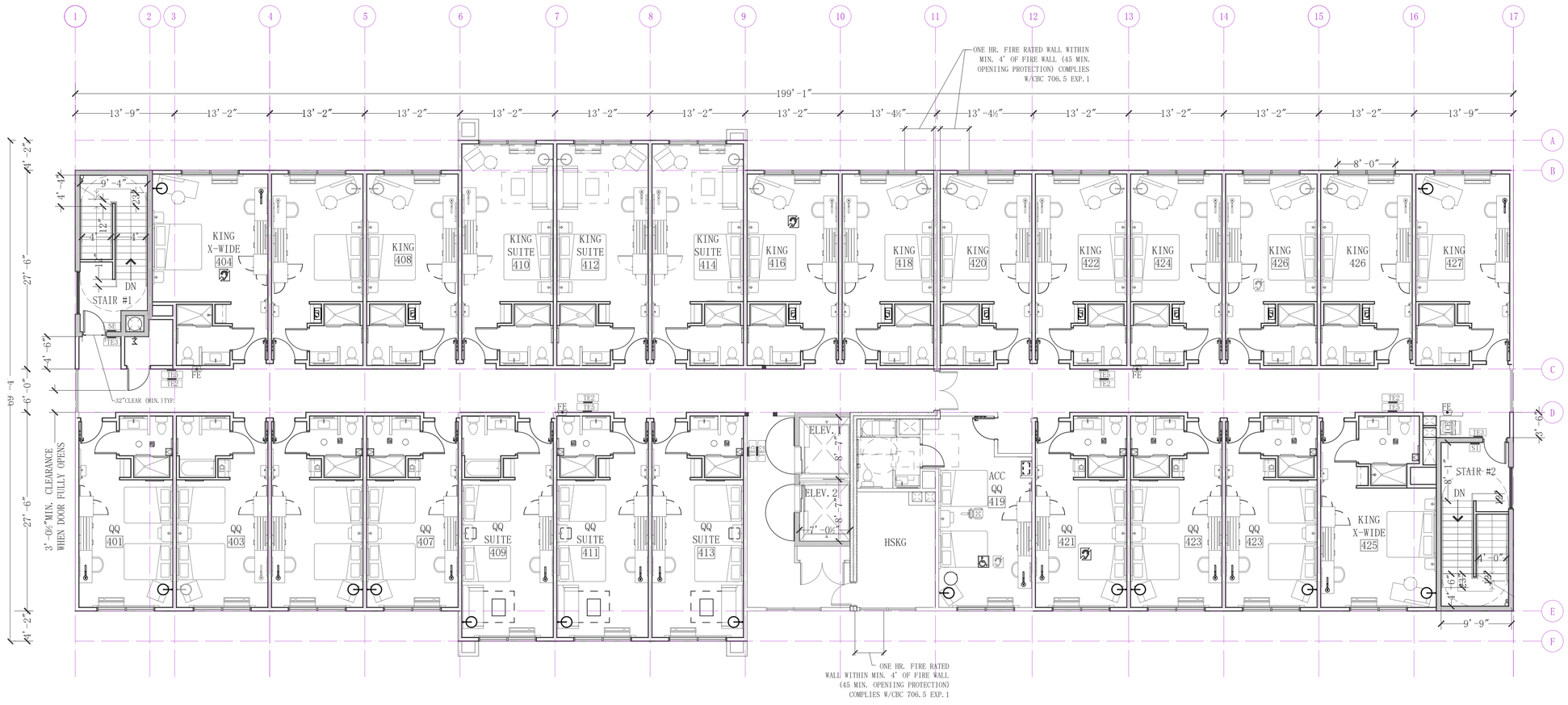
THIRD FLOOR PLAN(HOLIDAY-INN EXPRESS & SUITES)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JASPAL S. SIDHU
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.2
SHEET
6 OF 39



FOURTH FLOOR PLAN

SCALE: - 1/8" = 1'-0"

FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

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▷ TWO WAY COMMUNICATION (TELEPHONE OUTLET)

☐ ☒ ⊠ POST & COLUMNS PER STR. PLANS

GUEST ROOMS WITH COMMUNICATION FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

LEGEND

PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL

Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR

SI - STAIRWAY IDENTIFICATION TACTILE SIGN
SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.
MOL- MAXIMUM OCCUPANT LOAD

FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING PLANS.

FE FIRE EXTINGUISHER

P.H. - INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

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TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN
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TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN
TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

REVISIONS:

#	REVISION ISSUE	DATED
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PROJECT

FOURTH FLOOR PLAN(HOLIDAY-INN EXPRESS & SUITES)

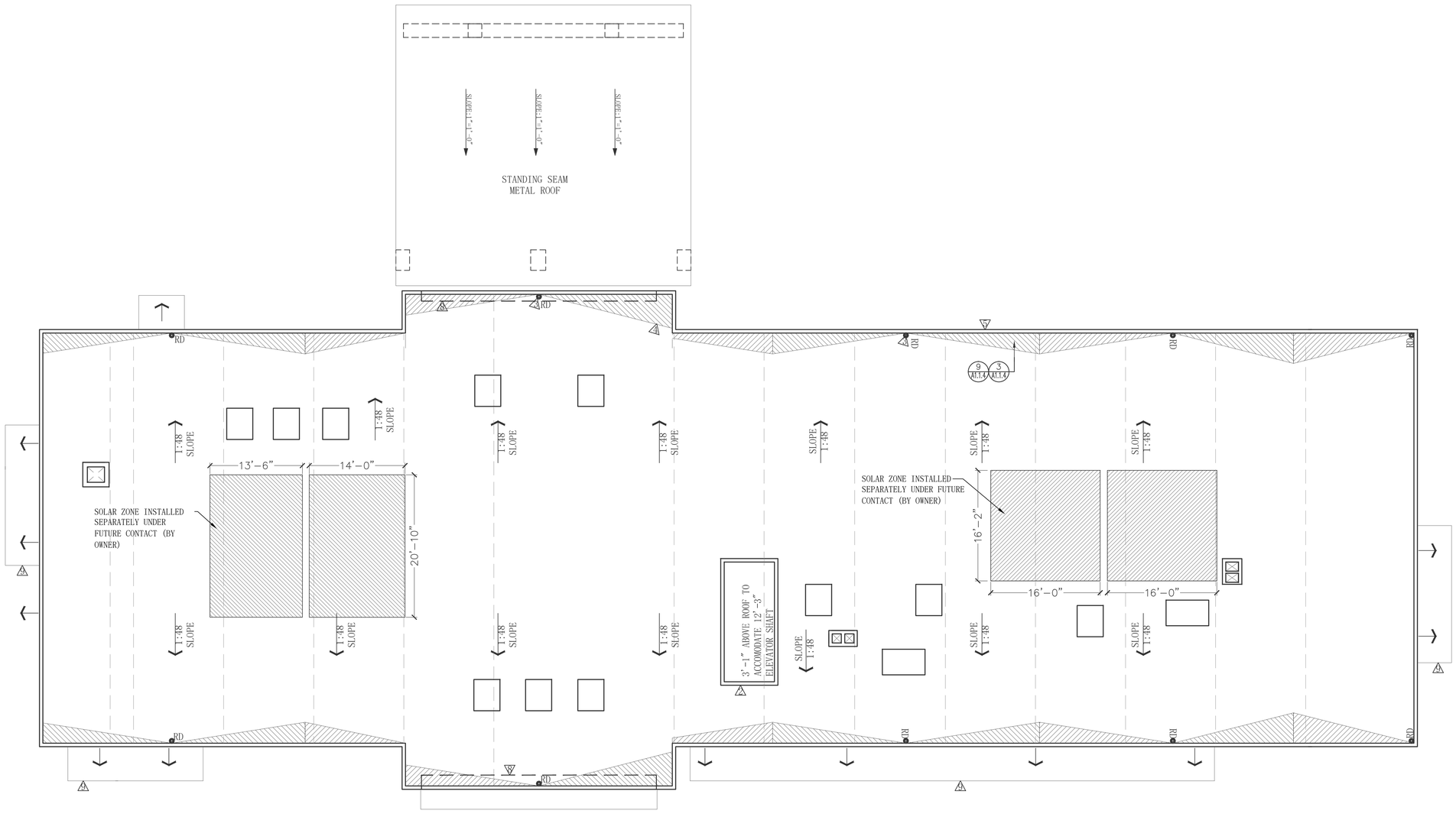
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER JASPAL S. HERER 56924 EXP.06/30/2023 C/V/L STATE OF CALIFORNIA

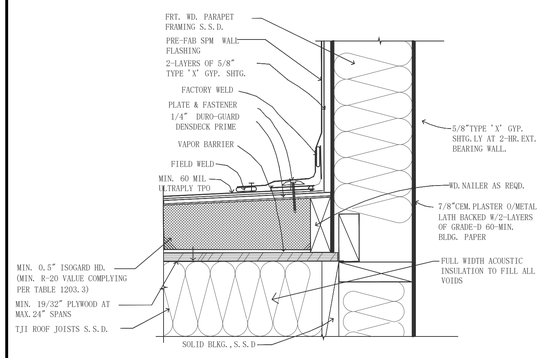
DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

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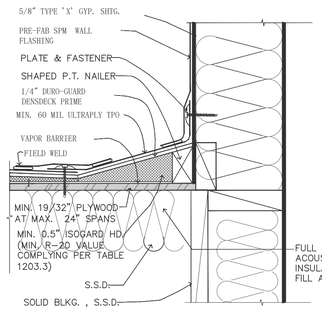
SHEET 7 OF 39



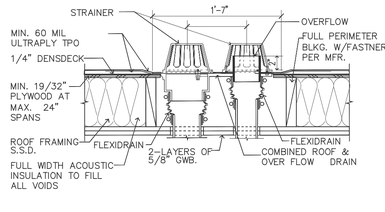
ROOF PLAN
SCALE: 1/8" = 1'-0"



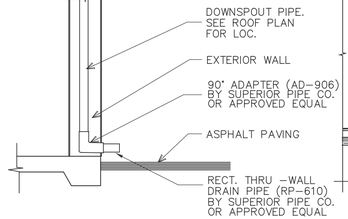
1 ROOF PARAPET FLASHING
SCALE: NTS.



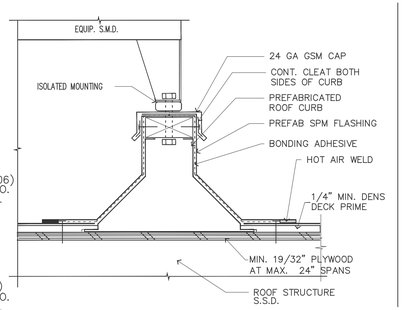
2 CRICKET FLASHING
SCALE: NTS.



3 ROOF DRAIN/OVERFLOW
SCALE: NTS.



9 DOWN SPOUT
SCALE: NTS.



6 MECH. EQUIPMENT SUPPORT
SCALE: NTS.

KEY NOTES

1. LOWER LEVEL ROOF @ FIRST FLOOR. SLOPE TO DOWNSPOUT / OVERFLOW SCUPPER.
2. ELEVATOR OVER RUN ENCLOSURE. SLOPE TO ROOF DRAIN @ 1/2" : 1'-0".
3. 3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
4. 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
5. PREFINISHED METAL COPING.
6. DRAFT STOP SHALL BE PROVIDED IN FLOOR/CEILING SPACES, ATTICS, MANSARDS, OVERHANGS OR OTHER CONCEALED ROOF SPACES. DRAFT STOPPING SHALL BE INSTALLED ABOVE, AND IN LINE WITH WALLS SEPARATING GUESTROOMS FROM EACH OTHER AND FROM OTHER AREAS. DRAFT STOP ALONG WALLS SHALL EXTEND TO THE OTHER SIDE OF CORRIDOR. DRAFT STOP SHALL BE PROVIDED ALONG ONE OF THE CORRIDOR WALLS.
7. REFER TO ROOF DETAILS #6, #7, #8 ON A1.1.4 SHEET FOR EQUIPMENT PLATFORM REQUIREMENT. (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
8. BUILDING LINE BELOW.
9. SUN SCREEN.

NOTE FOR GENERAL CONTRACTOR AND SPRINKLER CONTRACTOR:
THE GENERAL CONTRACTOR AND THE SPRINKLER CONTRACTOR SHALL COORDINATE THE PROTECTION OF ROOF "CRICKETS" OR OTHER CONCEALED COMBUSTIBLE SPACES (WHERE APPLICABLE).

NOTE:
ROOF TO BE CEC CERTIFIED COOL ROOF BY MANSVILLE EPDM.

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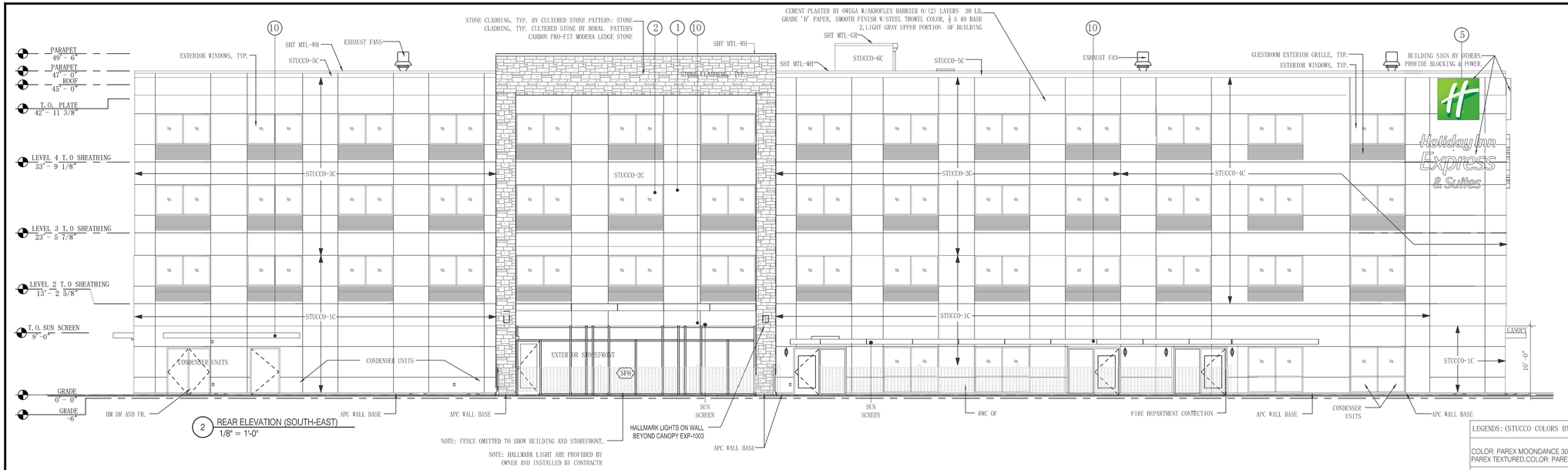
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Phone: (702) 396-5113. Fax: (702)446-8155
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PROJECT
ROOF PLAN(HOLIDAY-INN EXPRESS & SUITES)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

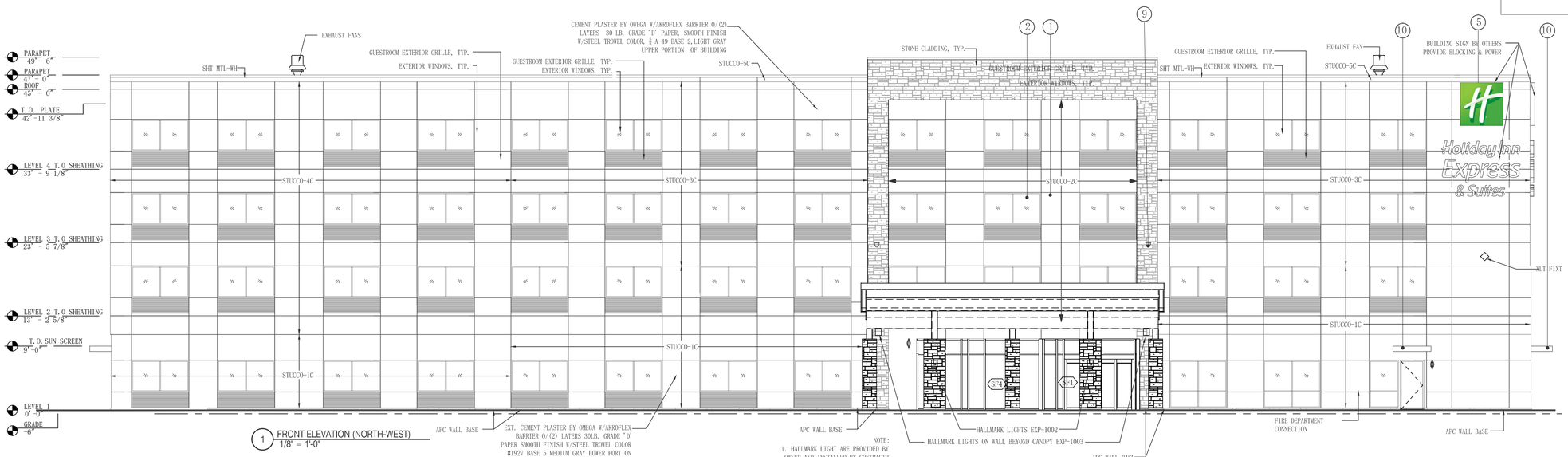
REGISTERED PROFESSIONAL ENGINEER JASPREET S. SINGH 56924 EXP.06/30/2023 CIVIL STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.4
SHEET 8 OF 39



2 REAR ELEVATION (SOUTH-EAST)
1/8" = 1'-0"



1 FRONT ELEVATION (NORTH-WEST)
1/8" = 1'-0"

KEY NOTES:

#	
1	(3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THEEXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND
2	WINDOW VINYL (OWNER TO SELECT FINISH.)
5	ILLUMINATED BUILDING SIGN N.I.C.
9	FRONT ENTRY FACADE - HOLIDAY INN EXPRESS BRAND HALLMARK UPLIGHTING (MANDATORY) OWNER PROVIDED THROUGH IHG. .
10	SUN SCREEN.

ABBREVIATIONS
HM :- HOLLOW METAL
DR :- DOOR
FR :- FRAME

LEGENDS: (STUCCO COLORS BY PAREX)

COLOR: PAREX MOONDANCE 3027L. PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH	
STUCCO-2C. PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.	
STUCCO-3C PAREX MEDNUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX TWIG 3021L.	
STUCCO-4C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: SUN DRIED 3011L .	
STUCCO-5C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX SNOWBALL 10400L.	
STUCCO-6C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR:PAREX BASALT 3015L	
STONE CLADDING, LEDGESTONE SOUTHWEST BLEND	
SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: BONE WHITE.	
SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: SLATE GRAY.	

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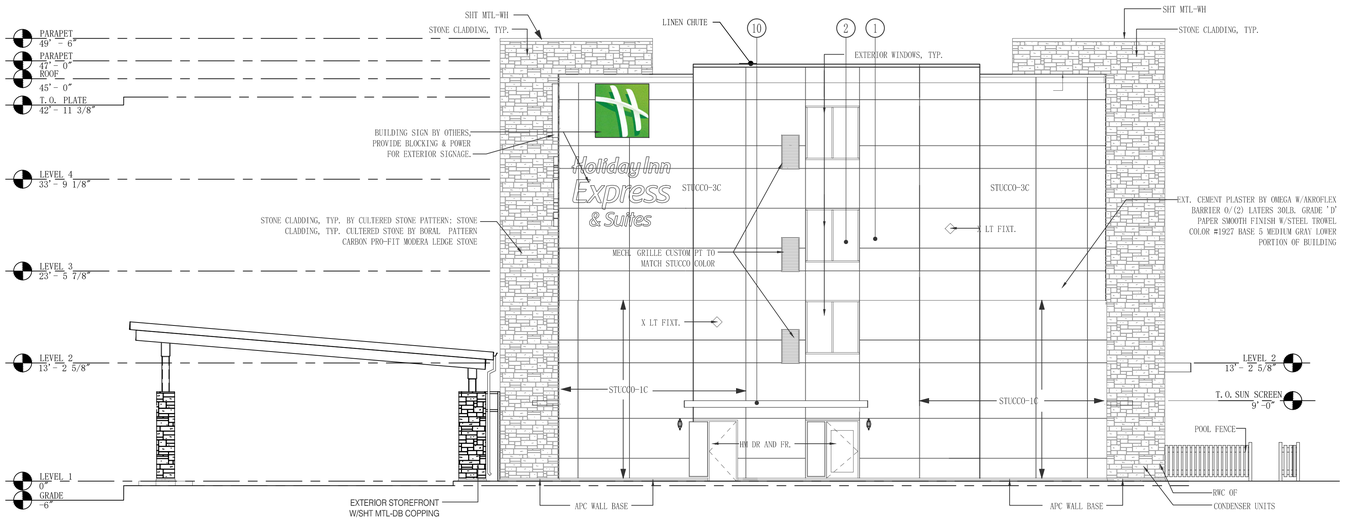
EXTERIOR ELEVATIONS (HOLIDAY-INN EXPRESS & SUITES)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

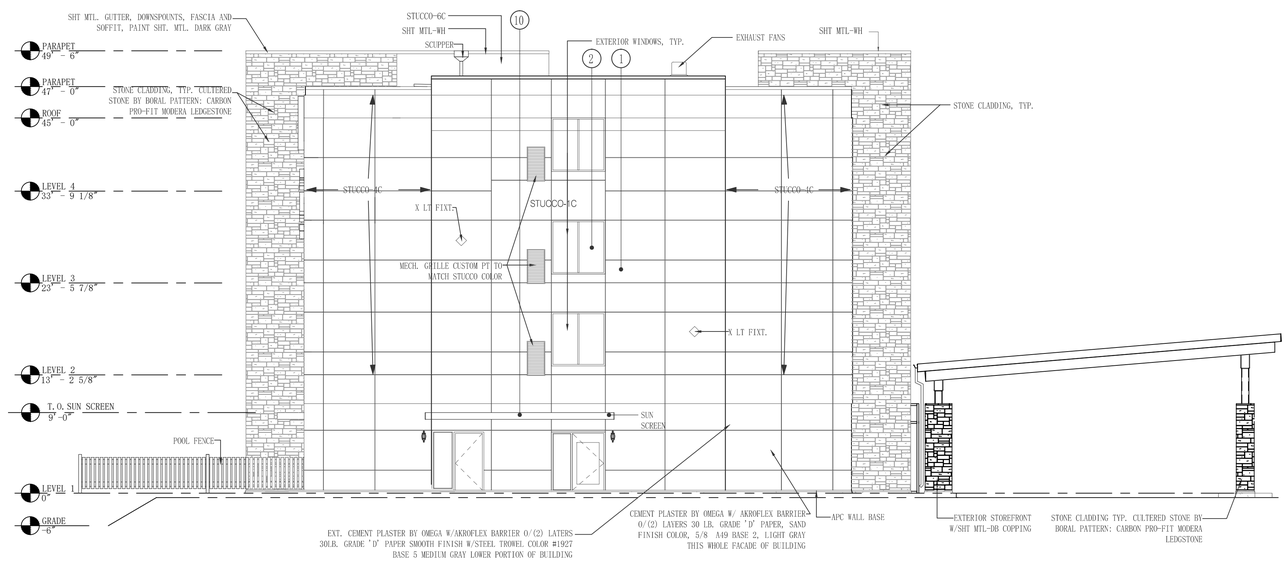
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JASPAL S. HANSPAL
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
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CHK. BY:

A1.1.5
SHEET
9 OF 39



2 RIGHT ELEVATION (NORTH-EAST)
1/8" = 1'-0"



1 LEFT ELEVATION (SOUTH-WEST)
1/8" = 1'-0"

#	KEY NOTES:
1	(3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THEEXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND
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GILROY, CA

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56924
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10 OF 39



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EXTERIOR VIEW (HOLIDAY-INN EXPRESS & SUITES)

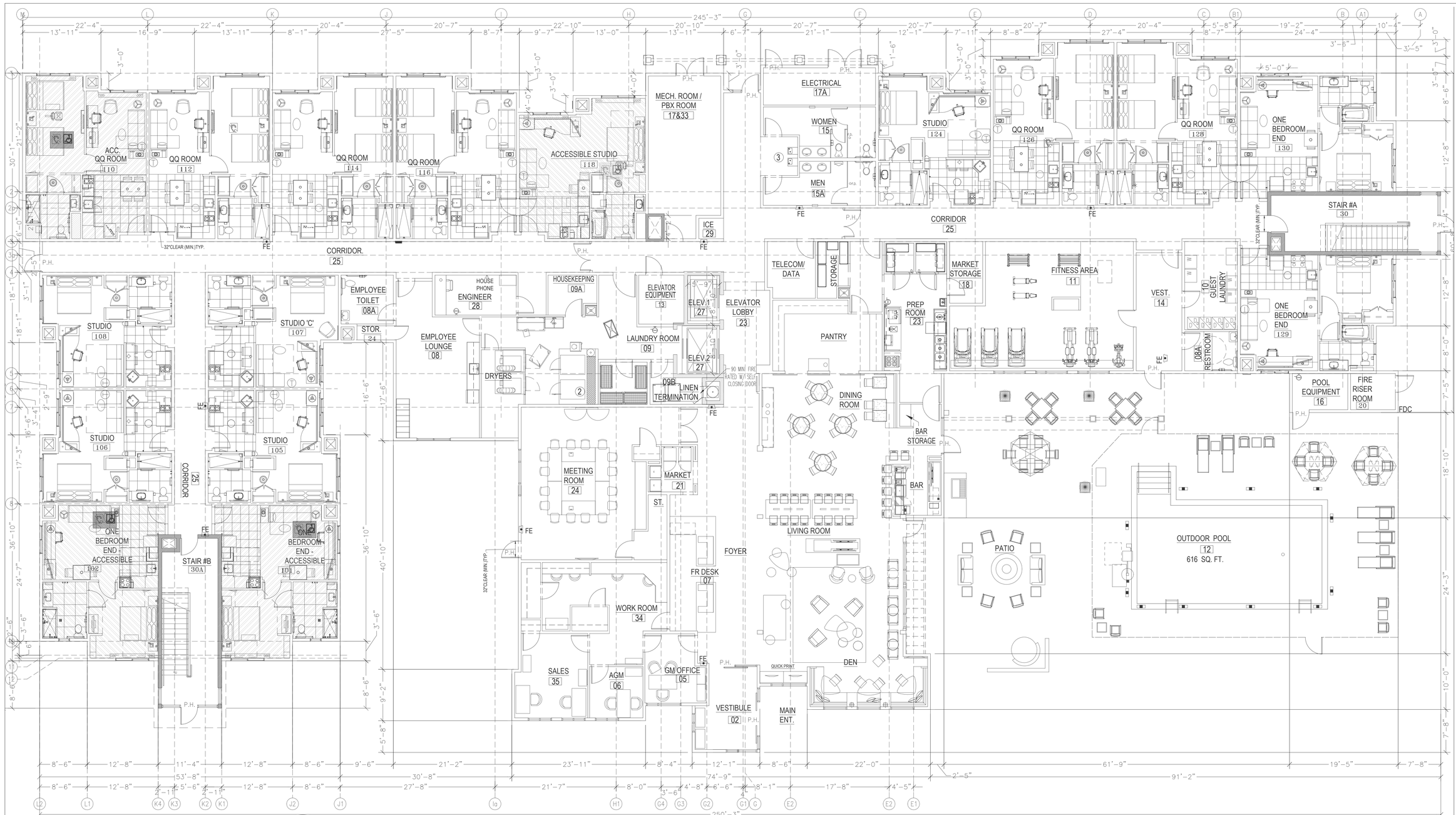
PROJECT
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GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. STEVENS
66924
EXP.06/30/2023
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SHEET
11 OF 39



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

ELECTRICAL EQUIPMENT, WIRING AND HAZARDS

ABATEMENT OF ELECTRICAL HAZARDS: IDENTIFIED ELECTRICAL HAZARDS SHALL BE ABATED. ELECTRICAL WIRING, DEVICES, APPLIANCES AND OTHER EQUIPMENT THAT IS MODIFIED OR DAMAGED AND CONSTITUTES AN ELECTRICAL SHOCK OR FIRE HAZARD SHALL NOT BE USED.
ILLUMINATION: ILLUMINATION SHALL BE PROVIDED FOR SERVICE EQUIPMENT AREAS, MOTOR CONTROL CENTERS AND ELECTRICAL PANEL BOARDS.
WORKING SPACE AND CLEARANCE: A WORKING SPACE OF NOT LESS THAN 30 INCHES IN WIDTH, 36 INCHES IN DEPTH AND 78 INCHES IN HEIGHT SHALL BE PROVIDED IN FRONT OF ELECTRICAL SERVICE EQUIPMENT. THE WORKING SPACE SHALL NOT BE LESS THAN THE WIDTH OF THE EQUIPMENT. NO STORAGE OF ANY MATERIALS SHALL BE LOCATED WITHIN THE DESIGNATED WORKING SPACE.
LABELING: DOORS INTO ELECTRICAL CONTROL PANEL ROOMS SHALL BE MARKED WITH A PLAINLY VISIBLE AND LEGIBLE SIGN STATING ELECTRICAL ROOM OR SIMILAR APPROVED WORDING. THE DISCONNECTING MEANS FOR EACH SERVICE, FEEDER OR BRANCH CIRCUIT ORIGINATING ON A SWITCHBOARD OR PANELBOARD SHALL BE LEGIBLY AND DURABLY MARKED TO INDICATE ITS PURPOSE UNLESS SUCH PURPOSE IS CLEARLY EVIDENT.
MULTIPLUG ADAPTERS: MULTIPLUG ADAPTERS, SUCH AS CUBE ADAPTERS, UNFUSED PLUG STRIPS OR ANY OTHER DEVICE NOT COMPLYING WITH NFPA 70 SHALL BE PROHIBITED.

REQUIREMENTS FOR ASSISTIVE LISTENING SYSTEM

(GENERAL CONTRACTOR SHALL PROVIDE FOLLOWING FACILITIES)

RECEIVER JACKS: RECEIVERS REQUIRED FOR USE WITH AN ASSISTIVE LISTENING SYSTEM SHALL INCLUDE A ⅛" STANDARD MONO JACK.
receiver HEARING-AID COMPATIBILITY: RECEIVERS REQUIRED TO BE HEARING-AID COMPATIBLE SHALL INTERFACE WITH TELECOILS IN HEARING AIDS THROUGH THE PROVISION OF NECKLOOPS.
SOUND PRESSURE LEVEL: ASSISTIVE LISTENING SYSTEMS SHALL BE CAPABLE OF PROVIDING A SOUND PRESSURE LEVEL OF 110 dB MINIMUM AND 118 dB MAXIMUM WITH A DYNAMIC RANGE ON THE VOLUME CONTROL OF 50 dB.
SIGNAL-TO-NOISE RATIO: THE SIGNAL-TO-NOISE RATIO FOR INTERNALLY GENERATED NOISE IN ASSISTIVE LISTENING SYSTEMS SHALL BE 18 dB MINIMUM.
PEAK CLIPPING LEVEL: PEAK CLIPPING SHALL NOT EXCEED 18 dB OF CLIPPING RELATIVE TO THE PEAKS OF SPEECH.

NOTE:
ASSISTIVE LISTENING SYSTEM IS TO BE OPERABLE AT THE TIME OF FINAL INSPECTION.

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

SAFETY GLAZING ADJACENT TO DOORS: *

GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE OF THE GLAZING IS WITHIN A 24" ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 18" ABOVE THE WALKING SURFACE SHALL BE CONSIDERED A HAZARDOUS LOCATION.

SWIMMING POOL NOTES:

1. AT LEAST TWO ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SWIMMING POOLS COMPLYING PER SECTION 11B-242.2.
2. AT LEAST ONE ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SPA COMPLYING PER SECTION 11B-242.4.

FITNESS ROOM NOTES:

1. AT FITNESS ROOM, PROVIDE CLEAR FLOOR SPACE COMPLYING WITH SECTION 11B-305 POSITIONED FOR TRANSFER OR FOR USE BY AN INDIVIDUAL SEATED IN A WHEEL CHAIR AT A MINIMUM OF ONE OF EACH TYPE OF EXEROISE MACHINE OR EQUIPMENT PER SECTION 11B-236.1.

FIRE ALARMS & DETECTION SYSTEMS (IFC SECTION 907):

INITIATION:- INITIATION OF THE FIRE ALARM SYSTEM SHALL BE BY AUTOMATIC MEANS. APPROVED AUTOMATIC FIRE DETECTORS SHALL BE PROVIDED IN BOILER AND FURNACE ROOMS, SHOPS, LAUNDRY ROOMS, MECHANICAL AND ELECTRICAL ROOMS, TRASH-COLLECTION ROOMS, STORAGE ROOMS, GIFT SHOPS, LOCKER ROOMS AND SIMILAR AREAS. AUTOMATIC SMOKE DETECTORS SHALL BE PROVIDED IN ALL COMMON AREAS AND INTERIOR CORRIDORS SERVING SLEEPING UNITS AS REQUIRED MEANS OF EGRESS.
NOTIFICATION:- ACTIVATION OF THE FIRE ALARM SYSTEM OR AUTOMATIC SPRINKLER SYSTEM SHALL INITIATE A GENERAL EVACUATION SIGNAL.

FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. HAND-HELD PORTABLE FIRE EXTINGUISHERS, NOT HOUSED IN CABINETS, SHALL BE INSTALLED ON THE HANGERS OR BRACKETS SUPPLIED. HANGERS OR BRACKETS SHALL BE SECURELY ANCHORED TO THE MOUNTING SURFACE IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
2. THE EXTINGUISHER SHALL BE RATED 4-A COMPLYING PER IFC SECTION 906.3.

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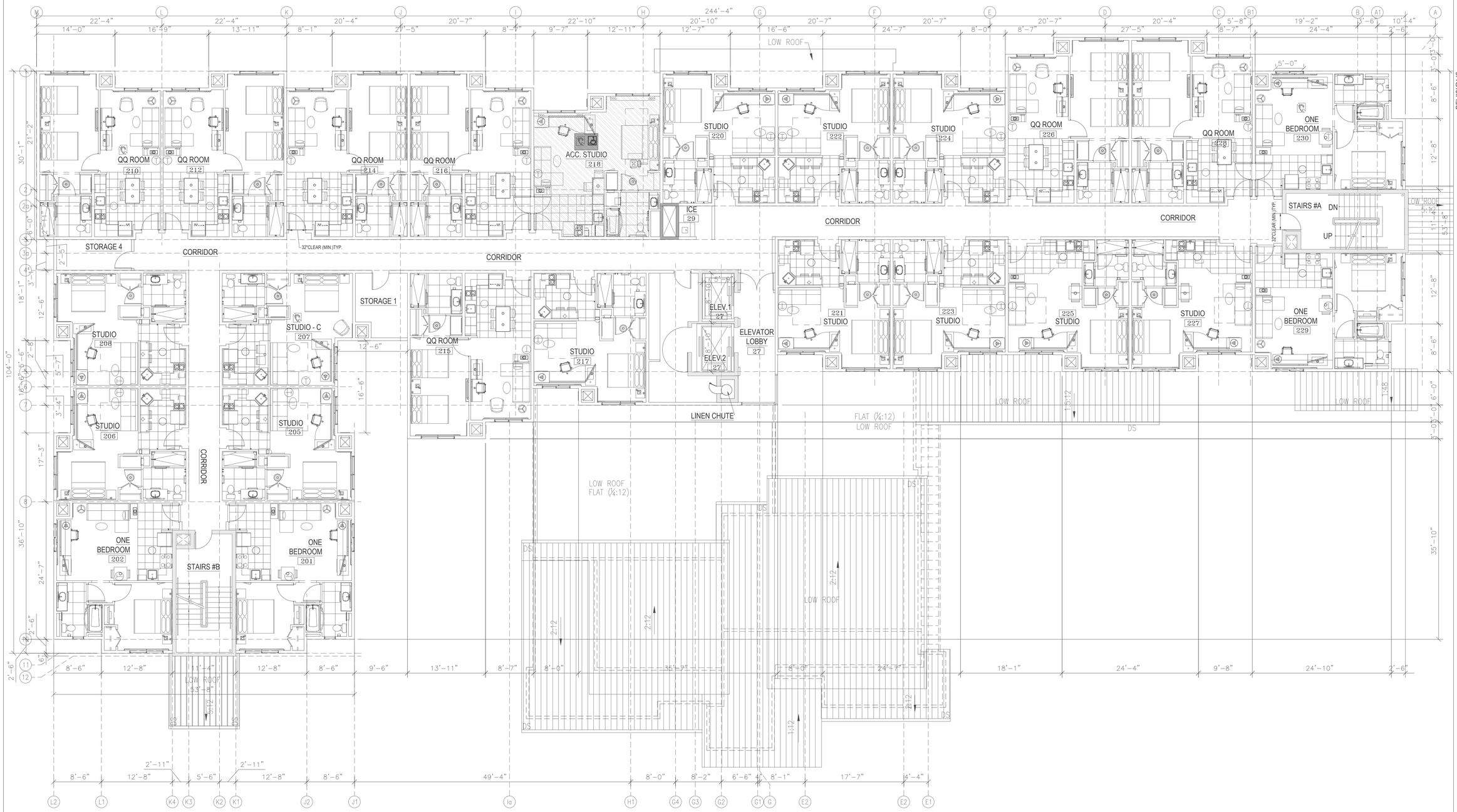
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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
FIRST FLOOR PLAN (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — MARK S. GOLDEN — No. 58924 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.0
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12 OF 39



SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

GUEST ROOMS WITH COMMUNICATIONS FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

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SECOND FLOOR PLAN (RESIDENCE-INN)

PROJECT

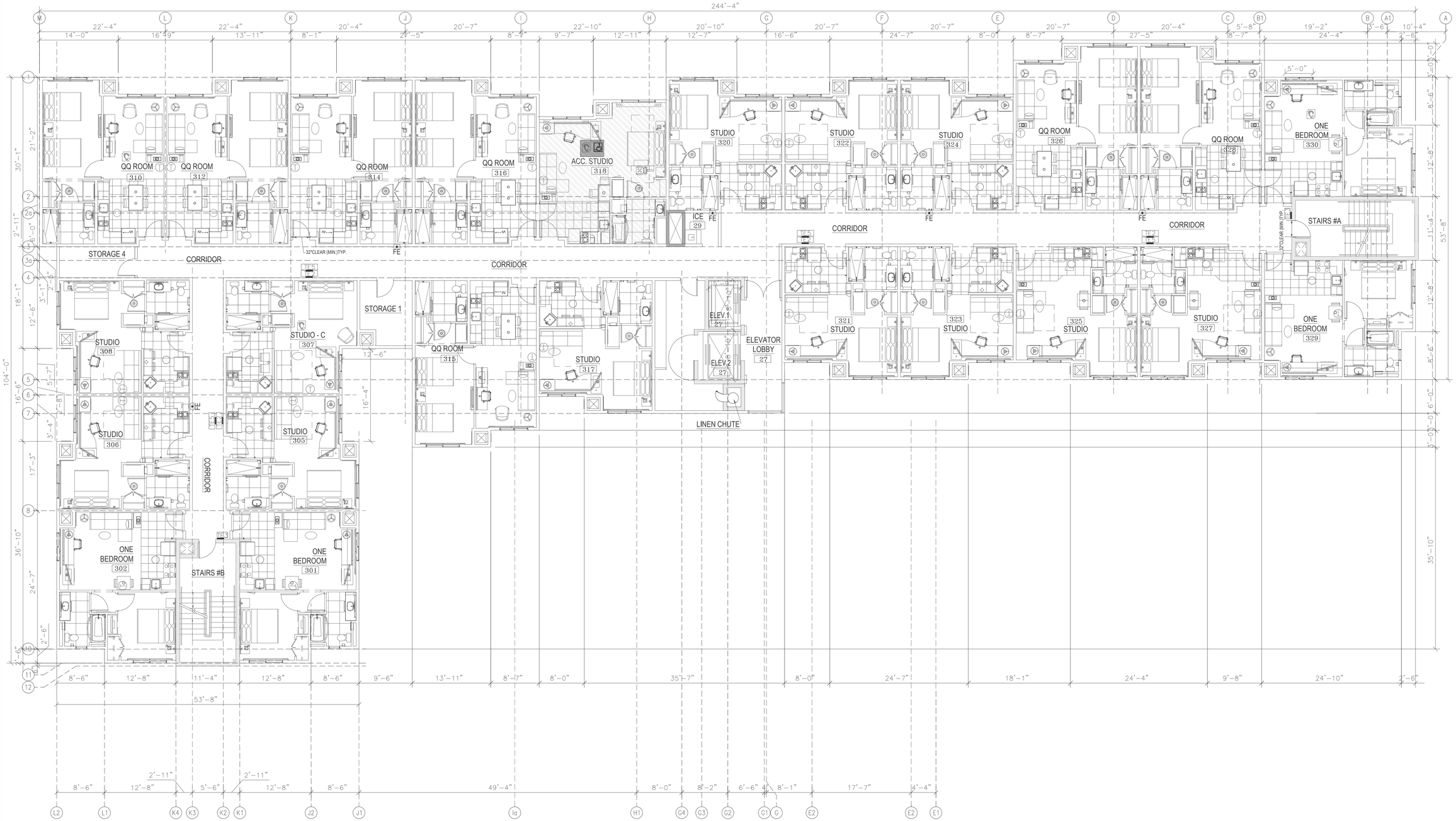
GILROY SQUARE
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REGISTERED PROFESSIONAL ENGINEER
HOWARD SHIN
No. 83824
EXP. 06/30/2023
CIVIL
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CHK. BY: MG

A2.1.1

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13 OF 39



THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

REVISIONS:
	REVISION ISSUE	DATED
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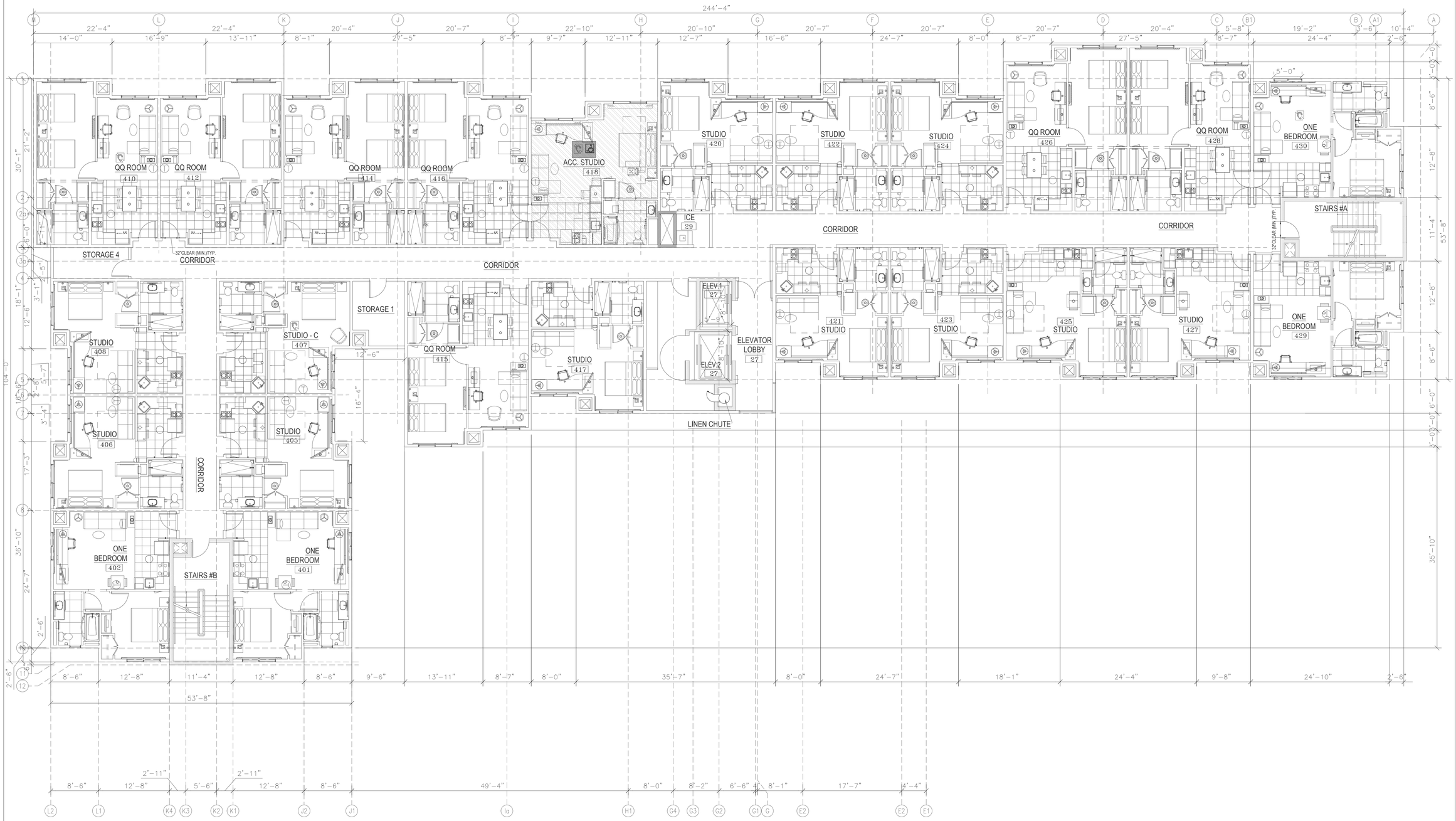
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PROJECT
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GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HOWARD SHIMMON
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CHK. BY: MG

A2.1.2
SHEET
14 OF 39



FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

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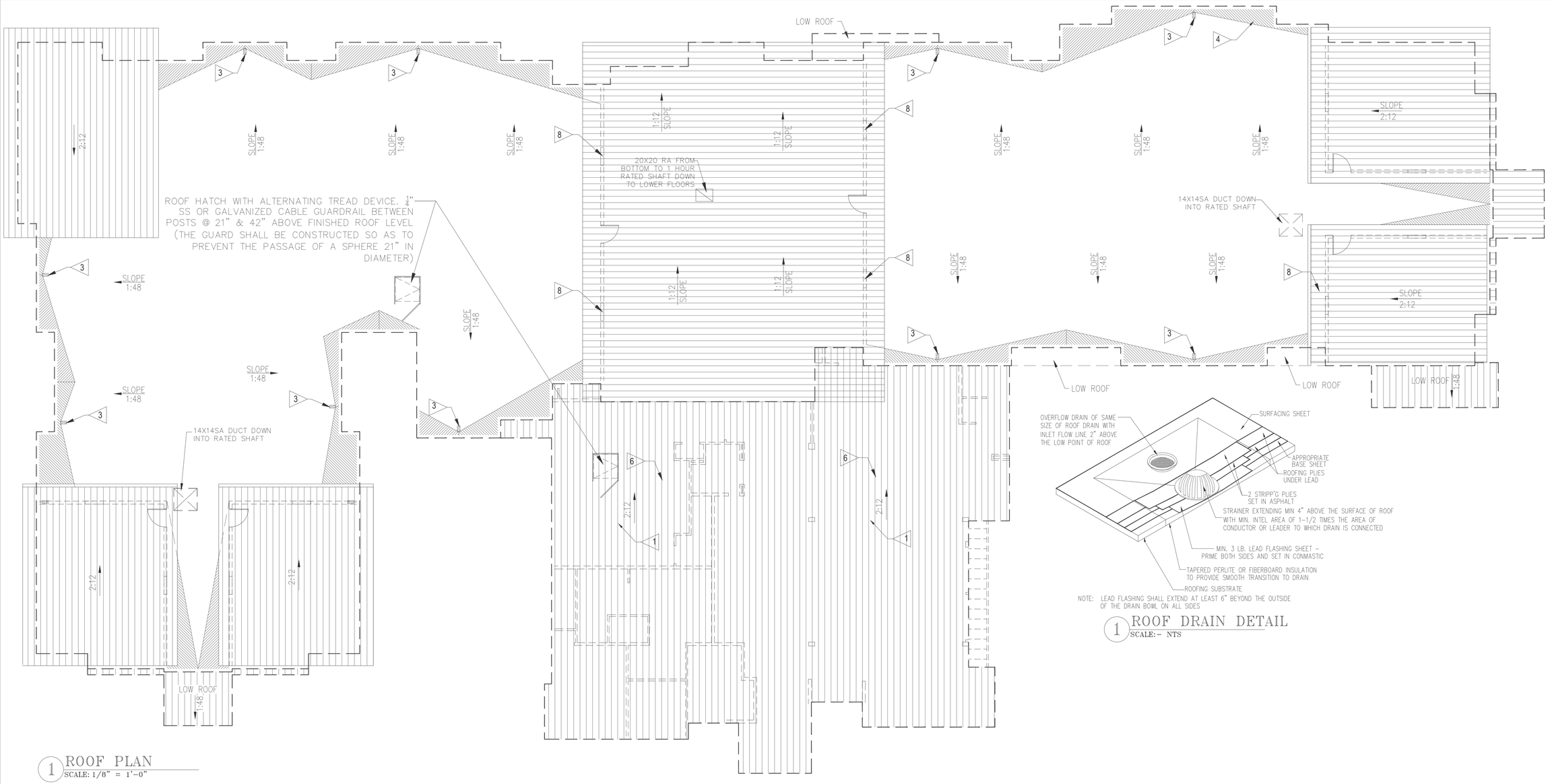
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PROJECT
FOURTH FLOOR PLAN (RESIDENCE-INN)
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6970 CAMINO ARROYO
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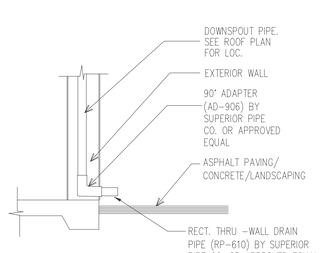
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15 OF 39



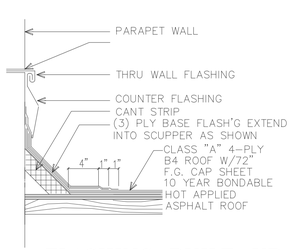
1 ROOF PLAN
SCALE: 1/8" = 1'-0"

NOTE: LEAD FLASHING SHALL EXTEND AT LEAST 6" BEYOND THE OUTSIDE OF THE DRAIN BOWL ON ALL SIDES

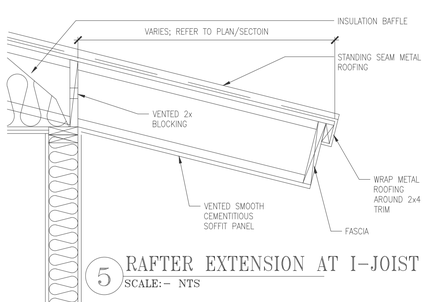
1 ROOF DRAIN DETAIL
SCALE:- NTS



3 DOWN SPOUT
SCALE: NTS.



4 FLASHING BUILT-UP
SCALE: NTS.



5 RAFTER EXTENSION AT I-JOIST
SCALE:- NTS

GENERAL NOTES

REQUIRED R-VALUE OF ROOFS SHALL BE R-30, 2'-0" OVERHANG AT EAVES, TYPICAL.
2. 24 GA. G.I. 'PAINT-LOCK' FLASHING AT ALL BREAKS IN ROOF PLANE. PAINT TO MATCH ROOF TILE.
3. 24 GA. G.I. 'PAINT-LOCK' FLASHING AND COUNTER FLASHING AT ALL ROOF TO WALL CONNECTIONS. PAINT TO MATCH WALL.
4. FIRE SPRINKLER SYSTEM IS REQUIRED THROUGHOUT THE ENTIRE HOTEL, INCLUDING THE ATTIC AREAS (NFPA 13)
5. DRAFT STOPPING SHALL BE INSTALLED ABOVE, AND IN LINE WITH, SLEEPING UNIT AND DWELLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF SHEATHING ABOVE. DRAFTS SHALL ONLY BE REQUIRED ABOVE ONE OF THE CORRIDOR WALLS AS PER SECTION 718.4.2.EXCP.1.

PARAPET NOTES

1. WHEN THE ROOF/CEILING FRAMING ELEMENTS ARE PARALLEL TO THE WALLS, SUCH FRAMING AND ELEMENTS SUPPORTING SUCH FRAMING SHALL NOT BE OF LESS THAN 1 HOUR-FIRE RESISTANCE-RATED CONSTRUCTION FOR A WIDTH OF 4' MEASURED FROM THE INTERIOR SIDE OF WALL.
2. WHERE ROOF-CEILING FRAMING ELEMENTS ARE NOT PARALLEL TO THE WALL, THE ENTIRE SPAN OF SUCH FRAMING AND ELEMENTS SUPPORTING SUCH FRAMING SHALL NOT BE PF LESS THAN 1-HOUR FIRE-RESISTANCE-RATED CONSTRUCTION.
3. OPENINGS IN THE ROOF SHALL NOT BE LOCATED WITHIN 5' OF THE 1 HOUR FIRE RESISTANCE-RATED EXTERIOR WALL MEASURED FROM THE INTERIOR SIDE OF WALL.

KEY NOTES

#	DESCRIPTION
1	LOWER LEVEL ROOF @ FIRST FLOOR. SLOPE TO DOWNSPOUT / OVERFLOW SCUPPER.
2	ELEVATOR OVER RUN ENCLOSURE. SLOPE TO ROOF DRAIN @ 1/2":1'-0".
3	3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
4	1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
5	PREFINISHED METAL COPING.
6	METAL STANDING SEAM ROOFING
7	SHINGLES OVER 15# FELT OVER SHEATHING
8	2'x3' LOUVER VENT. REFER DETAIL #1/A3.4.0

NOTE:

PROVIDE WATER/WEATHER PROOF WALL ACCESS TO CONCEALED SPACE AT VERTICAL WALL FOR EACH CONCEALED SPACE PER DETAIL #6/A1.6.0.

OPENINGS FOR VENTILATION ARE TO BE COVERED WITH CORROSION RESISTANT METAL MESH. MESH OPENINGS @ ¼".

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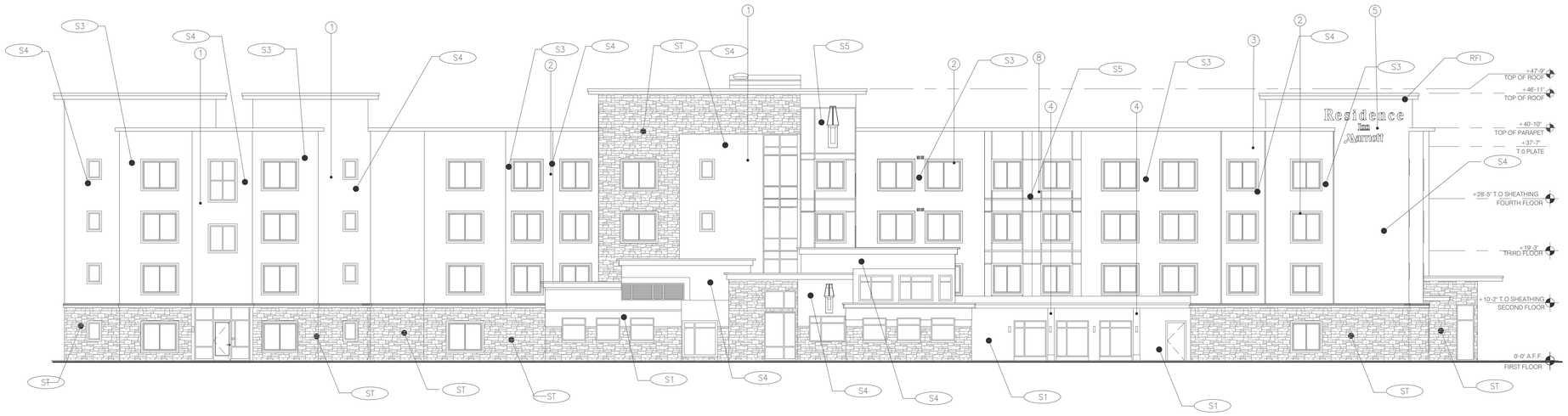
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6970 CAMINO ARROYO
GILROY, CA

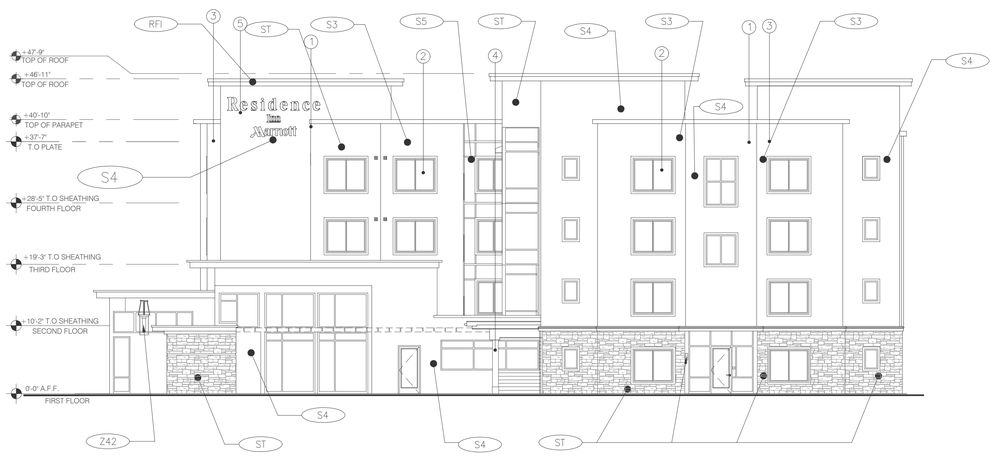
REGISTERED PROFESSIONAL ENGINEER
M. S. SHAHIN
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.4
SHEET 16 OF 39



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"

FINISH LEGEND

S1
S2
STUCCO COLOR
SHERWIN WILLIAMS "HAMMERED SILVER" SW2840

S3
STUCCO COLOR
SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054

S4
STUCCO COLOR
SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054

S5
STUCCO COLOR
MATCH BEHR PAINTS "ROCKY CREEK" PPF-37

S6
STUCCO COLOR
MATCH BEHR PAINTS "ROCKY CREEK" PPF-37

ST
STONE VENEER
"ELDRADO STONE"
PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"

RF1
Sheet Metal Roofing
ATAS, color: "Antique Patina" (SRI = 25)

NOTE:
STREET NUMBERS OF THE BUILDINGS SHALL BE EASILY VISIBLE FROM THE STREET AT ALL TIMES, DAY & NITE.

NOTES:

1. ROOF COLORS ARE BASED ON "BERRIDGE MFG." COLORS
2. PROVIDE BLOCKING AND POWER FOR EXTERIOR SIGNAGE

(#) KEY NOTES:

1	(3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THE EXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND
2	WINDOW VINYL (OWNER TO SELECT FINISH.)
3	25 GA. G.I. MTL. CAP FLASHING.
4	STUCCO COVERED COLUMN
5	ILLUMINATED BUILDING SIGN N.I.C.
6	"SHUNT TRIP" FOR SECONDARY POWER SUPPLY.
7	RED TRIANGLE TO BE PAINTED AROUND "SHUNT TRIP" ON ADJACENT WALL.
8	1" EXPANSION JOINT

REVISIONS:

REVISION ISSUE	DATED

ACE Design LLC
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Folsom, CA 95630
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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

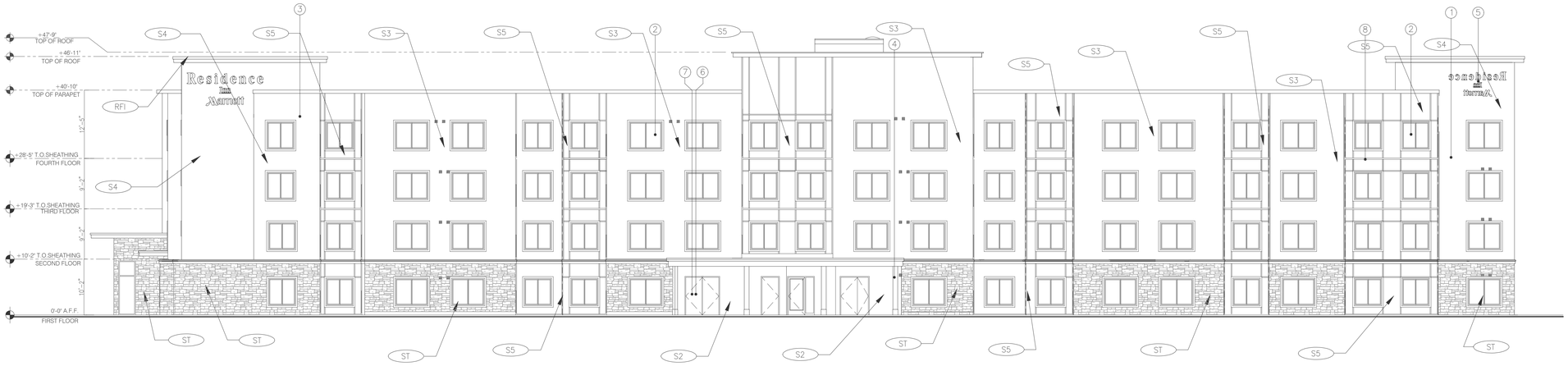
PROJECT
EXTERIOR ELEVATIONS (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HEIDI S. SHIU
No. 18924
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

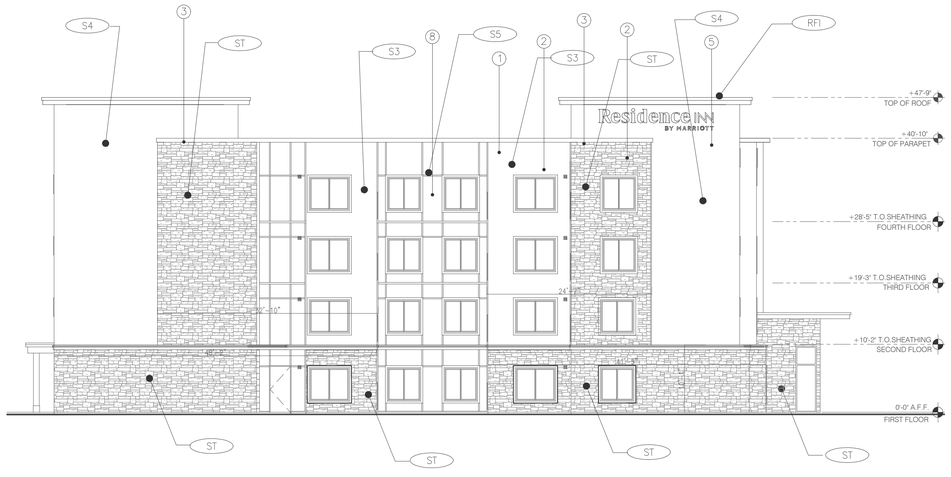
A2.1.5

SHEET
17 OF 39



REAR ELEVATION

SCALE: 3/32" = 1'-0"



LEFT ELEVATION

SCALE: 3/32" = 1'-0"

FINISH LEGEND

S1 S2		STUCCO COLOR SHERWIN WILLIAMS "HAMMERED SILVER" SW2840
S3		STUCCO COLOR SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054
S4		STUCCO COLOR SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054
S5		STUCCO COLOR MATCH BEHR PAINTS "ROCKY CREEK" PPF-37
S6		STUCCO COLOR MATCH BEHR PAINTS "ROCKY CREEK" PPF-37
ST		STONE VENEER "ELDRADO STONE" PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"
RF1		Sheet Metal Roofing ATAS, color: "Antique Patina" (SRI = 25)

NOTE:
STREET NUMBERS OF THE BUILDINGS SHALL BE EASILY VISIBLE FROM THE STREET AT ALL TIMES, DAY & NITE.

NOTES:

1. ROOF COLORS ARE BASED ON "BERRIDGE MFG." COLORS
2. PROVIDE BLOCKING AND POWER FOR EXTERIOR SIGNAGE.

#	KEY NOTES:
1	(3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THE EXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND
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8	1" EXPANSION JOINT

REVISIONS:

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PROJECT

EXTERIOR ELEVATIONS (RESIDENCE-INN)

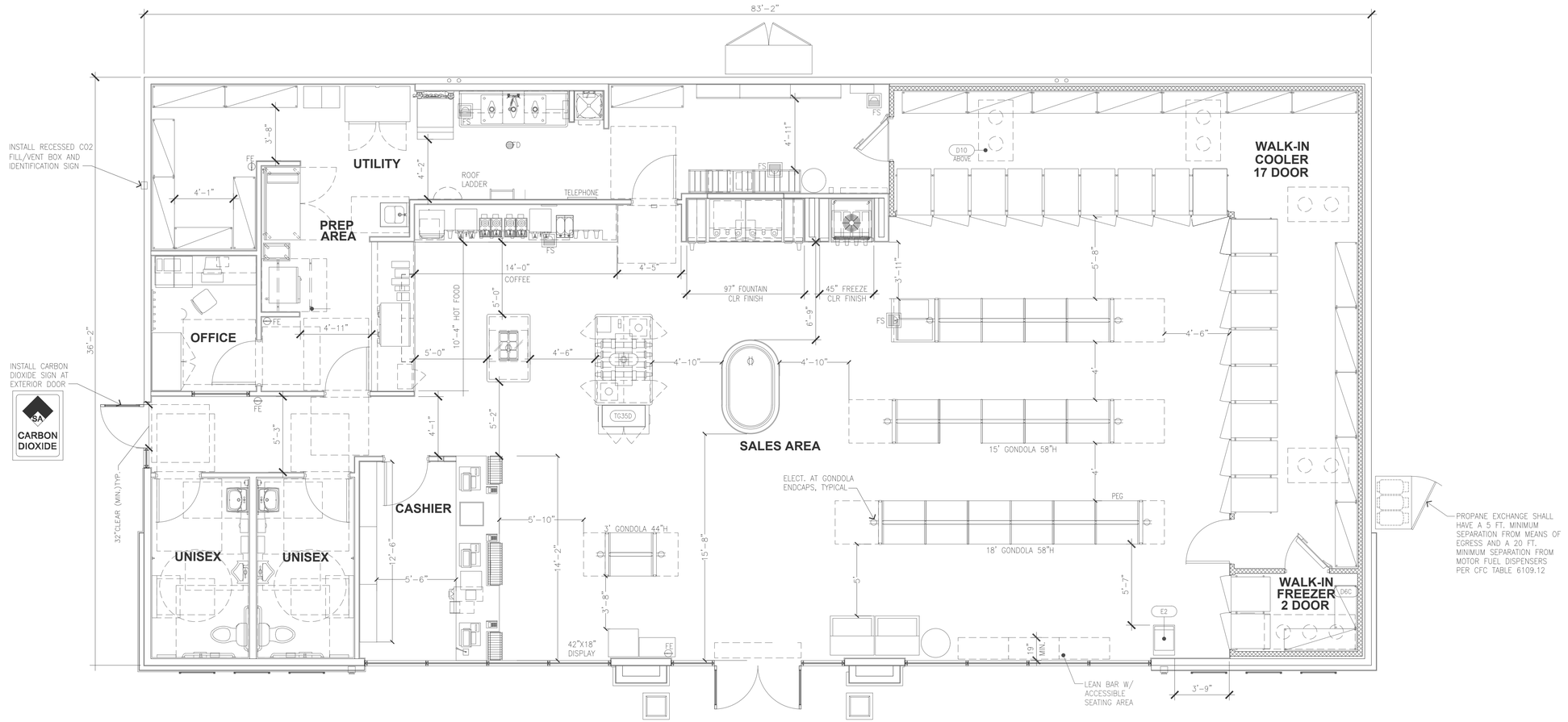
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MICHAEL GUSTAFSON
No. 58924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.6

SHEET
18 OF 39



01 – **EQUIPMENT FLOOR PLAN - SIDE EXIT OPTION**
SCALE: 1/4"=1'-0"

REVISIONS:

#	REVISION	ISSUE	DATED
A			

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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

FLOOR PLAN (C-STORE)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MICHAEL GIBSON
No. 69324
EXP 06/30/2023
CIVIL
STATE OF CALIFORNIA

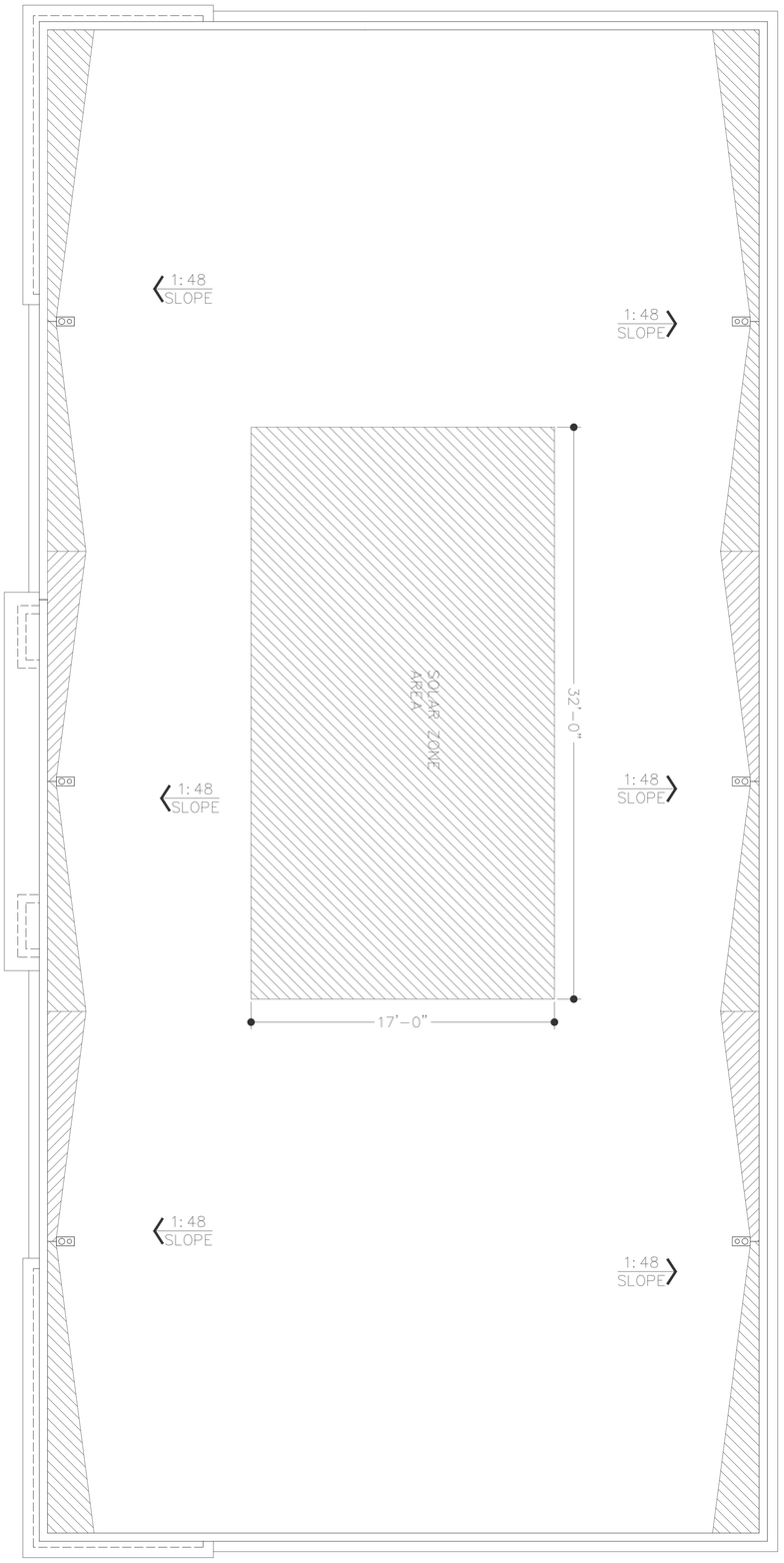
DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A3.1.0

SHEET
19 OF 39

ROOF PLAN (C-STORE)

SCALE : 1/4"=1'-0"



A3.1.1

SHEET 20 OF 39

DATE: 02/16/2022
JOB #: 19-A-03
DWG. BY: HS
CHK. BY: MG

PROJECT

ROOF PLAN (C-STORE)

GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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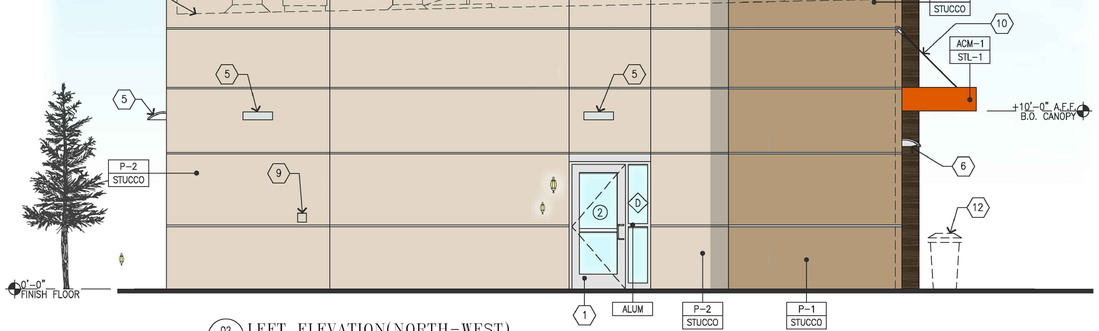
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REVISIONS:

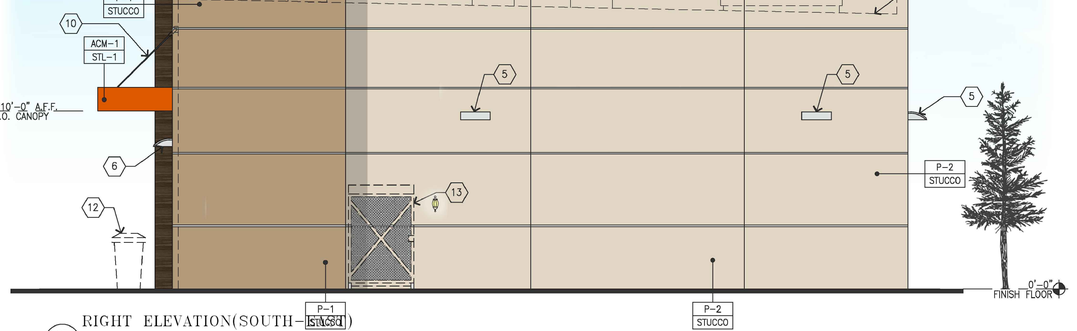
	REVISION ISSUE	DATED



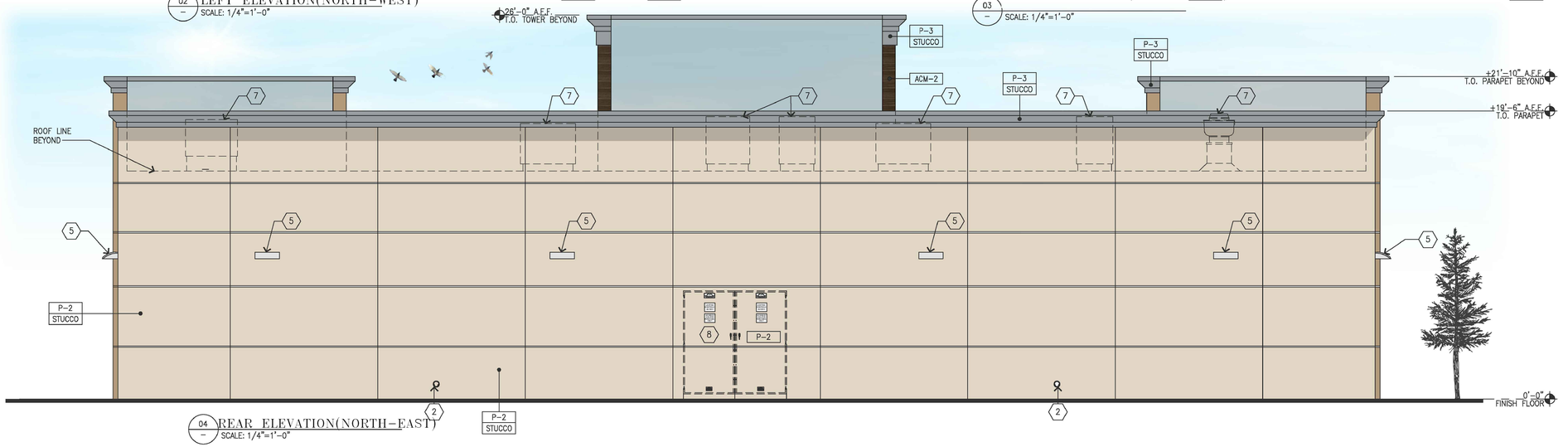
01 RIGHT ELEVATION(SOUTH-WEST)
SCALE: 1/4"=1'-0"



02 LEFT ELEVATION(NORTH-WEST)
SCALE: 1/4"=1'-0"



03 RIGHT ELEVATION(SOUTH-EAST)
SCALE: 1/4"=1'-0"



04 REAR ELEVATION(NORTH-EAST)
SCALE: 1/4"=1'-0"

GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

KEYED NOTES

1. ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET A5.1 FOR SPECIFICATION
2. OVERFLOW DRAIN
3. WALL POSTER
4. LARGE INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN
5. WALL MOUNTED LED FIXTURE
6. WALL MOUNTED SIGN LIGHTING
7. ROOFTOP EQUIPMENT BEYOND
8. MAIN SWITCHGEAR
9. CO2 FILL/VENT BOX, VERIFY LOCATION PRIOR TO INSTALLATION
10. AWNING ROD AND CLEVIS. REFER TO SHEET A1.4 AND STRUCTURAL PLANS FOR DETAILS
11. CANOPY DOWNSPOUT FINISH TO MATCH STOREFRONT, REFER TO CIVIL PLANS FOR CONTINUATION
12. TRADITIONAL CEMENT TRASH RECEPTACLE, REFER TO SHEET Q2.1 FOR SPECIFICATION
13. PORTABLE PROPANE TANK DISPLAY, REFER TO SHEET Q2.1 FOR SPECIFICATION
14. EMERGENCY SHUT OFF SWITCH, VERIFY LOCATION PRIOR TO INSTALLATION. REFER TO ELECTRICAL SHEETS FOR SPECIFICATIONS
15. AIR CURTAIN BEYOND, REFER TO SHEET A2.3 AND MECHANICAL PLANS

COLOR LEGEND

- P-1 BENJAMIN MOORE, 1077 "GREAT PLAINS GOLD", SATIN FINISH
- P-2 BENJAMIN MOORE, 1030 "BRANDY CREAM", SATIN FINISH
- P-3 BENJAMIN MOORE, 2121-30 "PEWTER", HIGH GLOSS FINISH

MATERIAL LEGEND

- ACM-1 ALUMINUM COMPOSITE MATERIAL, PANTONE PMS 166c, "ORANGE"
- ACM-2 ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT"
- STUCCO ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH
- ALUM CLEAR ANODIZED ALUMINUM
- STL-1 STEEL AWNING

REVISIONS:

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EXTERIOR ELEVATION (C-STORE)

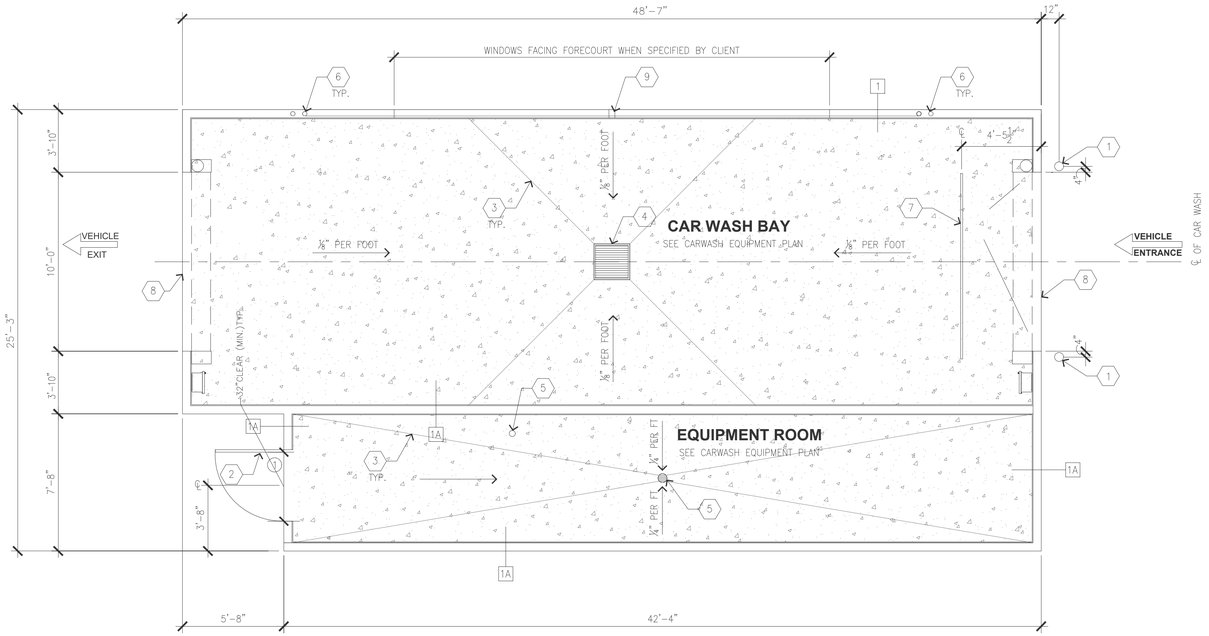
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
M. GRIGSBY
No. 69524
CIVIL
EXP. 06/30/2023
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB: 19-43
DWG. BY: HS
CHK. BY: MG

A3.1.2

SHEET 21 OF 39



01 — **CONSTRUCTION FLOOR PLAN**
SCALE: 1/4"=1'-0"

DOOR SCHEDULE

TYPE	SIZE	QTY	MFR/MODEL	MATERIAL	FRAME	RATING	HARDWARE	REMARKS
(1)	4'-0"x7'-0"x1-3/4"	1		18 GA. INSULATED METAL	16 GA. INSULATED METAL	N/A	1	DOOR AND FRAME FACTORY PRIMED

DOOR NOTES / HARDWARE

(1) EQUIPMENT EXTERIOR DOOR:

- 1-1/2 PAIR FULL MORTISED STAINLESS STEEL BUTT HINGES (4-1/2"x4-1/2" NRP)
- HEAVY DUTY OVERHEAD CLOSER, LCN 4040
- KICK DOWN DOOR HOLDER, HAGER 270C S1
- 12"x40" EXTERIOR STAINLESS STEEL KICK PLATE
- 30"x40" INTERIOR STAINLESS STEEL KICK PLATE
- LEVER HANDLE WITH KEY OUTSIDE AND PUSH BUTTON INSIDE LOCKSET (ANSI F82/SCHLAGE D50BD LESS CORE, RHODES LEVER 625, BEST CORE W/ 625 FINISH

WALL LEGEND

WOOD FRAMED WALL

1 — 2x6 STUDS @ 16"o.c.

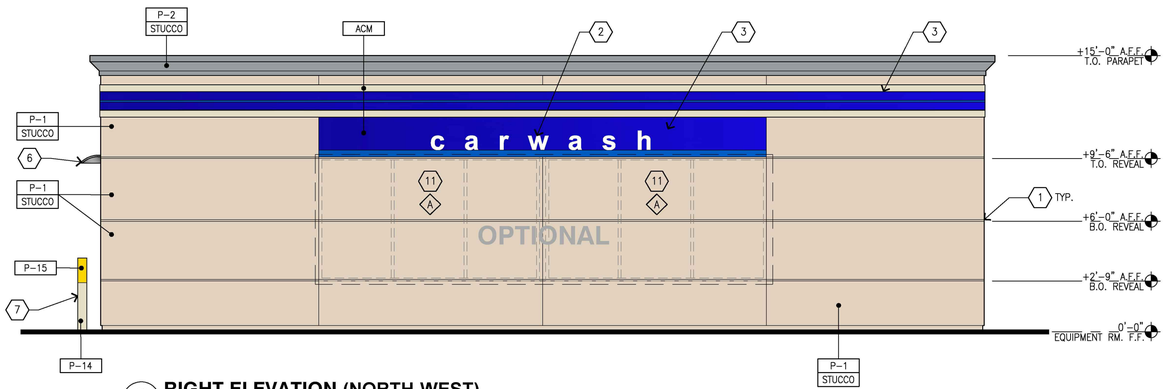
1A — 2x6 STUDS @ 16"o.c. W/ R-21 BATT INSULATION

GENERAL NOTES

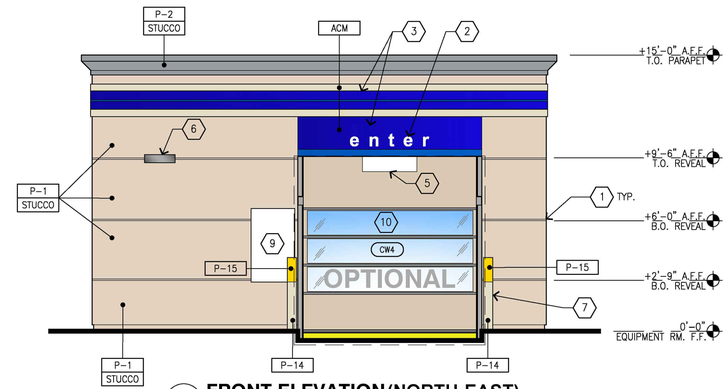
A. ALL DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.
B. ALL DENOTED DIMENSIONS ARE TO BE USED. PLANS SHALL NOT BE SCALED.
C. EXTERIOR WALL ARE 2x6, SEE STRUCTURAL PLANS FOR FRAMING REQUIREMENTS.
D. FLAME SPREAD CLASSIFICATIONS FOR INTERIOR WALLS SHALL COMPLY WITH LOCAL CODES.
E. FIRE EXTINGUISHERS (2A:10B:C) SHALL BE INSTALLED AT CAR WASH BAY AND MECHANICAL ROOM. CONFIRM FINAL DETAILS WITH LOCAL FIRE INSPECTOR.

KEYED NOTES

1. 6"ø x 48" HIGH BOLLARD FILLED WITH CONCRETE, REFER TO DETAIL 05/CWA4.2
2. EQUIPMENT ROOM DOOR, REFER TO DOOR SCHEDULE
3. DEPRESSED SLAB, REFER TO STRUCTURAL SLAB PLAN
4. CATCH BASIN, REFER TO PLUMBING PLANS
5. FLOOR DRAIN, REFER TO PLUMBING PLANS
6. ROOF DRAINS, REFER TO PLUMBING PLANS
7. TRENCH BY GC FOR UNDER CAR MANIFOLD, REFER TO EQUIPMENT & STRUCTURAL PLANS
8. CAR WASH BAY DOOR, REFER TO EQUIPMENT SCHEDULE ON CWQ1.1
9. STEEL COLUMN, WHEN WASH BAY WINDOWS SPECIFIED



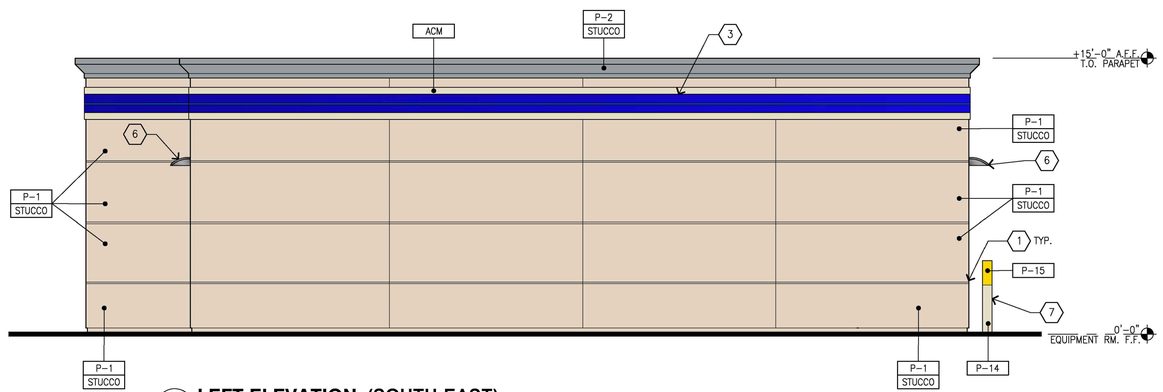
01 — **RIGHT ELEVATION (NORTH-WEST)**
SCALE: 1/4"=1'-0"



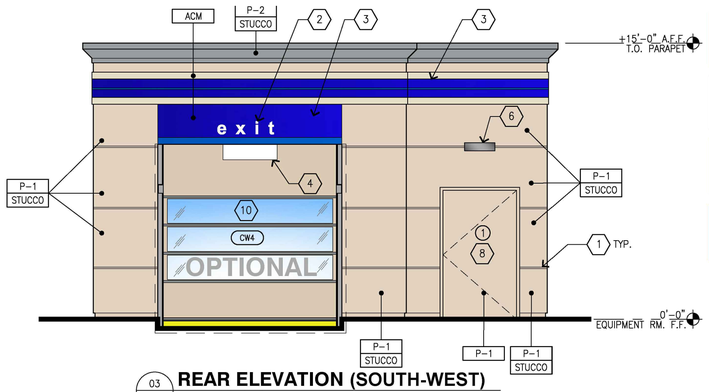
02 — **FRONT ELEVATION (NORTH-EAST)**
SCALE: 1/4"=1'-0"

KEYED NOTES

1. 1" REVEAL
2. VINYL LETTERS APPLIED TO ACM
3. VINYL DECAL APPLIED TO ACM
4. "NO ENTRY" SIGN
5. OVERHEAD CLEARANCE BAR
6. WALL MOUNTED LED FIXTURE
7. CONCRETE FILLED BOLLARD, REFER TO DETAIL 5/CWA4.2
8. METAL DOOR & FRAME
9. INSTRUCTIONAL SIGN PANEL
10. VINYL ROLL UP DOOR, COLOR: BEIGE, REFER TO SHEET CWQ1.1
11. WASH BAY WINDOWS



04 — **LEFT ELEVATION (SOUTH-EAST)**
SCALE: 1/4"=1'-0"



03 — **REAR ELEVATION (SOUTH-WEST)**
SCALE: 1/4"=1'-0"

COLOR LEGEND

P-1 — BENJAMIN MOORE, 1030, "BRANDY CREAM", SATIN FINISH

P-2 — BENJAMIN MOORE, 2121-30, "PEWTER", HIGH GLOSS

P-14 — BP PEARL – BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"

P-15 — BP YELLOW – BENJAMIN MOORE, 2022-10, "YELLOW"

MATERIAL LEGEND

STUCCO — ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH

ACM — ALUMINUM COMPOSITE MATERIAL

REVISIONS:

#	REVISION ISSUE	DATED
1		
2		
3		
4		
5		
6		
7		

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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

FLOOR PLAN & EXTR. ELEVATIONS (CAR WASH)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — HARRY SIDHU — 18924 — CIVIL — EXP 06/30/2023 — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A3.2.0

SHEET
22 OF 39

EQUIPMENT SCHEDULE

NO.	ITEM / DESCRIPTION	REMARKS
CW1	ENTRANCE ARCH WITH CLEARANCE BAR	REFER TO SITE PLAN FOR LOCATION
CW2	UNITEC PORTAL TI ACTIVATION	
CW3	3 MESSAGE LIGHTED ENTRANCE SIGN	J-BOX FURNISHED AND INSTALLED BY G.C.
CW4	OPTIONAL (NOT REQUIRED FOR VINYL ROLL UP DOOR LOCATIONS)	ELECTRIC OPERATOR, COLOR: BEIGE IF REQUIRED
CW5	UNDERCAR ENTRANCE ACTIVATION FLOOR MOUNT PHOTOEYE	J-BOX FURNISHED AND INSTALLED BY G.C.
CW6	HIGH PRESSURE TRENCH MOUNTED UNDERCAR MANIFOLD	TRENCH MEASURES 1-1/2" WIDE x 2" DEEP x 10'-2" LENGTH BY G.C.
CW7	UNDERCAR ENTRANCE ACTIVATION BOX WITH FLOOR MOUNT PHOTOEYE	
CW8	SOFTGLOSS FLOOR TRACKS	
CW9	SOFTGLOSS FLOOR MOUNT BOOM STAND	
CW10	SOFTGLOSS CABLE MOUNT BRACKET	
CW11	REMOTE BAY BUZZER KIT	
CW12	LOW PROFILE GUIDE RAILS (2 PLCS)	
CW13	SOFTGLOSS WASH MACHINE	
CW14	WALL MOUNTED 8 SEGMENT LIGHTED SIGN	J-BOX FURNISHED AND INSTALLED BY G.C.
CW15	SLIMLINE DRYER PNEUMATIC CONTROL BOX	
CW16	SLIMLINE DRYER ELECTRICAL CONTROL BOX	
CW17	SLIMLINE DRYER (3 FAN)	
CW18	COMMUNICATION INTERFACE BOX (WITH TOUCH SCREEN AND E-STOP)	
CW19	OPTIONAL	

NO.	ITEM / DESCRIPTION	REMARKS
CW20	AUTO DOOR PHOTOEYE W/ BRACKET	
CW21	OPTIONAL AUTO DOOR PHOTOEYE W/ BRACKET	J-BOX FURNISHED AND INSTALLED BY G.C.
CW22	DUAL THERMOSTAT ASSY	LOCATE THE THERMOSTAT BULBS ON THE OUTSIDE OF THE NORTH WALL OUT OF DIRECT SUNLIGHT. THIS WILL THEN LOCATE THE POSITION OF THE POSITION OF THE THERMOSTAT ASSY APPROXIMATELY 4 FT AWAY. TAKE CARE NOT TO CRIMP CAPILLARY TUBES LEADING TO THE THERMOSTAT BULBS.
CW23	SLIMLINE DRYER COUNT DOWN TIMER SIGN	
CW24	FRESH WATER BACKUP VALVE ASSY	J-BOX FURNISHED AND INSTALLED BY G.C.
CW25	EV ULTRACLEAR RECLAIM SYSTEM 40 GPM W/ OZONE	
CW26	OFFBOARD CHEMICAL INJECTION PUMP/ WITH CHEMICAL CONTAINERS	
CW27	ONBOARD HP PUMP W/ CONTROL BOX	
CW28	HP DIVERTER VALVES	
CW29	WASH BAY TERMINAL BOX	
CW30	OFFBOARD RINSE VALVE/R.O.	J-BOX FURNISHED AND INSTALLED BY G.C.
CW31	OPTIONAL BOOSTER PUMP	IF REQUIRED
CW32	165 GALLON R.O. STORAGE TANK	
CW33	CARBON FILTER	
CW34	RAINMAKER III R.O. SYSTEM	
CW35	AIR COMPRESSOR, 5 HP, 3 PH	
CW36	UNITEC P.O.S. INTERFACE	ACTUAL LOCATION OF ITEM WILL BE NEAR POINT OF SALE IN C-STORE.
CW37	UNDERGROUND RECLAIM TANKS	REFER TO SITE PLAN FOR LOCATION

1. CONTRACTOR SHALL RESPONSIBLE TO HARD PIPE PLUMBING AND ELECTRICAL TO ALL CAR WASH EQUIPMENT. VERIFY SCOPE OF WORK WITH RYKO PRIOR TO CONSTRUCTION.

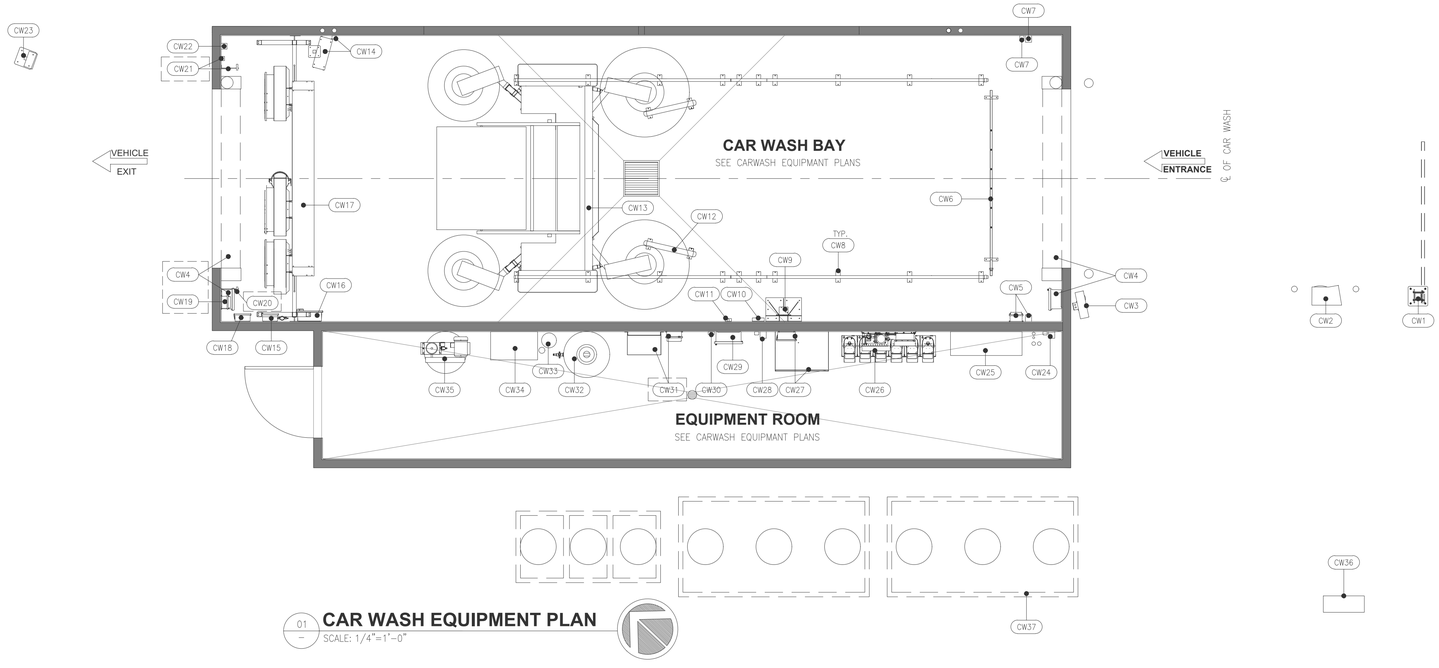
2. VINYL ROLL UP DOORS NOT REQUIRED IN CALIFORNIA, UNLESS REQUIRED BY THE AUTHORITY HAVING JURISDICTION OR, IF NEEDED FOR SECURITY PURPOSES.

3. BOOSTER PUMP IS ONLY REQUIRED WHEN THE WATER PRESSURE TO THE SITE IS LESS THAN 40 PSI. CONFIRM WATER PRESSURE WITH WATER DISTRICT PRIOR TO REQUESTING PLANS FROM RYKO. REFER TO THE WATER REQUIREMENTS NOTED ON THIS SHEET AND PLUMBING SHEET CWP2.0

WATER REQUIREMENTS

MINIMUM 1" SERVICE AT 40 PSI WITH 35 GPM FLOW RATE.

MAXIMUM 1" SERVICE AT 150 PSI WITH 40 GPM FLOW RATE.



01 — CAR WASH EQUIPMENT PLAN
SCALE: 1/4"=1'-0"

REVISIONS:

NO.	REVISION ISSUE	DATED
A		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT

EQUIPMENT PLAN (CAR WASH)

GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

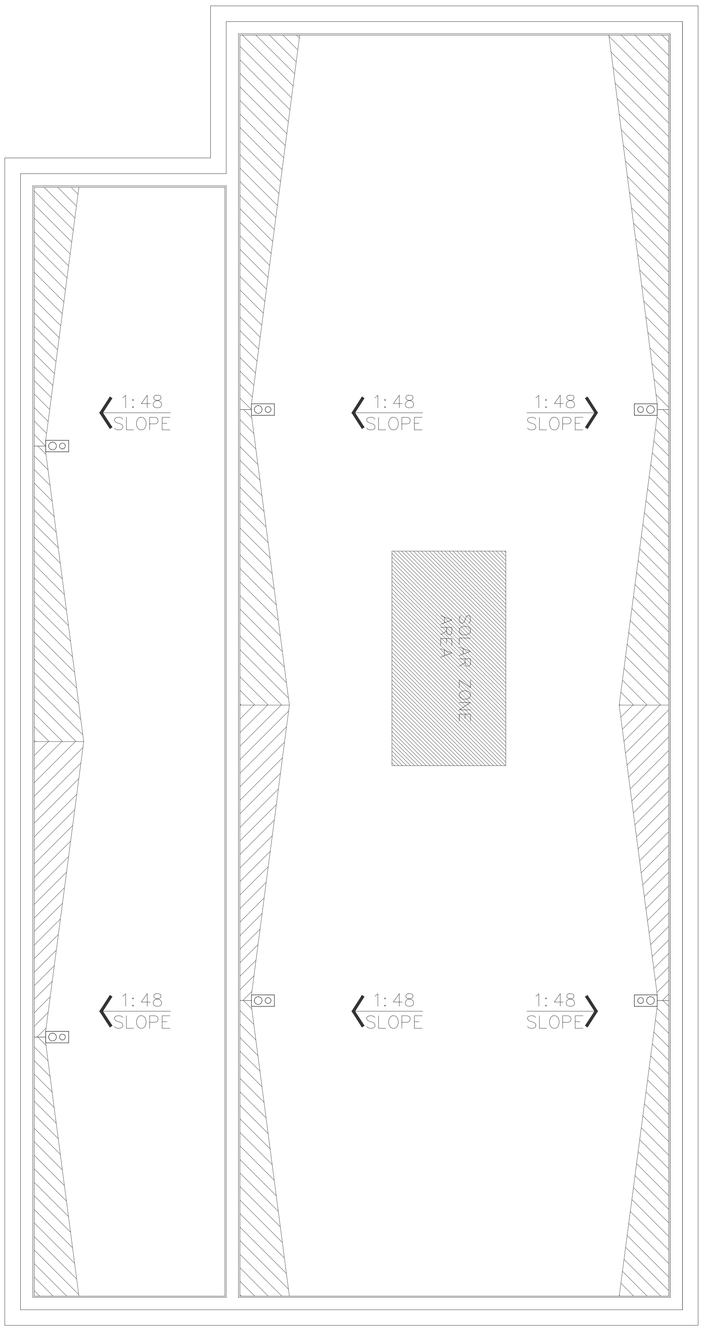
REGISTERED PROFESSIONAL ENGINEER — MARK GREGORY — No. 69934 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A3.2.1

SHEET
23 OF 39

ROOF PLAN (CAR WASH)
SCALE : 1/4"=1'-0"



DATE: 19.43
JOB#:
DWG. BY: HS
CHK. BY: MG

PROJECT

ROOF PLAN (CAR WASH)

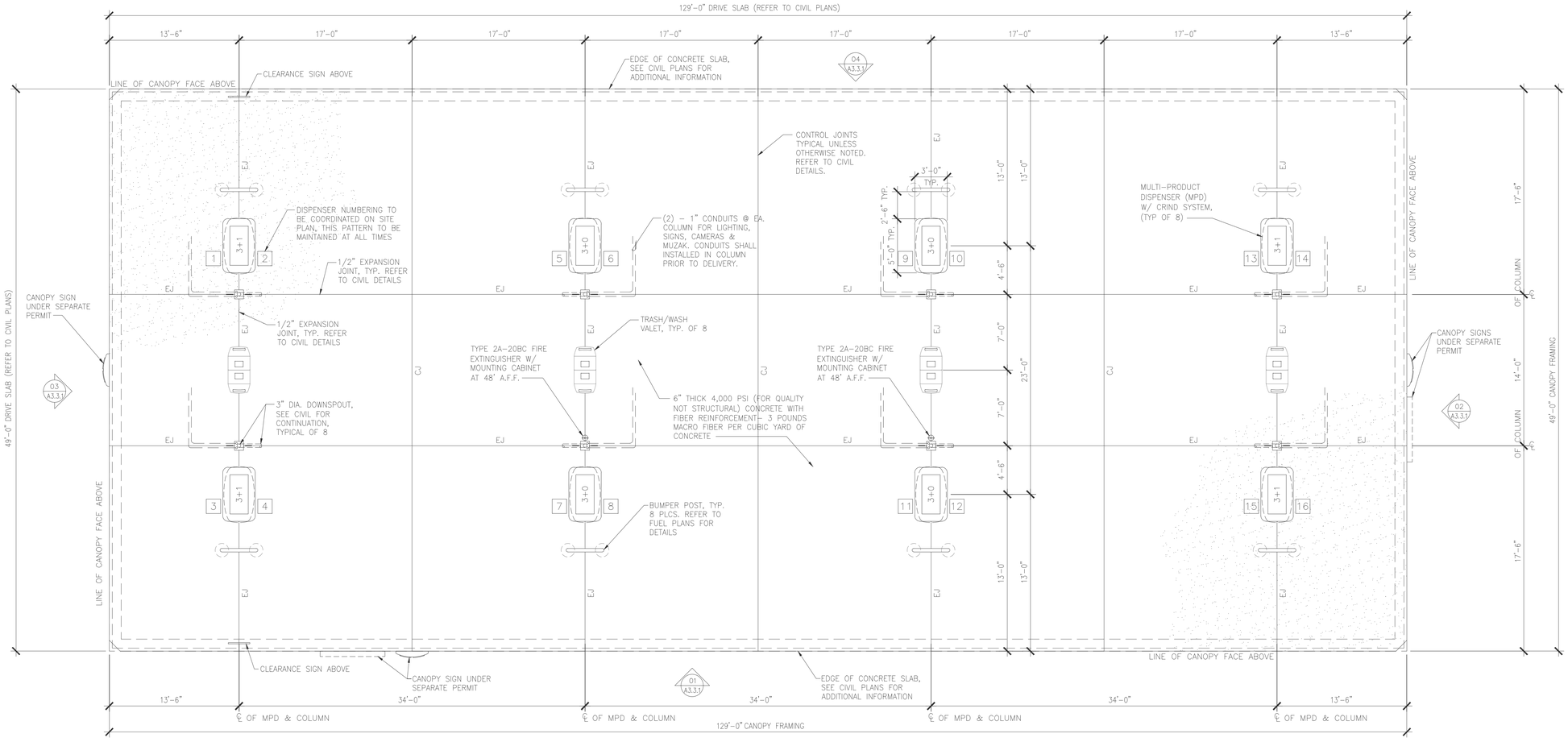
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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REVISIONS:

	REVISION ISSUE	DATED

BUILDING SIDE



01 – **CANOPY SLAB PLAN**
SCALE: 3/16"=1'-0"

NOTES:

1. DOWNSPOUTS ARE DESIGNED TO BE TIGHTLINED TO THE SITES UNDERGROUND STORM DRAINAGE SYSTEM.
2. REINFORCED CONCRETE DRIVE SLAB SHALL BE OVER 6" CRUSHED ROCK OR AS SPECIFIED IN SOILS REPORT. FINISH SHALL BE A MEDIUM BROOM PERPENDICULAR TO ISLAND LAYOUT w/ EXPANSION AND CONTROL JOINTS AS SHOWN.
3. CANOPY FABRICATOR SHALL PROVIDE DOWNSPOUTS AND CONDUITS FOR LIGHTING, SIGN, MUSIC SYSTEM, CCTV AND SOLAR IN COLUMNS WHERE SPECIFIED. COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION OF CONDUITS, AND HAND HOLES PRIOR TO FABRICATION. SEE ELECTRICAL DRAWINGS.
4. ISLAND FUEL SHALL BE PAINTED GRAY.
5. SEE SHEET CA-3 AND ELECTRICAL DRAWINGS FOR ADDITIONAL NOTES AND IN COLUMN ELECTRICAL CONDUIT AND LIGHTING INFORMATION.
6. GRADE BREAKS AT CONCRETE DRIVE SLAB SHALL OCCUR WITHIN DRIPLINE OF CANOPY. SEE GRADING PLAN FOR SLAB DRAINAGE ISOLATION AND OIL/WATER SEPARATOR.
7. TRASH/WASH VALET ORDERS- BIG RED ROOSTER FLOW: 847-866-0761.

REVISIONS:

#	REVISION ISSUE	DATED
A		

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FLOOR PLAN (CANOPY)

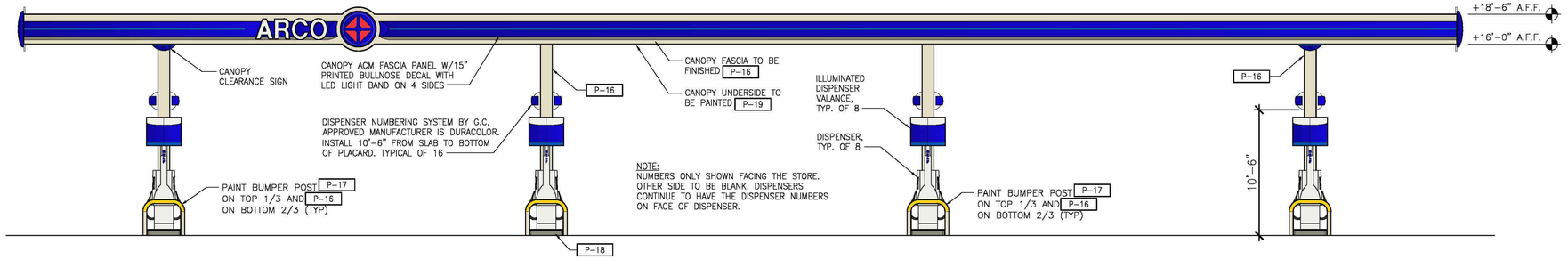
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MICHAEL S. GIANG
No. 69324
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

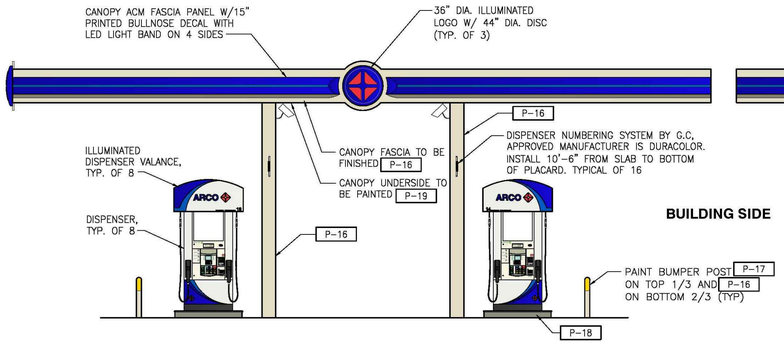
DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A3.3.0

SHEET
25 OF 39

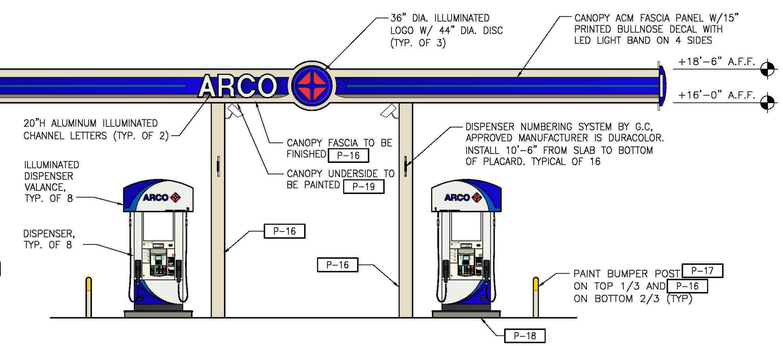


01 — **FRONT ELEVATION**
SCALE: 3/16"=1'-0"



02 — **RIGHT SIDE ELEVATION**
SCALE: 3/16"=1'-0"

BUILDING SIDE



03 — **LEFT SIDE ELEVATION**
SCALE: 3/16"=1'-0"

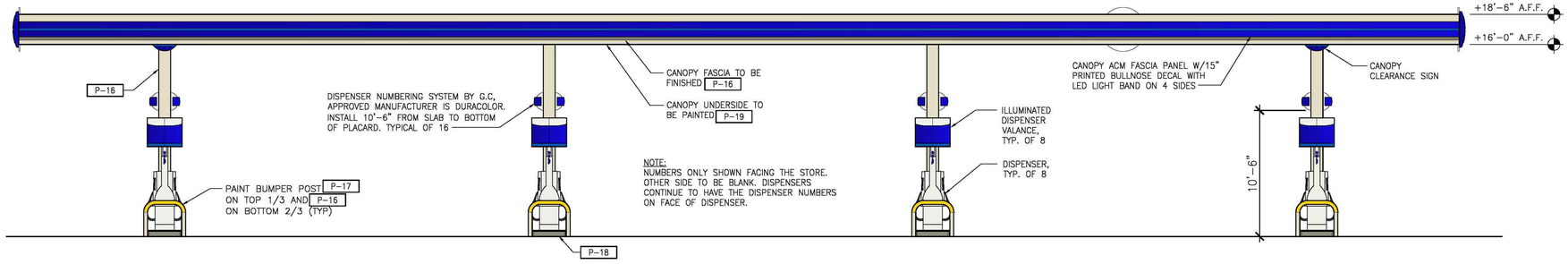
EXTERIOR PAINTS

P-16 BP PEARL
- -BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"
- -SHERWIN WILLIAMS, SW6119, "ANTIQUE WHITE"
- -ICI PAINTS, #A00B3- 38YY 72/117, "INDIAN LEGEND"

P-17 BP YELLOW
- -BENJAMIN MOORE, 2022-10, "YELLOW"
- -SHERWIN WILLIAMS, SW6903, "CHEERFUL"
- -ICI PAINTS, #A0775- 37YY 61/867, "OMEGA YELLOW"

P-18 BP WARM GRAY
- -BENJAMIN MOORE, 2137-40, "DESERT TWILIGHT"
- -SHERWIN WILLIAMS, SW7053, "ADAPTIVE SHADE"
- -ICI PAINTS, #A1860- 40YY 25/074, "GRAY MOUNTAIN"

P-19 HIGH HIDING WHITE
- -BENJAMIN MOORE, OC-67, "ICE MIST"
- -SHERWIN WILLIAMS, SW7006, "EXTRA WHITE"
- -ICI PAINTS, #A0128- 50GY 83/010, "WHITE WING"



04 — **REAR ELEVATION**
SCALE: 3/16"=1'-0"
FACING BUILDING

REVISIONS:

#	REVISION	ISSUE DATED
1		
2		
3		
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5		
6		
7		
8		

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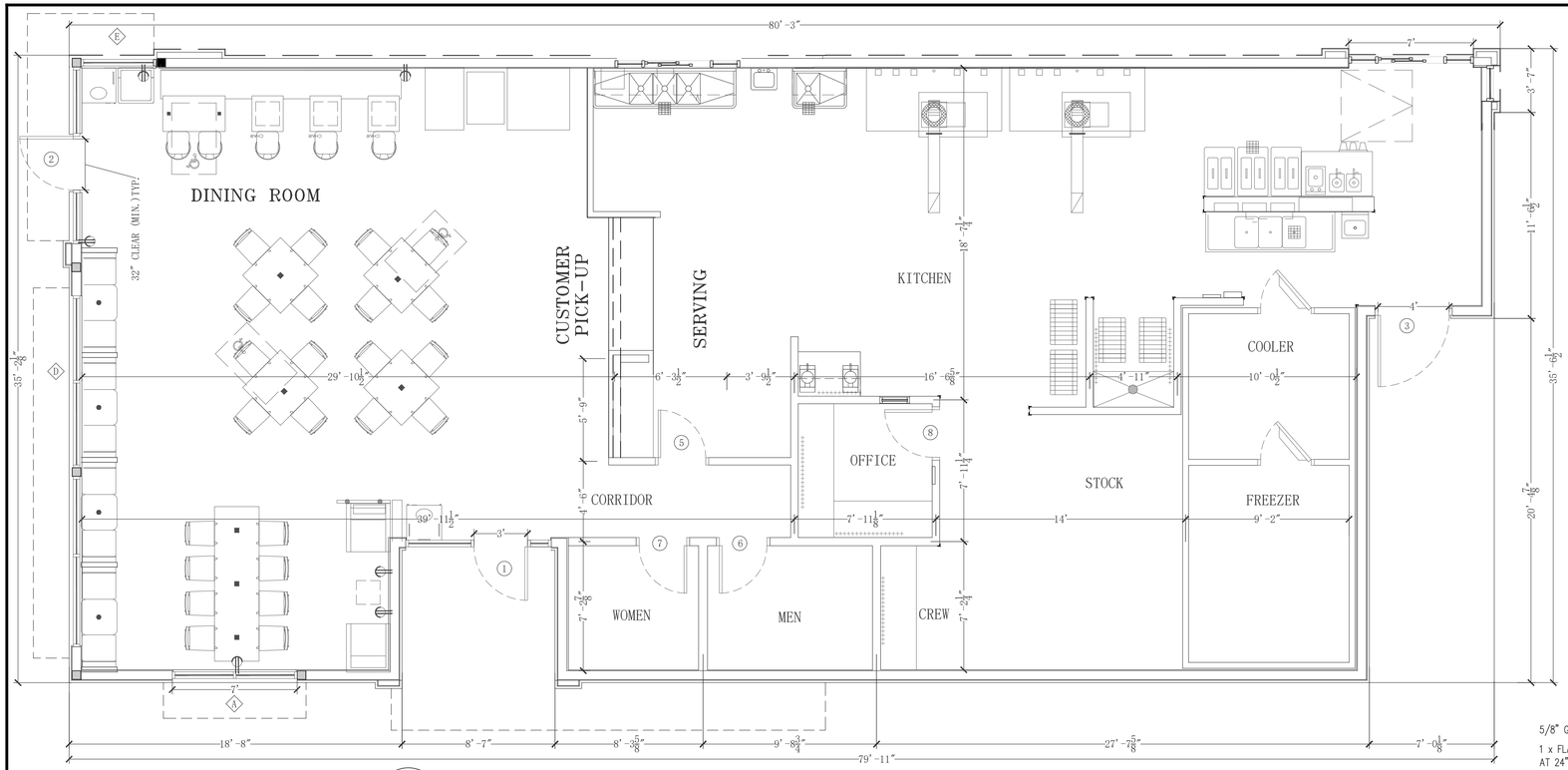
EXTERIOR ELEVATIONS (CANOPY)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

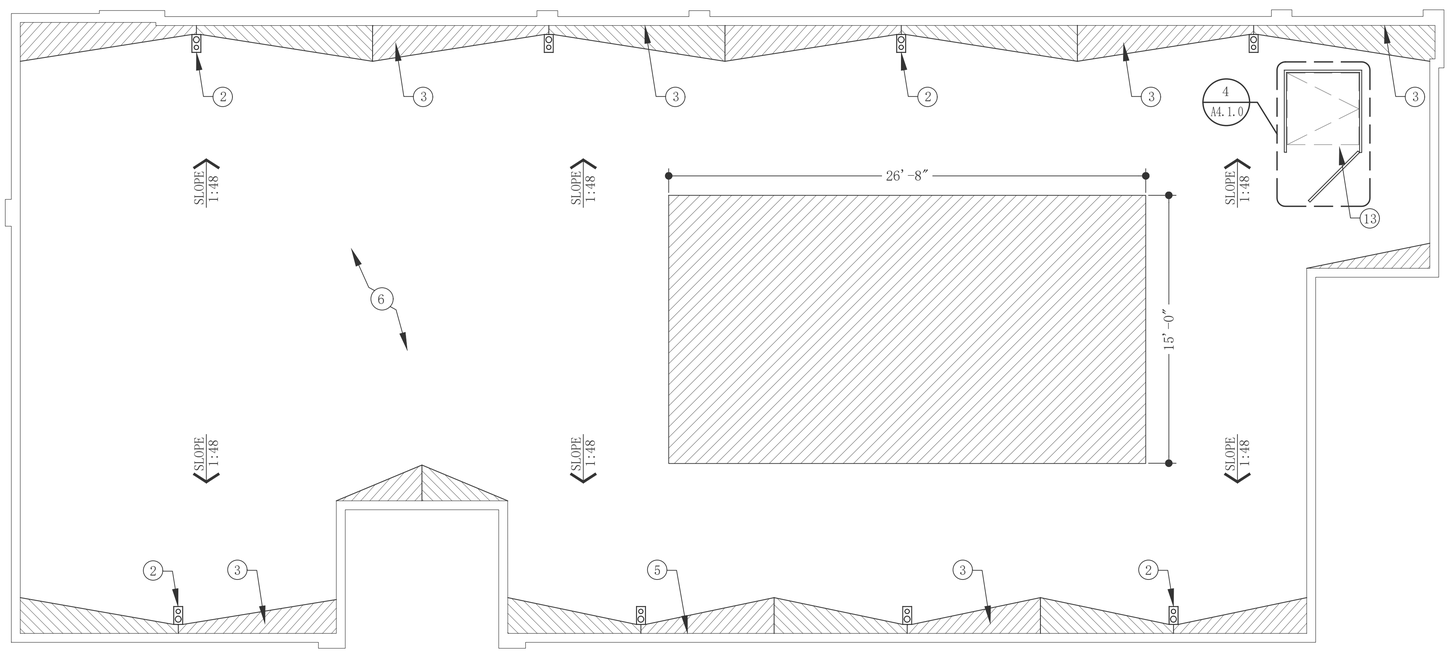
REGISTERED PROFESSIONAL ENGINEER
MICHAEL S. GIBSON
58924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A3.3.1
SHEET
26 OF 39

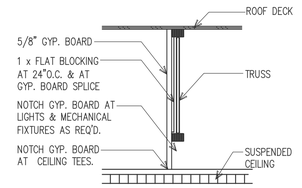


1 FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"



2 ROOF PLAN
SCALE: 1/4"=1'-0"

#	KEY NOTES
1.	REFER TO ROOF DETAILS ON AD-1 SHEET FOR EQUIPMENT PLATFORM REQUIREMENTS (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
2.	3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
3.	1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
4.	DASHED LINE INDICATES BUILDING LINE BELOW
5.	AT JUNCTION OF ROOF AND VERTICAL SURFACE, FLASHING AND COUNTER FLASHING SHALL BE PROVIDED PER ROOFING MANUFACTURER'S INSTRUCTIONS. ALL METAL SHALL BE NOT LESS THAN #26 GAUGE CORROSION-RESISTANT METAL.
6.	ROOFING 4GNC BY JOHN MANSVILLE OR APPROVED EQUAL
7.	DRAFT STOPPING SHALL BE INSTALLED IN ATTICS AND CONCEALED ROOF SPACES, SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 3,000 S.F.
8.	CONCRETE TILE (OWNER TO SELECT) OVER 1/2" PLYWOOD OVER PRE-MANUFACTURED ROOF TRUSSES @ 24"O.C. VERIFY ATTACHMENT WITH TRUSS MANUFACTURER. PROVIDE CONTINUOS STUCCO SCREEN. (#ESR-1647)
9.	LV24RD ROUND LOUVER VENT.
10.	3"x22" EAVE VENT
11.	SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER. VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
12.	CLOAKED VENT TILE-INSTALL PER MANUFACTURER'S SPECIFICATIONS.
13.	ROOF HATCH WITH ALTERNATING TREAD DEVICE. 1/4" SS OR GALVANIZED CABLE GUARDRAIL BETWEEN POSTS @ 21" & 42" ABOVE FINISHED ROOF LEVEL (THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21" IN DIAMETER)

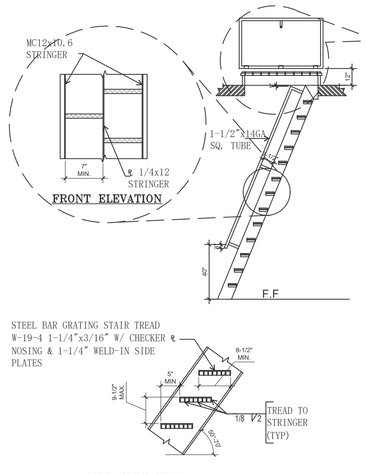


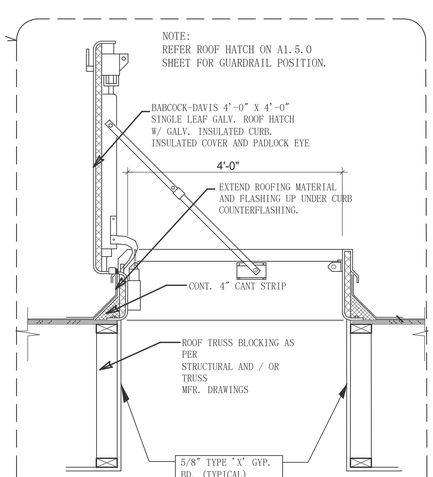
3 DRAFT STOP DETAIL
SCALE: N.T.S.

NOTE:-
1. DRAFT STOPPING MATERIALS SHALL NOT BE LESS THAN 0.5-INCH GYPSUM BOARD, 0.375-INCH WOOD STRUCTURAL PANEL, 0.375-INCH PARTICLEBOARD OR OTHER APPROVED MATERIALS.

NOTES FOR CONTRACTOR:

1. CBC 1015.6/7 - GUARDS SHALL BE PROVIDED WHERE APPLIANCES, EQUIPMENT, FANS, ROOF HATCH OPENINGS OR OTHER ITEMS THAT REQUIRE SERVICE ARE LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR, ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER. THE GUARD SHALL EXTEND NOT LESS THAN 30 INCHES BEYOND EACH END OF SUCH APPLIANCE, EQUIPMENT, FAN, ROOF HATCH OR COMPONENT.
2. AUTOMATIC SHUTOFFS - AIR-MOVING SYSTEMS SUPPLYING IN EXCESS OF 2000 CUBIC FEET PER MINUTE TO ENCLOSED SPACES WITHIN BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC SHUTOFF. SHUTOFFS SHALL STOP THE AIR-MOVING EQUIPMENT WHEN SMOKE IS DETECTED IN ROOMS SERVED BY THE SYSTEM. EXCEPTIONS: (1) ROOMS HAVE A DIRECT EXIT TO THE EXTERIOR OF THE BUILDING, OR (2) SYSTEMS ARE DESIGNED FOR SMOKE CONTROL. CMC § 608.1
3. CMC 604.1.2 - INSULATION APPLIED TO THE EXTERIOR SURFACE OF DUCTS SHALL HAVE A FLAME-SPREAD RATING OF NOT MORE THAN 25 AND A SMOKE-DENSITY RATING OF NOT MORE THAN 50 WHEN TESTED AS A COMPOSITE ASSEMBLY INCLUDING INSULATION, FACING MATERIALS, TAPES AND ADHESIVES AS NORMALLY APPLIED.





4 ROOF HATCH W/ALTERNATING TREAD DEVISE
SCALE: N.T.S.

REVISIONS:
	REVISION ISSUE	DATED
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3		
4		

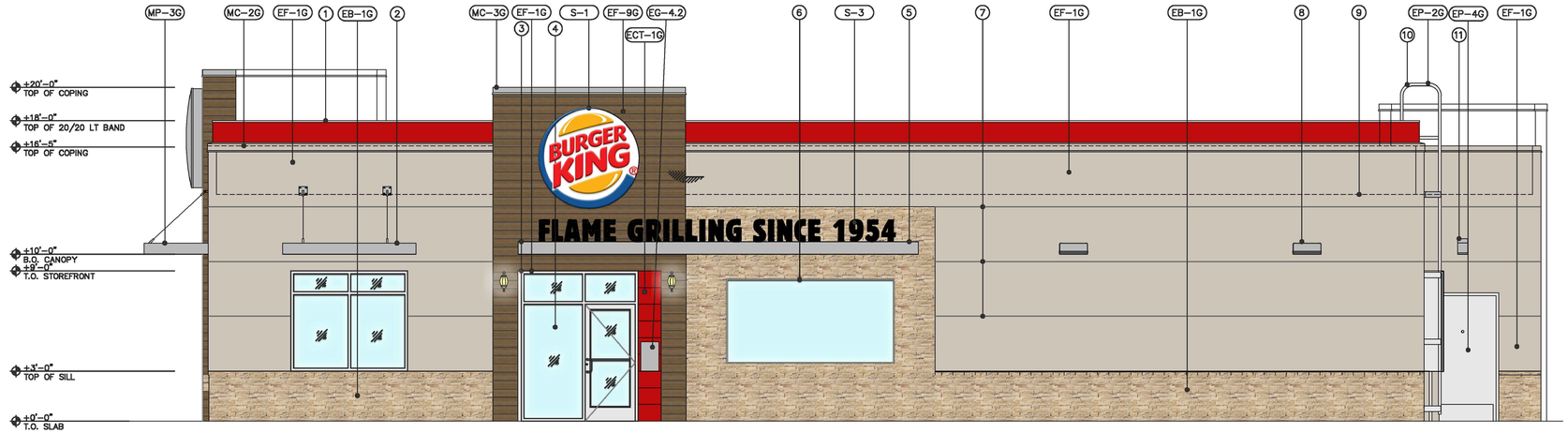
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1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
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PROJECT
FLOOR & ROOF PLAN (BURGER KING)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

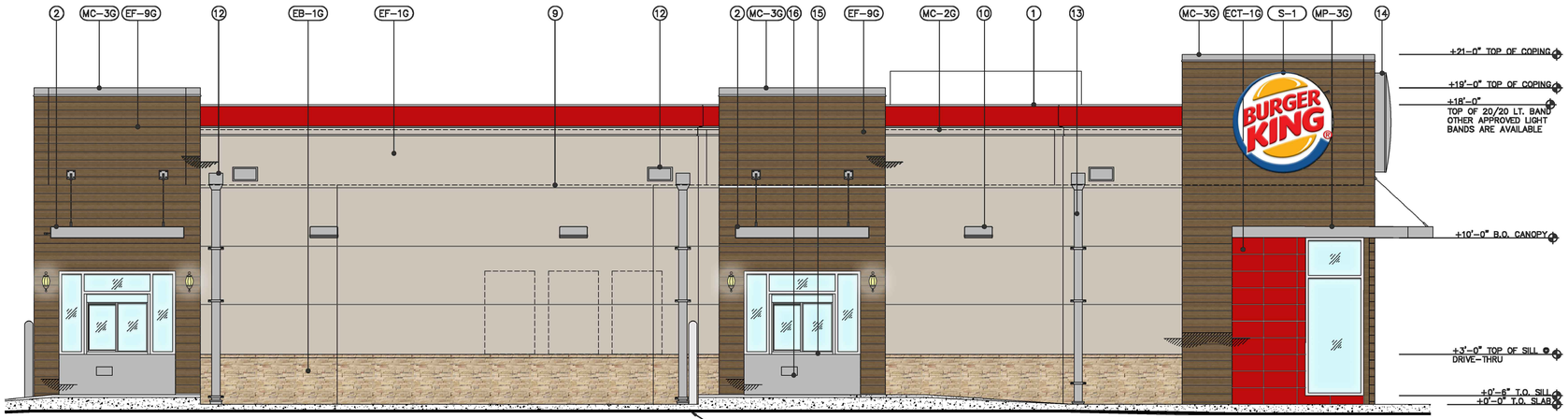
REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. GAGE
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A4.1.0
SHEET
27 OF 39



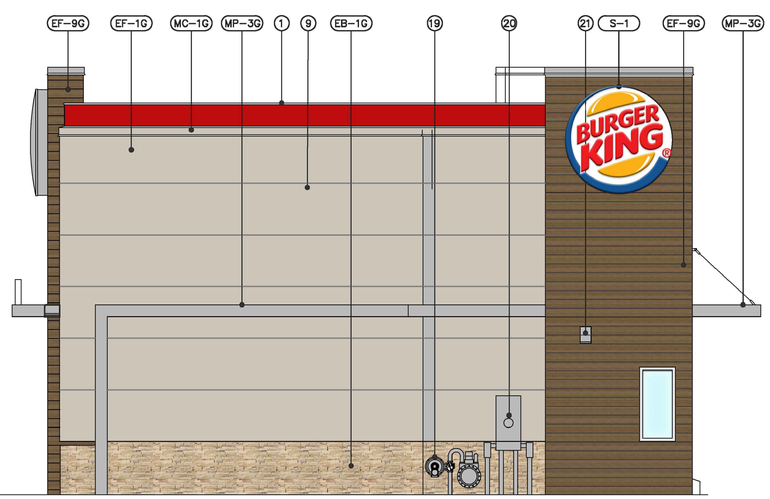
1 FRONT ELEVATION (SOUTH-WEST)
SCALE: 1/4"=1'-0"



2 REAR ELEVATION (NORTH-EAST)
SCALE: 1/4"=1'-0"



3 LEFT ELEVATION (NORTH-WEST)
SCALE: 1/4"=1'-0"



4 RIGHT ELEVATION (SOUTH-EAST)
SCALE: 1/4"=1'-0"

KEY NOTES:-

1. LIGHT BAND BY SIGN MANUFACTURER.
2. AWNINGS MAY BE USED AT THIS LOCATION.
3. ALIGN CANOPY.
4. REFERENCE SHEET A-1 FOR VESTIBULE OPTION.
5. CANOPY LENGTH 24'±: COORDINATE WITH "FGS 1954" SIGN.
6. MERCHANDISING.
7. (3) REVEALS EQUALLY SPACED FROM BOTTOM OF COPING TO TOP OF BRICK (TYPICAL ALL SIDES) REFER TO DETAIL 'A', THIS SHEET.
8. BOTTOM OF FIXTURES @ 10'-0" A.F.F. (TYPICAL).
9. LINE OF ROOF DECK.
10. PAINTED STEEL LADDER – REFERENCE SECTION 10/A-5.
11. SECURITY LIGHT.
12. OVERFLOW SCUPPER AND DOWNSPOUT. PAINT TO MATCH EP-2G (TYP.).
13. ROOF DRAIN: CONNECT TO CATCH BASIN. COORDINATE WITH CIVIL DRAWINGS. (TYP.).
14. 72"ø LOGO SIGN(TYP.).
15. SELF-CLOSING DRIVE-THRU WINDOW: REFERENCE WINDOW SCHEDULE, SHEET A-10 (TYP.).
16. OPTION PASS-THRU OPENING FOR BURGER KING McLAMORE FOUNDATION COLLECTION BOX. REFER TO DETAIL, SHEET A-1.1 (TYP.).
17. STEEL COLUMN CLAD WITH BRAKE METAL TO MATCH STOREFRONT.
18. ALUMINUM AND GLASS STOREFRONT.
19. GAS SERVICE ENTRANCE.
20. ELECTRICAL SERVICE ENTRANCE.
21. SECURITY LIGHT @ 9'-0" AFF.

EXTERIOR FINISH SCHEDULE

CALLOUT	MATERIAL	MANUFACTURER	PRODUCT	COLOR
EB1G	LEDGESTONE SOUTHWEST	BORAL	CULTURED STONE	MOJAVE
ECT-1G	EXTERIOR CERAMIC TILE	GRANITE/FIANDRE EURO	SENSIBLE STONE ED5052	RED NATURAL
EF-1G	STUCCO	STO OR APPRD EQUAL	STO POWERWALL, FINE	TWILIGHT GRAY
EP-2G	EXTERIOR PAINT	SHERWIN WILLIAMS	SW 7633 LRV 36	TANNER TAUPE
EP-4G	EXTERIOR PAINT	PPG	6-2045XI	MONTEREY CLIFFS
EF-9G	EXTERIOR FIBER CEMENT	NACHIHA FIBER CEMENT PANELS	VINTAGE WOOD EF762	CEDAR
MC-3G	METAL CANOPY	CANOPY SUPPLIER	WP HICKMAN SYSTEMS	SILVER
MP-3G	METAL CANOPY	CANOPY SUPPLIER	CUSTOM METAL CANOPY	CLEAR ANODIZED
MC-2G	METAL COPING	SEE DETAIL OF LIGHT BAND ABOVE		TWILIGHT GRAY

REVISIONS:
REVISION ISSUE	DATED
1	
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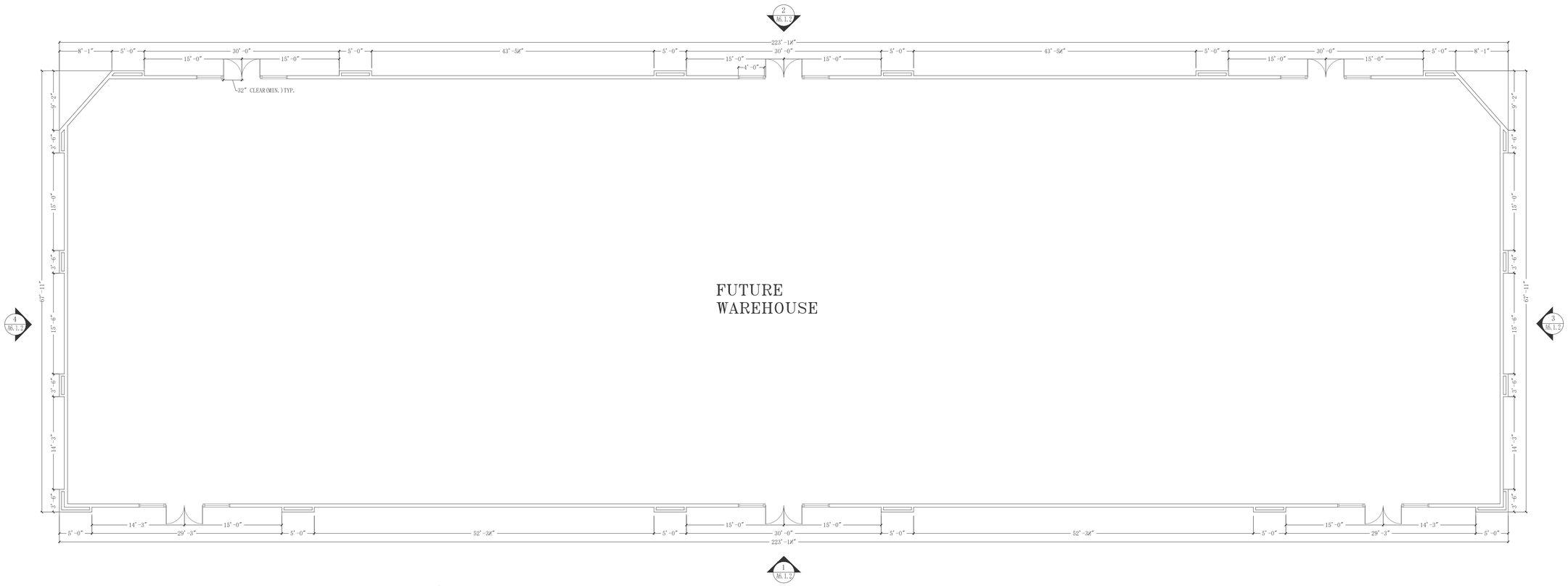
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PROJECT
EXTERIOR ELEVATIONS (BURGER KING)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JASSAL S. SIDHU
56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB: 19-43
DWG. BY: HS
CHK. BY: MG

A4.1.1
SHEET
28OF 39



FLOOR PLAN (FUTURE WAREHOUSE)

SCALE: 1/8" = 1'-0"

REVISIONS:

	REVISION ISSUE	DATED
1		
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3		
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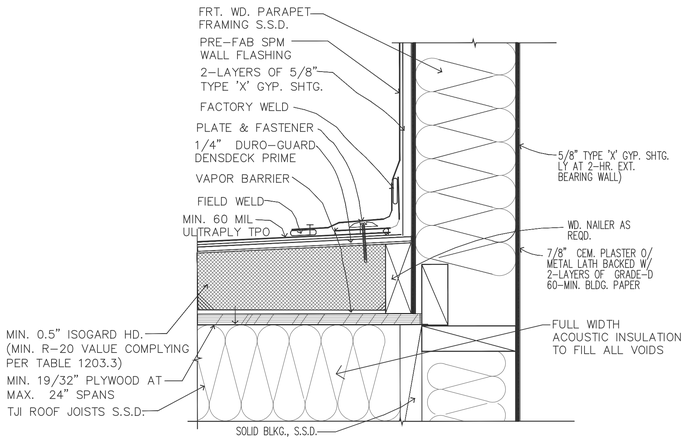
FIRST FLOOR PLAN (FUTURE WAREHOUSE)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

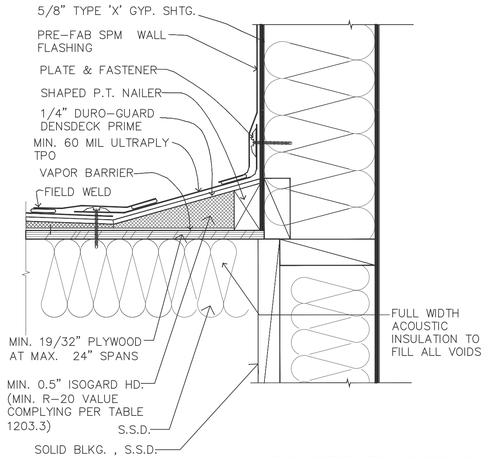
REGISTERED PROFESSIONAL ENGINEER
KASEM S. SHEIKH
56924
CIVIL
EXP.06/30/2023
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB: 19-43
DWG. BY: HS
CHK. BY: MG

A6.1.0



2 ROOF PARAPET FLASHING
SCALE: NTS.

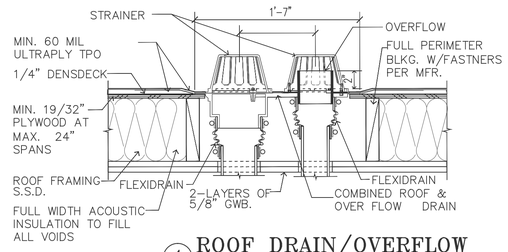


3 CRICKET FLASHING
SCALE: NTS.

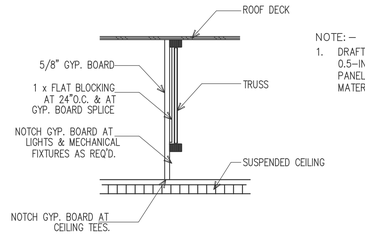
NOTES FOR CONTRACTOR:

1. CBC 1015.6/7 – GUARDS SHALL BE PROVIDED WHERE APPLIANCES, EQUIPMENT, FANS, ROOF HATCH OPENINGS OR OTHER ITEMS THAT REQUIRE SERVICE ARE LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR, ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER. THE GUARD SHALL EXTEND NOT LESS THAN 30 INCHES BEYOND EACH END OF SUCH APPLIANCE, EQUIPMENT, FAN, ROOF HATCH OR COMPONENT.
2. AUTOMATIC SHUTOFFS – AIR-MOVING SYSTEMS SUPPLYING IN EXCESS OF 2000 CUBIC FEET PER MINUTE TO ENCLOSED SPACES WITHIN BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC SHUTOFF. SHUTOFFS SHALL STOP THE AIR-MOVING EQUIPMENT WHEN SMOKE IS DETECTED IN ROOMS SERVED BY THE SYSTEM. EXCEPTIONS: (1) ROOMS HAVE A DIRECT EXIT TO THE EXTERIOR OF THE BUILDING, OR (2) SYSTEMS ARE DESIGNED FOR SMOKE CONTROL. CMC §608.1
3. CMC 604.1.2 – INSULATION APPLIED TO THE EXTERIOR SURFACE OF DUCTS SHALL HAVE A FLAME-SPREAD RATING OF NOT MORE THAN 25 AND A SMOKE-DENSITY RATING OF NOT MORE THAN 50 WHEN TESTED AS A COMPOSITE ASSEMBLY INCLUDING INSULATION, FACING MATERIALS, TAPES AND ADHESIVES AS NORMALLY APPLIED.

#	KEY NOTES
1.	REFER TO ROOF DETAILS ON AD-1 SHEET FOR EQUIPMENT PLATFORM REQUIREMENTS (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
2.	3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
3.	1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
4.	DASHED LINE INDICATES BUILDING LINE BELOW
5.	AT JUNCTION OF ROOF AND VERTICAL SURFACE, FLASHING AND COUNTER FLASHING SHALL BE PROVIDED PER ROOFING MANUFACTURER'S INSTRUCTIONS. ALL METAL SHALL BE NOT LESS THAN #26 GAUGE CORROSION-RESISTANT METAL.
6.	ROOFING 4GNC BY JOHN MANSVILLE OR APPROVED EQUAL
7.	DRAFT STOPPING SHALL BE INSTALLED IN ATTICS AND CONCEALED ROOF SPACES, SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 3,000 S.F.
8.	CONCRETE TILE (OWNER TO SELECT) OVER 1/2" PLYWOOD OVER PRE-MANUFACTURED ROOF TRUSSES @ 24"O.C. VERIFY ATTACHMENT WITH TRUSS MANUFACTURER. PROVIDE CONTINUOS STUCCO SCREEN. **(#ESR-1647)**
9.	LV24RD ROUND LOUVER VENT.
10.	3"x22" EAVE VENT
11.	SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER. VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
12.	CLOAKED VENT TILE-INSTALL PER MANUFACTURER'S SPECIFICATIONS.
13.	ROOF HATCH WITH ALTERNATING TREAD DEVICE. 1" SS OR GALVANIZED CABLE GUARDRAIL BETWEEN POSTS @ 21" & 42" ABOVE FINISHED ROOF LEVEL (THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21" IN DIAMETER)



4 ROOF DRAIN/OVERFLOW
SCALE: NTS.

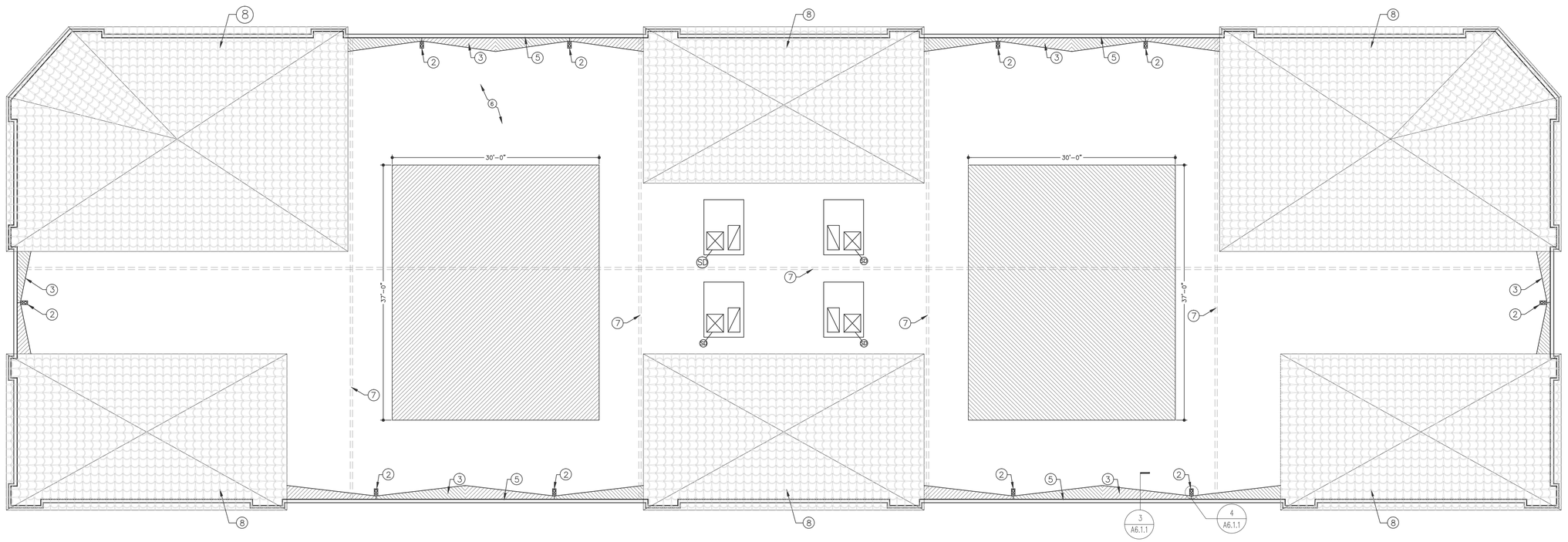


NOTE: –

1. DRAFT STOPPING MATERIALS SHALL NOT BE LESS THAN 0.5-INCH GYPSUM BOARD, 0.375-INCH WOOD STRUCTURAL PANEL, 0.375-INCH PARTICLEBOARD OR OTHER APPROVED MATERIALS.

1 DRAFT STOP DETAIL
SCALE: NTS.

SOLAR ZONE CALCULATION:
GROSS ROOF AREA = 15160 sq.ft
SOLAR ZONE SHOULD BE MIN. 15% OF GROSS ROOF AREA
SO, 15160 X 15/100 = 2274 sq.ft (REQUIRED)
= 2220 SQ.FT. (PROVIDED)
SOLAR ZONE AREA



ROOF PLAN (FUTURE WAREHOUSE)
SCALE: 1/8" = 1'-0"

REVISIONS:

REVISION ISSUE	DATED

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
ROOF PLAN (FUTURE WAREHOUSE)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MUKESH S. GUPTA
56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

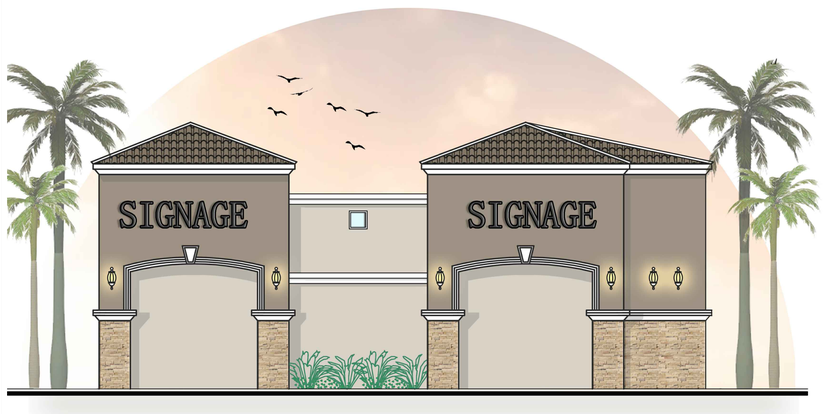
A6.1.1
SHEET
36 OF 39



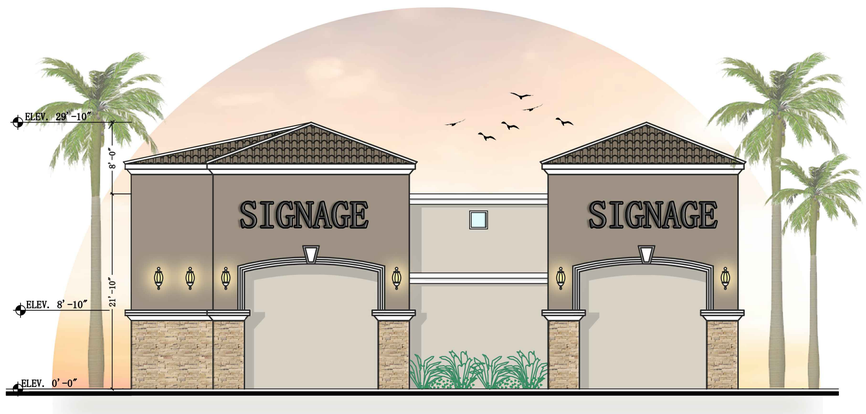
1 FRONT ELEVATION (NORTH-WEST)
SCALE:- 1/8" = 1'-0"



2 REAR ELEVATION (SOUTH-EAST)
SCALE:- 1/8" = 1'-0"



3 RIGHT ELEVATION (SOUTH-WEST)
SCALE:- 1/8" = 1'-0"



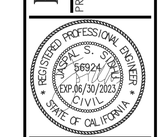
4 LEFT ELEVATION (NORTH-EAST)
SCALE:- 1/8" = 1'-0"

EXTERIOR MATERIAL BOARD	COLOR
COLOR 3– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	
COLOR 2– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: LEDGESTONE SOUTHWEST COLOR/FINISH: MOJAVE TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	
COLOR 1– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
MATERIAL–ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP–BARKWOOD	

REVISIONS:
NO.	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

EXTERIOR ELEVATIONS (FUTURE WAREHOUSE)
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA



DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A6.1.2
SHEET
37 OF 39



1 LOOKING TOWARDS OPPOSITE BUILDING FROM SOUTH-WEST DIRECTION OF THE PROJECT SITE



2 LOOKING TOWARDS SOUTH-EAST DIRECTION FROM THE DRIVEWAY ALONG THE PROJECT SITE



3 LOOKING TOWARDS PROJECT SITE FROM THE NORTH-EAST ENTRANCE



4 LOOKING TOWARDS OPPOSITE BUILDING FROM SOUTH-WEST CORNER OF THE PROJECT SITE

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
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SITE PHOTOS

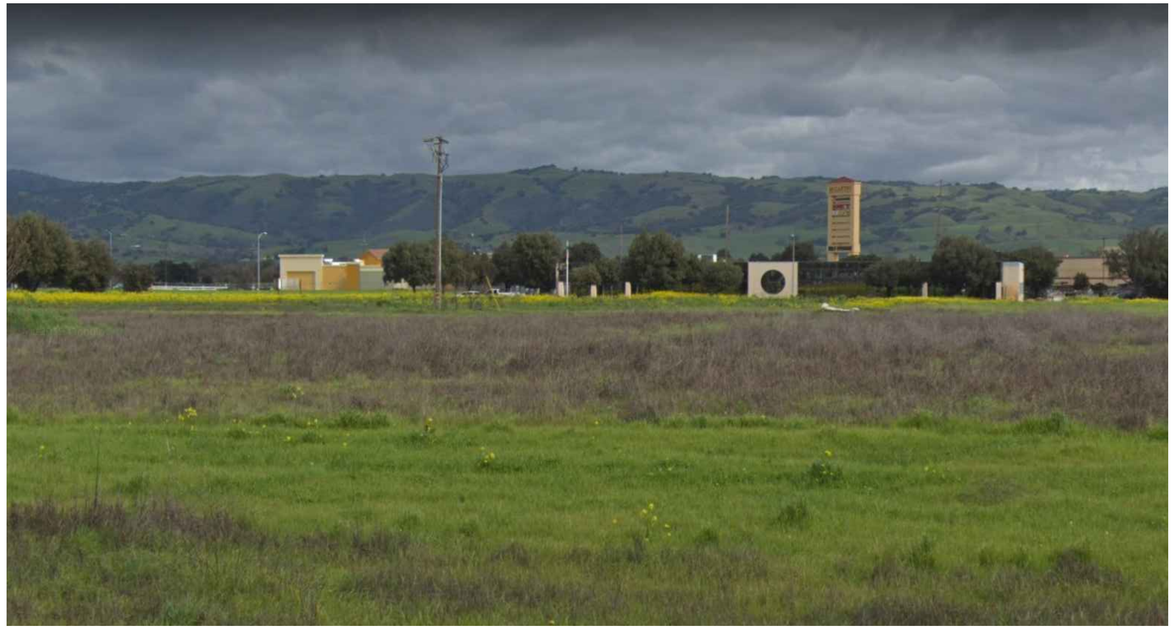
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JAGDEEP S. SIDHU
66924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

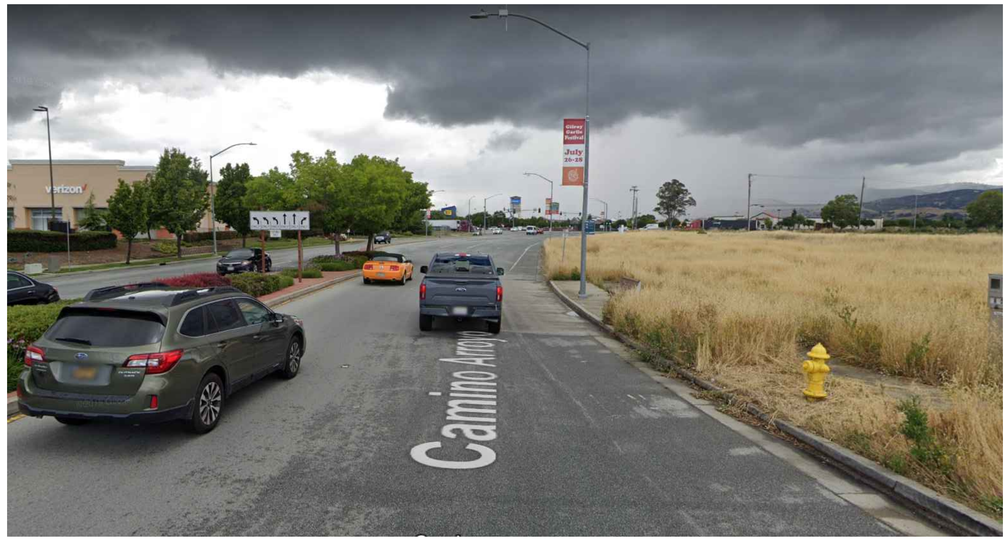
DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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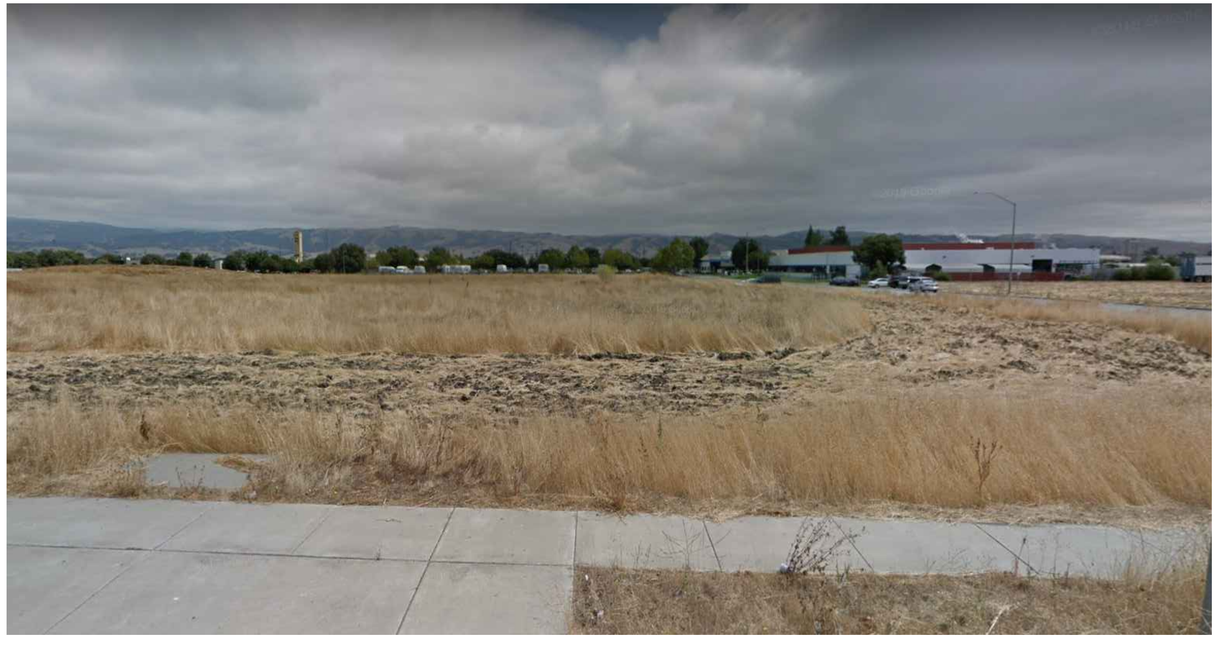
SHEET
38 OF 39



5 LOOKING TOWARDS PROJECT SITE FROM THE NORTH-EAST CORNER OF SITE



6 LOOKING TOWARDS CAMINO ARROYO DRIVEWAY ALONG NORTH-WEST DIRECTION OF THE PROJECT SITE.



5 LOOKING TOWARDS NORTH-EAST DIRECTION OF THE PROJECT SITE FROM CAMINO ARROYO

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			
6			

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
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SITE PHOTOS

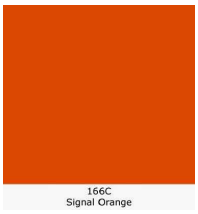
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

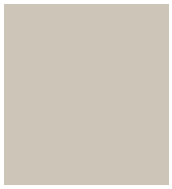
REGISTERED PROFESSIONAL ENGINEER
HARSH S. GUPTA
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

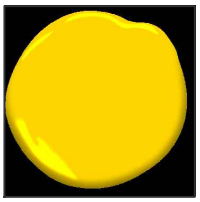
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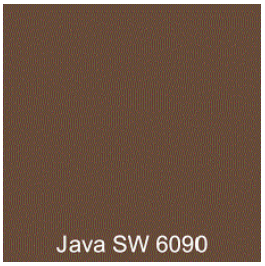
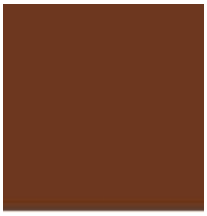
A7.0.1
SHEET
39 OF 39

Gilroy Square at City of Gilroy Commercial Zoning Regulations Comparison Commercial District Requirements		
Regulations	**Requirements**	**Proposed**
Lot	none	443343 SF
Yard Requirements (Minimum in Feet)		
Front (Measured from FOC)	41'	Min. 41'-3" at burger king from Camino Arroyo street
Side (Adjacent to Street from FOC)	31'	Min. 93.7' at Warehouse from Holloway Road
Side (All other Side Yards)	0	N/A
Rear	0	Min. 17.5' from Burger King
Height Requirements (Maximum)	55'	Max. 55' (top of tower)
Additional Regulations		
Off-Street Parking, Article XXXI	Parking required for hotel 1 space= 1room, for drive thru 1 space=100 sq.ft , for C store 1 space = 250 sq.ft, warehouse 1 space=350 sq.ft.	. Parking provided for hotel 1 space= 1room, for drive thru 1 space=100 sq.ft , for C store 1 space = 250 sq.ft, warehouse 1 space=350 sq.ft.
Fences , Article XXXIV	None	None
Landscaping, Article XXXVIII (from FOC)	Min. 8% of gross site area	15.66% of gross site area
Perimeter Landscaping Required (from FOC)	21' required	21' provided
Screen Outdoor Areas		Landscape plans will provide a visual screen from less pleasing features of development.
Meet Water Efficiency & Stormwater Management Standards		Refer to Landscape plans for Preliminary SWCP.
Landscaping Areas Located Adjacent to the Street Right-Of-Way	21' Wide Minimum (Measured from FOC)	21' Minimum

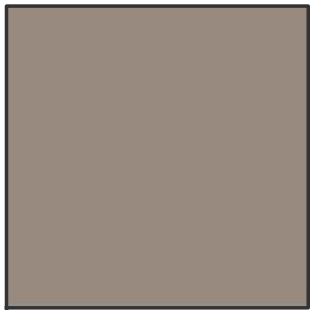
EXTERIOR MATERIAL BOARD (C-STORE)	COLOR
P-1 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1077 GREAT PLAINS GOLD (SATIN FINISH) LRV: 31.67	
P-2 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1030 BRANDY CREAM (SATIN FINSH) LRV: 67.51	
P-3 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2121-30 "PEWTER" (HIGH GLOSS FINISH) LRV: 33	
ACM-1 MATERIAL: ALUMINIUM COMPOSITE MANUFACTURER: PANTONE COLOR: PMS 166c "ORANGE"	
ACM-1 MATERIAL: ALUMINIUM COMPOSITE MANUFACTURER: ALUCOBOND COLOR: RUSTIC WALNUT	

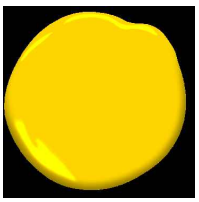
EXTERIOR MATERIAL BOARD (BURGER KING)	COLOR
EB1G MATERIAL: LEDGESTONE SOUTHWEST MANUFACTURER: BORAL COLOR: MOJAVE PRODUCT: CULTURED STONE	
ECT-1G MATERIAL: EXTERIOR CERAMIC TILE COLOR: RED NATURAL MANUFACTURER: GRANITE/FIANDRE EURO PRODUCT: SENSIBLE STONE ED5052	
EF1G MATERIAL: STUCCO MANUFACTURER: STO/APRO EQUAL COLOR: TWILIGHT GRAY PRODUCT: STO POWERWALL, FINE	
EP2G MATERIAL: EXTERIOR PAINT MANUFACTURER: SHERWIN WILLIAMS COLOR: TANNER TAUPE PRODUCT: SW 7633 LRV 36	
EP4G MATERIAL: EXTERIOR PAINT MANUFACTURER: PPG COLOR: MONTEREY CLIFFS PRODUCT: 6-2045XI	
EF9G MATERIAL: EXTERIOR FIBER CEMENT MANUFACTURER: NACHIHA FIBER CEMENT PANELS COLOR: CEDAR PRODUCT: VINTAGE WOOD EF762	
MC3G MATERIAL: METAL CANOPY MANUFACTURER: CANOPY SUPPLIER COLOR: SILVER PRODUCT: WP HICKMAN SYSTEMS	
MP3G MATERIAL: METAL CANOPY MANUFACTURER: CANOPY SUPPLIER COLOR: CLEAR ANODIZED PRODUCT: CUSTOM METAL CANOPY	
MC2G MATERIAL: METAL COPING COLOR: TWILIGHT GRAY	

EXTERIOR MATERIAL BOARD (CANOPY)	COLOR
P-16 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-8 ELEPHANT TUSK (BP-PEARL) LRV: 69.99	
P-17 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2022-10 YELLOW LRV: 63.74	
P-18 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2137-40 DESERT TWILIGHT LRV: 25.48	
P-19 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-67 ICE MIST LRV: 89.65	

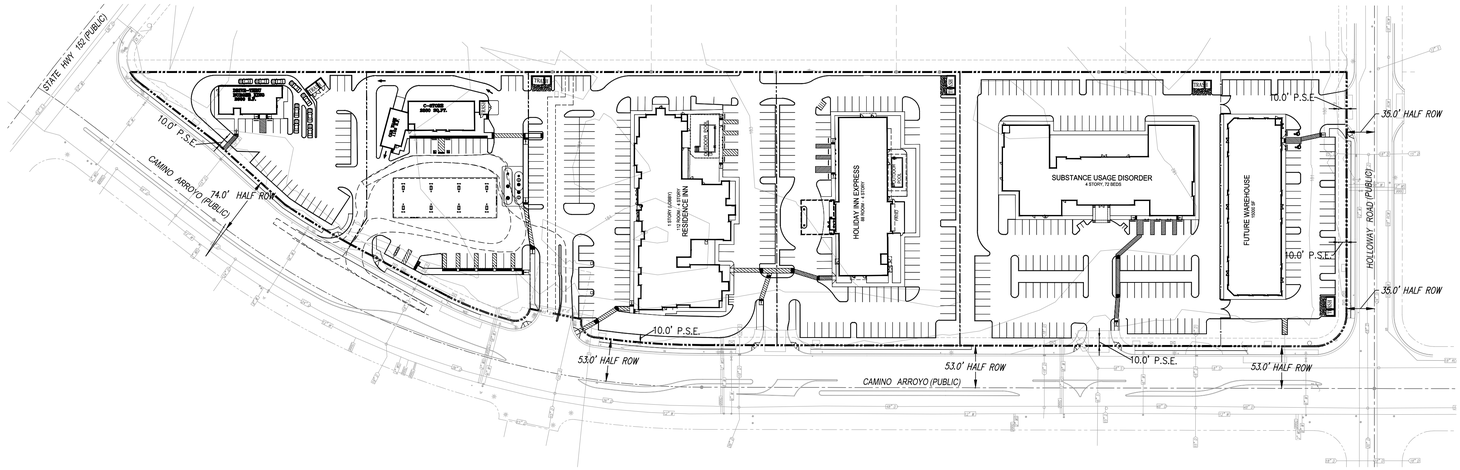
EXTERIOR MATERIAL BOARD (FUTURE WAREHOUSE)	COLOR
EF1 MATERIAL: STUCCO MANUFACTURER: SHERWIN WILLIAMS COLOR: "INCREDIBLE WHITE" SW 7028 TEXTURE: FINE LRV: 73.38	
EF2 MATERIAL: STUCCO MANUFACTURER: SHERWIN WILLIAMS COLOR: "INDIGO BATIK" SW 7602 W/STRATOTONE COLORANT TEXTURE: SANDPEBBLE FINE LRV: 6	
EF5 MATERIAL: STUCCO MANUFACTURER: DRYVIT COLOR: "JAVA" SW 6090 TEXTURE: SANDPEBBLE FINE LRV: 8.10	
ST1 MATERIAL: LEDGESTONE SOUTHWEST MANUFACTURER: BORAL COLOR: MOJAVE PRODUCT: CULTURED STONE	
E3 MATERIAL: ALUMINIUM-F-FRAMED CONTROL COLOR: AAMA 2604(CUSTOM COLOR TO MATCH ALUMINUM WINDOW COLOR, AS APPROVED BY MARRIOTT REPRESENTATIVE) POWDER COAT: AAMA 2605	
G MATERIAL-ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP-BARKWOOD	

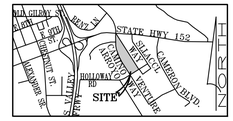
LEGENDS:(STUCCO COLORS BY PAREX)	
COLOR: PAREX MOONDANCE 3027L. PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH	
STUCCO-2C, PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.	
STUCCO-3C PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX TWIG 3021L.	
STUCCO-4C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: SUN DRIED 3011L .	
STUCCO-5C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX SNOWBALL 10400L.	
STUCCO-6C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR:PAREX BASALT 3015L	
STONE CLADDING, LEDGESTONE SOUTHWEST BLEND	
SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: BONE WHITE.	
SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: SLATE GRAY.	

EXTERIOR MATERIAL BOARD (RESIDENCE-INN)	COLOR
S1 S2 STUCCO COLOR SHERWIN WILLIAMS "HAMMERED SILVER" SW2840 LRV 26.91	
S3 S4 STUCCO COLOR SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054 LRV 55	
S5 S6 STUCCO COLOR MATCH BEHR PAINTS "ROCKY CREEK" PPF-37 LRV 22	
ST STONE VENEER "ELDRADO STONE" PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"	

EXTERIOR MATERIAL BOARD (CAR WASH)	COLOR
P-1 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1030 BRANDY CREAM (SATIN FINSH) LRV: 67.51	
P-2 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2121-30 "PEWTER" (HIGH GLOSS FINISH) LRV: 33	
P-14 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-8 ELEPHANT TUSK (BP-PEARL) LRV: 69.99	
P-15 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2022-10 YELLOW LRV: 63.74	

CIVIL PLANS
GILROY SQUARE
6970 CAMINO, ARROYO
GILROY, CA
APN: 841-70-049





VICINITY MAP
N.T.S.

SHEET INDEX:

1. C1 COVER SHEET
2. C2 CIVIL SITE PLAN
3. C3 PHASING PLAN
4. C4 GRADING PLAN
5. C5 UTILITY PLAN
6. C6 STORMWATER CONTROL PLAN
7. C7 GRADING SECTIONS
8. C8 FIRE TRUCK CIRCULATION PLAN
9. C9 SOLID WASTE HANDLING PLAN

CUT/FILL QUANTITIES:
CUT – 7405 CY
FILL – 5485 CY

BENCHMARK:

BENCH MARK : BM 965
ELEVATION : 219.83' (NAVD88)

SCVWD BM 965. USCGS BRASS DISK (C1236 1972); ON TOP OF SIDEWALK AT NE CORNER OF BRIDGE OVERPASS FOR HIGHWAY 152–TENTH STREET OVER HIGHWAY 101; 1 FOOT SOUTH OF NORTH HEADWALL; 16 FEET WEST FROM EAST END OF HEADWALL. CITY OF GILROY.

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOWS FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.0'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.

ZONING:
COMMERCIAL

ASSESSOR PARCEL NUMBER:
APN: 841-70-049

PROJECT AREA:
TOTAL PROJECT SITE AREA : 10.11 ACRE

OWNER:
BOB DESAI
6970 CAMINO ARROYO
GILROY, CALIFORNIA, 95020
P.H.: (408)891-3503

SOIL REPORT:
KRAZAN & ASSOCIATES, INC.
GEOTECHNICAL ENVIRONMENTAL DIVISION
1051 SERPENTINE LANE SUITE F
PLEASANTON, CALIFORNIA, 94566
PH: (925)307-1160

ARCHITECTURE,STRUCTURE & CIVIL ENGINEERING FIRM:
JASPAL S. SIDHU P.E
ACE DESIGN, LLC.
1024 IRON POINT ROAD
FOLSOM, CA 95630
(702)396-5113

SURVEYOR:
ROSES ENGINEERING
ENGINEERING PLANNING SURVEYING
1015 NORTH MARKET BLVD. SUITE 2B
SACRAMENTO, CA 95834
P.H.: (916)837-6058

UTILITY REPRESENTATIVES

UTILITY	REPRESENTATIVE	PHONE
GAS	P.G. & E.	800-743-5000
ELECTRICITY	GILROY ELECTRIC INCORPORATED	408-842-2649
TELEPHONE	AT&T	408-846-0744
WATER	GILROY WATER DIVISION	408-846-0270
SEWER	SOUTH COUNTY REGIONAL WASTEWATER AUTHORITY	408-848-0480
FIRE	GILROY FIRE DEPARTMENT	408-846-0370
CABLE	SPECTRUM	866-874-2389

I, JASPAL SINGH SIDHU, CERTIFY THAT THIS TENTATIVE MAP WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH THE CITY OF GILROY SUBDIVISION ORDINANCE AND THE STATE MAP ACT.

NAME & DATE _____ SIGNATURE _____

A SOILS REPORT ON THIS PROPERTY HAS BEEN PREPARED BY, KRAZAN & ASSOCIATES, INC., ENTITLED "GEOTECHNICAL ENGINEERING INVESTIGATION " JANUARY 30, 2020 , WHICH HAS BEEN FILED WITH THE CITY OF GILROY.

NAME & DATE _____ SIGNATURE _____

I, ROSE'S ENGINEERING, A LICENSED LAND SURVEYOR IN THE STATE OF CALIFORNIA, HEREBY STATE THAT THIS TENTATIVE MAP IS BASED UPON SURVEY UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH CITY OF GILROY SUBDIVISION ORDINANCE AND STATE MAP ACT.

NAME & DATE _____ SIGNATURE _____

GRAPHIC SCALE

-90 0 45 90 180 360

(IN FEET)
1 INCH = 90 ft.

REVISIONS:
REVISION ISSUE DATED

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE
COVER SHEET

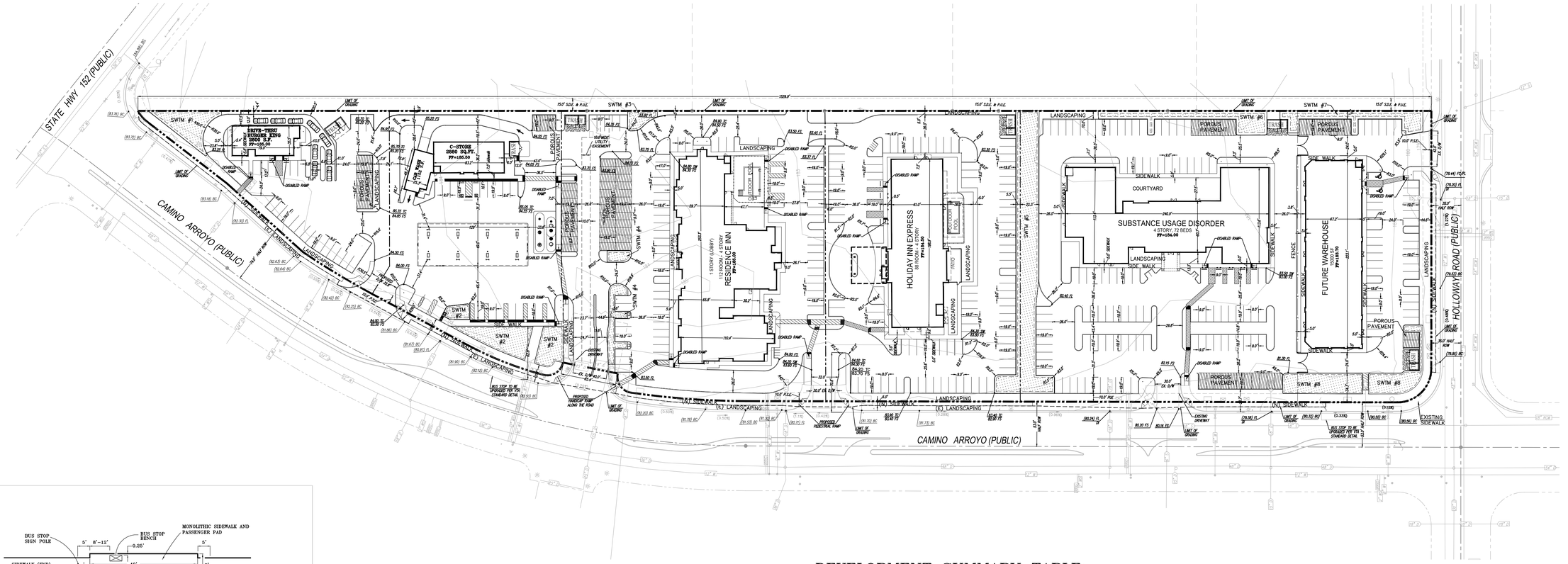
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

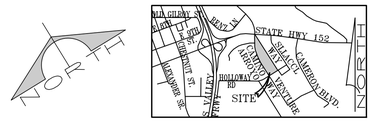
REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/14/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

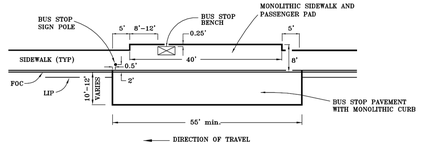
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01 OF 09

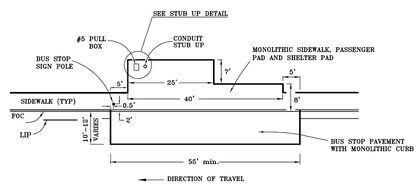




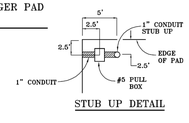
VICINITY MAP
N.T.S.



BUS STOP AND PASSENGER PAD
WITHOUT SHELTER



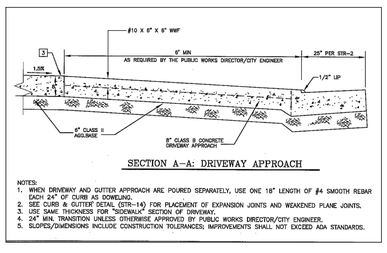
BUS STOP AND PASSENGER PAD
WITH SHELTER



STUB UP DETAIL

BUS STOP AND PASSENGER FACILITIES STANDARD DETAILS

Valley Transportation Authority	BUS STOP CONFIGURATION	FIGURE 3
CAD FILE NAME 2008_FSD0301.DWG		DATE AUG 2008



SECTION A–A: DRIVEWAY APPROACH

NOTES:
1. WHEN DRIVEWAY AND GUTTER APPROACH ARE POURED SEPARATELY, USE ONE 18" LENGTH OF #4 SMOOTH REBAR EACH 24" OF CURB AS DOWELING.
2. SEE CURB & GUTTER DETAIL (STR-14) FOR PLACEMENT OF EXPANSION JOINTS AND WEAKENED PLANE JOINTS.
3. USE SAME THICKNESS FOR "SIDEWALK" SECTION OF DRIVEWAY.
4. 24" MIN. TRANSITION UNLESS OTHERWISE APPROVED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.
5. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

TYPICAL DRIVEWAY DETAIL
N.T.S.

NOTE:

1. EXISTING PEDESTRIAN RAMPS ADJACENT TO THE PROJECT SITE WILL BE VERIFIED AND AS REQUIRED, UPGRADED TO COMPLY WITH CURRENT TITLE 24 REQUIREMENTS.

DEVELOPMENT SUMMARY TABLE:

#	DESCRIPTION	DRIVE - THRU BURGER KING	C-STORE	RESIDNCE INN	HOLIDAY INN EXPRESS	SUBSTANCE USAGE DISORDER	FUTURE WAREHOUSE
1	OCCUPANCY CLASSIFICATION	A2	M	R1	R1	M	I-3
2	TYPE OF CONSTRUCTION	VA	VA	VA	VA	VA	VA
3	FIRE SPRINKLER	NO	YES	YES	YES	YES	YES
4	HEIGHT OF BUILDING	21.0' (TOP OF EXTENDED COPING)	21'-10" (TOP OF PARAPET)	47'-9" (TOP OF TOWER)	49'-6" (TOP OF TOWER)	29'-10" (TOP OF RIDGE)	46'-0" TOP OF PARAPET
5	STORIES	1	1	4	4	1	4
6	BUILDING FOOTPRINT IN SF	2600	4242	20642	12592	14807	19857
7	GROSS BUILDING AREA IN SF	2600	4242	82568	67780	15000	79928
8	TOTAL NO. OF UNITS/ROOMS/BEDS	1	1	112	88	72	
9	PROVIDED PARKING SPACES	30	24	116	97	49	122
10	FLOOR AREA RATIO (F.A.R.)	0.072	0.05	0.79	0.85	0.7	0.27

LEGEND:

	CENTER LINE
	EASEMENT LINE
	LIMIT OF GRADING
	PROPERTY LINE
	HANDICAP ACCESSIBLE ROUTE
	POROUS PAVEMENT (SDM)
84.00 SW	SIDE WALK
84.00 FS	FINISHED SURFACE ELEVATION
84.00 FL	FLOW LINE ELEVATION
84.00 TC	TOP OF CURB ELEVATION
	HANDICAP PARKING SIGN
SWTM	STORM WATER TREATMENT MEASURE
SDE	STORM DRAIN EASEMENT
PSE	PUBLIC SERVICE EASEMENT
SDM	SITE DESIGN MEASURE
184	EXISTING CONTOUR
8"S	EXISTING SEWER LINE
2"WS	EXISTING DOMESTIC WATER PIPE
18"D	EXISTING STORM DRAIN PIPE
8"W	EXISTING FIRE WATER PIPE
IRRIG	EXISTING IRRIGATION WATER PIPE
(0.96%)	EXISTING SLOPE
	EXISTING STREET LIGHT

GRAPHIC SCALE

-60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: CIVIL SITE PLAN

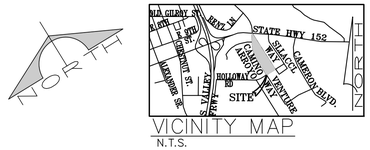
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
PRAVEEN S. KUMAR
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

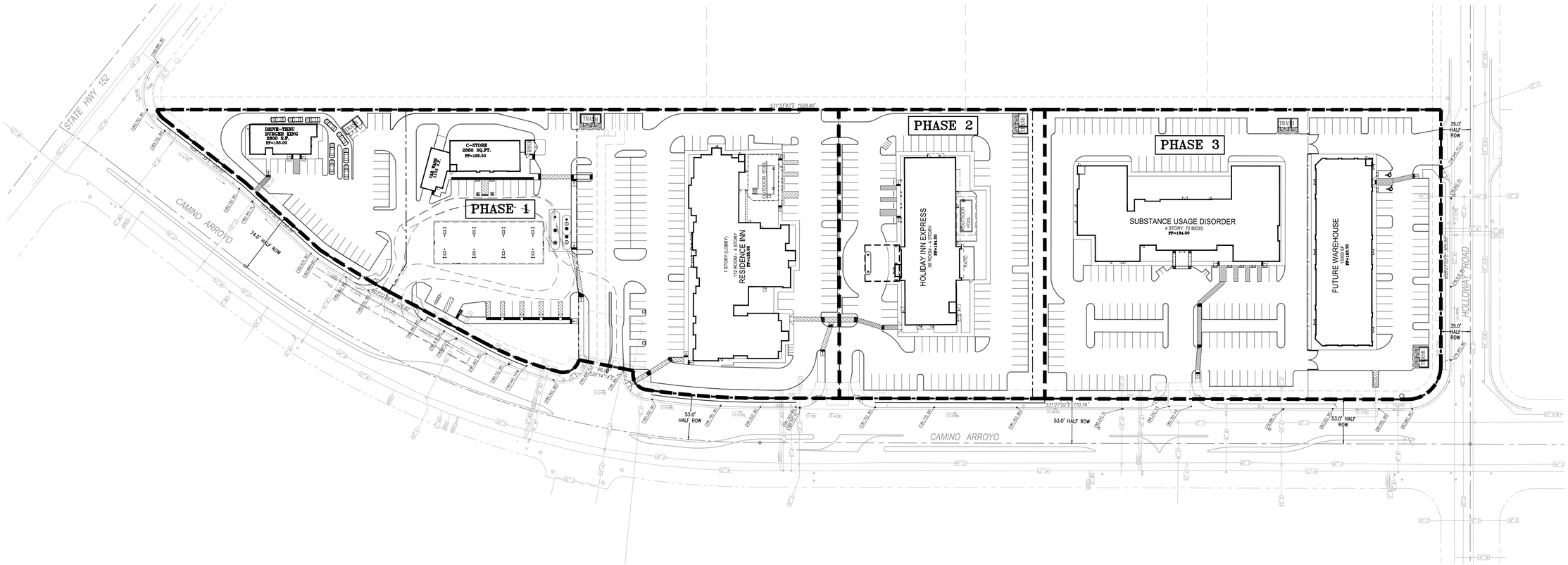
DATE: 07/15/2022
JOB : 19-43
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SHEET
02 OF 09



VICINITY MAP
N.T.S.



LEGEND:

- EASEMENT LINE
- PROPERTY LINE
- HANDICAP ACCESSIBLE ROUTE
- PHASE BOUNDARY

GRAPHIC SCALE

-50 0 25 50 100 200

(IN FEET)
1 INCH = 50 ft.

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TITLE: PHASING PLAN

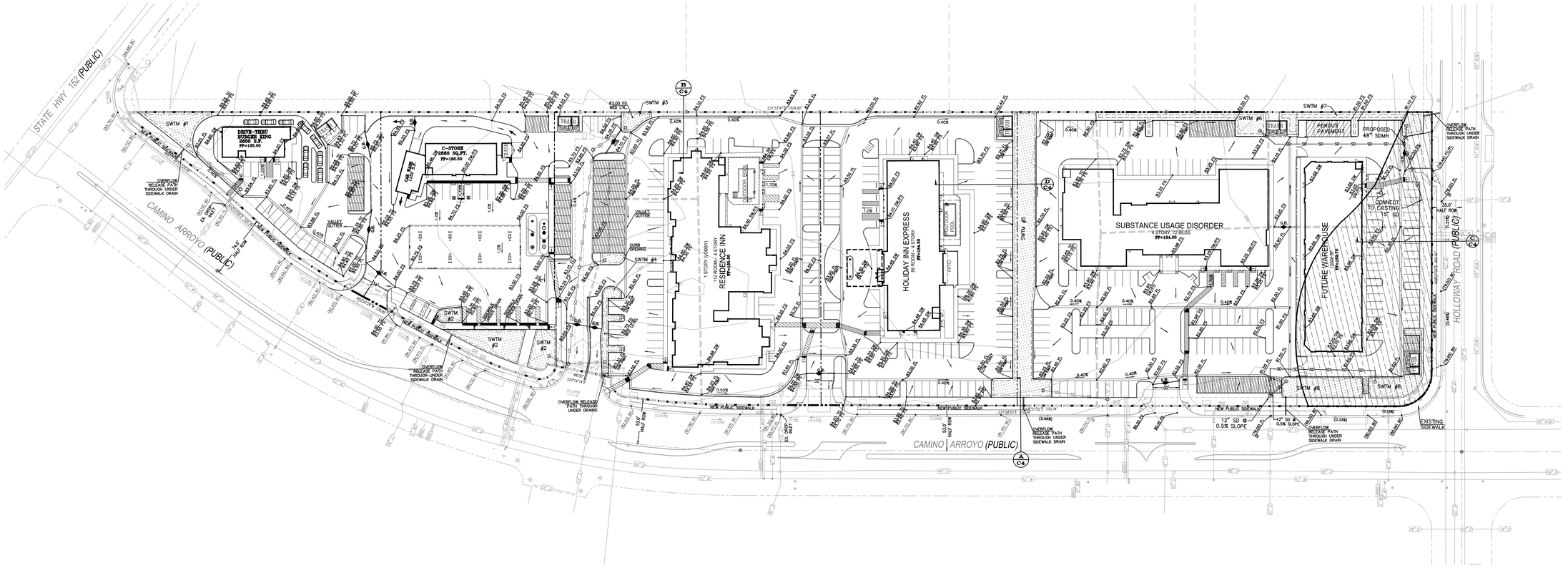
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

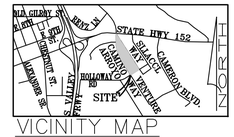
REGISTERED PROFESSIONAL ENGINEER
DAVID S. SMITH
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C3

SHEET
03 OF 09





VICINITY MAP
N.T.S.

LEGEND:

- PROPERTY LINE
- OVERFLOW CHAMBER
- STORM DRAIN MANHOLE
- EASEMENT LINE
- SD — STORM DRAIN PIPE
- HANDICAP ACCESSIBLE ROUTE
- POROUS PAVEMENT
- BIO RETENTION AREA
- AREA UNDER FLOOD ZONE FLOOD ELEVATION
- GRADE BREAK
- DMA BOUNDARY
- 12.35 FF — FINISHED FLOOR ELEVATION
- 12.35 CL — CENTER LINE ELEVATION
- 12.35 TC — TOP OF CURB ELEVATION
- 12.35 FL — FLOW LINE ELEVATION
- 12.35 FS — FINISHED SURFACE ELEVATION
- 12.35 FG — FINISHED GRADE ELEVATION
- 12.35 HP — HIGH POINT ELEVATION
- 12.35 EP — EDGE OF PAVEMENT ELEVATION
- 12.35 AC — TOP OF ASPHALT CONC.
- TRW — TOP OF RETAINING WALL
- TF — TOP OF FLOOR
- TOW — TOP OF WALL(TOE WALL)
- CG & SW — CURB GUTTER AND SIDEWALK

- (12.35) TRW — EXISTING TOP OF RETAINING WALL
- (12.35) EP — EXISTING EDGE OF PAVEMENT ELEVATION
- (12.35)FL — EXISTING FLOW LINE ELEVATION
- (12.35) FG — EXISTING FINISH GRADE ELEVATION
- (12.35) CL — EXISTING CENTER LINE ELEVATION
- (12.35) TC — EXISTING TOP OF CURB ELEVATION
- (12.35) AC — EXISTING ASPHALT CONC. ELEVATION
- (12.35) HP — HIGH POINT ELEVATION
- EXISTING POWER POLE
- EXISTING FENCE
- 468 — EXISTING CONTOUR
- EXISTING FIRE HYDRANT
- EXISTING FENCE
- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- (0.96%) — EXISTING SLOPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE

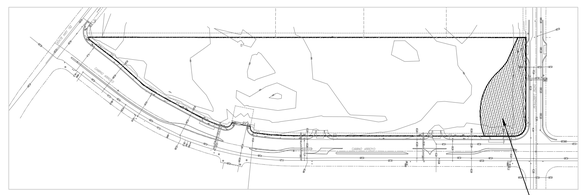
CUT/FILL QUANTITIES:

CUT – 6605 CY
FILL – 6285 CY

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOW FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.70'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.



FLOOD ZONE AREA

GRAPHIC SCALE

–60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION	ISSUE	DATED
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2			
3			
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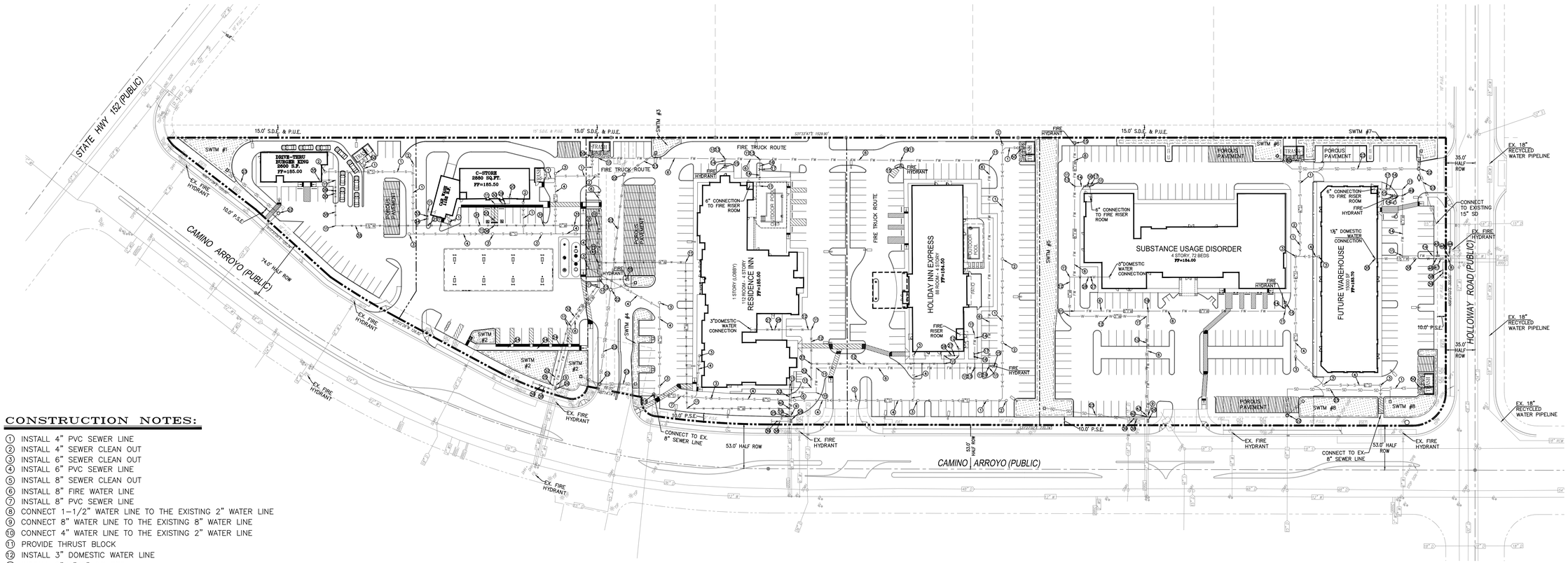
TITLE: GRADING PLAN
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

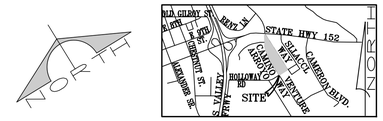
REGISTERED PROFESSIONAL ENGINEER
DANIEL S. SHIN
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C4

SHEET
04 OF 09





VICINITY MAP
N.T.S.

CONSTRUCTION NOTES:

1. INSTALL 4" PVC SEWER LINE
2. INSTALL 4" SEWER CLEAN OUT
3. INSTALL 6" SEWER CLEAN OUT
4. INSTALL 6" PVC SEWER LINE
5. INSTALL 8" SEWER CLEAN OUT
6. INSTALL 8" FIRE WATER LINE
7. INSTALL 8" PVC SEWER LINE
8. CONNECT 1-1/2" WATER LINE TO THE EXISTING 2" WATER LINE
9. CONNECT 8" WATER LINE TO THE EXISTING 8" WATER LINE
10. CONNECT 4" WATER LINE TO THE EXISTING 2" WATER LINE
11. PROVIDE THRUST BLOCK
12. INSTALL 3" DOMESTIC WATER LINE
13. INSTALL 8"X6"X8" 90° TEE
14. INSTALL 6" FIRE WATER LINE
15. INSTALL FIRE HYDRANT AS PER CITY STANDARDS
16. INSTALL POST INDICATOR VALVE
17. INSTALL FIRE DEPARTMENT CONNECTION
18. INSTALL 48" SANITARY SEWER MANHOLE
19. INSTALL 8"X8"X8" 90° TEE
20. INSTALL 1" DOMESTIC WATER LINE
21. INSTALL 2"X1-1/2"X1-1/2" 90° TEE
22. PROPOSED 48" STORM DRAIN MANHOLE
23. PROPOSED 12" STORM DRAIN LINE
24. PROPOSED SIDEWALK UNDERAIN
25. INSTALL 2"X4" REDUCER
26. INSTALL 8" DCDA
27. INSTALL 3" RPPA
28. INSTALL 3" WATER METER
29. INSTALL 1" RPPA
30. INSTALL 1" WATER METER
31. INSTALL 2" DOMESTIC WATER LINE
32. INSTALL 4" DOMESTIC WATER LINE
33. INSTALL 1-1/2" RPPA
34. INSTALL 1-1/2" WATER METER
35. INSTALL 1-1/2" DOMESTIC WATER LINE
36. INSTALL 2"X1"X2" 90° TEE
37. INSTALL 4"X3"X3" 90° TEE
38. INSTALL 1" IRRIGATION WATER METER
39. INSTALL 1" IRRIGATION RPPA
40. INSTALL 4"X4"X4" 90° TEE
41. INSTALL 4"X4"X2" 90° TEE
42. INSTALL 2"X3" REDUCER
43. CONNECT 3" WATER LINE TO THE EXISTING 2" WATER LINE
44. INSTALL 8"X6" REDUCER
45. INSTALL 6" DCDA
46. INSTALL 1" RPPA
47. INSTALL 1" WATER METER
48. CONNECT 6" WATER LINE TO THE EXISTING 8" WATER LINE
49. INSTALL 6"X6"X6" 90° TEE
50. 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

FIRE FLOW CALCULATIONS: (FOR RESIDENCE INN)

FIRE FLOW REQUIREMENTS IS 2,625 GALLONS PER MINUTE AT 20 PSI RESIDUAL PRESSURE.

BASED ON;

SQUARE FOOTAGE OF BUILDING	82,568 SQFT
BUILDING HEIGHT	47'-9" (TOP OF TOWER)
NUMBER OF STORIES	4 FLOORS
TYPE OF CONSTRUCTION	V-A
OCCUPANCY	R-1
FULL AUTOMATIC FIRE SPRINKLER SYSTEM	YES

(FOR HOLIDAY INN EXPRESS)

FIRE FLOW REQUIREMENTS IS 2,375 GALLONS PER MINUTE AT 20 PSI RESIDUAL PRESSURE.

BASED ON;

SQUARE FOOTAGE OF BUILDING	67,780 SQFT
BUILDING HEIGHT	49'-6" (TOP OF TOWER)
NUMBER OF STORIES	4 FLOORS
TYPE OF CONSTRUCTION	V-A
OCCUPANCY	R-1
FULL AUTOMATIC FIRE SPRINKLER SYSTEM	YES

APPROVED FOR CONSTRUCTION

BY _____

APPROVAL OF THESE PLANS SHALL NOT BE CONSTRUED TO BE A PERMIT FOR OR AN APPROVAL OF ANY VIOLATION OF ANY OF THE PROVISIONS OF THE STATE OR COUNTY LAWS.

LEGEND:

- EXISTING STREET LIGHT
- EXISTING FIRE HYDRANT
- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- 18"RCW — EXISTING 18" RECYCLED WATER PIPELINE
- (0.96%) — EXISTING SLOPE
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE
- EASEMENT LINE
- SD — PROPOSED STORM DRAIN LINE
- W — PROPOSED DOMESTIC WATER LINE
- FW — PROPOSED FIRE WATER LINE
- S — PROPOSED SEWER LINE
- PROPERTY LINE
- CENTER LINE
- FIRE TRUCK ROUTE
- HANDICAP ACCESSIBLE ROUTE
- POROUS PAVEMENT (SDM)
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED POST INDICATIVE VALVE
- PROPOSED CHECK VALVE
- PROPOSED WATER METER
- PROPOSED RPPA
- PROPOSED DCDA
- SDE — STORM DRAIN EASEMENT
- PSE — PUBLIC SERVICE EASEMENT
- SDM — SITE DESIGN MEASURE
- SWTM — STORM WATER TREATMENT MEASURE

NOTES:

1. THE FUEL STATION UNDERGROUND STORAGE TANKS WILL BE DESIGNED AND INSTALLED TO MEET CURRENT CALIFORNIA CODES, LAWS AND REGULATIONS.
2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT Isaias.lona@cityofgilroy.org FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.
4. PUBLIC EASEMENTS AND RIGHT OF WAY WILL REMAIN CLEAR OF AND NOT ALLOW PRIVATE STRUCTURES, CANOPIES, SIGNS, FENCES, WALLS, ETC.
5. ALL UTILITIES WITHIN PRIVATE PROPERTY MUST BE PRIVATELY OWNED AND MAINTAINED.
6. ALL EXISTING AND PROPOSED UTILITY SERVICES TO THE SITE MUST BE UNDERGROUND.

GRAPHIC SCALE

-60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION ISSUE	DATED
1		
2		
3		
4		
5		
6		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: UTILITY PLAN

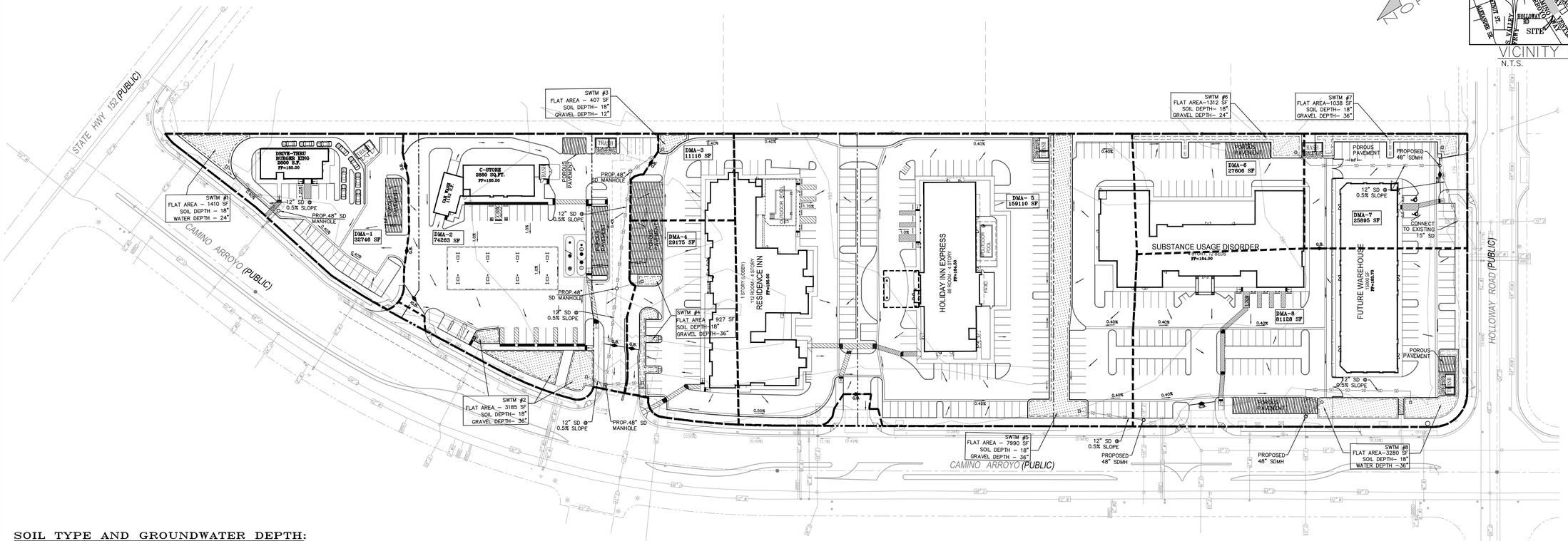
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

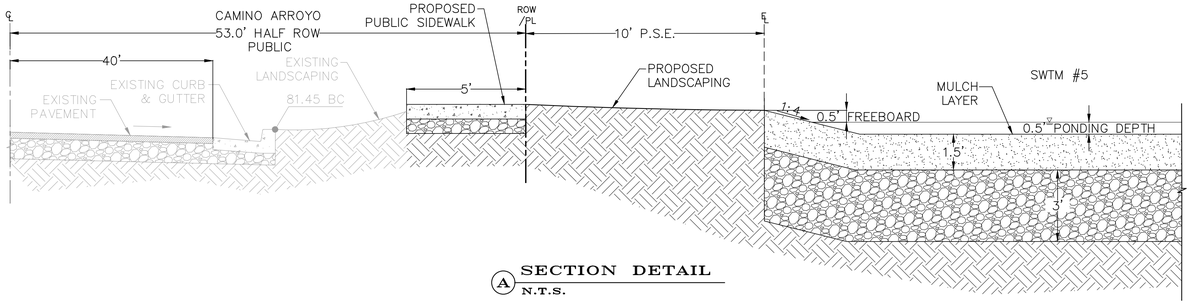
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EXP. 6/30/2023
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STATE OF CALIFORNIA

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DWG. BY: PK
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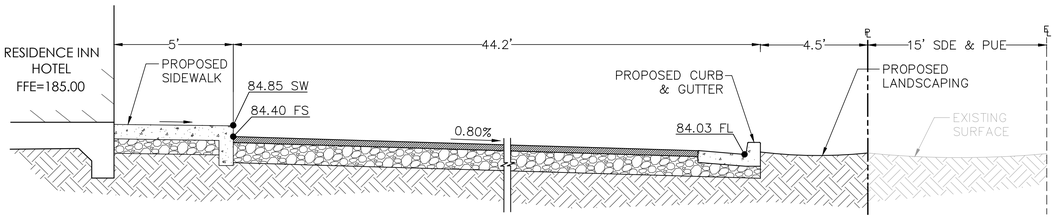
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SHEET 05 OF 09

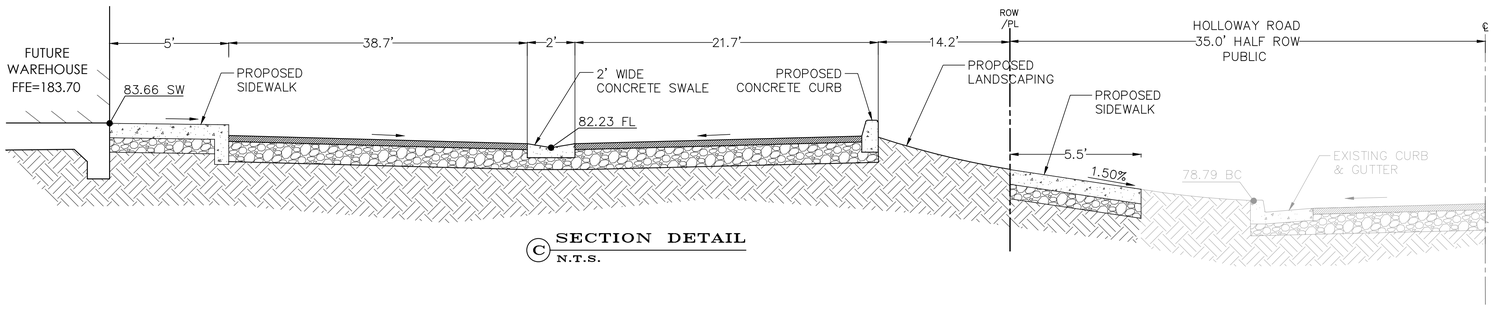

STATE HWY 152 (PUBLIC)
CAMINO ARROYO (PUBLIC)
HOLLOWAY ROAD (PUBLIC)
SWTM #1
FLAT AREA = 1410 SF
SOIL DEPTH = 18"
WATER DEPTH = 24"
SWTM #2
FLAT AREA = 3185 SF
SOIL DEPTH= 18"
GRAVEL DEPTH= 36"
SWTM #3
FLAT AREA = 407 SF
SOIL DEPTH= 18"
GRAVEL DEPTH= 12"
SWTM #4
FLAT AREA = 927 SF
SOIL DEPTH=18"
GRAVEL DEPTH=36"
SWTM #5
FLAT AREA = 7990 SF
SOIL DEPTH = 18"
GRAVEL DEPTH = 36"
SWTM #6
FLAT AREA=1312 SF
SOIL DEPTH= 18"
GRAVEL DEPTH= 24"
SWTM #7
FLAT AREA=1038 SF
SOIL DEPTH= 18"
GRAVEL DEPTH= 36"
SWTM #8
FLAT AREA=3280 SF
SOIL DEPTH= 18"
WATER DEPTH =36"
DRIVE-THRU HAMBURGER RESTAURANT 2000 S.F. FF=185.00
C-STORE 2680 SQ.FT. FF=180.50
TRASH ENCLOSURE
TRASH ENCLOSURE 1000 SF
RESIDENCE INN 103 ROOM 4 STORY FF=185.00
HOLIDAY INN EXPRESS 80 ROOM 4 STORY FF=184.50
SUBSTANCE USAGE DISORDER 2 STORY 10000 SF FF=184.00
FUTURE WAREHOUSE 15000 SF FF=185.70
DMA-1 32746 SF
DMA-2 74263 SF
DMA-3 11118 SF
DMA-4 29175 SF
DMA- 5 159110 SF
DMA-6 27606 SF
DMA-7 25895 SF
DMA-8 81128 SF
POROUS PAVEMENT
PROP.48" SD MANHOLE
PROPOSED 48" SDMH
12" SD @ 0.5% SLOPE
CONNECT TO EXISTING 15" SD
PROPOSED 48" SDMH
PROPOSED 48" SDMH
PROP.48" SD MANHOLE
PROP.48" SD MANHOLE
PROP.48" SD MANHOLE
TRUCK WELL
TRUCK WELL
TRUCK WELL



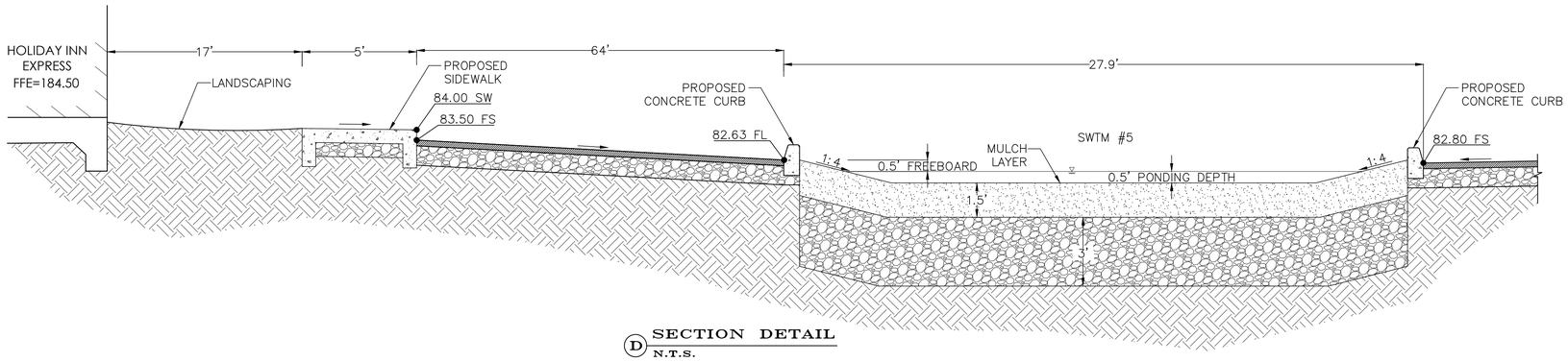
Ⓐ SECTION DETAIL
N.T.S.



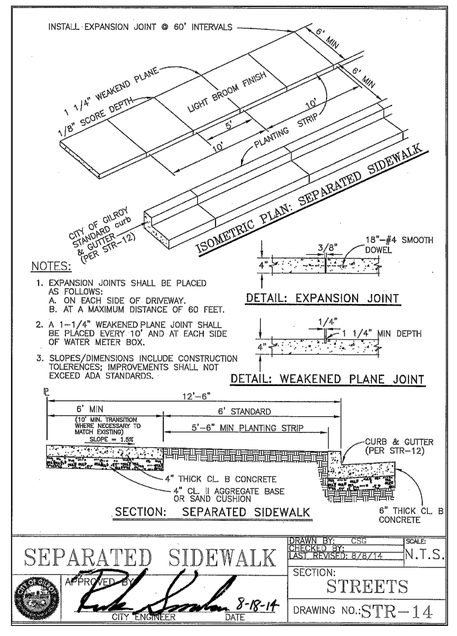
Ⓑ SECTION DETAIL
N.T.S.



Ⓒ SECTION DETAIL
N.T.S.



Ⓓ SECTION DETAIL
N.T.S.



NOTES:

1. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. ON EACH SIDE OF DRIVEWAY.
   B. AT A MAXIMUM DISTANCE OF 60 FEET.
2. A 1-1/4" WEAKENED PLANE JOINT SHALL BE PLACED EVERY 10' AND AT EACH SIDE OF WATER METER BOX.
3. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERENCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

SEPARATED SIDEWALK

CITY OF GILROY

APPROVED BY: 8-18-14
CITY ENGINEER DATE

DRAWN BY: CSG
CHECKED BY:
LAST REVISED: 8/8/14
SCALE: N.T.S.
SECTION: STREETS
DRAWING NO.: STR-14

REVISIONS:

NO.	REVISION ISSUE	DATED
1		
2		
3		
4		

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: GRADING SECTIONS & DETAILS

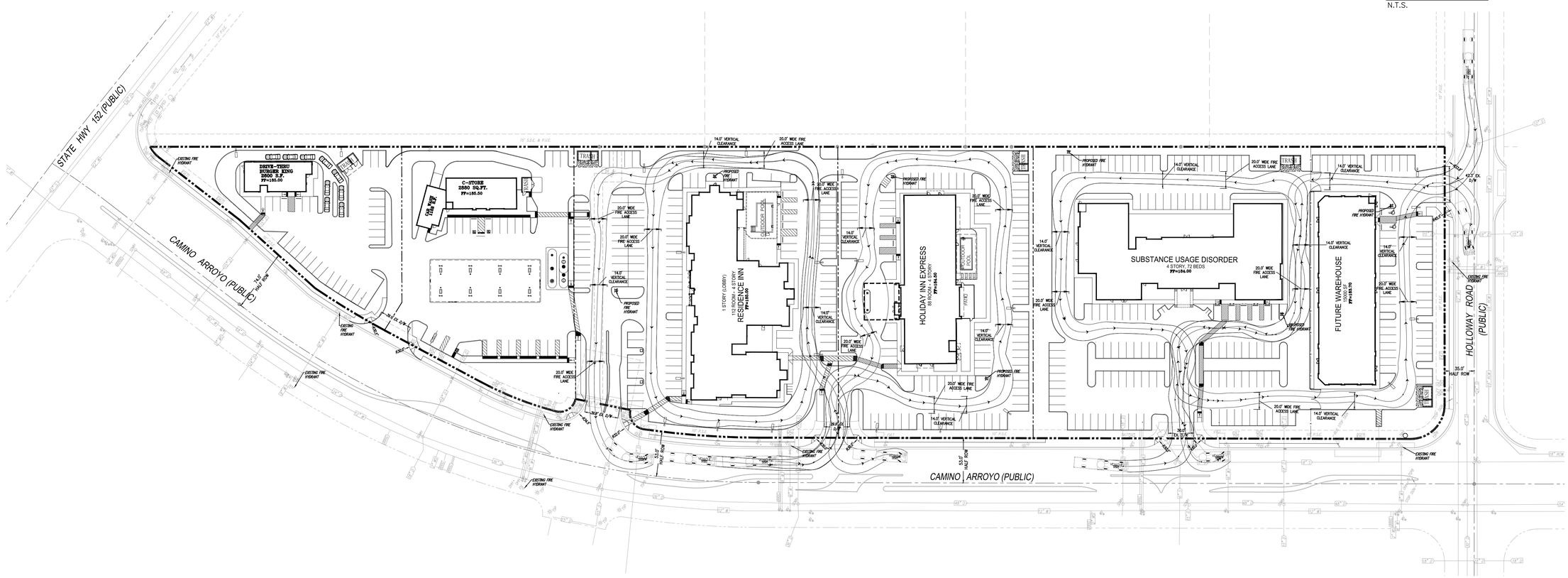
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

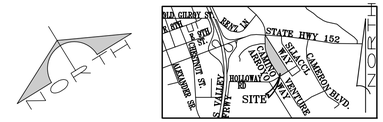
REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C7

SHEET
07 OF 09





VICINITY MAP
N.T.S.

(EMERGENCY VEHICLE SIZE)

Commercial Chassis Tanker–Tandem Rear Axel
Width (inch)–100 (Max.)
Height (ft)–12 (Max.)
Length (ft)–40 (Max.)

NOTES:

1. THE FUEL STATION UNDERGROUND STORAGE TANKS WILL BE DESIGNED AND INSTALLED TO MEET CURRENT CALIFORNIA CODES, LAWS AND REGULATIONS.
2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT ISAIAS.LONA@CITYOFGILROY.ORG FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

LEGEND:

- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE
- EXISTING FIRE HYDRANT
- PROPERTY LINE
- CENTER LINE
- FIRE TRUCK ROUTE
- HANDICAP ACCESSIBLE ROUTE
- PROPOSED FIRE HYDRANT

GRAPHIC SCALE

-40 0 20 40 80 160

(IN FEET)
1 INCH = 40 ft.

REVISIONS:

NO.	REVISION ISSUE	DATED
1		
2		
3		
4		
5		

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TITLE: FIRE TRUCK CIRCULATION PLAN

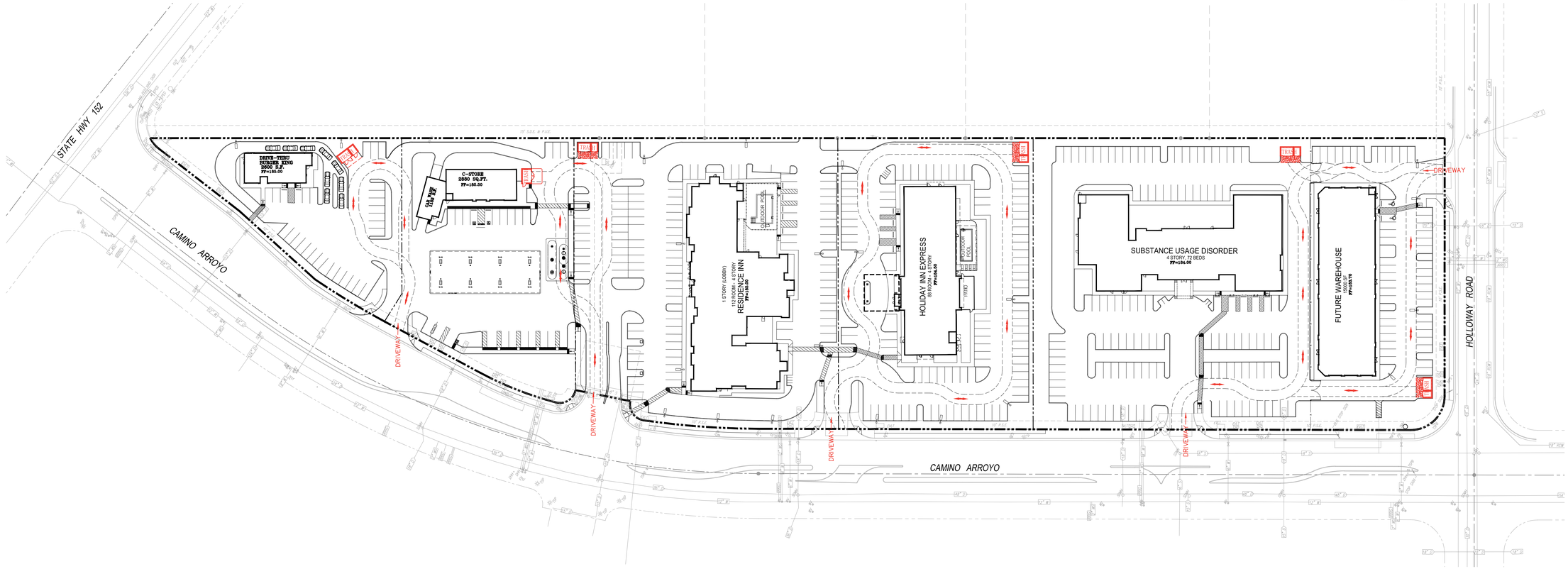
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

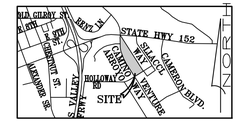
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CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C8

SHEET
08 OF 09





VICINITY MAP
N.T.S.

LEGEND:

- PROPERTY LINE
- PARKING STRIPS
- CENTER LINE
- BLDG LINE
- ACCESSIBLE AISLE
- TRASH TRUCK ROUTE
- LIGHTING SINGLE HEAD POLE LIGHT
- TRUNCATED DOMES
- (VP) PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
- (EV) ELECTRICAL VEHICLE CHARGING STATION
- PROPOSED ACCESSIBLE ROUTE OF TRAVEL
- (M) ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 SQ.FT OF SEASONAL COLOR AT BASE OF SIGN

NOTE:
1. FOR COLLECTION VEHICLE, MINIMUM 14' VERTICAL CLEARANCE IS PROVIDED.
2. DRIVEWAYS OR PARKING LOTS IN THE PATH OF THE COLLECTION VEHICLE TO ACCOMMODATE A 50,000 POUND TRUCK ON A WEEKLY BASIS.

GRAPHIC SCALE

-40 0 20 40 80 160

(IN FEET)
1 INCH = 40 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			
6			

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FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
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TITLE: SOLID WASTE HANDLING PLAN

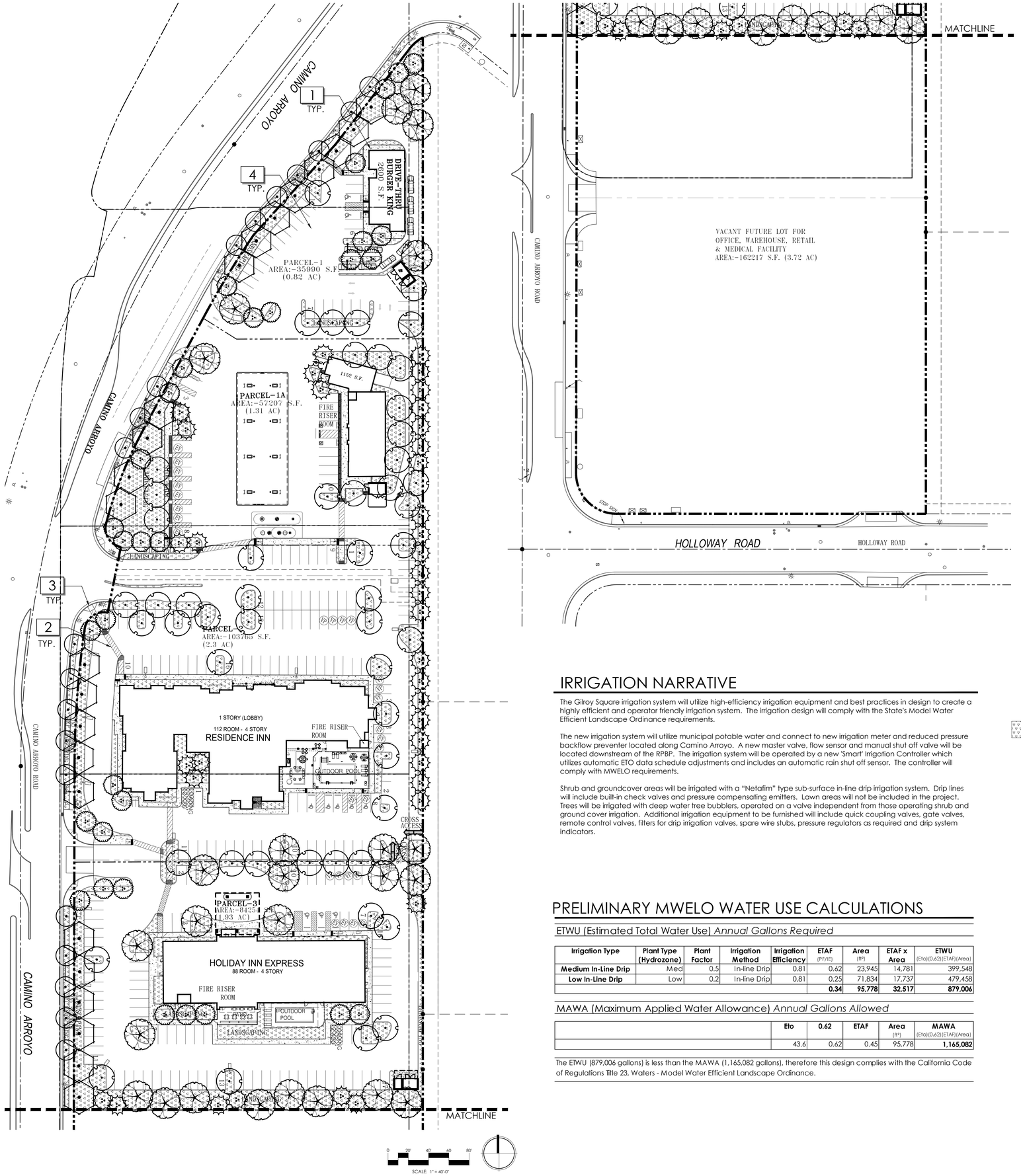
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C9

SHEET
9 OF 09



REFERENCE_NOTES_SCHEDULE

SYMBOL	DESCRIPTION
1	Concrete Paving
2	Crosswalk
3	ADA ramp with detectable warnings
4	AC Paving

CANDIDATE TREE SCHEDULE

TREES	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE
		EVERGREEN ACCENT TREES		
	CER DES	Cercidium x `Desert Museum` / Thornless Palo Verde	24"box	Low
	ARB MUL	Arbutus x `Marina` / Arbutus Multi-Trunk	24"box	Low
		DECIDUOUS ACCENT TREES		
	CER CMO	Cercis canadensis texensis `Oklahoma` / Oklahoma Redbud	24"box	Med
	LAG NAT	lagerstroemia 'Natchez' / Natchez Crape Myrtle	24"box	Low
		MEDIUM SHADE TREE		
	PIS KEI	Pistacia chinensis `Keith Davey` / Keith Davey Chinese Pistache	24"box	Low
	NYS SYL	Nyssa sylvatica / Sour Gum	24"box	Med
	KOU PAN	Koulreuteria paniculata / Golden Rain Tree	24"box	Low
	ULM FRO	Ulmus 'Frontier' / Frontier Elm	24"box	Med
		LARGE STREET TREE		
	PLA COL	Platanus x acerifolia `Columbia` / London Plane Tree	24"box	Med
		MEDIUM STREET TREE		
	GIN AUT	Ginkgo 'Autumn Gold' / Autumn Gold Gingko	24"box	Med
		LARGE SHADE TREE		
	CED DEO	Cedrus Deodarar / Deodar Cedar	24"box	Low
	QUE SHU	Quercus shumardii / Shumard Red Oak	24"box	Med
	ULM DRA	Ulmus parvifolia `Drake` / Drake Chinese Elm	24"box	Med
	ZEL GRE	Zelkova 'Green Vase' / Green Vase Zelkova	24"box	Med

CANDIDATE PLANT SCHEDULE

SITE PLANTING	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE
	ACH M20	Achillea millefolium `Moonshine` / Yarrow	1 gal	Low
	CAL SPE	Calandrinia spectabilis / Pink Calandrinia	1 gal	Low
	CAL DWA	Callistemon viminalis `Little John` / Dwarf Weeping Bottlebrush	5 gal	Low
	CAR PR2	Carex testacea `Prairie Fire` / Prairie Fire Sedge	1 gal	Medium
	CHO TEC	Chondropetalum tectorum / Cape Rush	5 gal	Low
	DIA LRS	Dianella revoluta `Little Rev` / Little Rev Flax Lily	1 gal	Low
	HES BR2	Hesperaloe parviflora `Perpa` TM / Brakelights Red Yucca	1 gal	Low
	LEY CAN	Leymus condensatus `Canyon Prince` / Canyon Prince Blue Rye	1 gal	Low
	LOM IRA	Lomandra longifolia `Breeze` TM / Breeze Mat Rush	1 gal	Low
	MYR CO3	Myrtus compacta / Compact Myrtle	1 gal	Low
	OLE LIT	Olea europaea `Little Ollie` TM / Little Ollie Olive	5 gal	Low
	PRU MON	Prunus caroliniana `Monus` / Bright `N Tight Carolina Cherry Laurel	5 gal	Low
	SAL BAR	Salvia leucantha `Santa Barbara` / Mexican Bush Sage	1 gal	Low
	SED AN3	Sedum x `Angelina` / Angelina Sedum	1 gal	Low
	SEN SER	Senecio serpens / Blue Chalksticks	1 gal	Low
	VIB TIN	Viburnum tinus / Laurustinus	5 gal	Medium
BIORETENTION PLANTINGS	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE
	BAC PIG	Baccharis pilularis `Pigeon Point` / Coyote Brush	1 gal	Low
	CAR DIV	Carex divulsa / Berkeley Sedge	1 gal	Low
	JUN ELK	Juncus patens `Elk Blue` / Spreading Rush	1 gal	Low
	MIM CAR	Mimulus cardinalis / Scarlet Monkey Flower	1 gal	High
	RUD CAL	Rudbeckia californica / California Coneflower	1 gal	Medium
	SIS BEL	Sisyrinchium bellum / Blue Eyed Grass	1 gal	Very Low

IRRIGATION NARRATIVE

The Gilroy Square irrigation system will utilize high-efficiency irrigation equipment and best practices in design to create a highly efficient and operator friendly irrigation system. The irrigation design will comply with the State's Model Water Efficient Landscape Ordinance requirements.

The new irrigation system will utilize municipal potable water and connect to new irrigation meter and reduced pressure backflow preventer located along Camino Arroyo. A new master valve, flow sensor and manual shut off valve will be located downstream of the RPBP. The irrigation system will be operated by a new 'Smart' Irrigation Controller which utilizes automatic ETO data schedule adjustments and includes an automatic rain shut off sensor. The controller will comply with MWELO requirements.

Shrub and groundcover areas will be irrigated with a "Netafim" type sub-surface in-line drip irrigation system. Drip lines will include built-in check valves and pressure compensating emitters. Lawn areas will not be included in the project. Trees will be irrigated with deep water tree bubblers, operated on a valve independent from those operating shrub and ground cover irrigation. Additional irrigation equipment to be furnished will include quick coupling valves, gate valves, remote control valves, filters for drip irrigation valves, spare wire stubs, pressure regulators as required and drip system indicators.

PRELIMINARY MWELO WATER USE CALCULATIONS

ETWU (Estimated Total Water Use) *Annual Gallons Required*

Irrigation Type	Plant Type (Hydrozone)	Plant Factor	Irrigation Method	Irrigation Efficiency	ETAF (PF/IE)	Area (ft²)	ETAF x Area	ETWU (Eto)(0.62)(ETAF)(Area)
Medium In-Line Drip	Med	0.5	In-line Drip	0.81	0.62	23,945	14,781	399,548
Low In-Line Drip	Low	0.2	In-line Drip	0.81	0.25	71,834	17,737	479,458
					0.34	**95,778**	**32,517**	**879,006**

MAWA (Maximum Applied Water Allowance) *Annual Gallons Allowed*

	Eto	0.62	ETAF	Area (ft²)	MAWA (Eto)(0.62)(ETAF)(Area)
	43.6	0.62	0.45	95,778	**1,165,082**

The ETWU (879,006 gallons) is less than the MAWA (1,165,082 gallons), therefore this design complies with the California Code of Regulations Title 23, Waters - Model Water Efficient Landscape Ordinance.

QUADRIGA
landscape architecture and planning, inc.
SACRAMENTO | SANTA ROSA
916.441.2129 | www.quadriga-inc.com

Gilroy Square Development

Schematic Design

6970 Camino Arroyo
Gilroy, CA 95020

Stamp

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Issuances & Revisions

No.	Description	Date

Key Plan/Consultant Stamp

SCHEMATIC SITE PLAN

Date: 2021/07/09
Project Number: 20-2650
Scale: 1"=40'-0"

L1.00



GENERAL PHOTOMETRIC SCHEDULE	
AVERAGE FOOT-CANDLES	3.62
MAXIMUM FOOT-CANDLES	9.4
MINIMUM FOOT-CANDLES	1.0
MINIMUM TO MAXIMUM FC RATIO	0.10
MAXIMUM TO MINIMUM FC RATIO	9.76
AVERAGE TO MINIMUM FC RATIO	3.74

LUMINAIRE SCHEDULE

SYMBOL	QTY	CATALOG NUMBER	DESCRIPTION	LAMP	FILE	LUMENS	LLF	WATTS
	44	KAX2 LED P3 30K R5 MVOLT	KAX AREA SERIES SIZE 2, PERFORMANCE PACKAGE 3, 3000 K, TYPE 5	LED	KAX2_LED_P3_30K_R5_MVOLT.IES	20312.5	1.00	150

PHOTOMETRIC PLAN

SCALE:- 1"= 40'-0"

REVISIONS:

	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
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TITLE: SITE PHOTOMETRIC PLAN

PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER M. HANK ACE
No. 7300
Exp. 09/30/22
ELECTRICAL
STATE OF CALIFORNIA

DATE: 07/12/2021
JOB : 19-43
DWG. BY:
CHK. BY:

E-1

SHEET
1 OF 1

CalEEMod Memo and Results

APPENDIX B

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM
601 Abrego Street, Monterey,CA 93940
Tel: 831-649-1799 / Fax: 831-649-8399
www.emcplanning.com

To: **Teri Wissler Adam, Principal in Charge**

From: **Zane Mortensen, Assistant Planner**

Cc: **File**

Date: **September 27, 2022**

Re: **Camino Arroyo Development Project – Emissions Modeling Methodology, Assumptions, and Results**

PROJECT DESCRIPTION

This memorandum describes the methodology and assumptions used in the emissions modeling prepared for the Camino Arroyo Development Project. The project site is located at the intersection of Pacheco Pass Highway (State Route 152) and Camino Arroyo Road, in the City of Gilroy, California. The proposed development is within the San Francisco Bay Area Air Basin, which is under the jurisdiction of the Bay Area Air Quality Management District ("air district"). As shown on the project plans (ACE Design 2022) the proposed project intends to subdivide the 10.07-acre property into five lots to be developed in three phases:

- Phase 1a – a 2,600 square-foot drive-thru Burger King and 4,242 square-foot convenience store gas station with car wash on approximately 2.1 acres;
- Phase 1b – an 82,568 square-foot Residence Inn and 67,780 square-foot Holiday Inn on approximately 4.1 acres; and
- Phase 2 – two industrial warehouse buildings with a combined footprint of 46,000 square-feet on 3.8 acres;

The project site is vacant and consists of unmaintained grasslands.

SCOPE OF ASSESSMENT

This assessment provides methodology, assumptions and an estimate of the proposed project construction and operational criteria air pollutant emissions and construction and operational greenhouse gas (GHG) emissions at buildout of all three phases. Emissions are quantified using the California Emissions Estimator Model (CalEEMod) version 2020.4 software, a modeling platform recommended by the California Air Resources Board (CARB) and accepted by the air district. Model results are attached to this assessment.

METHODOLOGY

Emissions Model

CalEEMod estimates construction emissions associated with land use development projects and allows for the input of project-specific construction information including phasing and equipment information. CalEEMod was used to estimate annual emissions for on-site and off-site construction activity. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The CalEEMod software utilizes emissions models USEPA AP-42 emission factors, CARB vehicle emission models studies and studies commissioned by other California agencies.

The CalEEMod platform allows calculations of both construction and operational criteria pollutant and GHG emissions from land use projects. The model also calculates indirect emissions from processes "downstream" of the proposed project such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

CalEEMod is capable of estimating changes in the carbon sequestration potential of a site based on changes in natural vegetation communities and the net number of new trees that would be planted as part of the project. The model calculates a one-time only loss in the carbon sequestration potential of the site that would result from changes in land use such as converting vegetation to built or paved surfaces, and can provide an estimate of the change in the carbon sequestration potential that would result from planting new trees in an amount that is greater than the number of trees to be removed (net number of new trees).

Project Characteristics

For modeling purposes, data inputs to the model take into account the type and size of proposed uses utilizing CalEEMod default land uses based on the size metrics shown on the project plans, construction data information provided by the project applicant and trip generation provided by the traffic engineer. Model results are attached to this memorandum. The three proposed project phases were modeled separately.

The size and type of proposed sources of criteria air pollutant and GHG emissions during construction and operations of Phase 1a, Phase 1b, and Phase 2 are categorized by the CalEEMod land use default categories as shown in Table 1, Project Characteristics. Unless otherwise noted, model inputs are derived from project designs and specifications (ACE Design 2022). Construction and operational criteria air pollutant and operational GHG emissions estimates are modeled for each phase based on the project characteristics information presented in Table 1.

Modeling Scenario

Unmitigated modeling scenarios were prepared for each of the three phases of the proposed project to estimate the potential criteria air pollutant and GHG emissions.

Unmitigated Emissions Scenario

The "unmitigated" emissions scenario provides an estimate of operational emissions that would be generated by the proposed land uses in compliance with uniformly applied regulatory measures that reduce GHG emissions and have criteria air emission reduction co-benefits. This scenario shows modeled operational criteria air pollutant emissions and GHG emissions that would be generated during construction and operational activities. Regulatory compliance consistent with California Pollution Control Officers Association (CAPCOA) emissions reduction measures already included in the model are referenced here parenthetically.

Table 1 Project Characteristics

Project Components	CalEEMod Default Land Use[1]	Proposed[2,3]
Phase 1a		
Drive-thru Fast Food	Fast Food Restaurant with Drive-thru	2,600
Convenience Store Gas Station with Carwash	Convenience Market with Gas Pumps	4,242 8 pumps
Parking Lot	Parking Lot	54 spaces
Concrete/paving	Other Asphalt Surfaces	46,436
Landscaping	City Park	20,990
Phase 1b		
Hotel	Hotel	82,568 112 rooms
Hotel	Hotel	67,780 88 rooms
Parking Lot	Parking Lot	208 spaces
Concrete/paving	Other Asphalt Surfaces	63,158
Landscaping	City Park	27,395
Phase 2 (Future Development)		
Industrial Warehouse	Unrefrigerated Warehouse – No Rail	46,000
Parking Lot	Parking Lot	52,400 131 spaces
Concrete/paving	Other Asphalt Surfaces	28,860
Landscaping	City Park	39,951

SOURCE: Ace Design LLC, 2022
NOTES:
1. CalEEMod default land use subtype. Descriptions of the model default land use categories and subtypes are found in the User's Guide for CalEEMod Version 2020.4available online at: http://www.aqmd.gov/caleemod/user's-guide.
2. Expressed in units of square feet unless otherwise noted.
3. Numbers are rounded and may vary.

Compliance with the following regulations during operations is assumed:

- State Model Water Efficient Landscape Ordinance (MWELO) (CAPCOA WUW-4);
- Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346). It is assumed that these or similar requirements will be in effect at buildout (CAPCOA A-1); and

- Solid waste diversion of 75 percent is applied consistent with waste diversion targets identified in AB 341. It is assumed that these or similar requirements will be in effect at buildout (CAPCOA SW-1).

Assumptions

Unless otherwise noted, data inputs for the model scenarios are based on the following primary assumptions:

1. Construction and operational criteria air pollutant and GHG emissions generated by the proposed project were estimated using the following CalEEMod default land use subtypes:
2. Emissions generated by the convenience store and fueling stations are assumed to be similar to emissions generated by the CalEEMod default land use category of Convenience market with Gas Pumps;
3. Emissions generated by landscaping are assumed to be similar to emissions generated by the CalEEMod default land use subtype "City Park".
4. The estimated construction start date for Phase 1a and Phase 1b is January, 2023;
5. The estimated operational year for Phase 1a and Phase 1b is 2025;
6. The estimated construction start date for Phase 2 is January, 2026
7. The estimated operational year for Phase 2 is 2028;
8. Changes to carbon sequestration potential were estimated based on the conversion of 10.07 acres of grassland.

Operational Emissions Data Input

Each air district (or county) assigns trip lengths for urban and rural settings, which are incorporated into the CalEEMod defaults. The model's defaults were set to "urban" and the jurisdictional authority parameters are based on the model defaults for the air district. Model defaults for mobile operational sources are adjusted based on the trip generation information provided by the project traffic engineer (Hexagon Transportation Consultants 2022).

Construction Emissions Data Inputs

Construction-related GHG emissions are quantified. CalEEMod default construction parameters allow estimates of short-term construction GHG emissions based upon empirical data collected and analyzed by the CARB. CalEEMod estimates construction emissions associated with land use development projects and allows for the input of project-specific construction information including phasing and equipment information, if known. Construction information in detail sufficient to adjust model defaults was not available; therefore, the model's default construction emissions factors were used in this assessment. GHG emissions are amortized over a 30-year time period to yield an annual emissions volume.

Carbon Sequestration Potential Data Inputs

CalEEMod estimates a one-time only change in sequestration potential resulting from changes in natural communities. The proposed project would replace approximately 10.07-acres of grassland with development. Grassland is identified as a natural community with carbon sequestration value in the model; therefore, an estimate of the one-time loss in carbon sequestration value attributable to the loss of cropland is included in this assessment.

A landscaping plan was not available at the time of modeling; therefore, an estimate of the change in sequestration potential from tree planting was not modeled.

CRITERIA AIR POLLUTANTS RESULTS

Construction Emissions

Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Based on the applicant construction schedule and default construction equipment values, CalEEMod estimated emissions over 220 construction workdays for each phase. Unmitigated construction emissions are presented in Table 2, Unmitigated Annualized Daily Construction Emissions.

Table 2 Unmitigated Annualized Daily Construction Emissions

Emissions	ROG[1]	NOx[1]	Total PM_{10}[1,2]	Exhaust PM_{10}[3]	Total $PM_{2.5}$[1,2]
Phase 1a					
Maximum	0.23	1.84	0.15	0.08	0.10
Annualized Average Daily[4]	<0.001	0.004	<0.001	<0.001	<0.001
Phase 1b					
Maximum	0.83	2.28	0.34	0.10	0.18
Annualized Average Daily[4]	0.002	0.005	0.001	<0.001	<0.001
Phase 2					
Maximum	0.27	1.87	0.24	0.074	0.13
Annualized Average Daily[4]	0.001	0.004	0.001	<0.001	<0.001

Source: EMC Planning Group 2022,
Note:
1, Emissions amounts are expressed in pounds per day and rounded.
2. Total PM emissions include exhaust particles and fugitive dust.
3. Exhaust PM_{10} is assumed to be DPM.
4. CalEEMod assumes 220 construction days per phase.

Operational Emissions

Unmitigated operational criteria air pollutant emissions are summarized in Table 3, Unmitigated Operational Criteria Air Pollutant Emissions.

Table 3 Unmitigated Operational Criteria Air Pollutant Emissions

Emissions	Nitrogen Oxides (NO_X)	Sulfur Oxides (SO_2)	Suspended Particulate Matter (PM_{10})	$PM_{2.5}$	Carbon Monoxide (CO)
Phase 1a					
Unmitigated Annual	0.67	0.008	0.85	0.23	5.74
Average Daily Emissions	0.002	<0.001	0.002	0.001	0.016
Phase 1b					
Unmitigated Annual	0.91	0.01	1.21	0.35	5.45
Average Daily Emissions	0.002	<0.001	0.003	0.001	0.015

Phase 2					
Unmitigated Annual	0.09	0.002	0.21	0.06	0.73
Average Daily Emissions	<0.001	<0.001	0.001	<0.001	0.002
Buildout Average Daily Emissions	**0.005**	**<0.001**	**0.006**	**0.002**	**0.032**

SOURCE: EMC Planning Group 2020
NOTES:
1. Results may vary due to rounding.
2. Expressed in tons.

GHG Emissions Results

Construction GHG Emissions

Construction GHG emissions would be 333.69 MT CO_2e for Phase 1a, 564.31 MT CO_2e for Phase 1b, and 447.42 MT CO_2e for Phase 2 for a total of 1,345.43 MT CO_2e. When averaged over a 30-year operational lifetime, the annual amortized emissions equal 44.85 MT CO_2e per year.

Operational GHG Emissions

At buildout of all phases, the proposed project would generate annual unmitigated operational GHG emissions of 2,467.46 MT CO_2e as summarized in Table 3, Unmitigated Operational GHG Emissions.

Carbon Sequestration Potential

The change in carbon sequestration potential is shown in Section 2.3 of the model results for each phase. Phase 1a would result in a loss of 9.18 MT CO_2e; Phase 1b would result in a loss of 17.71 MT CO_2e; Phase 2 would result in a loss of 16.46 MT CO_2e for a total net loss of 43.35 MT CO_2e sequestration potential. Averaged over a 30-year lifetime, the annual loss in carbon sequestration potential would be 1.45 MT CO_2e per year.

Table 3 Unmitigated Operational GHG Emissions

Emissions Sources	CO_2e		
	Phase 1a	Phase 1b	Phase 2
Area	0.001	0.001	0.002
Energy[1]	42.10	461.07	25.25
Mobile	747.15	975.23	153.00
Waste	3.77	13.78	5.45
Water[2]	1.36	7.10	14.38
Total by Phase	**794.38**	**1,475.18**	**198.08**
Buildout	**2,467.46**		

SOURCE: EMC Planning Group 2022
NOTES:
Results may vary due to rounding.
Expressed in MT CO_2e per year.
1. Results include emissions reductions from compliance with State thresholds for the MWELO

Total Unmitigated GHG Emissions at Buildout

GHG emissions at buildout of all phases consist of amortized construction emissions added to the operational emissions and the amortized annual loss in carbon sequestration potential as presented in Table 4, Total Unmitigated Annual GHG Emissions.

Table 4 Total Unmitigated Annual GHG Emissions

Operational Emissions	Amortized Construction Emissions	Loss of Carbon Sequestration Potential	Total Project Emissions
2,467.46	44.85	1.45	2,513.76

SOURCE: EMC Planning Group 2022
NOTE:
Results may vary due to rounding.

SOURCES

1. Breeze Software, a Division of Trinity Consultants. California Emissions Estimator (CalEEMod) Version 2020.4. May 2021. Available online at: http://www.aqmd.gov/caleemod/home

2. ----. 2021. *CalEEMod User's Guide (Version 2020.4)*. Available online at: http://www.aqmd.gov/caleemod/user's-guide
3. Bay Area Air Quality Management District. May 2017. *California Environmental Quality Act Air Quality Guidelines.* Available online at: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en
4. Hexagon Transportation Consultants. *Gilroy Square Development Transportation Analysis.* July 5, 2022.
5. ACE Design LLC. *Site Plan Gilroy Square 6970 Camino Arroyo, Gilroy CA*, September 9, 2022.

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Camino Arroyo Phase 1a Proposed Emissions Unmitigated

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	46.45	1000sqft	1.07	46,446.00	0
Parking Lot	54.00	Space	0.49	21,600.00	0
City Park	0.48	Acre	0.48	20,990.00	0
Fast Food Restaurant with Drive Thru	2.60	1000sqft	0.06	2,600.00	0
Convenience Market with Gas Pumps	8.00	Pump	0.03	4,242.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Land Use - Square footage adjusted to match project site plan.

Demolition - No infrastructure located on project site

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic system - Wastewater service provided by South County Regional Wastewater Authority.

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Table Name	Column Name	Default Value	New Value

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblLandUse	LandUseSquareFeet	20,908.80	20,990.00
tblLandUse	LandUseSquareFeet	1,129.40	4,242.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	322.50	265.12
tblVehicleTrips	ST_TR	616.12	467.48
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	322.50	265.12
tblVehicleTrips	SU_TR	472.58	467.48
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	322.50	265.12
tblVehicleTrips	WD_TR	470.95	467.48
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2343	1.8368	1.9268	3.8500e-003	0.0721	0.0797	0.1518	0.0237	0.0761	0.0998	0.0000	329.1822	329.1822	0.0554	5.9200e-003	332.3315
2024	0.0458	5.5400e-003	8.9000e-003	2.0000e-005	2.9000e-004	2.8000e-004	5.6000e-004	8.0000e-005	2.8000e-004	3.5000e-004	0.0000	1.3594	1.3594	7.0000e-005	1.0000e-005	1.3628
Maximum	**0.2343**	**1.8368**	**1.9268**	**3.8500e-003**	**0.0721**	**0.0797**	**0.1518**	**0.0237**	**0.0761**	**0.0998**	**0.0000**	**329.1822**	**329.1822**	**0.0554**	**5.9200e-003**	**332.3315**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0363	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1300e-003
Energy	2.9600e-003	0.0269	0.0226	1.6000e-004		2.0400e-003	2.0400e-003		2.0400e-003	2.0400e-003	0.0000	41.8039	41.8039	2.5900e-003	7.8000e-004	42.1017
Mobile	0.8629	0.6382	5.7253	7.9000e-003	0.8401	6.7800e-003	0.8469	0.2242	6.2900e-003	0.2305	0.0000	729.1279	729.1279	0.0872	0.0532	747.1527
Waste						0.0000	0.0000		0.0000	0.0000	1.5219	0.0000	1.5219	0.0899	0.0000	3.7705
Water						0.0000	0.0000		0.0000	0.0000	0.3088	0.6418	0.9506	8.1800e-003	6.8000e-004	1.3589
Total	**0.9022**	**0.6651**	**5.7485**	**8.0600e-003**	**0.8401**	**8.8200e-003**	**0.8489**	**0.2242**	**8.3300e-003**	**0.2326**	**1.8307**	**771.5747**	**773.4054**	**0.1879**	**0.0546**	**794.3849**

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-9.1803
Total	**-9.1803**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8629	0.6382	5.7253	7.9000e-003	0.8401	6.7800e-003	0.8469	0.2242	6.2900e-003	0.2305	0.0000	729.1279	729.1279	0.0872	0.0532	747.1527
Unmitigated	0.8629	0.6382	5.7253	7.9000e-003	0.8401	6.7800e-003	0.8469	0.2242	6.2900e-003	0.2305	0.0000	729.1279	729.1279	0.0872	0.0532	747.1527

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT
City Park	0.00	0.00	0.00	
Convenience Market with Gas Pumps	2,120.96	2,120.96	2120.96	1,137,692
Fast Food Restaurant with Drive Thru	1,215.45	1,215.45	1215.45	1,135,623
Other Asphalt Surfaces	0.00	0.00	0.00	
Parking Lot	0.00	0.00	0.00	
Total	3,336.41	3,336.41	3,336.41	2,273,315

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Convenience Market with Gas Pumps	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Convenience Market with Gas Pumps	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Fast Food Restaurant with Drive Thru	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

5.0 Energy Detail

5.2 Energy by Land Use - NaturalGas

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Convenience Market with Gas Pumps	9926.28	5.0000e-005	4.9000e-004	4.1000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5297	0.5297	1.0000e-005	1.0000e-005	0.5329
Fast Food Restaurant with Drive Thru	538902	2.9100e-003	0.0264	0.0222	1.6000e-004		2.0100e-003	2.0100e-003		2.0100e-003	2.0100e-003	0.0000	28.7579	28.7579	5.5000e-004	5.3000e-004	28.9288
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.9600e-003**	**0.0269**	**0.0226**	**1.6000e-004**		**2.0500e-003**	**2.0500e-003**		**2.0500e-003**	**2.0500e-003**	**0.0000**	**29.2876**	**29.2876**	**5.6000e-004**	**5.4000e-004**	**29.4616**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Convenience Market with Gas Pumps	44074.4	4.0779	6.6000e-004	8.0000e-005	4.1183
Fast Food Restaurant with Drive Thru	83642	7.7389	1.2500e-003	1.5000e-004	7.8154
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	7560	0.6995	1.1000e-004	1.0000e-005	0.7064
Total		**12.5163**	**2.0200e-003**	**2.4000e-004**	**12.6401**

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0313					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1300e-003
Total	**0.0364**	**1.0000e-005**	**5.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0700e-003**	**1.0700e-003**	**0.0000**	**0.0000**	**1.1300e-003**

7.0 Water Detail

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.537024	0.1739	3.0000e-005	0.0000	0.1756
Convenience Market with Gas Pumps	0.0836574 / 0.0481462	0.0871	7.8000e-004	7.0000e-005	0.1262
Fast Food Restaurant with Drive Thru	0.789188 / 0.0473009	0.6896	7.3700e-003	6.2000e-004	1.0571
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.9506**	**8.1800e-003**	**6.9000e-004**	**1.3589**

8.0 Waste Detail

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

City Park	0.01	2.0300e-003	1.2000e-004	0.0000	5.0300e-003
Fast Food Restaurant with Drive Thru	7.4875	1.5199	0.0898	0.0000	3.7655
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**1.5219**	**0.0899**	**0.0000**	**3.7705**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-9.1803	0.0000	0.0000	-9.1803

11.1 Vegetation Land Change

Vegetation Type

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Grassland	2.13 / 0	-9.1803	0.0000	0.0000	-9.1803
Total		**-9.1803**	**0.0000**	**0.0000**	**-9.1803**

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Camino Arroyo Phase 1b Proposed Emissions Unmitigated

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	63.16	1000sqft	1.45	63,158.00	0
Parking Lot	208.00	Space	1.87	83,200.00	0
City Park	0.63	Acre	0.63	27,442.80	0
Hotel	112.00	Room	0.10	82,568.00	0
Hotel	88.00	Room	0.06	67,780.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Land Use - Area adjusted to match project description

Other asphalt surfaces estimated based on total paved area and parking lot

Demolition - No existing infrastructure located on the property.

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic systems - Wastewater service provided by South County Regional Wastewater Authority.

Area Mitigation - Phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Table Name	Column Name	Default Value	New Value

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblLandUse	LandUseSquareFeet	162,624.00	82,568.00
tblLandUse	LandUseSquareFeet	127,776.00	67,780.00
tblLandUse	LotAcreage	3.73	0.10
tblLandUse	LotAcreage	2.93	0.06
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	8.19	8.42
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	5.95	8.42
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	8.36	8.42
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Year	tons/yr										MT/yr					
2023	0.2605	2.2834	2.5794	5.9200e-003	0.2415	0.0979	0.3394	0.0835	0.0919	0.1754	0.0000	530.2248	530.2248	0.0834	0.0202	538.3331
2024	0.8322	0.1101	0.1647	2.9000e-004	5.5000e-003	5.1000e-003	0.0106	1.4700e-003	4.7700e-003	6.2500e-003	0.0000	25.7402	25.7402	5.7200e-003	3.3000e-004	25.9804
Maximum	**0.8322**	**2.2834**	**2.5794**	**5.9200e-003**	**0.2415**	**0.0979**	**0.3394**	**0.0835**	**0.0919**	**0.1754**	**0.0000**	**530.2248**	**530.2248**	**0.0834**	**0.0202**	**538.3331**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6785	2.0000e-005	2.5100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5400e-003	4.5400e-003	1.0000e-005	0.0000	4.7800e-003
Energy	0.0356	0.3236	0.2718	1.9400e-003		0.0246	0.0246		0.0246	0.0246	0.0000	457.9301	457.9301	0.0238	8.5300e-003	461.0682
Mobile	0.5785	0.5847	5.1778	0.0104	1.1823	7.5200e-003	1.1898	0.3156	6.9900e-003	0.3226	0.0000	959.4425	959.4425	0.0664	0.0474	975.2328
Waste						0.0000	0.0000		0.0000	0.0000	5.5594	0.0000	5.5594	0.3286	0.0000	13.7732
Water						0.0000	0.0000		0.0000	0.0000	1.7950	2.9396	4.7346	0.0474	3.9600e-003	7.0999
Total	**1.2926**	**0.9084**	**5.4521**	**0.0123**	**1.1823**	**0.0321**	**1.2144**	**0.3156**	**0.0316**	**0.3472**	**7.3544**	**1,420.3168**	**1,427.6712**	**0.4662**	**0.0599**	**1,457.1789**

2.3 Vegetation

Vegetation

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	CO2e
Category	MT
Vegetation Land Change	-17.7141
Total	**-17.7141**

4.0 Operational Detail - Mobile

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT
City Park	0.00	0.00	0.00	
Hotel	943.04	943.04	943.04	1,791,711
Hotel	740.96	740.96	740.96	1,407,773
Other Asphalt Surfaces	0.00	0.00	0.00	
Parking Lot	0.00	0.00	0.00	
Total	1,684.00	1,684.00	1,684.00	3,199,483

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Hotel	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

5.0 Energy Detail

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	2.97622e+006	0.0161	0.1459	0.1226	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	158.8224	158.8224	3.0400e-003	2.9100e-003	159.7662
Hotel	3.62556e+006	0.0196	0.1777	0.1493	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.4737	193.4737	3.7100e-003	3.5500e-003	194.6235
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0356**	**0.3236**	**0.2718**	**1.9500e-003**		**0.0246**	**0.0246**		**0.0246**	**0.0246**	**0.0000**	**352.2962**	**352.2962**	**6.7500e-003**	**6.4600e-003**	**354.3897**

5.3 Energy by Land Use - Electricity

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Hotel	501572	46.4073	7.5100e-003	9.1000e-004	46.8662
Hotel	611003	56.5323	9.1500e-003	1.1100e-003	57.0913
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	29120	2.6943	4.4000e-004	5.0000e-005	2.7209
Total		**105.6339**	**0.0171**	**2.0700e-003**	**106.6785**

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0815					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Consumer Products	0.5969					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	2.5100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5400e-003	4.5400e-003	1.0000e-005	0.0000	4.7800e-003
Total	**0.6785**	**2.0000e-005**	**2.5100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.5400e-003**	**4.5400e-003**	**1.0000e-005**	**0.0000**	**4.7800e-003**

7.0 Water Detail

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.704845	0.2283	4.0000e-005	0.0000	0.2305
Hotel	5.07335 / 0.52932	4.5063	0.0474	3.9600e-003	6.8694
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.7346**	**0.0474**	**3.9600e-003**	**7.1000**

8.0 Waste Detail

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.0125	2.5400e-003	1.5000e-004	0.0000	6.2900e-003
Hotel	27.375	5.5569	0.3284	0.0000	13.7669
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**5.5594**	**0.3286**	**0.0000**	**13.7732**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-17.7141	0.0000	0.0000	-17.7141

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Grassland	4.11 / 0	-17.7141	0.0000	0.0000	-17.7141
Total		**-17.7141**	**0.0000**	**0.0000**	**-17.7141**

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Camino Arroyo Phase 2 Proposed Emissions Unmitigated

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	46.00	1000sqft	1.06	46,000.00	0
Other Asphalt Surfaces	28.86	1000sqft	0.66	28,860.00	0
Parking Lot	131.00	Space	1.18	52,400.00	0
City Park	0.92	Acre	0.92	39,951.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2028
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Land Use - Area adjusted to match project description.
Other asphalt surfaces estimated based on total paved area and parking lot.
Demolition - No existing infrastructure on the property.

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic systems - Wastewater service provided by South County Regional Wastwater Authority.

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Water Mitigation - State Model Water Efficient Landscape Ordinance (MWELO) (CAPCOA WUW-4)

Waste Mitigation - 75 percent is applied consistent with waste diversion targets identified in AB 341.

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	39,951.01	39,951.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	4.13
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	4.13
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	4.13
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2026	0.2079	1.8703	2.3061	4.7300e-003	0.1623	0.0744	0.2368	0.0620	0.0698	0.1318	0.0000	417.3279	417.3279	0.0795	9.5700e-003	422.1655

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2027	0.2718	0.1059	0.1666	2.9000e-004	3.8900e-003	4.7200e-003	8.6100e-003	1.0400e-003	4.4200e-003	5.4600e-003	0.0000	25.0533	25.0533	5.9200e-003	2.1000e-004	25.2625
Maximum	**0.2718**	**1.8703**	**2.3061**	**4.7300e-003**	**0.1623**	**0.0744**	**0.2368**	**0.0620**	**0.0698**	**0.1318**	**0.0000**	**417.3279**	**417.3279**	**0.0795**	**9.5700e-003**	**422.1655**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2110	1.0000e-005	1.1000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9900e-003	1.9900e-003	0.0000	0.0000	2.0900e-003
Energy	8.5000e-004	7.7600e-003	6.5200e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	25.0375	25.0375	2.8500e-003	4.8000e-004	25.2518
Mobile	0.0710	0.0784	0.7252	1.6400e-003	0.2049	1.0800e-003	0.2060	0.0547	1.0000e-003	0.0557	0.0000	150.8197	150.8197	8.6100e-003	6.6100e-003	153.0042
Waste						0.0000	0.0000		0.0000	0.0000	2.1984	0.0000	2.1984	0.1299	0.0000	5.4464
Water						0.0000	0.0000		0.0000	0.0000	3.7636	5.6589	9.4225	0.0993	8.3000e-003	14.3771
Total	**0.2829**	**0.0862**	**0.7328**	**1.6900e-003**	**0.2049**	**1.6700e-003**	**0.2066**	**0.0547**	**1.5900e-003**	**0.0563**	**5.9620**	**181.5181**	**187.4801**	**0.2407**	**0.0154**	**198.0816**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-16.4642

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total	**-16.4642**

4.0 Operational Detail - Mobile

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT
City Park	0.00	0.00	0.00	
Other Asphalt Surfaces	0.00	0.00	0.00	
Parking Lot	0.00	0.00	0.00	
Unrefrigerated Warehouse-No Rail	189.98	189.98	189.98	554,649
Total	189.98	189.98	189.98	554,649

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.576295	0.056490	0.183529	0.114985	0.020137	0.005304	0.008188	0.006136	0.000868	0.000349	0.024273	0.000862	0.002585
Other Asphalt Surfaces	0.576295	0.056490	0.183529	0.114985	0.020137	0.005304	0.008188	0.006136	0.000868	0.000349	0.024273	0.000862	0.002585
Parking Lot	0.576295	0.056490	0.183529	0.114985	0.020137	0.005304	0.008188	0.006136	0.000868	0.000349	0.024273	0.000862	0.002585
Unrefrigerated Warehouse-No Rail	0.576295	0.056490	0.183529	0.114985	0.020137	0.005304	0.008188	0.006136	0.000868	0.000349	0.024273	0.000862	0.002585

5.0 Energy Detail

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	158240	8.5000e-004	7.7600e-003	6.5200e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	8.4443	8.4443	1.6000e-004	1.5000e-004	8.4945
Total		**8.5000e-004**	**7.7600e-003**	**6.5200e-003**	**5.0000e-005**		**5.9000e-004**	**5.9000e-004**		**5.9000e-004**	**5.9000e-004**	**0.0000**	**8.4443**	**8.4443**	**1.6000e-004**	**1.5000e-004**	**8.4945**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	18340	1.6969	2.7000e-004	3.0000e-005	1.7137

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unrefrigerated Warehouse-No Rail	161000	14.8963	2.4100e-003	2.9000e-004	15.0436
Total		**16.5932**	**2.6800e-003**	**3.2000e-004**	**16.7573**

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1853					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	1.1000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9900e-003	1.9900e-003	0.0000	0.0000	2.0900e-003
Total	**0.2110**	**1.0000e-005**	**1.1000e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.9900e-003**	**1.9900e-003**	**0.0000**	**0.0000**	**2.0900e-003**

7.0 Water Detail

7.2 Water by Land Use

Unmitigated

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.0293	0.3333	5.0000e-005	1.0000e-005	0.3366
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	10.6375 / 0	9.0892	0.0993	8.2900e-003	14.0405
Total		**9.4225**	**0.0993**	**8.3000e-003**	**14.3771**

8.0 Waste Detail

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	10.81	2.1943	0.1297	0.0000	5.4364

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total		**2.1984**	**0.1299**	**0.0000**	**5.4464**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-16.4642	0.0000	0.0000	-16.4642

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Grassland	3.82 / 0	-16.4642	0.0000	0.0000	-16.4642
Total		**-16.4642**	**0.0000**	**0.0000**	**-16.4642**

EMFAC Results

C

APPENDIX

APPENDIX C
EMFAC2021
Gilroy Square
Fuel Demand

2028 Fuel Demand

Vehicle Class	Fuel	Process	Kgal/day	Fuel Type	Demand
All Other Buses	Dsl	IDLEX	1.77E-05	Diesel	
All Other Buses	Dsl	RUNEX	0.00191	Kgal/day	0.09
LDA	Dsl	RUNEX	0.000257	KGal/yr	34.41
LDT1	Dsl	RUNEX	6.55E-07		
LDT2	Dsl	RUNEX	0.000385	Gas	
LHD1	Dsl	IDLEX	4.67E-05	Kgal/day	0.52
LHD1	Dsl	RUNEX	0.008929	KGal/yr	188.11
LHD2	Dsl	IDLEX	3.58E-05		
LHD2	Dsl	RUNEX	0.004929	Hybrid	
MDV	Dsl	RUNEX	0.001052	kgal/day	0.006
MH	Dsl	RUNEX	0.000362	Kgal/yr	2.33
Motor Coach	Dsl	IDLEX	3.31E-05		
Motor Coach	Dsl	RUNEX	0.000689	TOTAL	
PTO	Dsl	RUNEX	0.001653	KGal/yr	224.85
SBUS	Dsl	IDLEX	4.96E-05	Gal/yr	224847.3
SBUS	Dsl	RUNEX	0.000569		
T6 CAIRP Class 4	Dsl	IDLEX	6.35E-08		
T6 CAIRP Class 4	Dsl	RUNEX	7.87E-06		
T6 CAIRP Class 5	Dsl	IDLEX	8.32E-08	Mileage	
T6 CAIRP Class 5	Dsl	RUNEX	1.09E-05	Check:	
T6 CAIRP Class 6	Dsl	IDLEX	2.94E-07		
T6 CAIRP Class 6	Dsl	RUNEX	2.74E-05	VMT/yr	6027447
T6 CAIRP Class 7	Dsl	IDLEX	4.72E-07	mpg	26.81
T6 CAIRP Class 7	Dsl	RUNEX	0.000164		
T6 Instate Delivery Class 4	Dsl	IDLEX	4.34E-05		
T6 Instate Delivery Class 4	Dsl	RUNEX	0.000816		
T6 Instate Delivery Class 5	Dsl	IDLEX	4.99E-05		
T6 Instate Delivery Class 5	Dsl	RUNEX	0.000954		
T6 Instate Delivery Class 6	Dsl	IDLEX	9.55E-05		
T6 Instate Delivery Class 6	Dsl	RUNEX	0.001809		
T6 Instate Delivery Class 7	Dsl	IDLEX	1.41E-05		
T6 Instate Delivery Class 7	Dsl	RUNEX	0.000398		
T6 Instate Other Class 4	Dsl	IDLEX	8.21E-05		
T6 Instate Other Class 4	Dsl	RUNEX	0.001697		
T6 Instate Other Class 5	Dsl	IDLEX	0.000166		
T6 Instate Other Class 5	Dsl	RUNEX	0.003563		
T6 Instate Other Class 6	Dsl	IDLEX	0.000159		
T6 Instate Other Class 6	Dsl	RUNEX	0.003329		
T6 Instate Other Class 7	Dsl	IDLEX	6.90E-05		
T6 Instate Other Class 7	Dsl	RUNEX	0.001413		
T6 Instate Tractor Class 6	Dsl	IDLEX	6.02E-07		

APPENDIX C
EMFAC2021
Gilroy Square
Fuel Demand

T6 Instate Tractor Class 6	Dsl	RUNEX	1.52E-05
T6 Instate Tractor Class 7	Dsl	IDLEX	2.14E-05
T6 Instate Tractor Class 7	Dsl	RUNEX	0.000546
T6 OOS Class 4	Dsl	IDLEX	3.65E-08
T6 OOS Class 4	Dsl	RUNEX	4.49E-06
T6 OOS Class 5	Dsl	IDLEX	4.75E-08
T6 OOS Class 5	Dsl	RUNEX	6.19E-06
T6 OOS Class 6	Dsl	IDLEX	1.69E-07
T6 OOS Class 6	Dsl	RUNEX	1.57E-05
T6 OOS Class 7	Dsl	IDLEX	2.42E-07
T6 OOS Class 7	Dsl	RUNEX	0.000108
T6 Public Class 4	Dsl	IDLEX	1.43E-05
T6 Public Class 4	Dsl	RUNEX	0.000186
T6 Public Class 5	Dsl	IDLEX	2.46E-05
T6 Public Class 5	Dsl	RUNEX	0.000323
T6 Public Class 6	Dsl	IDLEX	1.31E-05
T6 Public Class 6	Dsl	RUNEX	0.000175
T6 Public Class 7	Dsl	IDLEX	3.07E-05
T6 Public Class 7	Dsl	RUNEX	0.00053
T6 Utility Class 5	Dsl	IDLEX	5.17E-06
T6 Utility Class 5	Dsl	RUNEX	0.000145
T6 Utility Class 6	Dsl	IDLEX	9.76E-07
T6 Utility Class 6	Dsl	RUNEX	2.73E-05
T6 Utility Class 7	Dsl	IDLEX	1.09E-06
T6 Utility Class 7	Dsl	RUNEX	3.76E-05
T7 CAIRP Class 8	Dsl	IDLEX	0.000798
T7 CAIRP Class 8	Dsl	RUNEX	0.010172
T7 NNOOS Class 8	Dsl	IDLEX	0.000871
T7 NNOOS Class 8	Dsl	RUNEX	0.012093
T7 NOOS Class 8	Dsl	IDLEX	0.000384
T7 NOOS Class 8	Dsl	RUNEX	0.004496
T7 Other Port Class 8	Dsl	IDLEX	2.83E-05
T7 Other Port Class 8	Dsl	RUNEX	0.001195
T7 POAK Class 8	Dsl	IDLEX	0.000178
T7 POAK Class 8	Dsl	RUNEX	0.003865
T7 POLA Class 8	Dsl	IDLEX	2.66E-13
T7 POLA Class 8	Dsl	RUNEX	7.26E-12
T7 Public Class 8	Dsl	IDLEX	6.95E-05
T7 Public Class 8	Dsl	RUNEX	0.001744
T7 Single Concrete/Transit Mix Class 8	Dsl	IDLEX	5.65E-05
T7 Single Concrete/Transit Mix Class 8	Dsl	RUNEX	0.001466
T7 Single Dump Class 8	Dsl	IDLEX	0.000113
T7 Single Dump Class 8	Dsl	RUNEX	0.002225
T7 Single Other Class 8	Dsl	IDLEX	0.000158

APPENDIX C
EMFAC2021
Gilroy Square
Fuel Demand

T7 Single Other Class 8	Dsl	RUNEX	0.002763
T7 SWCV Class 8	Dsl	IDLEX	2.85E-05
T7 SWCV Class 8	Dsl	RUNEX	0.001913
T7 Tractor Class 8	Dsl	IDLEX	0.000729
T7 Tractor Class 8	Dsl	RUNEX	0.009045
T7 Utility Class 8	Dsl	IDLEX	3.98E-06
T7 Utility Class 8	Dsl	RUNEX	0.000186
UBUS	Dsl	RUNEX	0.001656
LDA	Gas	RUNEX	0.222551
LDA	Gas	STREX	0.007111
LDT1	Gas	RUNEX	0.018995
LDT1	Gas	STREX	0.000688
LDT2	Gas	RUNEX	0.134045
LDT2	Gas	STREX	0.004515
LHD1	Gas	IDLEX	9.06E-05
LHD1	Gas	RUNEX	0.024046
LHD1	Gas	STREX	0.000298
LHD2	Gas	IDLEX	1.33E-05
LHD2	Gas	RUNEX	0.003317
LHD2	Gas	STREX	3.67E-05
MCY	Gas	RUNEX	0.001249
MCY	Gas	STREX	0.000104
MDV	Gas	RUNEX	0.087153
MDV	Gas	STREX	0.002998
MH	Gas	RUNEX	0.001585
MH	Gas	STREX	2.63E-07
OBUS	Gas	IDLEX	5.86E-06
OBUS	Gas	RUNEX	0.001119
OBUS	Gas	STREX	9.69E-06
SBUS	Gas	IDLEX	1.95E-05
SBUS	Gas	RUNEX	0.000299
SBUS	Gas	STREX	1.73E-06
T6TS	Gas	IDLEX	2.86E-05
T6TS	Gas	RUNEX	0.004868
T6TS	Gas	STREX	4.82E-05
T7IS	Gas	RUNEX	1.20E-05
T7IS	Gas	STREX	5.78E-08
UBUS	Gas	RUNEX	0.000165
UBUS	Gas	STREX	2.62E-07
LDA	Phe	RUNEX	0.00479
LDA	Phe	STREX	0.000231
LDT1	Phe	RUNEX	4.30E-05
LDT1	Phe	STREX	2.27E-06
LDT2	Phe	RUNEX	0.000778

APPENDIX C
EMFAC2021
Gilroy Square
Fuel Demand

LDT2	Phe	STREX	4.57E-05
MDV	Phe	RUNEX	0.000463
MDV	Phe	STREX	3.42E-05

CNDDB Results

APPENDIX D

Appendix D Special-Status Species with Potential to Occur in the Project Vicinity

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Plants			
Alkali milk-vetch *(Astragalus tener* var. *tener)*	--/--/1B.2	Alkaline sites in playas, valley and foothill grassland (on adobe clay), and vernal pools; elevation 1-60m. Blooming Period: March - June	Unlikely. Suitable grassland habitat not found at the project site.
Anderson's manzanita *(Arctostaphylos andersonii)*	--/--/1B.2	Broadleaved upland forest, chaparral, and North Coast coniferous forest. Known only from the Santa Cruz Mountains. Prefers open sites in redwood forest; elevation 180-800m. Blooming Period: November - April	Unlikely. Suitable forest habitat not found at the project site. Species known from higher elevations.
Arcuate bush-mallow *(Malacothamnus arcuatus)*	--/--/1B.2	Chaparral, in gravelly alluvium; elevation 80-355m. Blooming Period: April - September	Unlikely. Suitable chaparral habitat not found at the project site.
Big-scale balsamroot *(Balsamorhiza macrolepis)*	--/--/1B.2	Valley and foothill grassland, and cismontane woodland; sometimes on serpentine; elevation 35-1000m. Blooming Period: March - June	Unlikely. Suitable habitat not found at the project site.
California alkali grass *(Puccinellia simplex)*	--/--/1B.2	Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools. Alkaline, vernally mesic. Sinks, flats, and lake margins; elevation 1-915m. Blooming Period: March - May	Unlikely. Suitable mesic habitat not found at the project site.
Chaparral harebell *(Campanula exigua)*	--/--/1B.2	Chaparral (rocky, usually serpentine); elevation 275-1250m. Blooming Period: May - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Congdon's tarplant *(Centromadia parryi* spp. *congdonii)*	--/--/1B.1	Valley and foothill grassland (alkaline); elevation 1-230m. Known to occur on various substrates, and in disturbed and ruderal (weedy) areas. Blooming Period: June - November	Unlikely. Suitable habitat not found at the project site.
Eastwood's goldenbush *(Ericameria fasciculata)*	--/--/1B.1	Closed cone coniferous forest, chaparral (maritime), coastal dunes, and coastal scrub/sand; elevation 30 - 275 meters. Blooming Period: July - October	Unlikely. Suitable habitat not found at the project site.
Fragrant fritillary *(Fritillaria liliacea)*	--/--/1B.2	Coastal scrub, valley and foothill grassland, and coastal prairie. Often on serpentine, various soils reported though usually clay in grassland; elevation 3-410m. Blooming Period: February - April	Unlikely. Suitable habitat not found at the project site.
Hairless popcorn flower *(Plagiobothrys glaber)*	--/--/1A	Meadows and seeps (alkaline), marshes and swamps (coastal salt); elevation 15-180m. Blooming Period: March - May	Unlikely. Suitable mesic habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Hall's tarplant *(Deinandra halliana)*	--/--/1B.1	Cismontane woodland, chenopod scrub, valley and foothill grassland. Variety of substrates, including clay, sand, and alkaline soils; elevation 300-950m. Blooming Period: April - May	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Hooker's manzanita *(Arctostaphylos hookeri* ssp. *hookeri)*	--/--/1B.2	Sandy soils in coastal scrub, chaparral, and closed-cone forest habitats; evergreen; elevation 45-215m. Blooming Period: February - April	Unlikely. Suitable habitat not found at the project site.
Hoover's button-celery *(Eryngium aristulatum* var. *hooveri)*	--/--/1B.1	Vernal pools. Alkaline depressions, roadside ditches, and other wet places near the coast; elevation 5-45m. Blooming Period: July	Unlikely. Suitable habitat not found at the project site.
Hospital Canyon larkspur *(Delphinium californicum* ssp. *interius)*	--/--/1B.2	Cismontane woodland and chaparral, in wet, boggy meadows, openings in chaparral, and in canyons; elevation 225-1060m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Indian Valley bush-mallow *(Malacothamnus aboriginum)*	--/--/1B.2	Chaparral and cismontane woodland; rocky, often burned areas. Prefers granitic outcrops and sandy bare soil; elevation 150-1700m. Blooming Period: April - October	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Legenere *(Legenere limosa)*	--/--/1B.1	In beds of vernal pools; elevation 1-880m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site.
Loma Prieta hoita *(Hoita strobilina)*	--/--/1B.1	Wet areas on serpentine substrate in chaparral, cismontane woodland, and riparian woodland; elevation 30-860m. Blooming Period: May - October	Unlikely. Suitable habitat not found at the project site.
Monterey spineflower *(Chorizanthe pungens* var. *pungens)*	FT/--/1B.2	Sandy openings in maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland; elevation 3-450m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site.
Most beautiful jewel-flower *(Streptanthus albidus* ssp. *peramoenus)*	--/--/1B.2	Chaparral, valley and foothill grassland, and cismontane woodland; serpentine outcrops, on ridges and slopes; elevation 120-730m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Mt. Hamilton thistle *(Cirsium fontinale* var. *campylon)*	--/--/1B.2	Serpentine seeps in chaparral, cismontane woodland, and valley and foothill grassland; elevation 100-890m. Blooming Period: February - October	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Pajaro manzanita *(Arctostaphylos pajaroensis)*	--/--/1B.1	Sandy soils in chaparral habitat; evergreen; elevation 30-760m. Blooming Period: December - March	Unlikely. Suitable habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Pine rose *(Rosa pinetorum)*	--/--/1B.2	Closed-cone coniferous forest; elevation 2-300m. Blooming Period: May - July	Unlikely. Suitable habitat not found at the project site.
Pink creamsacs *(Castilleja rubicundula* ssp. *rubicundula)*	--/--/1B.2	Chaparral, meadows and seeps, and valley and foothill grassland. Openings in chaparral or grasslands on serpentine soils; elevation 20-900m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site.
Pinnacles buckwheat *(Eriogonum nortonii)*	--/--/1B.3	Sandy sites in chaparral and valley and foothill grassland, often on recent burns; elevation 300-975m. Blooming Period: May - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Prostrate vernal pool navarretia *(Navarretia prostrata)*	--/--/1B.1	Coastal scrub, valley and foothill grassland, and vernal pools. Alkaline soils in grassland, or in vernal pools; elevation 15-700m. Blooming Period: April - July	Unlikely. Suitable habitat not found at the project site.
Saline clover *(Trifolium hydrophilum)*	--/--/1B.2	Marshes and swamps, valley and foothill grassland, and vernal pools. Prefers wet, alkaline sites; elevation 0-300m. Blooming Period: April - June	Unlikely. Suitable mesic habitat not found at the project site.
San Francisco popcornflower *(Plagiobothrys diffusus)*	--/SE/1B.1	Valley and foothill grassland, and coastal prairie. Historically from grassy slopes with marine influence; elevation 60-485m. Blooming Period: March - June	Unlikely. Suitable habitat not found at the project site.
San Joaquin spearscale *(Extriplex joaquinana)*	--/--/1B.2	Alkaline sites in chenopod scrub, meadows and seeps, playas, and valley and foothill grassland; elevation 1-320m. Blooming Period: April - October	Unlikely. Suitable habitat not found at the project site.
Santa Clara Valley dudleya *(Dudleya abramsii* ssp. *setchellii)*	FE/--/1B.1	Valley and foothill grassland, and cismontane woodland. Endemic to serpentine outcrops and on rocks within grassland or woodland in Santa Clara County; elevation 80-335m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site.
Santa Cruz Mountains beardtongue *(Penstemon rattanii* var. *kleei)*	--/--/1B.2	Chaparral and lower montane coniferous forest. Sandy shale slopes in transition zone between forest and chaparral; elevation 400-1100m. Blooming Period: May - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Santa Cruz tarplant *(Holocarpha macradenia)*	FT/SE/1B.1	Coastal prairie, coastal scrub, and valley and foothill grassland; often on clay or sandy soils; elevation 10-220m. Blooming Period: June - October	Unlikely. Suitable habitat not found at the project site.
Seaside bird's-beak *(Cordylanthus rigidus* ssp. *littoralis)*	--/SE/1B.1	Closed-cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy often disturbed sites; elevation 0-215m. Blooming Period: May - October	Unlikely. Suitable habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Smooth lessingia *(Lessingia micradenia* var. *glabrata)*	--/--/1B.2	Chaparral; endemic to Santa Clara County. Serpentine, often on roadsides; elevation 120-485m. Blooming Period: July - November	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Woodland woollythreads *(Monolopia gracilens)*	--/--/1B.2	Serpentine, open sites in broadleaved upland forest, chaparral, cismontane woodland, North Coast coniferous forest, and valley and foothill grassland; elevation 100-1200m. Blooming Period: March – July	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Yadon's rein orchid *(Piperia yadonii)*	FE/--/1B.1	Sandy sites in coastal bluff scrub, closed cone coniferous forest, maritime chaparral; elevation 10-510m. Blooming Period: May - August	Unlikely. Suitable habitat not found at the project site.
Wildlife			
American badger *(Taxidea taxus)*	--/SSC	Most abundant in drier, open stages of most shrub, forest, and herbaceous habitats. Need sufficient food and open, uncultivated ground with friable soils to dig burrows. Prey on burrowing rodents.	Unlikely. Suitable open grassland habitat not found at the project site.
Bank swallow *(Riparia riparia)*	--/ST	Highly colonial species that nests in alluvial soils along rivers, streams, lakes, and ocean coasts. Nesting colonies only occur in vertical banks or bluffs of friable soils at least one meter tall, suitable for burrowing with some predator deterrence values. Breeding colony present in Salinas River.	Unlikely. Suitable bank habitat not found at the project site.
Bay checkerspot butterfly *(Euphydryas editha bayensis)*	FT/--	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. *Plantago erecta* is the primary host plant; *Castilleja densiflora* and *C. exserta* are secondary host plants.	Unlikely. Suitable host plants not found at the project site.
Burrowing owl *(Athene cunicularia)*	--/SSC	Open, dry, annual or perennial grasslands, desert, or scrubland, with available small mammal burrows.	Possible. Suitable open habitats with available burrows found at the project site.
California brackishwater snail *(mimic tryonia) (Tryonia imitator)*	--/SSC	Aquatic, found on rocks and in gravel of riffles in cool, swift, clear streams.	Unlikely. Suitable aquatic habitat not found at the project site.
California giant salamander *(Anodonta californiensis)*	--/SSC	Known from wet coastal forests near streams ad seeps from Mendocino County south to Monterey County and east to Napa County. Aquatic larvae found in cold, clear streams, occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes.	Unlikely. Suitable aquatic habitat not found at the project site.
California linderiella *(Linderiella occidentalis)*	FSC/--	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools typically has very low alkalinity, conductivity, and total dissolved solids.	Unlikely. Suitable aquatic habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
California red-legged frog *(Rana draytonii)*	FT/SSC	Rivers, creeks, and stock ponds with pools and overhanging vegetation. Requires dense, shrubby or emergent riparian vegetation, and prefers short riffles and pools with slow-moving, well-oxygenated water. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter.	Unlikely. Suitable aquatic habitat not found at the project site.
California Ridgway's rail *(Rallus obsoletus obsoletus)*	FE/SE	Found in saltwater and brackish marshes, traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs.	Unlikely. Suitable aquatic habitat not found at the project site.
California tiger salamander *(Ambystoma californiense)*	FT/ST	Grasslands and oak woodlands near seasonal pools and stock ponds in central and coastal California. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. Requires seasonal water sources that persist into late March for breeding habitat.	Unlikely. Suitable aquatic habitat not found at the project site.
Coast horned lizard *(Phrynosoma blainvillii)*	--/SSC	Arid grassland and scrubland habitats; prefers lowlands along sandy washes with scattered low bushes. Requires open areas for sunning, bushes for cover, patches of loose soil for burrowing, and abundant supply of ants and other insects for feeding.	Unlikely. Suitable arid grassland habitat not found at the project site.
Coast Range newt *(Taricha torosa)*	--/SSC	Coastal drainages; lives in terrestrial habitats and can migrate over 1 km to breed in ponds, reservoirs, and slow-moving streams.	Unlikely. Suitable aquatic habitat not found at the project site.
Crotch bumble bee (*Bombus crotchii*)	--/SCE	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and Eriogonum.	Unlikely. Suitable food plants and habitat not found at the project site.
Foothill yellow-legged frog *(Rana boylii)*	--/SE	Partly shaded, shallow streams and riffles with rocky substrate in a variety of habitats. Requires at least some cobble-sized substrate for egg-laying and 15 weeks of available water to attain metamorphosis.	Unlikely. Suitable aquatic habitat not found at the project site.
Golden eagle *(Aquila chrysaetos)*	--/SFP	Rolling foothill mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range. Also uses large trees in open areas.	Unlikely. Suitable nesting habitat not found at the project site.
Hoary bat *(Lasiurus cinereus)*	--/SSC	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.	Unlikely. Suitable nearby aquatic habitat not present.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Least Bell's vireo *(Vireo bellii pusillus)*	FE/SE	Summer resident of southern and central California in riparian habitats below 2,000 feet in elevation. Often nests in large shrubs, along margins of bushes or on twigs projecting into pathways.	Unlikely. Suitable riparian habitat not found at the project site.
Loggerhead shrike *(Lanius ludovicianus)*	--/SSC	(Nesting) Broken woodlands, savannah, pinyon-juniper, Joshua tree and riparian woodlands, desert oases, scrub and washes. Prefers open country for hunting, with perches for scanning and fairly dense shrubs and brush for nesting.	Possible. Suitable perching areas present adjacent to parcel and foraging habitat within open fields.
Merlin *(Falco columbarius)*	--/--/WL	Seacoast, tidal estuaries, open woodlands, savannahs, edges of grassland and deserts, farms and ranches, clumps of trees or windbreaks are required for roosting in open county.	Unlikely. Suitable natural open habitats not found at the project site.
Monterey hitch (*Lavinia exilicauda harengus*)	--/SSC	Widely distributed in the Pajaro and Salinas river systems. Most abundant in lowland areas with large pools or in small reservoirs.	Unlikely. Suitable aquatic habitat not found at the project site.
Mountain lion *(Puma concolor)*	--/SC	Southern California and central coast evolutionarily significant unit. Steep, rocky canyons or mountainous terrain. Deserts, coastal forest, from sea level to 10,000 feet. May encroach into developed areas at the edge of habitat area or along migratory corridors.	Unlikely. Suitable mountainous, forested, or desert habitat or migratory corridors not found at the project site.
Northern California legless lizard *(Anniella pulchra)*	--/SSC	Sandy or loose loamy soils under sparse vegetation, moist soils. Anniella pulchra is traditionally split into two subspecies: *A. pulchra pulchra* (silvery legless lizard) and *A. pulchra nigra* (black legless lizard), but these subspecies are typically no longer recognized.	Unlikely. Suitable aquatic habitat not found at the project site.
Pallid bat *(Antrozous pallidus)*	--/SSC	Deserts, grasslands, scrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures.	Unlikely. Suitable rocky areas or potential roosting sites absent from project site.
San Joaquin coachwhip *(Masticophis flagellum ruddocki)*	--/SSC	Open, dry habitats with little or no tree cover. Found in valley grassland and saltbush scrub in the San Joaquin Valley. Requires mammal burrows for refuge and oviposition sites.	Unlikely. Suitable grassland or scrub habitats not found at the project site.
San Joaquin kit fox *(Vulpes macrotis mutica)*	FE/ST	Annual grasslands or grassy open stages with scattered shrubby vegetation. Needs loose-textured sandy soils for burrowing, and suitable prey base.	Unlikely. Suitable open habitats not found at the project site.
Santa Cruz black salamander *(Aneides flavipunctatus niger)*	--/SSC	Mixed deciduous and coniferous woodlands and coastal grasslands in San Mateo, Santa Cruz, and Santa Clara Counties. Adults found under rocks, talus, and damp woody debris.	Unlikely. Suitable aquatic habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Santa Cruz long-toed salamander *(Ambystoma macrodactylum croceum)*	FE/SE	Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey Counties. Aquatic larvae prefer shallow (<12 inches) water; use clumps of vegetation or debris for cover. Adults use mammal burrows.	Unlikely. Suitable aquatic habitat not found at the project site.
Southern coastal roach *(Hesperoleucus venustus subditus)*	--/SSC	Found in the drainages of Tomales Bay and northern San Francisco Bay in the north, and drainages of Monterey Bay in the south.	Unlikely. Suitable aquatic habitat not found at the project site.
Steelhead *(Oncorhynchus mykiss irideus)*	FT/--	Coastal stream with clean spawning gravel. Requires cool water and pools. Needs migratory access between natal stream and ocean.	Unlikely. Suitable aquatic habitat not found at the project site.
Swainson's hawk *(Buteo swainsoni)*	--/ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas, such as grasslands or agricultural fields supporting rodent populations.	Unlikely. Not known from immediate vicinity and suitable nesting habitat with adjacent small mammal activity not found at the project site.
Townsend's big-eared bat *(Corynorhinus townsendii)*	--/SSC	Inhabits a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	Unlikely. Suitable rocky areas or potential roosting sites absent from project site.
Tricolored blackbird *(Agelaius tricolor)*	--/ST	Areas adjacent to open water with protected nesting substrate, which typically consists of dense, emergent freshwater marsh vegetation.	Unlikely. Suitable emergent freshwater marsh habitat not found at the project site.
Western bumble bee (*Bombus occidentalis*)	--/SCE	Historically known to occur throughout the mountains and northern coast of California. Prefers meadows and grasslands with abundant floral resources, including those from Fabaceae, Asteraceae, Rhamnaceae and Rosaceae families.	Unlikely. Suitable food plants and meadow habitat not found at the project site.
Western mastiff bat *(Eumops perotis californicus)*	--/SSC	Many open, semi-arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels.	Unlikely. Suitable rocky areas or potential roosting sites absent from project site.
Western pond turtle *(Emys marmorata)*	--/SSC	Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs basking sites (such as rocks or partially submerged logs) and suitable upland habitat for egg-laying (sandy banks or grassy open fields).	Unlikely. Suitable aquatic habitat not found at the project site.
Western red bat *(Lasiurus blossevillii)*	--/SSC	Roosts primarily in trees, 2-40 feet above the ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	Unlikely. Suitable rocky areas or potential roosting sites absent from project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Western spadefoot *(Spea hammondii)*	--/SSC	Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands, breeds in winter and spring (January - May) in quiet streams and temporary pools.	Unlikely. Suitable aquatic habitat not found at the project site.
White-tailed kite *(Elanus leucurus)*	--/SFP	Rolling foothills and valley margins with scattered oaks, and river bottomlands or marshes next to deciduous woodlands. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	Possible. Suitable perching areas present adjacent to parcel and foraging habitat within open fields.

SOURCE: CDFW 2022, CNPS 2022, USFWS 2022

NOTE: Status Codes:

Federal (USFWS)

FE: Listed as Endangered under the Federal Endangered Species Act.

FT: Listed as Threatened under the Federal Endangered Species Act.

FC: A Candidate for listing as Threatened or Endangered under the Federal Endangered Species Act.

FSC: Species of Special Concern.

FD: Delisted under the Federal Endangered Species Act.

State (CDFW)

SE: Listed as Endangered under the California Endangered Species Act.

ST: Listed as Threatened under the California Endangered Species Act.

SR: Listed as Rare under the California Endangered Species Act.

SC: A Candidate for listing as Threatened or Endangered under the California Endangered Species Act.

SSC: Species of Special Concern.

SFP: Fully Protected species under the California Fish and Game Code.

SD: Delisted under the California Endangered Species Act.

CNPS Rare Plant Ranks and Threat Code Extensions

1B: Plants that are considered Rare, Threatened, or Endangered in California and elsewhere.

2B: Plants that are considered Rare, Threatened, or Endangered in California, but more common elsewhere.

.1: Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat).

.2: Fairly endangered in California (20-80% occurrences threatened).

.3: Not very endangered in California (<20% of occurrences threatened or no current threats known).

Phase I Environmental Site Assessment

E

APPENDIX

ERAS Environmental, Inc.

1533 B Street
Hayward, CA 94541

Phone (510) 247-9885 Facsimile: (510) 886-5399 info@eras.biz

PHASE I ENVIRONMENTAL SITE ASSESSMENT
6970 Camino Arroyo
Gilroy, California 95020
ERAS Project Number 18136

Prepared for:

Mr. Bob Desai
Temple Gilroy, LLC
527 Sima Drive
Milpitas, California 95035

Prepared by:

ERAS Environmental, Inc.
October 12, 2018

ERAS Environmental, Inc.

1533 B Street
Hayward, CA 94541

(510) 247-9885 Facsimile: (510) 886-5399 info@eras.biz

October 12, 2018

Mr. Bob Desai
Temple Gilroy, LLC
527 Sima Drive
Milpitas, California 95035

Re: **PHASE I ENVIRONMENTAL SITE ASSESSMENT**
6970 Camino Arroyo, Gilroy, California 95020
ERAS Project Number 18136

Dear Mr. Desai:

ERAS Environmental (ERAS) is pleased to provide you with the attached Phase I Environmental Site Assessment (ESA) for the above referenced Property. The assessment included a visual reconnaissance of the Property, a review of environmental databases for nearby sites, a review of historical maps, city directories and aerial photographs, an interview with the owner, and review of available files regarding the Property with the Gilroy Building Department and county health department. Conclusions and recommendations presented in our report were based upon the completion of these activities.

If you have any questions regarding the information in this report, please don't hesitate to call us. It has been a pleasure working with you on this project.

Sincerely,
ERAS Environmental, Inc.

David Siegel
Senior Program Manager

Andrew Savage
Project Geologist

TABLE OF CONTENTS

PAGE

1.0 INTRODUCTION 4

1.1 Purpose and Scope 4
1.2 Authorization 4
1.3 Limitations and Exceptions 4

2.0 PROPERTY DESCRIPTION 6

2.1 Location and Jurisdiction 6
2.2 Property Description 6
2.3 Property Use 6
2.4 Suspect ACM/PCBs/Lead Paint/Lead in Drinking Water 7
2.5 Physical Setting 7
2.6 Geologic and Soil Conditions 7
2.7 Groundwater Conditions 8

3.0 REGULATORY AGENCY RECORDS REVIEW 9

3.1 Standard Federal and State Environmental Record Sources 9
3.2 Findings from Database Review 10
3.3 Off-site Sources and Agency File Reviews 12

4.0 HISTORICAL USE INFORMATION 14

4.1 Historical Information Review 14
4.2 Interview 14
4.3 Building and Health Department File Review 15
4.4 Synopsis of Previous Environmental Investigations 15
4.5 Environmental Liens 15

5.0 RECONNAISSANCE 16

5.1 Visual Reconnaissance of the Property 16
5.2 Adjacent and Nearby Site Uses 17

6.0 CONCLUSIONS AND RECOMMENDATIONS 18

6.1 Conclusions 18
6.2 Recommendations 19

7.0 REFERENCES AND APPENDICES 20

APPENDICES

A Environmental Professional's Resume
B Location and Site Maps
C Property Photographs
D ERIS Database Report
E ASTM Transaction Screen and Environmental Site Assessment Questionnaire
F Case Closure and Monitoring Information for 850 Pacheco Pass Highway

1.0 INTRODUCTION

1.1 Purpose and Scope

This Phase I Environmental Site Assessment (ESA) was performed to identify, to the extent feasible, recognized environmental conditions in connection with the subject site (cited hereinafter as the "Property"). The protocol utilized for this assessment is in general accordance with the requirements of ASTM Standard E 1527-13.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part (40 CFR Part 312). We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

The environmental professional's resume is included in **Appendix A**.

The assessment included four main components: Records Review, Historical Use Information Review, Visual Reconnaissance of the Property, and Report Preparation. The purpose of the records review is to obtain and review records that will help identify recognized environmental conditions in connection with the Property. The objective of the visual reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the Property. The objective of the interviews is to obtain additional information indicating recognized environmental conditions in connection with the Property. The report includes documentation to support the analysis, opinions and conclusions as presented.

1.2 Authorization

Authorization to perform this assessment was provided by Mr. Bob Desai of Temple Gilroy, LLC on September 25, 2018 in response to ERAS proposal dated the same day.

1.3 Limitations and Exceptions

ERAS has performed the services for this project in accordance with our proposal, and in accordance with current standards of the American Society for Testing and Materials (ASTM) for Phase I Environmental Site Assessments (ASTM standard E1527-13). No guarantees are either expressed or implied.

The investigation was limited to a search for *recognized environmental conditions*. The term *recognized environmental condition* means the presence or likely presence of any hazardous substances or petroleum products on the Property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the Property or into the ground, groundwater, or surface water of the Property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

There is no investigation, which is thorough enough to preclude the presence of hazardous

materials, which presently, or in the future, may be considered hazardous at the Property. Because regulatory evaluation criteria are constantly changing, concentrations of constituents presently considered low may, in the future, fall under more stringent regulatory standards that require remediation.

The visual reconnaissance was limited to observation of surface conditions at the Property. *Reasonably ascertainable* information was obtained. This information is publicly available and obtainable from its source within reasonable time and cost constraints and is reasonably reviewable. This approach reflects current ASTM standards unless the information obtained as part of this work suggests the need for further investigation. No warranty or guarantee of Property conditions is intended.

The investigation addressed recognized environmental conditions at the Property. However, certain conditions, such as those listed below, may not be revealed:

1) naturally occurring toxic materials in the subsurface soils, rocks, water, or toxicity of on-site flora;

2) toxicity of substances common in current habitable environments, such as stored household products, building materials, and consumables;

3) biological pathogens;

4) contaminant plumes below sampled or observed surface levels, originating from a remote source;

5) constituents or constituent concentrations that do not violate present regulatory standards, but may violate future standards;

6) unknown impact to the Property, such as "midnight" dumping and/or accidental spillage which may occur following the visual reconnaissance of the Property by ERAS.

Opinions and judgments expressed herein, which are based upon our understanding and interpretation of current regulatory standards, should not be construed as legal opinions.

2.0 PROPERTY DESCRIPTION

2.1 Location and Jurisdiction

The subject property (hereinafter the "Property") is located at 6970 Camino Arroyo in the southeastern portion of the City of Gilroy. This Property consists of an undeveloped dirt lot of approximately 10 acres identified by parcel number 841-70-049.

The 1 Mile Radius Map included as a site location map in **Appendix B** shows the location of the Property. Current photographs showing important details of the Property are included in **Appendix C**.

2.2 Property Description

An ERAS representative visited the Property on October 4, 2018. The Property was a long linear lot approximately 300 feet wide and 1,500 feet long.

The Property was located in an area of commercial land uses. It was bounded on the southwest by Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center along the remainder. To the southeast was Holloway Road and across the street was a vacant undeveloped lot. Along the northeast side was mostly contiguous vacant undeveloped land except at the southeast corner where a paved and fenced parking lot used by Cintas was located. The Property comes to a point close to the intersection of Pacheco Pass Highway (Highway 152) and Camino Arroyo.

The Property was vacant except for a soil stockpile near the middle toward the southeast end of the Property. The pile was approximately 100 feet by 40 feet by an estimated 10-15 feet high. Another much smaller pile was near the northwest end. A gravel road extended from near the northwest corner along the center of the Property and exits at Camino Arroyo not far from Holloway Road. A pile of debris and refuse was located along the road near the large soil stockpile. The debris consisted mostly of residential type garbage including books, clothes, a car bumper and miscellaneous car parts, a small trailer and household garbage. A wrecked couch was on the opposite site of the large soil stockpile.

No hazardous materials were used on the Property. No indication of spills or improper storage of hazardous materials were noted on or near the Property at the time of the site visit. Groundwater production wells, monitoring wells, septic systems, drywells, or pits were not observed on the Property by ERAS. No evidence of the current or former presence of aboveground storage tanks (ASTs) or underground storage tanks (USTs) were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on or near the Property by ERAS.

A Site Plan (**Figure 2**) illustrating important features of the Property is included in **Appendix B**. Observations made by ERAS at the time of the site visit are shown on the site reconnaissance checklist in **Appendix E**.

2.3 Property Use

Based on the historical information reviewed for this assessment the Property has never been

developed since at least 1915.

Additional historical detail regarding the uses of the Property is provided in **Section 4.0**.

2.4 Suspect ACM/PCBs/Lead Paint/Lead in Drinking Water

Asbestos

No building was present, therefore, no asbestos containing materials were present.

PCBs

No electrical transformers were observed on the Property. Oil containing electrical transformers are usually owned and serviced by Pacific Gas and Electric Company who would be responsible to remedy any releases. There were no indications of hydraulic equipment on the Property that would be likely to contain oil or PCBs.

Lead Paint

No building was present; therefore, no lead-based paint was likely to be present.

Lead in Drinking Water

No building was present, therefore, lead in drinking water is not an issue.

2.5 Physical Setting

The Property is in the southwest part of the City of Gilroy, in the Santa Clara Valley, south of the San Francisco Bay Area. The Santa Clara Valley occupies a broad alluvial valley that slopes gently northward toward San Francisco Bay and southward toward the San Juan and Bolsa Valleys and is flanked by alluvial fans deposited at the foot of the Gavilan Range to the east and the Santa Cruz Mountains to the west.

Elevation of the Property is approximately 180 feet above mean sea level (MSL), according to the United States Geological Survey (USGS) Chittenden 7.5 Minute Series Topographic Map. Regionally, the topography slopes down to the southeast toward the Llagas Creek and Pajaro River, which flows to the Pacific Ocean at Monterey Bay. The topography in the vicinity of the Property is nearly flat with a very gentle slope down to the southeast.

2.6 Geologic and Soil Conditions

The southernmost portion of the Santa Clara Valley, where the Property is located, contains mostly fine-grained with some beds of coarse-grained sands and gravel that represent alluvial sediments deposited on alluvial fans formed by rivers draining upland surfaces to the west and east of the Property. Beneath the Quaternary age alluvium, at estimated depths of approximately 300 feet, are older alluvial fan deposits of Upper Pliocene to Lower Pleistocene age (0.5 - 5 million years old) known as the Santa Clara Formation. The sediments comprising this unit are poorly-sorted, lenticular beds of gravel, sand, silt and clay (Goldman, 1967). Franciscan Formation rocks of probable Cretaceous age (70 - 150 million years old) form the bedrock surface beneath the sediments filling the Santa Clara Valley. These rocks consist of interbedded sandstone and shale, limestone, chert and metavolcanic rock.

2.7 Groundwater Conditions

The subject site is located in the southern part of the Llagas sub-basin, a sub-area of the Santa Clara Valley Groundwater Basin. Principal recharge in the Llagas Sub-basin occurs in the forebay zone, located along the edge of the sub-basin (David Keith Todd, 1987). Lenses of sand and gravel are the principal aquifers, separated by finer textured materials that form discontinuous or leaky aquitards. In the sub-basin interior, water table conditions are present in the shallow aquifer zone, while artesian conditions are present in the deeper aquifer (usually greater than 150 feet). The regional groundwater flow follows the topography, moving from areas of higher elevation to areas of lower elevation. The regional groundwater flow direction in the area of the Property is estimated to be toward the south.

Based on groundwater monitoring on and near the Property, the depth to water was reported to be approximately 11-43 feet below ground surface (bgs) with a flow direction toward the east (SCVWD, 2000).

3.0 REGULATORY AGENCY RECORDS REVIEW

3.1 Standard Federal and State Environmental Record Sources

Groundwater provides the primary migration route for subsurface contamination from off-site sources to the Property. The groundwater flow direction in the vicinity of the Property is estimated to be variable. Note that under these conditions' contamination does not migrate long distances but rather remains near its source.

Only the sites that are directly up-gradient or in close proximity (adjacent) are usually considered to pose a threat to subsurface environmental conditions under the Property. The potential impact of off-site contaminants to the Property are based on the type of chemical released, the severity of the release, status of remediation or cleanup, and nature of the groundwater in the area of impact and area of the Property.

Sites where groundwater is known to be impacted are listed on a variety of Federal and State databases and are the cases most likely to affect other nearby parcels. These databases are listed below. Databases searched for specified radii around the Property also include reported spills of hazardous materials (ERNS).

Fuel hydrocarbons generally do not migrate as readily as other chemicals such as certain solvents; consequently, reported fuel leak sites at distances greater than ½ mile from the Property are not considered imminent threats and are not plotted on database maps. Leaks from underground storage tank sites are the most common source of local contamination. Leaks of this type generally do not extend down-gradient more than approximately 500 feet (approximately 1/10 mile) except under unusual conditions. All toxic sites within a 1-mile radius are plotted and reviewed to determine potential threats to the Property.

Information from standard Federal and State environmental databases was provided to ERAS by Environmental Risk Information Services (ERIS) of Toronto. Data from governmental agency lists are updated and integrated into one database, which is updated as these data are released. This integrated database also contains postal service data in order to enhance matching of street addresses. Records from one government source are compared to records from another to clarify any address ambiguities. The demographic and geographic information available provides assistance in identifying and managing risk. The accuracy of the geo-coded locations is +/- 300 feet.

Maps in the ERIS report shows the locations of all sites identified relative to the location of the Property. The following databases represent the known and likely leak sites that could potentially pose a threat to environmental conditions under the Property. These represent the databases that are consistent with the ASTM-standard environmental databases.

The database includes a large number of supplemental, proprietary and non-ASTM standard databases that include many duplicate listings of sites that are already listed in the below-listed databases. ERAS reviewed all the listings provided in the databases as part of the process of evaluation of risk to the Property and further evaluates any site listings that ERAS considers significant.

List Type	Approximate Search Distance in Miles
NPL	1.0
CERCLIS	0.5
CORRACTS	1.0
CONTROLS	0.5
ERNS	Property
ENVIRONSTOR	1.0
LUST	0.5
SLIC	0.5
VCP	0.5
Brownfields	0.5

3.2 Findings from Database Review

The Property was not listed on the databases searched for this assessment.

An adjacent site at 850 Pacheco Pass Highway was listed as a leaking underground storage tank (LUST) site. Based on its proximity, files were reviewed, and the results discussed in **Section 3.3**.

A number of sites across Camino Arroyo were listed on various other database lists for the permitted use, storage, and disposal of hazardous materials. These sites are not listed on databases that indicate chemical leaks, spills or releases occurred at these facilities. The proper use of hazardous materials and disposal of hazardous waste during normal business operation is not considered to pose a threat to subsurface environmental conditions beneath the Property.

The locations of the other identified sites, relative to the Property, are shown on the **1 Mile Radius, .5 Mile Radius and .25 Mile Radius** maps in the ERIS Report in **Appendix D**.

NPL

NPL National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, ERIS provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices. State listed NPL equivalent sites (Response) are also included in this search.

No NPL sites were listed within 1 mile of the Property.

CERCLIS

CERCLIS is the Comprehensive Environmental Response, Compensation, and Liability Information System. CERCLIS contains information on hazardous waste sites, potential hazardous waste sites, and remedial activities across the nation, including sites that are on the National Priorities List (NPL) or being considered for the NPL. This database contains a listing of NPL Sites.

Three CERCLIS sites were listed within ½ mile of the Property. The nearest identified site, South Bay Chemical at 721-731 Renz Lane, was located approximately a ½ mile to the west-northwest of the Property in a cross-gradient direction.

Based on the distance and location this site and the other identified sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

CORRACTS
This database contains Investigation or cleanup activities at Resource Conservation and Recovery Act (RCRA) or state-only hazardous waste reported by the California Department of Toxic and Substance Control.

One CORRACTS site was listed within 1 mile of the Property. The identified site, Hazcontrol Inc. at 731 Renz Lane, was located approximately a ½ mile to the northwest of the Property in a cross-gradient direction. Based on the distance and location this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

CONTROLS
Controls, this database identifies sites that have liens reported by the California Department of Toxic and Substance Control, land use control information pertaining to the former Navy base realignment and closure properties, engineering controls sites, and sites with institutional controls.

No Controls sites were listed in this database within ½ mile of the Property.

ERNS
The primary function of the National Response Center is to serve as the sole national point of contact for reporting all oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database contains a listing of discharge locations. Agency: National Response Center

The Property was not identified on this database.

ENVIROSTOR
This database identifies confirmed release sites where DTSC is involved in remediation, either in a lead role or oversight capacity.

Eight ENVIROSTOR sites were listed within 1.0 miles of the Property. The nearest identified site, South Bay Chemical at 721-731 Renz Lane, was located approximately a ½ mile to the west-northwest of the Property in a cross-gradient direction. Based on the distance and location this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

Based on distance, and/or direction the remaining sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

LUST
The California State Water Resources Control Board's Underground Storage Tank Program keeps a list of all underground storage tanks which have been reported as having had a release. These sites include those that have not yet been cleaned up and now have a status of Case Open and those

which have been cleaned up and have a case status of Closed. Fuel leak sites rarely affect an area more than 1/8 mile from its source except under unusual conditions. Most contamination from these sites is confined to areas within 500-700 feet of the leak source.

Three LUST sites were listed within ½ mile of the Property. The nearest identified site, Shell at 850 Pacheco Pass Road, was located approximately 150 feet to the northwest of the Property in an up-gradient direction and is discussed further below in **Section 3.3**.

Based on distance and/or direction the remaining sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

SLIC

The Spills, Leaks, Investigation & Cleanup (SLIC) Program deals with site investigation and corrective action involving sites not overseen by the Underground Tank Program and the Well Investigation Program. Sites listed as "closed" have had remediation completed and are now considered closed by the agency. These listings include SLIC sites that are listed on Federal, state and county listings.

No SLIC sites were listed within ½ mile of the Property.

VCP

This database contains a listing of sites with either confirmed or unconfirmed releases, and the project proponents have requested that DTSC oversee evaluation, investigation, and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

No VCP sites were listed within ½ mile of the Property.

BROWNFIELDS, A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provide information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

No US Brownfields sites were listed on the database within ½ mile.

Only sites that are listed as potentially contaminated and are near or in a direction directly up-gradient are considered as potential threats to the Property. No additional sites, other than those leak sites identified above, were identified on these databases.

3.3 Off-site Sources and Agency File Reviews

The site adjacent to the northwest across Camino Arroyo at 850 Pacheco Pass Highway, a Shell gasoline station, was listed as a closed leak case. Based on the proximity, records were reviewed for the site.

Information regarding the site was obtained from a Case Closure Summary prepared by the Santa Clara Valley Water District in 2000. A total of 14 groundwater monitoring wells were installed on and near the site to assess the presence and extent of contamination in groundwater. A Site Plan that was included with the case closure information indicated three of the groundwater wells (S-5,

S-6, and S-7) were along the street near the Property and two wells (S-8, S-14) were located on the Property.

Review of tables of analytical data indicated these off-site wells contained concentrations of contaminants in 1992 but subsequent sampling did not indicate detectable concentrations of contaminants. The Santa Clara Valley Water District determined that contamination from the site did not pose a threat to human health and safety and the environment and closed the case in 2000. Copies of selected information from the case closure is included in **Appendix F.**

Based on the removal of the source of contamination the concentrations of contamination in groundwater will continue to decrease. Based on the information obtained, contamination from this site is not considered likely to pose a threat to subsurface environmental conditions under the Property.

4.0 HISTORICAL USE INFORMATION

Available historical data were researched to obtain information regarding the past uses of the Property and adjacent sites, especially as the information may pertain to environmental conditions or concerns.

4.1 Historical Information Review

The United States Geological Survey Chittenden, California 7.5 Minute Series Topographic Maps, 1980, shows the Property elevation at approximately 180 feet.

Historical USGS Topographic Maps

ERAS reviewed topographic maps which include the location of the Property dated 1915, 1917, 1939, 1955, 1968, 1973, 1980, 1981, 1993 and 2015 provided by ERIS.

From 1915 through 1955, no development was present on and near the Property. In 1968 and 1980 several buildings were present adjacent to the southwest of the Property, most of the surrounding area was still undeveloped and most of the current roads in the area were not yet present.

In 1993 Camino Arroyo was present as a dirt road that ended at the adjacent buildings noted in earlier photographs. The Property was shown to be undeveloped on all the maps reviewed.

Historical Aerial Photographs

ERAS reviewed historical aerial photographs provided by ERIS dated in 1937, 1952, 1963, 1968, 1974, 1981, 1987, 1998, 2003, 2004, 2005, 2006, 2009, 2010, 2012, 2014, and 2016.

The northwest portion of the Property was used for orchard land in 1937 and 1952. From 1963 to 1987 a farm complex was located adjacent to the Property to the southwest. The Property was bounded on three sides by agricultural land. In 1993-2003 the Property and area to southwest was agricultural land, the only development was the farm complex adjacent to the southwest and a commercial building across Holloway to the southeast.

From 2004-2016 the Property and nearby area was generally in its current state of development with a line of commercial buildings to the southeast and the current shopping center to the northwest.

Historical City Directories

Historical Business, Polk, and Haines Directories were provided by ERIS. Directories dated in 1970, 1975, 1980, 1985, 1990, 1995, 1999, 2006, 2012 and 2018 were reviewed. There was no listing for the Property address in the directories.

4.2 Interview

ERAS reviewed an interview form completed by manager Mr. Jim Stockhausen on October 5, 2018. Mr. Stockhausen indicated that the Property has always been vacant land.

Mr. Stockhausen was not aware of: 1) the existence of environmental liens on the Property; 2) any

notifications by government of violations of current or historic environmental laws; 3) any existing or historic violations by occupants of environmental laws, or 4) the current presence of underground or aboveground storage tanks on the Property.

These responses were compiled on ERAS Environmental Questionnaire along with observations made by ERAS at the time of the site visit. The Environmental Questionnaire is included as **Appendix E**.

4.3 Building and Health Department File Review

Gilroy Building and Planning Department

ERAS requested the Gilroy Building Department records for the Property. The only information on file was an entry from 2007 that indicated Land Capital Group was planning a 20,953 square foot retail building.

The Planning Department indicated the Property is part of an area of redevelopment that includes the shopping center across Camino Arroyo to the northwest. There are restrictions to the development of the Property and one of the requirements for development would be to widen the nearby Pacheco Pass overcrossing. The complete requirements are contained in the Regency Centers Property Final Mitigation Monitoring Program.

Santa Clara County Department of Environmental Health

ERAS requested available records for the Property. On September 28, 2018 ERAS was informed that there were no available records for the Property.

4.4 Synopsis of Previous Environmental Investigations

There was no evidence discovered during this assessment, which indicates that any previous subsurface environmental investigations had been performed on the Property.

4.5 Environmental Liens

There was no indication that the Property was the site of any ongoing subsurface investigations or remedial activities related to any additional release of hazardous materials on the Property, therefore a search for environmental liens for the Property was not considered likely to add additional information for this assessment.

5.0 RECONNAISSANCE

Photographs were taken during the reconnaissance to document the features observed and any environmental conditions of concern. Photographs are included in **Appendix C**.

5.1 Visual Reconnaissance of the Property

ERAS conducted a visual reconnaissance of the Property on October 4, 2018 to identify potential indications of environmental concern. The items listed in this section, if any, are representative of those which could pose recognized environmental conditions as indicated in the ASTM standard for conducting environmental site assessments.

Drums, Containers, and Storage Tanks

The on-site reconnaissance addressed containers, drums, above ground storage tanks, and other storage units containing materials, which may pose an environmental threat at the Property.

No such items were noted.

Evidence of Waste Disposal

The on-site reconnaissance addressed dumps, pits, ponds, landfills, borrow pits and lagoons, which may have been used for disposal purposes at the Property. No such items were observed on the Property.

Surface Fill

The on-site reconnaissance did not reveal any evidence of surface fill. Soil stockpiles were located on the Property.

Surface Staining and Stressed Vegetation

No surface staining or stressed vegetation was observed on the Property during the on-site reconnaissance.

Transformers

No transformers were observed on the Property.

Air Stacks, Vents, and Odors

The on-site reconnaissance addressed air stacks, vents, and strong, pungent or noxious odors at the Property. No such items were noted.

Evidence of Underground or Aboveground Storage Tanks

No USTs or ASTs were observed.

Conduits to Groundwater

Groundwater production wells or dry wells were not discovered on the Property.

Evidence of Improper Waste Discharge

Pipes and/or vents, indicating improper discharge of wastes, were not found at the Property.

On-Site Environmental Management Practices

The on-site reconnaissance addressed the following environmental management practices.

Solid Waste

Waste items were observed to have been dumped on the Property. These items included mostly household garbage and debris and a few pieces of furniture. No hazardous items were noted.

Hazardous Materials and Waste

No hazardous materials and waste were observed on the Property.

Treatment Facilities

No indications of wastewater disposal or treatment facilities were observed at the Property during the on-site reconnaissance.

Application of Pesticides, Herbicides or Fertilizers

No evidence of the application of pesticides, herbicides, or fertilizers was indicated during the on-site reconnaissance.

General Environmental Practices

No indications of adverse environmental practices were observed on the Property during the on-site reconnaissance.

5.2 Adjacent and Nearby Site Uses

The following observations were made of parcels adjacent to the Property:

Southwest	Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center
Southeast	Holloway Road and across the street was a vacant undeveloped lot
Northeast	Vacant undeveloped land and paved fenced parking lot
Northwest	Pacheco Pass Highway (Highway 152)

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

ERAS has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 for the Property. Any exceptions to, or deletions from this Practice are described in the report.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all of the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Data failures occurred for the Property for the periods 1917-1937, 1939-1952 and 1963-1973. The Property was undeveloped during these periods. Based on the non-hazardous uses of the Property, these data gaps are not considered likely to change the conclusions of this assessment.

Site Visit

An ERAS representative visited the Property on October 4, 2018. The Property was a long linear lot approximately 300 feet wide and 1,500 feet long.

The Property was located in an area of commercial land uses. It was bounded on the southwest by Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center along the remainder. To the southeast was Holloway Road and across the street was a vacant undeveloped lot. Along the northeast side was mostly contiguous vacant undeveloped land except at the southeast corner where a paved and fenced parking lot used by Cintas was located. The Property comes to a point close to the intersection of Pacheco Pass Highway (Highway 152) and Camino Arroyo.

The Property was vacant except for a soil stockpile near the middle toward the southeast end of the Property. The pile was approximately 100 feet by 40 feet by an estimated 10-15 feet high. Another much smaller pile was near the northwest end. A gravel road extended from near the northwest corner along the center of the Property and exits at Camino Arroyo not far from Holloway Road. A pile of debris and refuse was located along the road near the large soil stockpile. The debris consisted mostly of residential type garbage including books, clothes, a car bumper and miscellaneous car parts, a small trailer and household garbage. A wrecked couch was on the opposite site of the large soil stockpile.

No hazardous materials were used on the Property. No indication of spills or improper storage of hazardous materials were noted on or near the Property at the time of the site visit. Groundwater production wells, monitoring wells, septic systems, drywells, or pits were not observed on the Property by ERAS. No evidence of the current or former presence of USTs or ASTs were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on or near the Property by ERAS.

Historical Uses

Based on the historical information reviewed for this assessment the Property has never been developed since at least 1915.

Database Review

The Property was not listed on any of the databases searched for this assessment.

The site adjacent to the northwest across Camino Arroyo at 850 Pacheco Pass Highway, a Shell gasoline station, was listed as a closed leak case. Two monitoring wells had been installed on the Property and monitored. Review of tables of analytical data indicated these off-site wells contained concentrations of contaminants in 1992 but subsequent sampling did not indicate detectable concentrations of contaminants. The Santa Clara Valley Water District determined that contamination from the site did not pose a threat to human health and safety and the environment and closed the case in 2000.

Based on the removal of the source of contamination the concentrations of contamination in groundwater will continue to decrease. Based on the information obtained, contamination from this site is not considered likely to pose a threat to subsurface environmental conditions under the Property.

Based on distance, locations or current site status, none of the remaining identified sites are considered threats to the current environmental status of the Property or subsurface soil and groundwater beneath it.

There was no indication that the Property was the site of ongoing subsurface investigations or remedial activities related to any additional release of hazardous materials on the Property, therefore a search for environmental liens for the Property was not considered likely to add additional information for this assessment.

Recognized Environmental Conditions

No recognized environmental conditions (REC), historical recognized environmental conditions (HREC), controlled recognized environmental condition (CREC), or de minimis conditions were identified for the Property.

6.2 Recommendations

No evidence was discovered during this assessment to indicate that activities currently conducted on or near the Property have contributed contamination to soil or groundwater in the surrounding area.

ERAS recommends no further actions pertaining to subsurface environmental conditions at the Property at 6970 Camino Arroyo in Gilroy, California.

7.0 REFERENCES AND APPENDICES

Maps, Aerial Photographs, and Other Geographic References

Historical Topographic maps

United States Geological Survey Topographic Maps dated 1915, 1917, 1939, 1955, 1968, 1973, 1980, 1981, 1993 and 2015 provided by ERIS.

Historical Aerial Photographs: Historical aerial photographs provided by ERIS dated in 1937,1952, 1963, 1968, 1974, 1981, 1987, 1998, 2003, 2004, 2005, 2006, 2009, 2010, 2012, 2014, and 2016.

Polk and Haines City Directories provided by ERIS dated 1970, 1975, 1980, 1985, 1990, 1995, 1999, 2006, 2012 and 2018.

Published References

California Department of Water Resources, Evaluation of Ground Water Resources South Bay, Appendix A: Geology, Bulletin 118-1, August 1967.

David Keith Todd Consulting Engineers, Inc., Groundwater Management in Santa Clara Valley, April 1987.

ERIS, Database Report, 6970 Camino Arroyo, Gilroy, CA Job Number 18136, dated September 27, 2018.

Goldman, Harold B., Geology of San Francisco Bay prepared for San Mateo Bay Conservation and Development Commission, July 1967.

Helley, E.J., La Joie, K.R., Spangle, W.E., and Blair, M.L., Flatland Deposits of the San Francisco Bay Region, California - their geology and engineering properties and their importance to comprehensive planning, U.S. Geological Survey Professional Paper 943, 1974.

Santa Clara Valley Water District, Case Closure Summary, Shell, 850 Pacheco Pass Highway, Gilroy, California, August 22, 2000.

Records Review, Interviews and Agency Contacts

Gilroy Building Department file review, October 4, 2018.

Santa Clara County Department of Environmental Health file review request, September 28, 2018.

Interview with Mr. Jim Stockhausen, manager, October 5, 2018.

APPENDIX A

ENVIRONMENTAL PROFESSIONALS RESUME

David Siegel

David Siegel is president of ERAS Environmental, Inc., an environmental consulting company formed in October 1998. Prior to that, Mr. Siegel was principle of Siegel Environmental Consulting Services, formed in February 1994, an environmental consulting company providing due diligence services, geological and hydrogeological research, Phase 2 field services such as groundwater well installation and sampling, waste disposal, project management and remediation planning and permitting.

Before involvement with management of these environmental consulting firms, Mr. Siegel was a Project Hydrogeologist, Project Geologist, and Staff Geologist with three San Francisco Bay Area environmental consulting companies from 1987 to 1998. Mr. Siegel holds a master's degree in geology from California State University East Bay and was a State of California Registered Environmental Assessor II.

QUALIFICATIONS

Experience since 1987 in hazardous materials consulting including due diligence projects, soil and groundwater investigations and remediation, and asbestos surveying. Strong organizational background in project management including budget development and management and client contact and service. Strong technical background in groundwater well design and installation, soil and groundwater chemical data evaluation and hydrogeological assessment. Inspection experience with thousands of commercial sites including retail, office, industrial and residential. Experience providing management, business development, technical oversight, client contact and regulatory agency negotiation and interaction for environmental case closures.

WORK HISTORY

1994-Present: ***President of ERAS Environmental, Inc. and Principle of Siegel Environmental***
Management and completion of due diligence projects for a wide variety of commercial properties throughout California. Management and completion of Phase 2 soil and groundwater and asbestos sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight. Responsible for business development, client contact and local and state regulatory agency compliance for ongoing investigation, cost recovery and case closures.

1987-1994: ***Project Hydrogeologist (McCulley, Frick & Gilman, San Francisco; 1992-1994), Project Manager (Converse Environmental, San Francisco; 1989-1992), Project Manager (Exceltech, Inc., Fremont; 1987-1989)***
Management and completion of environmental and geotechnical investigations involving soil and groundwater contamination. Responsible for project planning, budgeting and operation, professional staff supervision and report completion. Interface with engineers for site remediation planning.

EDUCATION AND LICENCES

1995 to Present - EPA Certified Asbestos Building Inspector

1990 to 2012 - California Registered Environmental Assessor II

1988 - M.S. Geological Sciences, California State University, East Bay

Andrew Savage

Andrew Savage is a Project Geologist for ERAS Environmental, Inc. Prior to joining ERAS, Mr. Savage was a Geologic Intern at Chevron and a Biological Aide for the Bureau of Reclamations. Mr. Savage holds a Bachelors of Science in Geology from California State University in Chico.

QUALIFICATIONS

Involved in environmental consulting since 2003. Strong technical background in investigative methods, geological and hydrogeological assessment, installation and development of numerous types of monitoring and remediation wells, and data interpretation and evaluation. Proficient in borehole logging, field methods, data collection, and design of subsurface hydrogeological investigations.

Project experience in hazardous material facility closure, soil and groundwater assessment, delineation, monitoring, and remediation, soil gas studies, health and safety plan preparation, permitting, work plan preparation, offsite right of entry issues, and regulatory contact and negotiation for investigations and remediation.

WORK HISTORY

2003-Present: ***Project Geologist for ERAS Environmental, Inc., Hayward, California***

Managed and conducted Phase 1 Environmental Site Assessments, Transaction Screens and Phase 2 Assessments for commercial properties throughout Northern California. Management and completion of Phase 2 soil and groundwater sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight.

2001-2002: ***Biological Aid for the Bureau of Reclamations, Red Bluff, California***

Provided field services for the collection of data.

2001-2003: ***Geological Intern for Chevron, San Ramon, California***

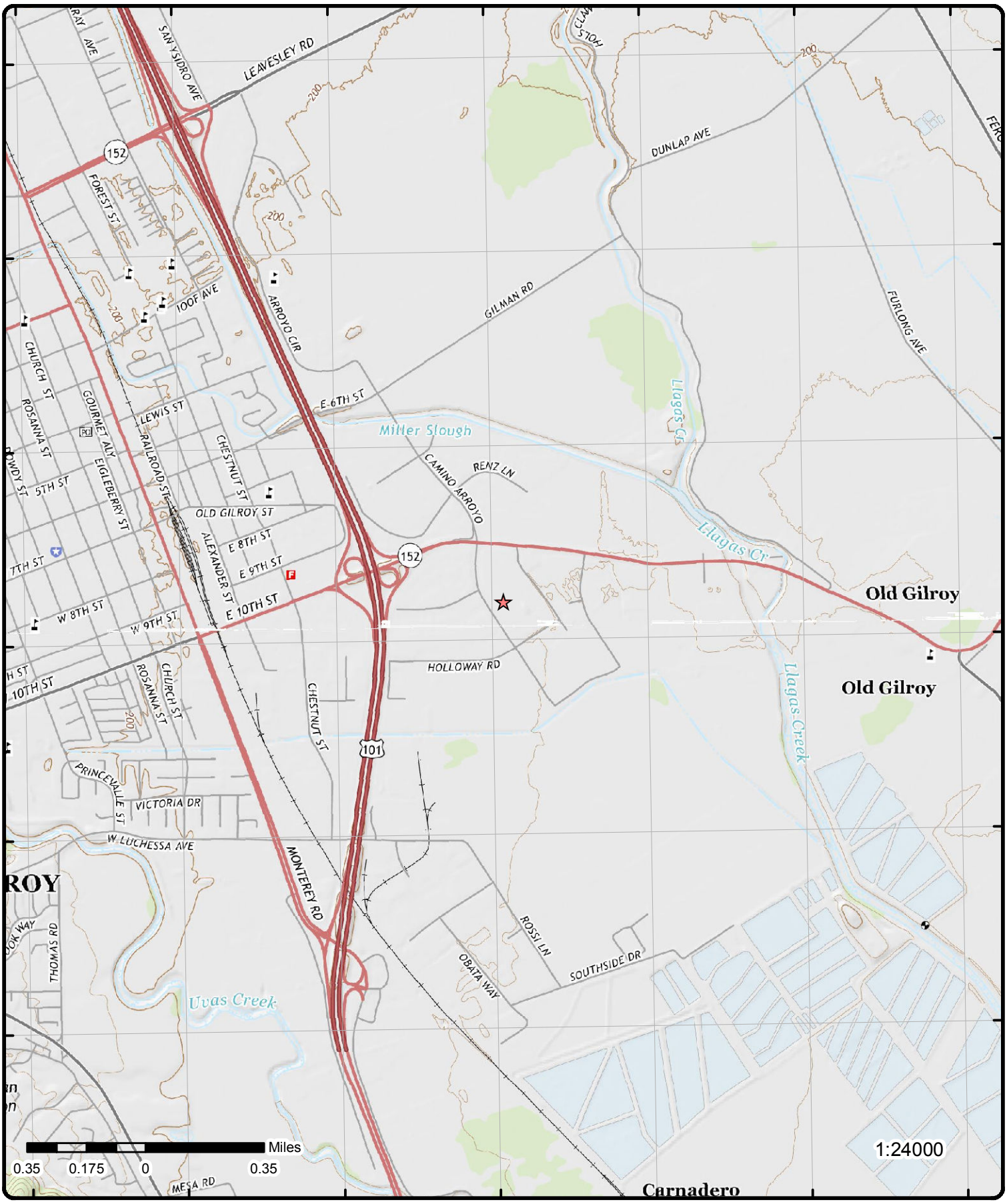
Was in charge of managing geologic research information including well logs and reports. Duties also involved working closely with geologists and assisting them with research and gathering data.

EDUCATION AND LICENCES

- ◊ 2002 B.S. Geological Sciences, California State University, Chico
- ◊ 2002 Hazwoper Certification, California State University, Chico
- ◊ 2003-2009 Hazwoper Certification Refresher Courses
- ◊ 2009 Self Performance Self Assessment Training (SPSA)

APPENDIX B

LOCATION AND SITE MAPS



Topographic Map (2015)

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

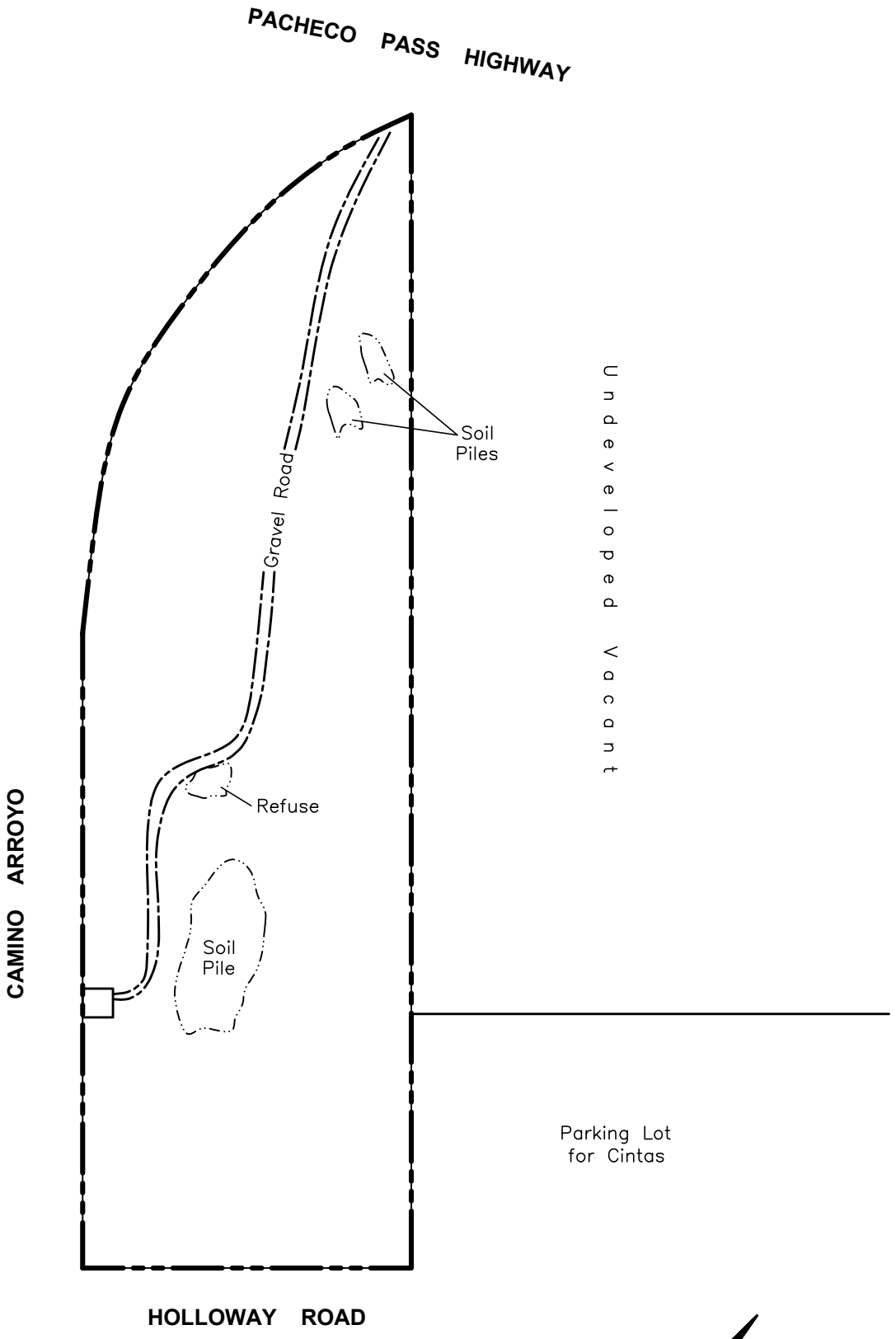
Quadrangle(s): Gilroy, CA; Chittenden, CA;

Source: USGS Topographic Map

Order No: 20180926049

ERIS
ENVIRONMENTAL RISK INFORMATION SERVICES

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PROPERTY SITE PLAN **FIGURE 2**

Project No. 18136
6970 Camino Arroyo
Gilroy, California

October, 2018
Not to Scale

ERAS Environmental

APPENDIX C

PROPERTY PHOTOGRAPHS



Photograph 1 - View along Holloway Road (southeast side) of Property



Photograph 2 - View northwest along northeast side of the Property



Photograph 3 - Northeast view of vacant land adjacent to northeast



Photograph 4 - View across center of Property, soil pile in right distance



Photograph 5 - Gravel road, view northwest toward Pacheco Pass Hwy



Photograph 6 - View of refuse dumped near road on Property

APPENDIX D

ERIS DATABASE REPORT

ENVIRONMENTAL RISK INFORMATION SERVICES

DATABASE REPORT

Project Property:	*18136* *6970 Camino Arroyo* *Gilroy CA 95020*
Project No:	
Report Type:	*Database Report*
Order No:	*20180926049*
Requested by:	*ERAS Environmental, Inc.*
Date Completed:	*September 27, 2018*

Environmental Risk Information Services
A division of Glacier Media Inc.
P: 1.866.517.5204
E: info@erisinfo.com

www.erisinfo.com

Table of Contents

Table of Contents.....2
Executive Summary.....3
Executive Summary: Report Summary.....4
Executive Summary: Site Report Summary - Project Property.....8
Executive Summary: Site Report Summary - Surrounding Properties.....9
Executive Summary: Summary by Data Source.....14
Map.....22
Aerial.....25
Topographic Map.....26
Detail Report.....27
Unplottable Summary.....120
Unplottable Report.....121
Appendix: Database Descriptions.....122
Definitions.....133

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Executive Summary

Property Information:

Project Property: *18136*
6970 Camino Arroyo Gilroy CA 95020

Project No:

Coordinates:

Latitude:	*37.001615*
Longitude:	*-121.549435*
UTM Northing:	*4,096,034.93*
UTM Easting:	*629,066.68*
UTM Zone:	*UTM Zone 10S*

Elevation: *183 FT*

Order Information:

Order No: *20180926049*
Date Requested: *September 26, 2018*
Requested by: *ERAS Environmental, Inc.*
Report Type: *Database Report*

Historicals/Products:

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Standard Environmental Records								
Federal								
NPL	Y	1	0	0	0	0	0	0
PROPOSED NPL	Y	1	0	0	0	0	0	0
DELETED NPL	Y	.5	0	0	0	0	-	0
SEMS	Y	.5	0	0	0	0	-	0
SEMS ARCHIVE	Y	.5	0	0	0	1	-	1
ODI	Y	.5	0	0	0	0	-	0
IODI	Y	.5	0	0	0	0	-	0
CERCLIS	Y	.5	0	0	0	1	-	1
CERCLIS NFRAP	Y	.5	0	0	0	1	-	1
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1	0	0	0	0	1	1
RCRA TSD	Y	.5	0	0	0	0	-	0
RCRA LQG	Y	.25	0	0	1	-	-	1
RCRA SQG	Y	.25	0	0	1	-	-	1
RCRA CESQG	Y	.25	0	0	1	-	-	1
RCRA NON GEN	Y	.25	0	0	0	-	-	0
FED ENG	Y	.5	0	0	0	0	-	0
FED INST	Y	.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	.5	0	0	0	0	-	0
FEMA UST	Y	.25	0	0	0	-	-	0
SEMS LIEN	Y	PO	0	-	-	-	-	0
SUPERFUND ROD	Y	1	0	0	0	0	0	0
State								
RESPONSE	Y	1	0	0	0	0	0	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
ENVIROSTOR	Y	1	0	0	0	2	4	6
DELISTED ENVS	Y	1	0	0	0	0	0	0
SWF/LF	Y	.5	0	0	0	0	-	0
HWP	Y	1	0	0	0	1	1	2
LDS	Y	.5	0	0	0	0	-	0
SWAT	Y	.5	0	0	0	0	-	0
LUST	Y	.5	0	0	2	1	-	3
DELISTED LST	Y	.5	0	0	0	0	-	0
UST	Y	.25	0	0	1	-	-	1
SWRCB SWF	Y	.5	0	0	0	0	-	0
UST CLOSURE	Y	.5	0	0	0	0	-	0
HHSS	Y	.25	0	0	1	-	-	1
AST	Y	.25	0	0	0	-	-	0
DELISTED TNK	Y	.25	0	0	2	-	-	2
CERS TANK	Y	.25	0	0	1	-	-	1
LUR	Y	.5	0	0	0	0	-	0
HLUR	Y	.5	0	0	0	0	-	0
DEED	Y	.5	0	0	0	0	-	0
VCP	Y	.5	0	0	0	0	-	0
CLEANUP SITES	Y	.5	0	0	0	0	-	0
DELISTED CTNK	Y	.25	0	0	0	-	-	0
HIST TANK	Y	.25	0	0	1	-	-	1
Tribal								
INDIAN LUST	Y	.5	0	0	0	0	-	0
INDIAN UST	Y	.25	0	0	0	-	-	0
DELISTED ILST	Y	.5	0	0	0	0	-	0
DELISTED IUST	Y	.25	0	0	0	-	-	0
County								
DELISTED COUNTY	Y	.25	0	0	1	-	-	1
SANJOSE HM	Y	.25	0	0	0	-	-	0
GILROY CUPA	Y	.25	0	8	8	-	-	16
SANTACLARA CUPA	Y	.25	0	0	1	-	-	1
SANTACLARA HSOL	Y	.5	0	0	0	0	-	0
SANTACLARA LO	Y	.5	0	0	1	0	-	1
SUNNYVALE CUPA	Y	.25	0	0	0	-	-	0
Additional Environmental Records								
Federal								
FINDS/FRS	Y	PO	0	-	-	-	-	0
TRIS	Y	PO	0	-	-	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
HMIRS	Y	.125	0	0	-	-	-	0
NCDL	Y	PO	0	-	-	-	-	0
TSCA	Y	.125	0	0	-	-	-	0
HIST TSCA	Y	.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	.5	0	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	.25	0	0	0	-	-	0
DELISTED FED DRY	Y	.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	0	0	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0
MINES	Y	.25	0	0	0	-	-	0
ALT FUELS	Y	.25	0	0	0	-	-	0
SSTS	Y	.25	0	0	0	-	-	0
PCB	Y	.5	0	0	0	0	-	0
State								
INSP COMP ENF	Y	1	0	0	0	0	1	1
CDL	Y	.125	0	0	-	-	-	0
SCH	Y	1	0	0	0	0	0	0
CHMIRS	Y	PO	0	-	-	-	-	0
HAZNET	Y	PO	0	-	-	-	-	0
HWSS CLEANUP	Y	.5	0	0	0	0	-	0
DTSC HWF	Y	.5	0	0	0	0	-	0
HIST MANIFEST	Y	PO	0	-	-	-	-	0
HIST CHMIRS	Y	PO	0	-	-	-	-	0
HIST CORTESE	Y	.5	0	0	0	0	-	0
CDO/CAO	Y	.5	0	0	0	0	-	0
DELISTED HAZ	Y	.5	0	0	0	1	-	1
DRYCLEANERS	Y	.25	0	0	0	-	-	0
DELISTED DRYC	Y	.25	0	0	0	-	-	0
WASTE DISCHG	Y	.25	0	0	0	-	-	0
EMISSIONS	Y	.25	0	1	3	-	-	4
CERS HAZ	Y	.125	0	8	-	-	-	8

Tribal ***No Tribal additional environmental record sources available for this State.***

County ***No County additional environmental databases were selected to be included in the search.***

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Total:			0	17	25	8	7	57

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number

No records found in the selected databases for the project property.

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
1	CERS HAZ	Michael's Store # 4703	6745 CAMINO ARROYO GILROY CA 95020	SW	0.07 / 361.98	3	27
1	GILROY CUPA	Michael's Store # 4703	6745 Camino Arroyo Gilroy CA 95020	SW	0.07 / 361.98	3	28
2	CERS HAZ	PetSmart 0072	6755 CAMINO ARROYO BLDG 5 GILROY CA 95020	WSW	0.07 / 369.82	1	29
2	GILROY CUPA	PetSmart 0072	6755 Camino Arroyo Bldg 5 Gilroy CA 95020	WSW	0.07 / 369.82	1	30
3	CERS HAZ	Kohl's Department Stores - Store #737	6765 CAMINO ARROYO GILROY CA 95020	WSW	0.07 / 373.29	1	31
3	GILROY CUPA	Kohl's Department Stores - Store #737	6765 Camino Arroyo Gilroy CA 95020	WSW	0.07 / 373.29	1	33
4	CERS HAZ	Bed, Bath and Beyond #608	6725 CAMINO ARROYO GILROY CA 95020	SSW	0.08 / 417.58	2	33
4	GILROY CUPA	Bed, Bath and Beyond #608	6725 Camino Arroyo Gilroy CA 95020	SSW	0.08 / 417.58	2	35
5	CERS HAZ	Ross Dress For Less #0740	6715 CAMINO ARROYO GILROY CA 95020	SSW	0.09 / 473.04	2	35
5	GILROY CUPA	Ross Dress For Less #0740	6715 Camino Arroyo Gilroy CA 95020	SSW	0.09 / 473.04	2	37
6	CERS HAZ	SALLY BEAUTY SUPPLY	6815 CAMINO ARROYO STE 50 GILROY CA 95020	WNW	0.10 / 551.29	4	37
6	GILROY CUPA	SALLY BEAUTY SUPPLY	6815 Camino Arroyo Ste 50 Gilroy CA 95020	WNW	0.10 / 551.29	4	39

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
7	CERS HAZ	Flowstar, Inc.	6800 SILACCI WAY GILROY CA 95020	NE	0.11 / 586.61	-1	39
7	GILROY CUPA	Flowstar, Inc.	6800 Silacci Way Gilroy CA 95020	NE	0.11 / 586.61	-1	43
7	EMISSIONS	FLOWSTAR	6800 SILACCI WAY GILROY CA 95020	NE	0.11 / 586.61	-1	43
8	CERS HAZ	Chipotle Mexican Grill #2137	6955 CAMINO ARROYO STE 70 GILROY CA 95020	NW	0.12 / 627.57	2	51
8	GILROY CUPA	Chipotle Mexican Grill #2137	6955 Camino Arroyo Ste 70 Gilroy CA 95020	NW	0.12 / 627.57	2	53
9	GILROY CUPA	Leslie's Swimming Pool Supplies #505	6915 Camino Arroyo, Suite 10 Gilroy CA 95020	NW	0.15 / 776.23	1	53
10	SANTACLARA CUPA	CINTAS CORPORATION	904 HOLLOWAY RD GILROY CA 95020	ESE	0.15 / 780.44	-5	54
10	GILROY CUPA	Cintas Corporation #630	904 Holloway Rd Gilroy CA 95020	ESE	0.15 / 780.44	-5	54
11	GILROY CUPA	Creative Labels, Inc.	6670 Silacci Way Gilroy CA 95020	E	0.16 / 824.48	-4	54
11	EMISSIONS	CREATIVE LABELS INC	6670 SILACCI WAY GILROY CA 95020	E	0.16 / 824.48	-4	54
12	GILROY CUPA	Roadhouse Jacks	6945 Camino Arroyo Gilroy CA 95020	NW	0.16 / 845.24	4	61
12	DELISTED COUNTY	Roadhouse Jacks	6945 Camino Arroyo Gilroy CA 95020	NW	0.16 / 845.24	4	61
13	LUST	Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NW	0.19 / 989.17	4	62
			Global ID* | *Status* | *Status Date: T0608502195 | Completed - Case Closed | 2001-01-09 00:00:00				
14	LUST	Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NW	0.19 / 1,007.77	5	63

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
			Global ID* | *Status* | *Status Date: T0608591842 | Completed - Case Closed | 2001-01-09 00:00:00				
15	UST	Gilroy Shell	850 Pacheco Pass Hwy Gilroy CA 95020 ***Facility ID:*** 895	NNW	0.19 / 1,023.27	3	64
16	CERS TANK	Gilroy Shell	850 PACHECO PASS HWY GILROY CA 95020	NNW	0.20 / 1,046.69	3	64
16	GILROY CUPA	Gilroy Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NNW	0.20 / 1,046.69	3	69
16	HHSS	VIEIRA SERVICES CO INC	850 PACHECO PASS ROAD GILROY CA 95020	NNW	0.20 / 1,046.69	3	69
16	HIST TANK	VIEIRA SERVICE CO., INC	850 PACHECO PASS ROAD GILROY CA	NNW	0.20 / 1,046.69	3	70
16	SANTACLARA LO	Shell	850 Pacheco Pass Hwy Gilroy CA ***SCVWD ID* | *Closure Date:*** 11S4E05K01f | 1/9/2001	NNW	0.20 / 1,046.69	3	70
16	RCRA LQG	SERVICE STATION - SAP 135332	850 PACHECO PASS ROAD GILROY CA 95020	NNW	0.20 / 1,046.69	3	70
17	GILROY CUPA	TARGET T1851	6705 Camino Arroyo Gilroy CA 95020	NW	0.21 / 1,131.13	4	72
17	GILROY CUPA	CVS Pharmacy #16971	6705 Camino Arroyo Ste B Gilroy CA 95020	NW	0.21 / 1,131.13	4	72
17	EMISSIONS	TARGET CORPORATION - TARGET GI	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	4	72
17	EMISSIONS	TARGET STORE T1851	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	4	75
17	RCRA CESQG	CVS PHARMACY #16971	6705 CAMINO ARROYO STE B GILROY CA 95020	NW	0.21 / 1,131.13	4	77
17	RCRA SQG	TARGET STORE T1851	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	4	79

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
18	DELISTED TNK	SHELL	850 Pacheco Pass Road Gilroy CA 95020	NW	0.22 / 1,183.21	6	85
19	GILROY CUPA	Tractor Supply Company Store# 1171-Gilroy	6881 Cameron Blvd Gilroy CA 95020	ENE	0.23 / 1,237.54	-3	85
20	DELISTED TNK	TV'S FOOD MART	850 PACHECO PASS HWY GILROY CA 95020	N	0.25 / 1,296.71	2	85
21	CERCLIS	SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 950201626	WNW	0.42 / 2,215.21	5	85
21	CERCLIS NFRAP	SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 950201626	WNW	0.42 / 2,215.21	5	87
21	SEMS ARCHIVE	SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 95020-1626	WNW	0.42 / 2,215.21	5	88
22	LUST	PRIVATE RESIDENCE	PRIVATE RESIDENCE Gilroy CA 95020	WNW	0.43 / 2,245.32	7	88
			Global ID* | *Status* | *Status Date: T0608500042 | Completed - Case Closed | 1998-01-05 00:00:00				
23	DELISTED HAZ	Boral Roofing, LLC	6500 BREM LN GILROY CA 95020	SW	0.46 / 2,441.43	3	89
24	ENVIROSTOR	SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	7	89
			Estor/EPA ID* | *Cleanup Status: 80001324 | INACTIVE - NEEDS EVALUATION AS OF 6/26/2009				
24	ENVIROSTOR	SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	7	90
			Estor/EPA ID* | *Cleanup Status: CAD000628149 |				
24	HWP	SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	7	92
25	ENVIROSTOR	SOUTH BAY CHEMICAL COMPANY	721-731 RENZ LANE GILROY CA 95020	NW	0.52 / 2,722.07	7	93
			Estor/EPA ID* | *Cleanup Status: 43490062 | REFER: RCRA AS OF 6/8/1994				
26	RCRA CORRACTS	HAZCONTROL INC.	731 RENZ LANE GILROY CA 95021	NW	0.55 / 2,878.92	8	93
27	ENVIROSTOR	INLAND PAPERBOARD AND PACKAGING, INC.	6400 JAMIESON WAY GILROY CA 95020	SSW	0.57 / 3,010.66	3	104

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
			***Estor/EPA ID	Cleanup Status:*** 71002634 | REFER: OTHER AGENCY AS OF 5/12/2006			
28	ENVIROSTOR	TEMPLE-INLAND, INC.	6400 JAMIESON WAY GILROY CA 95020	SSW	0.58 / 3,081.49	4	106
			***Estor/EPA ID	Cleanup Status:*** 60000630 | NO FURTHER ACTION AS OF 9/5/2008			
29	ENVIROSTOR	METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 950207012	SSW	0.83 / 4,379.14	3	107
			***Estor/EPA ID	Cleanup Status:*** CAD077182293 |			
29	HWP	METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 950207012	SSW	0.83 / 4,379.14	3	111
29	INSP COMP ENF	METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 95020	SSW	0.83 / 4,379.14	3	114

Executive Summary: Summary by Data Source

Standard

Federal

SEMS ARCHIVE - SEMS List 8R Archive Sites

A search of the SEMS ARCHIVE database, dated Jun 8, 2018 has found that there are 1 SEMS ARCHIVE site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 95020-1626	WNW	0.42 / 2,215.21	21

CERCLIS - Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS

A search of the CERCLIS database, dated Oct 25, 2013 has found that there are 1 CERCLIS site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 950201626	WNW	0.42 / 2,215.21	21

CERCLIS NFRAP - CERCLIS - No Further Remedial Action Planned

A search of the CERCLIS NFRAP database, dated Oct 25, 2013 has found that there are 1 CERCLIS NFRAP site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 950201626	WNW	0.42 / 2,215.21	21

RCRA CORRACTS - RCRA CORRACTS-Corrective Action

A search of the RCRA CORRACTS database, dated Aug 2, 2018 has found that there are 1 RCRA CORRACTS site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
HAZCONTROL INC.	731 RENZ LANE GILROY CA 95021	NW	0.55 / 2,878.92	26

RCRA LQG - RCRA Generator List

A search of the RCRA LQG database, dated Aug 2, 2018 has found that there are 1 RCRA LQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SERVICE STATION - SAP 135332	850 PACHECO PASS ROAD GILROY CA 95020	NNW	0.20 / 1,046.69	16

RCRA SQG - RCRA Small Quantity Generators List

A search of the RCRA SQG database, dated Aug 2, 2018 has found that there are 1 RCRA SQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
TARGET STORE T1851	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	17

RCRA CESQG - RCRA Conditionally Exempt Small Quantity Generators List

A search of the RCRA CESQG database, dated Aug 2, 2018 has found that there are 1 RCRA CESQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
CVS PHARMACY #16971	6705 CAMINO ARROYO STE B GILROY CA 95020	NW	0.21 / 1,131.13	17

State

ENVIROSTOR - EnviroStor Database

A search of the ENVIROSTOR database, dated Jul 18, 2018 has found that there are 6 ENVIROSTOR site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	24
	***Estor/EPA ID	Cleanup Status**: CAD000628149 |*		
SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	24
	***Estor/EPA ID	Cleanup Status**: 80001324	INACTIVE - NEEDS EVALUATION AS OF 6/26/2009*		
SOUTH BAY CHEMICAL COMPANY	721-731 RENZ LANE GILROY CA 95020	NW	0.52 / 2,722.07	25
	***Estor/EPA ID	Cleanup Status**: 43490062	REFER: RCRA AS OF 6/8/1994*		
INLAND PAPERBOARD AND PACKAGING, INC.	6400 JAMIESON WAY GILROY CA 95020	SSW	0.57 / 3,010.66	27
	***Estor/EPA ID	Cleanup Status**: 71002634	REFER: OTHER AGENCY AS OF 5/12/2006*		
TEMPLE-INLAND, INC.	6400 JAMIESON WAY GILROY CA 95020	SSW	0.58 / 3,081.49	28

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
	***Estor/EPA ID	Cleanup Status**: 60000630	NO FURTHER ACTION AS OF 9/5/2008*		
METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 950207012	SSW	0.83 / 4,379.14	29
	***Estor/EPA ID	Cleanup Status**: CAD077182293 |*		

HWP - EnviroStor Hazardous Waste Facilities

A search of the HWP database, dated Aug 23, 2018 has found that there are 2 HWP site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	24
METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 950207012	SSW	0.83 / 4,379.14	29

LUST - Leaking Underground Fuel Tank Reports

A search of the LUST database, dated Jul 6, 2018 has found that there are 3 LUST site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NW	0.19 / 989.17	13
	***Global ID	Status	Status Date**: T0608502195	Completed - Case Closed	2001-01-09 00:00:00*		
Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NW	0.19 / 1,007.77	14
	***Global ID	Status	Status Date**: T0608591842	Completed - Case Closed	2001-01-09 00:00:00*		
PRIVATE RESIDENCE	PRIVATE RESIDENCE Gilroy CA 95020	WNW	0.43 / 2,245.32	22
	***Global ID	Status	Status Date**: T0608500042	Completed - Case Closed	1998-01-05 00:00:00*		

UST - Permitted Underground Storage Tank (UST) in GeoTracker

A search of the UST database, dated Jul 1, 2018 has found that there are 1 UST site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Gilroy Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NNW	0.19 / 1,023.27	15
	***Facility ID**: 895*			

HHSS - Historical Hazardous Substance Storage Information Database

A search of the HHSS database, dated Aug 27, 2015 has found that there are 1 HHSS site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
VIEIRA SERVICES CO INC	850 PACHECO PASS ROAD GILROY CA 95020	NNW	0.20 / 1,046.69	16

DELISTED TNK - Delisted Storage Tanks

A search of the DELISTED TNK database, dated Jul 01, 2018 has found that there are 2 DELISTED TNK site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SHELL	850 Pacheco Pass Road Gilroy CA 95020	NW	0.22 / 1,183.21	18
TV'S FOOD MART	850 PACHECO PASS HWY GILROY CA 95020	N	0.25 / 1,296.71	20

CERS TANK - California Environmental Reporting System (CERS) Tanks

A search of the CERS TANK database, dated Jul 9, 2018 has found that there are 1 CERS TANK site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Gilroy Shell	850 PACHECO PASS HWY GILROY CA 95020	NNW	0.20 / 1,046.69	16

HIST TANK - Historical Hazardous Substance Storage Container Information - Facility Summary

A search of the HIST TANK database, dated May 27, 1988 has found that there are 1 HIST TANK site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
VIEIRA SERVICE CO., INC	850 PACHECO PASS ROAD GILROY CA	NNW	0.20 / 1,046.69	16

County

DELISTED COUNTY - Delisted County Records

A search of the DELISTED COUNTY database, dated Seo 4, 2018 has found that there are 1 DELISTED COUNTY site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Roadhouse Jacks	6945 Camino Arroyo Gilroy CA 95020	NW	0.16 / 845.24	12

GILROY CUPA - Santa Clara County - Gilroy City CUPA Facilities List

A search of the GILROY CUPA database, dated Jul 2, 2018 has found that there are 16 GILROY CUPA site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Michael's Store # 4703	6745 Camino Arroyo Gilroy CA 95020	SW	0.07 / 361.98	1
PetSmart 0072	6755 Camino Arroyo Bldg 5 Gilroy CA 95020	WSW	0.07 / 369.82	2
Kohl's Department Stores - Store #737	6765 Camino Arroyo Gilroy CA 95020	WSW	0.07 / 373.29	3
Bed, Bath and Beyond #608	6725 Camino Arroyo Gilroy CA 95020	SSW	0.08 / 417.58	4
Ross Dress For Less #0740	6715 Camino Arroyo Gilroy CA 95020	SSW	0.09 / 473.04	5
SALLY BEAUTY SUPPLY	6815 Camino Arroyo Ste 50 Gilroy CA 95020	WNW	0.10 / 551.29	6
Chipotle Mexican Grill #2137	6955 Camino Arroyo Ste 70 Gilroy CA 95020	NW	0.12 / 627.57	8
Leslie's Swimming Pool Supplies #505	6915 Camino Arroyo, Suite 10 Gilroy CA 95020	NW	0.15 / 776.23	9
Roadhouse Jacks	6945 Camino Arroyo Gilroy CA 95020	NW	0.16 / 845.24	12
Gilroy Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NNW	0.20 / 1,046.69	16
CVS Pharmacy #16971	6705 Camino Arroyo Ste B Gilroy CA 95020	NW	0.21 / 1,131.13	17
TARGET T1851	6705 Camino Arroyo Gilroy CA 95020	NW	0.21 / 1,131.13	17

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Flowstar, Inc.	6800 Silacci Way Gilroy CA 95020	NE	0.11 / 586.61	7
Cintas Corporation #630	904 Holloway Rd Gilroy CA 95020	ESE	0.15 / 780.44	10
Creative Labels, Inc.	6670 Silacci Way Gilroy CA 95020	E	0.16 / 824.48	11
Tractor Supply Company Store# 1171-Gilroy	6881 Cameron Blvd Gilroy CA 95020	ENE	0.23 / 1,237.54	19

SANTACLARA CUPA - Santa Clara County CUPA Facilities List

A search of the SANTACLARA CUPA database, dated Jun 12, 2018 has found that there are 1 SANTACLARA CUPA site(s) within approximately 0.25 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
CINTAS CORPORATION	904 HOLLOWAY RD GILROY CA 95020	ESE	0.15 / 780.44	10

SANTACLARA LO - Santa Clara Local Oversight Program Listing

A search of the SANTACLARA LO database, dated Jun 14, 2017 has found that there are 1 SANTACLARA LO site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Shell	850 Pacheco Pass Hwy Gilroy CA	NNW	0.20 / 1,046.69	16
	***SCVWD ID** | **Closure Date**: 11S4E05K01f | 1/9/2001*			

Non Standard

State

INSP COMP ENF - EnviroStor Inspection, Compliance, and Enforcement

A search of the INSP COMP ENF database, dated May 28, 2018 has found that there are 1 INSP COMP ENF site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 95020	SSW	0.83 / 4,379.14	29

DELISTED HAZ - Delisted Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the DELISTED HAZ database, dated Jul 9, 2018 has found that there are 1 DELISTED HAZ site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Boral Roofing, LLC	6500 BREM LN GILROY CA 95020	SW	0.46 / 2,441.43	23

EMISSIONS - Toxic Pollutant Emissions Facilities

A search of the EMISSIONS database, dated Dec 31, 2016 has found that there are 4 EMISSIONS site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
TARGET CORPORATION - TARGET GI	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	17
TARGET STORE T1851	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	17

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
FLOWSTAR	6800 SILACCI WAY GILROY CA 95020	NE	0.11 / 586.61	7
CREATIVE LABELS INC	6670 SILACCI WAY GILROY CA 95020	E	0.16 / 824.48	11

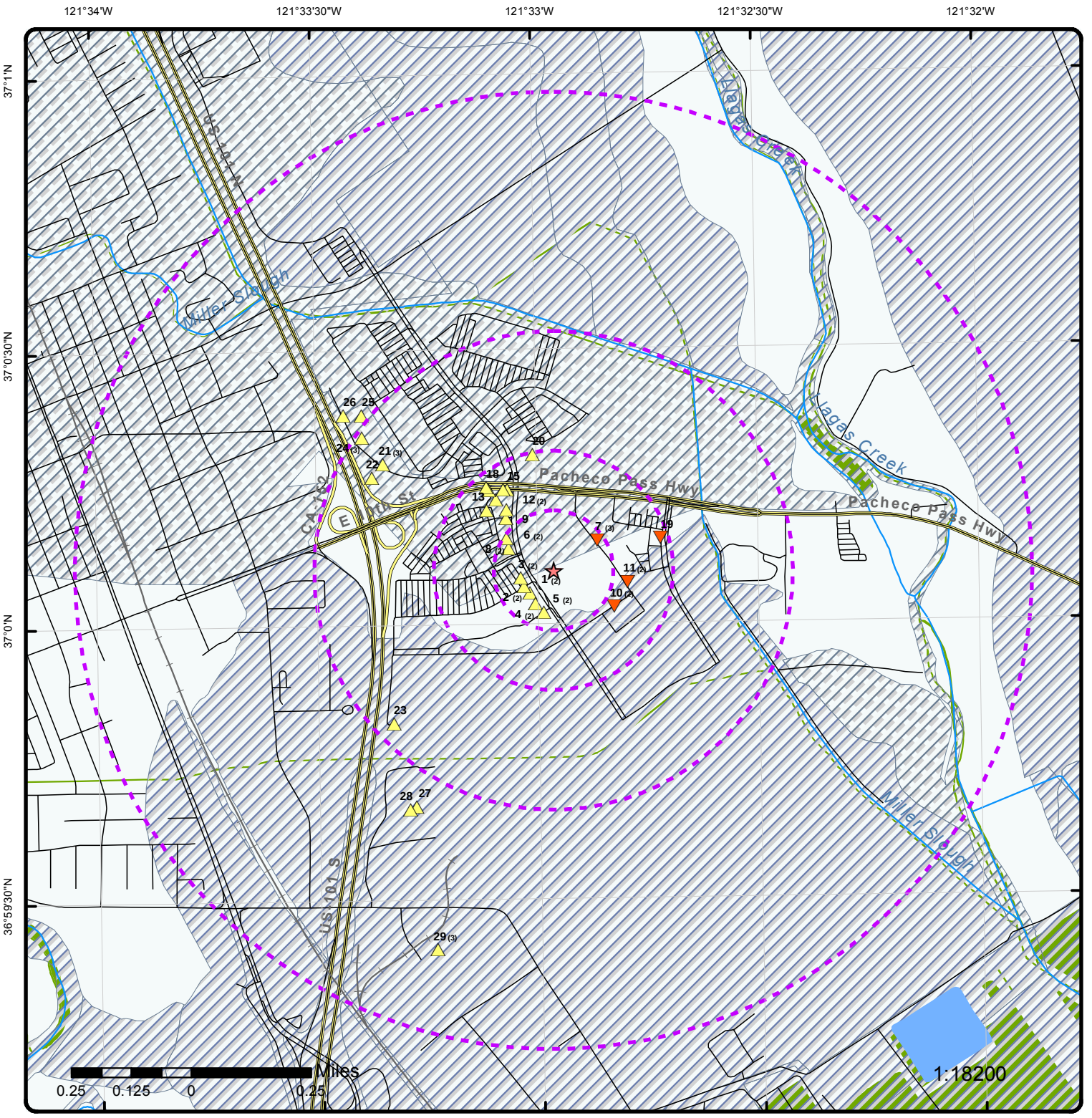
CERS HAZ - California Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the CERS HAZ database, dated Jul 9, 2018 has found that there are 8 CERS HAZ site(s) within approximately 0.12 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Michael's Store # 4703	6745 CAMINO ARROYO GILROY CA 95020	SW	0.07 / 361.98	1
PetSmart 0072	6755 CAMINO ARROYO BLDG 5 GILROY CA 95020	WSW	0.07 / 369.82	2
Kohl's Department Stores - Store #737	6765 CAMINO ARROYO GILROY CA 95020	WSW	0.07 / 373.29	3

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Bed, Bath and Beyond #608	6725 CAMINO ARROYO GILROY CA 95020	SSW	0.08 / 417.58	4
Ross Dress For Less #0740	6715 CAMINO ARROYO GILROY CA 95020	SSW	0.09 / 473.04	5
SALLY BEAUTY SUPPLY	6815 CAMINO ARROYO STE 50 GILROY CA 95020	WNW	0.10 / 551.29	6
Chipotle Mexican Grill #2137	6955 CAMINO ARROYO STE 70 GILROY CA 95020	NW	0.12 / 627.57	8

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Flowstar, Inc.	6800 SILACCI WAY GILROY CA 95020	NE	0.11 / 586.61	7



Map : 1 Mile Radius

Order No: 20180926049

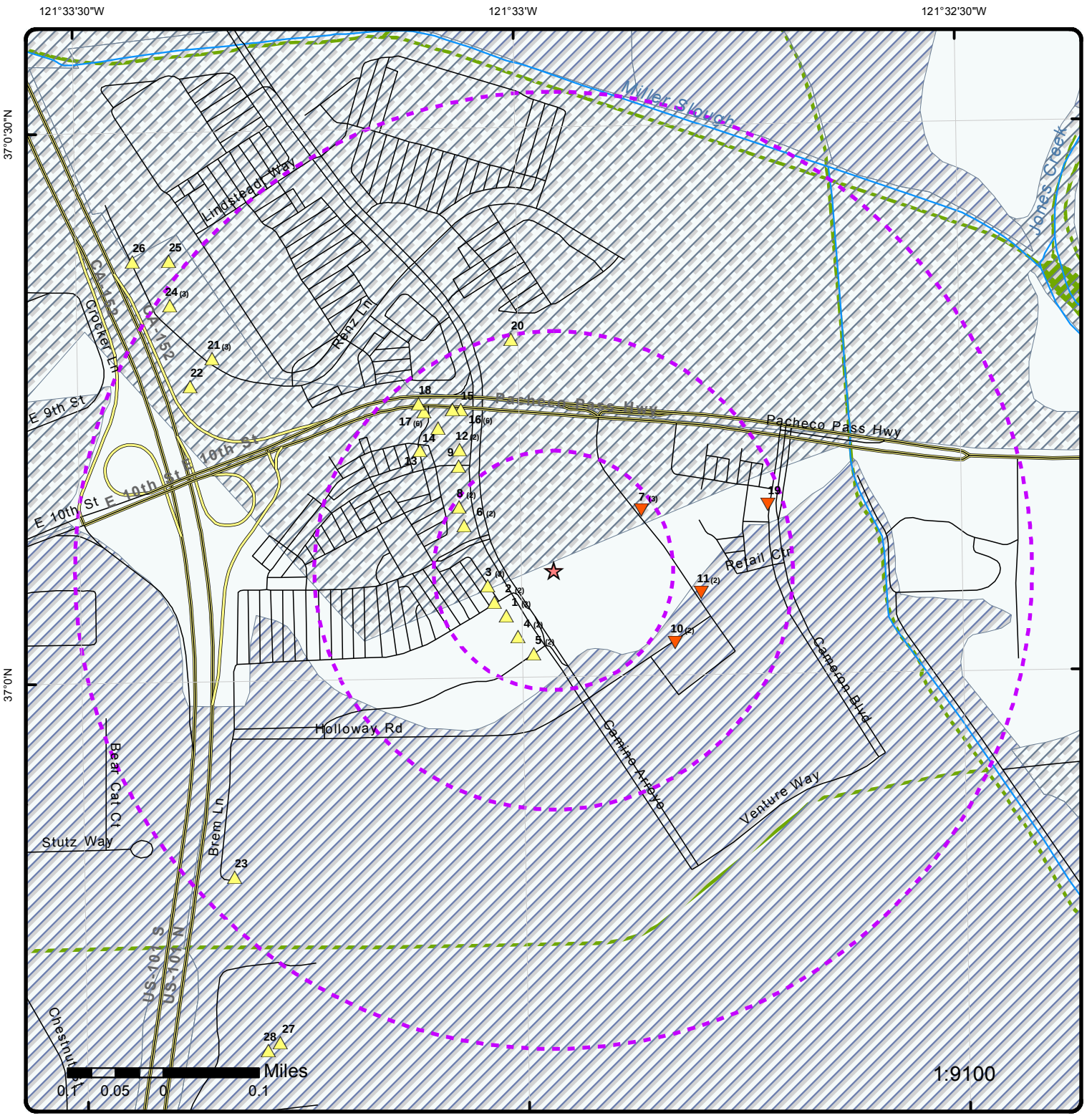
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ERIS
ENVIRONMENTAL RISK INFORMATION SERVICES

- **Project Property**
- **Buffer Outline**
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- County Boundary
- Rails
- Major Highways
- Major Highways Ramps
- Major Roads
- Major Roads Ramps
- Secondary Roads
- Secondary Roads Ramps
- Local Roads and Ramps
- State Boundary
- National Priority List Sites
- National Wetland
- Indian Reserve Land
- Historic Fill
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- State Brownfield Sites
- State Brownfield Areas
- State Superfund Areas:Dept. of Defense
- State Superfund Areas:NPL
- WQARF Areas
- Federal Lands: Dept. of Defense (owned/administered areas)

Source: © 2016 ESRI

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Map : 0.5 Mile Radius

Order No: 20180926049

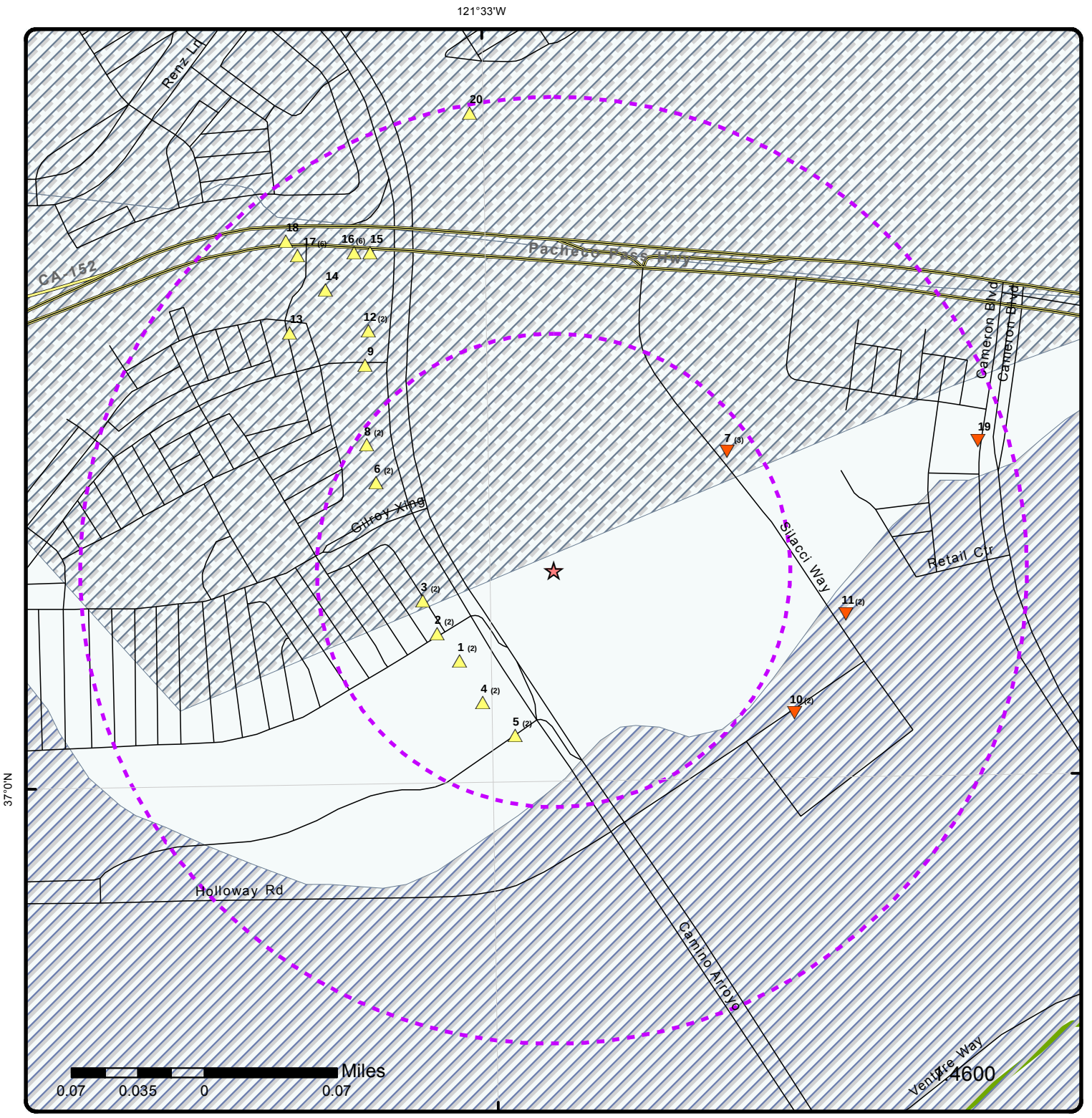
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ENVIRONMENTAL RISK INFORMATION SERVICES

Project Property	Rails	State Boundary	FWS Special Designation Areas
Buffer Outline	Major Highways	National Priority List Sites	State Brownfield Sites
Eris Sites with Higher Elevation	Major Highways Ramps	National Wetland	State Brownfield Areas
Eris Sites with Same Elevation	Major Roads	Indian Reserve Land	State Superfund Areas:Dept. of Defense
Eris Sites with Lower Elevation	Major Roads Ramps	Historic Fill	State Superfund Areas:NPL
Eris Sites with Unknown Elevation	Secondary Roads	100 Year Flood Zone	WQARF Areas
County Boundary	Secondary Roads Ramps	500 Year Flood Zone	Federal Lands: Dept. of Defense (owned/administered areas)
	Local Roads and Ramps		

Source: © 2016 ESRI

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Map : 0.25 Mile Radius

Order No: 20180926049

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ENVIRONMENTAL RISK INFORMATION SERVICES

Project Property	Rails	State Boundary	FWS Special Designation Areas
Buffer Outline	Major Highways	National Priority List Sites	State Brownfield Sites
Eris Sites with Higher Elevation	Major Highways Ramps	National Wetland	State Brownfield Areas
Eris Sites with Same Elevation	Major Roads	Indian Reserve Land	State Superfund Areas:Dept. of Defense
Eris Sites with Lower Elevation	Major Roads Ramps	Historic Fill	State Superfund Areas:NPL
Eris Sites with Unknown Elevation	Secondary Roads	100 Year Flood Zone	WQARF Areas
County Boundary	Secondary Roads Ramps	500 Year Flood Zone	Federal Lands: Dept. of Defense (owned/administered areas)
	Local Roads and Ramps		

Source: © 2016 ESRI

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Aerial (2017)

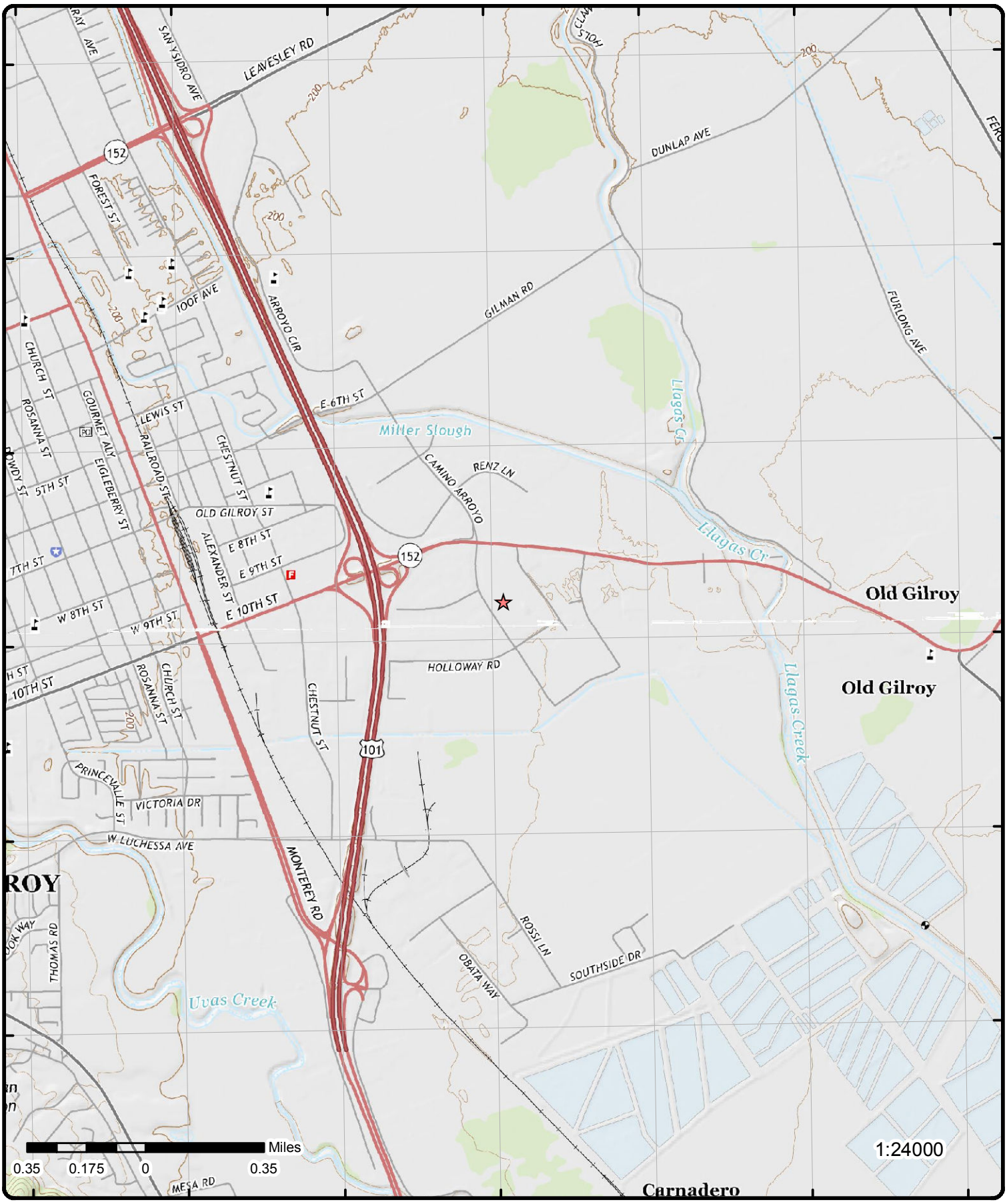
Order No: 20180926049

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

Source: ESRI World Imagery

ENVIRONMENTAL RISK INFORMATION SERVICES

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Topographic Map (2015)

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

Quadrangle(s): Gilroy, CA; Chittenden, CA;

Source: USGS Topographic Map

Order No: 20180926049

ERIS
ENVIRONMENTAL RISK INFORMATION SERVICES

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Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of 2	SW	0.07 / 361.98	185.74 / 3	Michael's Store # 4703 6745 CAMINO ARROYO GILROY CA 95020	CERS HAZ

Site ID: 134906
Latitude: 37.000267
Longitude: -121.552719

Regulated Programs

EI ID: 10409650 **EI Description:** Hazardous Waste Generator

Affiliations

Affil Type Desc: Operator
Entity Name: Michaels Stores, Inc.
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (972) 409-5786

Affil Type Desc: Environmental Contact
Entity Name: Ryan Draper
Entity Title:
Address: 8000 Bent Branch Drive
City: Irving
State: TX
Country:
Zip Code: 75063
Phone: (972) 409-5786

Affil Type Desc: Identification Signer
Entity Name: Ryan Draper
Entity Title: Safety Manager
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Parent Corporation
Entity Name: Michaels Stores, Inc.
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Primary Emergency Contact
Entity Name: Jessica Santos
Entity Title: Store Manager

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Address:
City:
State:
Country:
Zip Code:
Phone: (972) 409-1306

Affil Type Desc: Legal Owner
Entity Name: Michaels Stores, Inc.
Entity Title:
Address: 8000 Bent Branch Drive
City: Irving
State: TX
Country: United States
Zip Code: 75063
Phone: (972) 409-5786

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA
Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Document Preparer
Entity Name: Chris Ortega
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 8000 Bent Branch Drive
City: Irving
State: TX
Country:
Zip Code: 75063
Phone:

Affil Type Desc: Secondary Emergency Contact
Entity Name: JOSEPH KOCHER
Entity Title: DISTRICT Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (972) 409-1306

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	2 of 2	SW	0.07 / 361.98	185.74 / 3	Michael's Store # 4703 6745 Camino Arroyo Gilroy CA 95020	GILROY CUPA

CERS ID: 10409650
Facility ID: 5520
HM on Site: No
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Not Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

---

2 **1 of 2** **WSW** **0.07 / 369.82** **184.17 / 1**

PetSmart 0072
6755 CAMINO ARROYO BLDG 5
GILROY CA 95020

CERS HAZ

Site ID: 360042
Latitude: 37.000270
Longitude: -121.552720

Regulated Programs

EI ID: 10648675
EI Description: Chemical Storage Facilities

EI ID: 10648675
EI Description: Hazardous Waste Generator

Affiliations

Affil Type Desc: Secondary Emergency Contact
Entity Name: Paul Chrisman
Entity Title: Regional Loss Prevention Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (888) 287-7387

Affil Type Desc: Primary Emergency Contact
Entity Name: Susan Bruner
Entity Title: STORE MANAGER
Address:
City:
State:
Country:
Zip Code:
Phone: (888) 287-7387

Affil Type Desc: Legal Owner
Entity Name: PetSmart, Inc.
Entity Title:
Address: 19601 N. 27th Avenue
City: Phoenix
State: AZ
Country: United States
Zip Code: 85027
Phone: (623) 587-2912

Affil Type Desc: Identification Signer
Entity Name: Ken Dobias
Entity Title: Director of Environmental Affairs
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Operator
Entity Name: PetSmart, Inc.
Entity Title:
Address:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

City:
State:
Country:
Zip Code:
Phone: (623) 580-6100

Affil Type Desc: Property Owner
Entity Name: Gilroy Crossing - CA
Entity Title:
Address:
City:
State:
Country: United States
Zip Code:
Phone: (209) 474-9900

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA
Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Document Preparer
Entity Name: Ken Dobias
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: Contracted Services, 19601 N 27th Ave
City: Phoenix
State: AZ
Country:
Zip Code: 85027
Phone:

Affil Type Desc: Parent Corporation
Entity Name: Petsmart
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Environmental Contact
Entity Name: Ken Dobias
Entity Title:
Address: 3481 Plano Parkway
City: The Colony
State: TX
Country:
Zip Code: 75056
Phone: (972) 464-0004

2	2 of 2	WSW	0.07 / 369.82	184.17 / 1	PetSmart 0072 6755 Camino Arroyo Bldg 5	GILROY CUPA

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
					Gilroy CA 95020	

CERS ID:	10648675	**RCRA Lrg Qnty Gen:**	No
Facility ID:		**Fac Info Rpt Req:**	Applicable
HM on Site:	No	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
3	1 of 2	WSW	0.07 / 373.29	184.51 / 1	Kohl's Department Stores - Store #737 6765 CAMINO ARROYO GILROY CA 95020	CERS HAZ

Site ID:	274514
Latitude:	37.000900
Longitude:	-121.550987

Regulated Programs

EI ID:	10618552	**EI Description:**	Hazardous Waste Generator

Affiliations

Affil Type Desc:	Parent Corporation
Entity Name:	Kohl's Department Stores
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Operator
Entity Name:	Kohl's Department Stores - Store #737
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(262) 703-7019

Affil Type Desc:	Document Preparer
Entity Name:	Scott Smith - Kohls
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Legal Owner
Entity Name:	Kohl's Department Stores
Entity Title:	
Address:	P.O. Box 3155
City:	Milwaukee

State: WI
Country: United States
Zip Code: 53201
Phone: (262) 703-7019

Affil Type Desc: Primary Emergency Contact
Entity Name: Bertha Villa
Entity Title: Store Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (866) 907-0048

Affil Type Desc: Secondary Emergency Contact
Entity Name: Operations Manager
Entity Title: Operations Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (866) 907-0048

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA
Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: P.O. Box 3155
City: Milwaukee
State: WI
Country:
Zip Code: 53201
Phone:

Affil Type Desc: Identification Signer
Entity Name: Ryan Piedot
Entity Title: Manager of Environmental Compliance
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Environmental Contact
Entity Name: Ryan Piedot
Entity Title:
Address: P.O. Box 3155
City: Milwaukee
State: WI
Country:
Zip Code: 53201
Phone: (262) 703-7019

Coordinates

Env Int Type Code: HWG ***Longitude:*** -121.551050

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Program ID: 10618552
Latitude: 37.000900
Coord Name:
Ref Point Type Desc: Center of a facility or station.

---

3 | **2 of 2** | **WSW** | **0.07 / 373.29** | **184.51 / 1** | **Kohl's Department Stores - Store #737**
6765 Camino Arroyo
Gilroy CA 95020
GILROY CUPA

CERS ID: 10618552
Facility ID: 5842
HM on Site: No
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Not Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

---

4 | **1 of 2** | **SSW** | **0.08 / 417.58** | **185.69 / 2** | **Bed, Bath and Beyond #608**
6725 CAMINO ARROYO
GILROY CA 95020
CERS HAZ

Site ID: 97977
Latitude: 37.000267
Longitude: -121.552719

Regulated Programs

EI ID: 10169697
EI Description: Hazardous Waste Generator

Affiliations

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA
Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 5151 San Felipe St, Suite 1000
City: Houston
State: TX
Country:
Zip Code: 77056
Phone:

Affil Type Desc: Environmental Contact
Entity Name: ASHLEY CAMPBELL
Entity Title:
Address: 5151 San Felipe St, Suite 1000
City: Houston
State: TX
Country:
Zip Code: 77056
Phone: (713) 985-5472

Affil Type Desc: Identification Signer
Entity Name: Ashley Campbell
Entity Title: Authorized Representative
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Legal Owner
Entity Name: Bed, Bath and Beyond, Inc.
Entity Title:
Address: 650 Liberty Ave
City: Union
State: NJ
Country: United States
Zip Code: 07083
Phone: (908) 688-0888

Affil Type Desc: Secondary Emergency Contact
Entity Name: Scott Simon
Entity Title: Regional Director Loss Prevention
Address:
City:
State:
Country:
Zip Code:
Phone: (310) 384-6799

Affil Type Desc: Document Preparer
Entity Name: ASHLEY CAMPBELL
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Parent Corporation
Entity Name: Bed, Bath and Beyond
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Operator
Entity Name: Bed, Bath and Beyond, Inc.
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (908) 688-0888

Affil Type Desc: Primary Emergency Contact
Entity Name: Store Manager
Entity Title: Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (310) 384-6799

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
4	2 of 2	SSW	0.08 / 417.58	185.69 / 2	Bed, Bath and Beyond #608 6725 Camino Arroyo Gilroy CA 95020	GILROY CUPA

CERS ID:	10169697	**RCRA Lrg Qnty Gen:**	No
Facility ID:	5410	**Fac Info Rpt Req:**	Applicable
HM on Site:	No	**Inv Rpt Req:**	Not Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
5	1 of 2	SSW	0.09 / 473.04	184.77 / 2	Ross Dress For Less #0740 6715 CAMINO ARROYO GILROY CA 95020	CERS HAZ

Site ID:	62973
Latitude:	37.000267
Longitude:	-121.552719

Regulated Programs

EI ID:	10509088	**EI Description:**	Chemical Storage Facilities
EI ID:	10509088	**EI Description:**	Hazardous Waste Generator

Affiliations

Affil Type Desc:	Document Preparer
Entity Name:	ASHLEY CAMPBELL
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Operator
Entity Name:	Ross Dress For Less Inc.
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(925) 965-4831

Affil Type Desc:	Identification Signer
Entity Name:	Ashley Campbell
Entity Title:	ENVIRONMENTAL COMPLIANCE SPECIALIST
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Parent Corporation

Entity Name:	Ross Stores, Inc.
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	
Address:	5130 Hacienda Dr
City:	Dublin
State:	CA
Country:	
Zip Code:	94568-7579
Phone:	

Affil Type Desc:	CUPA District
Entity Name:	Gilroy City Fire Department
Entity Title:	
Address:	7351 Rosanna Street
City:	Gilroy
State:	CA
Country:	
Zip Code:	95020-6141
Phone:	(408) 846-0400

Affil Type Desc:	Legal Owner
Entity Name:	Ross Dress For Less Inc.
Entity Title:	
Address:	5130 Hacienda Dr
City:	Dublin
State:	CA
Country:	United States
Zip Code:	94568-7579
Phone:	(925) 965-4831

Affil Type Desc:	Primary Emergency Contact
Entity Name:	NANCY ALCANTARA
Entity Title:	STORE MANAGER
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(855) 257-7472

Affil Type Desc:	Environmental Contact
Entity Name:	ASHLEY CAMPBELL
Entity Title:	
Address:	5151 SAN FELIPE ST, SUITE 1000
City:	HOUSTON
State:	TX
Country:	
Zip Code:	77056
Phone:	(713) 985-5472

Affil Type Desc:	Secondary Emergency Contact
Entity Name:	Brad Wieland
Entity Title:	District Manager
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(855) 257-7472

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Coordinates

Env Int Type Code:	HWG	**Longitude:**	-121.552720
Program ID:	10509088	**Coord Name:**	
Latitude:	37.000310	**Ref Point Type Desc:**	Center of a facility or station.

---

5 | **2 of 2** | **SSW** | **0.09 / 473.04** | **184.77 / 2** | **Ross Dress For Less #0740**
6715 Camino Arroyo
Gilroy CA 95020 | **GILROY CUPA**

CERS ID:	10509088	**RCRA Lrg Qnty Gen:**	No
Facility ID:	5405	**Fac Info Rpt Req:**	Applicable
HM on Site:	No	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

---

6 | **1 of 2** | **WNW** | **0.10 / 551.29** | **186.86 / 4** | **SALLY BEAUTY SUPPLY**
6815 CAMINO ARROYO STE 50
GILROY CA 95020 | **CERS HAZ**

Site ID:	367598
Latitude:	37.002400
Longitude:	-121.550890

Regulated Programs

EI ID:	10666558	**EI Description:**	Chemical Storage Facilities
EI ID:	10666558	**EI Description:**	Hazardous Waste Generator

Affiliations

Affil Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	
Address:	6815 CAMINO ARROYO #50
City:	GILROY
State:	CA
Country:	
Zip Code:	95020
Phone:	

Affil Type Desc:	Identification Signer
Entity Name:	Larry Burton
Entity Title:	Director, Temarry Recycling, Inc
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	CUPA District
Entity Name:	Gilroy City Fire Department
Entity Title:	
Address:	7351 Rosanna Street
City:	Gilroy

State:	CA
Country:	
Zip Code:	95020-6141
Phone:	(408) 846-0400
Affil Type Desc:	Environmental Contact
Entity Name:	Randy Goss
Entity Title:	
Address:	3001 COLORADO BLVD
City:	DENTON
State:	TX
Country:	
Zip Code:	76210
Phone:	(940) 898-7500
Affil Type Desc:	Primary Emergency Contact
Entity Name:	Randy Goss
Entity Title:	Health and Safety Manager
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(940) 898-7500
Affil Type Desc:	Legal Owner
Entity Name:	Sally Beauty Holding LLC
Entity Title:	
Address:	3001 COLORADO BLVD
City:	DENTON
State:	TX
Country:	United States
Zip Code:	76210
Phone:	(940) 898-7500
Affil Type Desc:	Secondary Emergency Contact
Entity Name:	David Epstein
Entity Title:	National Project Manager
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(609) 381-1218
Affil Type Desc:	Document Preparer
Entity Name:	Larry Burton
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	
Affil Type Desc:	Operator
Entity Name:	Sally Beauty Holding LLC
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(940) 898-7500
Affil Type Desc:	Parent Corporation
Entity Name:	Sally Beauty Holding LLC
Entity Title:	
Address:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

City:
State:
Country:
Zip Code:
Phone:

---

6 | **2 of 2** | **WNW** | **0.10 / 551.29** | **186.86 / 4** | **SALLY BEAUTY SUPPLY**
6815 Camino Arroyo Ste 50
Gilroy CA 95020

GILROY CUPA

CERS ID:	10666558	**RCRA Lrg Qnty Gen:**	No
Facility ID:		**Fac Info Rpt Req:**	Applicable
HM on Site:	Yes	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

---

7 | **1 of 3** | **NE** | **0.11 / 586.61** | **182.48 / -1** | **Flowstar, Inc.**
6800 SILACCI WAY
GILROY CA 95020

CERS HAZ

Site ID: 30680
Latitude: 37.002290
Longitude: -121.547450

Regulated Programs

EI ID:	10073965	**EI Description:**	Chemical Storage Facilities
EI ID:	10073965	**EI Description:**	Hazardous Waste Generator

Affiliations

Affil Type Desc: Parent Corporation
Entity Name: Flowstar, Inc.
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Document Preparer
Entity Name: DEBBIE CURRIER
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA

Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 6800 SILACCI WAY
City: GILROY
State: CA
Country:
Zip Code: 95020
Phone:

Affil Type Desc: Identification Signer
Entity Name: DEBBIE CURRIER
Entity Title: PRESIDENT
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Property Owner
Entity Name: DEBBIE & JIM CURRIER
Entity Title:
Address: 6800 SILACCI WAY
City: GILROY
State: CA
Country: United States
Zip Code: 95020
Phone: (408) 842-2400

Affil Type Desc: Secondary Emergency Contact
Entity Name: Mike Bennett
Entity Title: Production Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 593-2830

Affil Type Desc: Legal Owner
Entity Name: Debbie Currier
Entity Title:
Address: 6800 SILACCI WAY
City: Gilroy
State: CA
Country: United States
Zip Code: 95020
Phone: (408) 842-3523

Affil Type Desc: Operator
Entity Name: Debbie Currier
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 842-2400

Affil Type Desc: Primary Emergency Contact
Entity Name: Debbie Carrier
Entity Title: Owner
Address:
City:

State:
Country:
Zip Code:
Phone: (408) 842-3523

Affil Type Desc: Environmental Contact
Entity Name: Mike Bennett
Entity Title:
Address: 6800 Silacci Way
City: Gilroy
State: CA
Country:
Zip Code: 95020
Phone: (408) 842-2400

Coordinates

Env Int Type Code: HWG
Program ID: 10073965
Latitude: 37.002686
Longitude: -121.547440
Coord Name:
Ref Point Type Desc: Unknown

Evaluations

Eval Date: 10/27/2017
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HW
Eval Source: CERS
Eval Notes:

Eval Date: 11/30/2015
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Eval Date: 10/27/2017
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Eval Date: 11/30/2015
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HW
Eval Source: CERS
Eval Notes:

CESQG

Violations

Violation Date: 10/27/2017
Violation Division: Gilroy City Fire Department
Citation: 22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11
Violation Program:

HW

Violation Source:

CERS

Violation Notes:

Returned to compliance on 01/05/2018. Acid wipes are not disposed as hazardous waste. Start collecting acid wipes as hazardous waste.

Violation Description:

Failure to determine if wastes generated are hazardous waste by using generator knowledge or applying testing method.

Violations

Violation Date: 10/27/2017
Violation Division: Gilroy City Fire Department
Citation: 40 CFR 1 265.174 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.174
Violation Program:

HW

Violation Source:

CERS

Violation Notes:

Returned to compliance on 01/05/2018. failed to perform self weekly inspection at hazardous waste storage area. Left copy of UNIDOCS weekly inspection form.

Violation Description:

Failure to inspect hazardous waste storage areas at least weekly and look for leaking and deteriorating containers.

Violations

Violation Date: 11/30/2015
Violation Division: Gilroy City Fire Department
Citation: 40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173
Violation Program:

HW

Violation Source:

CERS

Violation Notes:

Returned to compliance on 11/30/2015. No lid on hazardous waste container. Operator replaced lid immediately.

Violation Description:

Failure to properly close hazardous waste containers when not in active use.

Violations

Violation Date: 10/27/2017
Violation Division: Gilroy City Fire Department
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Program:

HW

Violation Source:

CERS

Violation Notes:

Returned to compliance on 10/27/2017. Failed to put waste chemical constituents in hazardous waste label. Corrected during inspection.

Violation Description:

Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.

7	2 of 3	NE	0.11 / 586.61	182.48 / -1	Flowstar, Inc. 6800 Silacci Way Gilroy CA 95020	GILROY CUPA

CERS ID:	10073965	***RCRA Lrg Qnty Gen:***	No
Facility ID:	1068	***Fac Info Rpt Req:***	Applicable
HM on Site:	Yes	***Inv Rpt Req:***	Applicable
CALARP Reg Subst:	No	***UST Rpt Req:***	Not Applicable
Own/Op UST:	No	***RMR Rpt Req:***	Not Applicable
Own/Op PST:	No	***APSA Rpt Req:***	Not Applicable
HW Generator:	Yes	***CALARP Rpt Req:***	Not Applicable
Recycle:	No	***Hw Treat Rpt Req:***	Not Applicable
On Site HW Trtmnt:	No	***CALARP Reg Code:***	
Consolid Rpt Req:		***ER training Rpt Req:***	
Tank Close Rpt Req:			

7	3 of 3	NE	0.11 / 586.61	182.48 / -1	FLOWSTAR 6800 SILACCI WAY GILROY CA 95020	EMISSIONS

1995 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	1.1
CO:	43	***ROGT:***	.92692
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

1995 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

1996 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	1.3
CO:	43	***ROGT:***	1.11038
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

1996 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

1997 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	1.3
CO:	43	***ROGT:***	1.11038
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

1997 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

1998 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	1.1
CO:	43	***ROGT:***	.9808
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

1998 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	

Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
CERR Code:

1999 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: 1.797
ROGT: 1.2553842
COT:
NOXT:
SOXT:
PMT:
PM10T:

1999 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2000 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: 1.797
ROGT: 1.26
COT:
NOXT:
SOXT:
PMT:
PM10T:

2000 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2001 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .58
ROGT: 0
COT:
NOXT:
SOXT:
PMT:
PM10T:

2001 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2002 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.473
CO:	43	***ROGT:***	0
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2002 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2003 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.473
CO:	43	***ROGT:***	.32
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2003 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2004 Criteria Data

Facility ID:	10242	***CERR Code:***	

Facility SIC Code:	3674	**TOGT:**	.473
CO:	43	**ROGT:**	.3304378
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2004 Toxic Data

Facility ID:	10242	**COID:**	SCL
Facility SIC Code:	3674	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2005 Criteria Data

Facility ID:	10242	**CERR Code:**	
Facility SIC Code:	3674	**TOGT:**	.473
CO:	43	**ROGT:**	.3304378
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2005 Toxic Data

Facility ID:	10242	**COID:**	SCL
Facility SIC Code:	3674	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2006 Criteria Data

Facility ID:	10242	**CERR Code:**	
Facility SIC Code:	3674	**TOGT:**	.636
CO:	43	**ROGT:**	0
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2006 Toxic Data

Facility ID:	10242	**COID:**	SCL
Facility SIC Code:	3674	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			

Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:

2007 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.636
CO:	43	***ROGT:***	.4443096
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2007 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2008 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.636
CO:	43	***ROGT:***	.4443096
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2008 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2009 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.636
CO:	43	***ROGT:***	0
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2009 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2010 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2011 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .616
ROGT: 0
COT:
NOXT:
SOXT:
PMT:
PM10T:

2011 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2012 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .616
ROGT: 0
COT:
NOXT:
SOXT:
PMT:
PM10T:

2012 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:

2013 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.616
CO:	43	***ROGT:***	0
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2013 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2014 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.294499529
CO:	43	***ROGT:***	
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2014 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2015 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.294499546
CO:	43	***ROGT:***	.294499546
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

2015 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2016 Criteria Data

Facility ID:	10242	***CERR CODE:***	
Facility SIC Code:	3674	***TOGT:***	.294499529
CO:	43	***ROGT:***	0
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2016 Toxic Data

Facility ID:	10242	***TS:***	
Facility SIC Code:	3674	***HRA:***	
CERR CODE:		***CH Index:***	
COID:	SCL	***AH Index:***	
CO:	43	***Air Basin:***	SF
DISN:	BAY AREA AQMD	***District:***	BA
CHAPIS:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
8	*1 of 2*	*NW*	*0.12 / 627.57*	*185.67 / 2*	***Chipotle Mexican Grill #2137*** ***6955 CAMINO ARROYO STE 70*** ***GILROY CA 95020***	***CERS HAZ***

Site ID:	18788
Latitude:	37.002340
Longitude:	-121.552800

Regulated Programs

EI ID:	10507234	***EI Description:***	Chemical Storage Facilities

Affiliations

Affil Type Desc:	Environmental Contact
Entity Name:	Kim Oganesyan
Entity Title:	
Address:	1401 Wynkoop St., Suite 500
City:	Denver
State:	CO
Country:	
Zip Code:	80202
Phone:	(303) 222-2524

Affil Type Desc:	CUPA District
Entity Name:	Gilroy City Fire Department
Entity Title:	
Address:	7351 Rosanna Street
City:	Gilroy
State:	CA

Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Secondary Emergency Contact
Entity Name: MIke Nuesca
Entity Title: Facilities Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (310) 873-8071

Affil Type Desc: Document Preparer
Entity Name: Sam Smith
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Identification Signer
Entity Name: Sam Smith
Entity Title: Facilities Coordinator
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Parent Corporation
Entity Name: Chipotle Mexican Grill
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Primary Emergency Contact
Entity Name: Whitney Rodriguez
Entity Title: General Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 988-0618

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 1401 Wynkoop St., Suite 500
City: Denver
State: CO
Country:
Zip Code: 80202
Phone:

Affil Type Desc: Operator
Entity Name: Chipotle Mexican Grill #2137
Entity Title:
Address:
City:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

State:
Country:
Zip Code:
Phone: (408) 848-4079

Affil Type Desc: Legal Owner
Entity Name: Chipotle Mexican Grill, Inc.
Entity Title:
Address: 1401 Wynkoop St., Suite 500
City: Denver
State: CO
Country: United States
Zip Code: 80202
Phone: (303) 595-4000

Evaluations

Eval Date: 6/22/2017
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

CO2 for soda dispensing

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
8	2 of 2	NW	0.12 / 627.57	185.67 / 2	Chipotle Mexican Grill #2137 6955 Camino Arroyo Ste 70 Gilroy CA 95020	GILROY CUPA

CERS ID: 10507234
Facility ID: 12932
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: No
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
9	1 of 1	NW	0.15 / 776.23	184.21 / 1	Leslie's Swimming Pool Supplies #505 6915 Camino Arroyo, Suite 10 Gilroy CA 95020	GILROY CUPA

CERS ID: 10156991
Facility ID: 5647
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: No
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
10	1 of 2	ESE	0.15 / 780.44	178.01 / -5	CINTAS CORPORATION 904 HOLLOWAY RD GILROY CA 95020	SANTACLARA CUPA

Facility ID: FA0201427

--Details--
Program Element: 2201
Description: GENERATES WASTE OIL ONLY
Record ID: PR0315264

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
10	2 of 2	ESE	0.15 / 780.44	178.01 / -5	Cintas Corporation #630 904 Holloway Rd Gilroy CA 95020	GILROY CUPA

CERS ID: 10073893
Facility ID: 2071
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
11	1 of 2	E	0.16 / 824.48	179.31 / -4	Creative Labels, Inc. 6670 Silacci Way Gilroy CA 95020	GILROY CUPA

CERS ID: 10073911
Facility ID: 2286
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
11	2 of 2	E	0.16 / 824.48	179.31 / -4	CREATIVE LABELS INC 6670 SILACCI WAY GILROY CA 95020	EMISSIONS

1997 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:

CERR Code:
TOGT: 1.2
ROGT: 1.2
COT:
NOXT:
SOXT:
PMT:
PM10T:

1997 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

1998 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .3
ROGT: .3
COT:
NOXT:
SOXT:
PMT:
PM10T:

1998 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

1999 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .254
ROGT: .254
COT:
NOXT:
SOXT:
PMT:
PM10T:

1999 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2000 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
CERR Code:
TOGT: .254
ROGT: .25
COT:

District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2000 Toxic Data

Facility ID:	11246	**COID:**	SCL
Facility SIC Code:	2759	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2002 Criteria Data

Facility ID:	11246	**CERR Code:**	
Facility SIC Code:	2759	**TOGT:**	.659
CO:	43	**ROGT:**	.659
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2002 Toxic Data

Facility ID:	11246	**COID:**	SCL
Facility SIC Code:	2759	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2003 Criteria Data

Facility ID:	11246	**CERR Code:**	
Facility SIC Code:	2759	**TOGT:**	.659
CO:	43	**ROGT:**	.66
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2003 Toxic Data

Facility ID:	11246	**COID:**	SCL
Facility SIC Code:	2759	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2004 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	.659
CO:	43	***ROGT:***	.659
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2004 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2005 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	.846
CO:	43	***ROGT:***	.846
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2005 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2006 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	.846
CO:	43	***ROGT:***	.846
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2006 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	

Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
CERR Code:

2007 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .846
ROGT: .846
COT:
NOXT:
SOXT:
PMT:
PM10T:

2007 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2008 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .846
ROGT: .846
COT:
NOXT:
SOXT:
PMT:
PM10T:

2008 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2009 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: 1.16
ROGT: 1.16
COT:
NOXT:
SOXT:
PMT:
PM10T:

2009 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2010 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2011 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	1.201
CO:	43	***ROGT:***	1.201
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2011 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2012 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	1.201
CO:	43	***ROGT:***	1.201
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2012 Toxic Data

Facility ID:	11246	***COID:***	SCL

Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2013 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	1.13
CO:	43	***ROGT:***	1.13
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2013 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2014 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	1.351271411
CO:	43	***ROGT:***	
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2014 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2015 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	10.3870504
CO:	43	***ROGT:***	10.3870504
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

DISN: BAY AREA AQMD
CHAPIS:
PMT:
PM10T:

2015 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2016 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR CODE:
TOGT: 10.704002452
ROGT: 10.704002452
COT:
NOXT:
SOXT:
PMT:
PM10T:

2016 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CERR CODE:
COID: SCL
CO: 43
DISN: BAY AREA AQMD
CHAPIS:
TS:
HRA:
CH Index:
AH Index:
Air Basin: SF
District: BA

12	1 of 2	NW	0.16 / 845.24	186.78 / 4	Roadhouse Jacks 6945 Camino Arroyo Gilroy CA 95020	GILROY CUPA

CERS ID: 10630354
Facility ID: 12961
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: No
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:
RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Not Applicable
Inv Rpt Req: Not Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

12	2 of 2	NW	0.16 / 845.24	186.78 / 4	Roadhouse Jacks 6945 Camino Arroyo Gilroy CA 95020	DELISTED COUNTY

Original Source Facility ID: 10630354
Original Source Name: Gilroy City CUPA Facilities List
Record Date: 17-JUL-2015

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
13	1 of 1	NW	0.19 / 989.17	187.24 / 4	Shell 850 Pacheco Pass Hwy Gilroy CA 95020	LUST

Global ID: T0608502195
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2001-01-09 00:00:00
RB Case No: 596
LOC Case No:
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
Potential Media Of Concern: Gasoline
Potential Media Affected: Other Groundwater (uses other than drinking water)
How Discovered Description:
Stop Description:
Cal Water Watershed Name: Pajaro River - South Santa Clara Valley (305.30)
DWR Groundwater Subbasin Name: Gilroy-Hollister Valley - Llagas Area (3-003.01)
Site History:

CUF Case: YES
Begin Date: 1986-12-09 00:00:00
How Discovered:
Stop Method:
County: Santa Clara
Latitude: 37.0034637
Longitude: -121.551918
File Location: All Files are on GeoTracker or in the Local Agency Database

Status History

Status:	Open - Remediation	**Status Date:**	1986-12-09 00:00:00
Status:	Completed - Case Closed	**Status Date:**	2001-01-09 00:00:00
Status:	Open - Case Begin Date	**Status Date:**	1986-12-09 00:00:00
Status:	Open - Site Assessment	**Status Date:**	1986-12-09 00:00:00

Activities

Action Type: RESPONSE
Action: Remedial Progress Report
Date: 1996-10-15 00:00:00

Action Type: REMEDIATION
Action: Other (Use Description Field)
Date: 1986-12-09 00:00:00

Action Type: ENFORCEMENT
Action: Staff Letter - #17888
Date: 1998-02-02 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1996-07-15 00:00:00

Action Type: RESPONSE
Action: Remedial Progress Report
Date: 1996-04-15 00:00:00

Action Type: ENFORCEMENT
Action: Staff Letter - #17874
Date: 1995-11-04 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1997-04-15 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1997-01-15 00:00:00

Action Type: ENFORCEMENT
Action: Staff Letter - #17876
Date: 1996-02-09 00:00:00

Action Type: REMEDIATION
Action: Pump & Treat (P&T) Groundwater
Date: 1986-12-09 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1998-04-15 00:00:00

Action Type: Other
Action: Leak Reported
Date: 1987-03-09 00:00:00

Action Type: ENFORCEMENT
Action: Notice of Responsibility - #39243
Date: 1988-01-11 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1996-01-15 00:00:00

Contacts

Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email:
Phone No: 4089183400

Contact Type: Regional Board Caseworker
Contact Name: RB3 STAFF
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PL, SUITE 101
City: SAN LUIS OBISPO
Email: centralcoast@waterboards.ca.gov
Phone No: 8055493147

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14 | ***1 of 1*** | ***NW*** | ***0.19 / 1,007.77*** | ***188.01 / 5*** | ***Shell***
850 Pacheco Pass Hwy
Gilroy CA 95020 | ***LUST***

Global ID: T0608591842
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2001-01-09 00:00:00
RB Case No:
LOC Case No:
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker:
Local Agency:
CUF Case: NO
Begin Date: 1986-12-09 00:00:00
How Discovered:
Stop Method:
County: Santa Clara
Latitude: 37.003789
Longitude: -121.551572
File Location:
Potential Media Of Concern: Gasoline
Potential Media Affected:
How Discovered Description:
Stop Description:
Cal Water Watershed Name: Pajaro River - South Santa Clara Valley (305.30)
DWR Groundwater Subbasin Name: Gilroy-Hollister Valley - Llagas Area (3-003.01)
Site History:

Status History

Status: Completed - Case Closed
Status Date: 2001-01-09 00:00:00

Status: Open - Remediation
Status Date: 1986-12-09 00:00:00

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Status: Open - Site Assessment **Status Date:** 1986-12-09 00:00:00

Status: Open - Case Begin Date **Status Date:** 1986-12-09 00:00:00

Activities

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 2004-04-20 00:00:00

Action Type: Other
Action: Leak Reported
Date: 1965-01-02 00:00:00

Action Type: RESPONSE
Action: Correspondence
Date: 2004-04-29 00:00:00

Action Type: REMEDIATION
Action: Pump & Treat (P&T) Groundwater
Date: 1986-12-09 00:00:00

Action Type: REMEDIATION
Action: Other (Use Description Field)
Date: 1986-12-09 00:00:00

Action Type: RESPONSE
Action: Well Destruction Report
Date: 2004-10-20 00:00:00

Action Type: ENFORCEMENT
Action: Closure/No Further Action Letter
Date: 2001-01-09 00:00:00

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
15	1 of 1	NNW	0.19 / 1,023.27	185.88 / 3	Gilroy Shell 850 Pacheco Pass Hwy Gilroy CA 95020	UST

Facility ID: 895 **Latitude:** 37.00407
Permitting Agency: Gilroy City Fire Department **Longitude:** -121.551142
County: Santa Clara

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	1 of 6	NNW	0.20 / 1,046.69	186.13 / 3	Gilroy Shell 850 PACHECO PASS HWY GILROY CA 95020	CERS TANK

Site ID: 33257
Latitude: 37.004070
Longitude: -121.551140

Regulated Programs

EI ID: 10074328
EI Description: Underground Storage Tank

EI ID: 10074328
EI Description: Hazardous Waste Generator

EI ID: 10074328
EI Description: Chemical Storage Facilities

Affiliations

Affil Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	
Address:	850 Pacheco Pass Hwy
City:	Gilroy
State:	CA
Country:	
Zip Code:	95020
Phone:	

Affil Type Desc:	Legal Owner
Entity Name:	Trac N Vu
Entity Title:	
Address:	850 Pacheco Pass Hwy
City:	Gilroy
State:	CA
Country:	United States
Zip Code:	95020
Phone:	(408) 842-9583

Affil Type Desc:	Secondary Emergency Contact
Entity Name:	Trac N Vu
Entity Title:	Owner
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(408) 506-0739

Affil Type Desc:	UST Property Owner Name
Entity Name:	Trac N Vu
Entity Title:	
Address:	850 Pacheco Pass Road
City:	Gilroy
State:	CA
Country:	United States
Zip Code:	95020
Phone:	(408) 842-9583

Affil Type Desc:	CUPA District
Entity Name:	Gilroy City Fire Department
Entity Title:	
Address:	7351 Rosanna Street
City:	Gilroy
State:	CA
Country:	
Zip Code:	95020-6141
Phone:	(408) 846-0400

Affil Type Desc:	UST Tank Owner
Entity Name:	Trac N Vu
Entity Title:	
Address:	850 Pacheco Pass Road
City:	Gilroy
State:	CA
Country:	United States
Zip Code:	95020
Phone:	(408) 842-9583

Affil Type Desc:	Document Preparer
Entity Name:	Stantec Consulting Services Inc.
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc: Environmental Contact
Entity Name: Trac N Vu
Entity Title:
Address: 850 Pacheco Pass Hwy
City: Gilroy
State: CA
Country:
Zip Code: 95020
Phone: (408) 842-9583

Affil Type Desc: Identification Signer
Entity Name: Trac N Vu
Entity Title: Owner
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Property Owner
Entity Name: Trac N Vu
Entity Title:
Address: 850 Pacheco Pass Hwy
City: Gilroy
State: CA
Country: United States
Zip Code: 95020
Phone: (408) 842-9583

Affil Type Desc: UST Tank Operator
Entity Name: Trac N Vu
Entity Title:
Address: 850 Pacheco Pass Road
City: Gilroy
State: CA
Country: United States
Zip Code: 95020
Phone: (408) 842-9583

Affil Type Desc: Parent Corporation
Entity Name: Gilroy Shell
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: UST Permit Applicant
Entity Name: Trac N Vu
Entity Title: Owner
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 842-9583

Affil Type Desc: Operator
Entity Name: Trac N Vu
Entity Title:
Address:
City:
State:
Country:
Zip Code:

Phone: (408) 847-9583

Affil Type Desc: Primary Emergency Contact
Entity Name: Teresa Vu
Entity Title: Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 483-7272

Coordinates

Env Int Type Code: HMBP
Program ID: 10074328
Latitude: 37.003780
Longitude: -121.551521
Coord Name:
Ref Point Type Desc: Unknown

Evaluations

Eval Date: 1/18/2018
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Eval Date: 5/11/2017
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

SB 989 test

Eval Date: 1/18/2018
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Monitoring Systems Equipment Certification conducted. All passed inspection.

Eval Date: 2/10/2015
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Need to increase letter sizing for sign above emergency shut-off.

Eval Date: 5/11/2017

Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Eval Date: 6/14/2016
Violations Found: No
Eval General Type: Other/Unknown
Eval Type: Other, not routine, done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Inspection conducted after UST service company contacted CUPA that brine had leaked from the annular space into the primary UST. UST service company had taken failed UST out of service (i.e. disconnected electrical, capped product line, closed ball valve, locked out/tagged out). Clean fuel was being transferred to neighboring UST. Brine-contaminated fuel scheduled for pick-up by hazardous waste hauler. Owner/operator informed inspector that his architect and engineer had recently completed plans to be submitted for the removal of the existing UST system and for a new VPH UST system to be installed.

Eval Date: 1/20/2016
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Eval Date: 2/10/2015
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Eval Date: 6/5/2014
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

All hazardous materials inside the USTs.

Eval Date: 6/5/2014
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Secondary containment testing could not be completed due to deteriorated boots/fittings. Repair permit has been scheduled.

Eval Date: 1/20/2016

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Violations

Violation Date: 6/5/2014
Violation Program:
Violation Division: Gilroy City Fire Department
Violation Source:
Citation: 23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637
Violation Notes:

Returned to compliance on 08/13/2014. Secondary containment testing could not be completed due to deteriorated boots and fittings. Repair and testing completed 8/13/2014.

Violation Description:

Failure to comply with one or more of the following: conduct secondary containment testing, within six months of installation and every 36 months thereafter, conducted in accordance with proper practices, protocols, or test methods.

Violations

Violation Date: 2/10/2015
Violation Program:
Violation Division: Gilroy City Fire Department
Violation Source:
Citation: HSC 6.95 Multiple Sections - California Health and Safety Code, Chapter 6.95, Section(s) Multiple Sections
Violation Notes:

Current sign has very small lettering for emergency shut off. Increase letter sizing to 4" size with contrasting background to be approved by inspector.

Violation Description:

Business Plan Program - Operations/Maintenance - General

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	2 of 6	NNW	0.20 / 1,046.69	186.13 / 3	Gilroy Shell 850 Pacheco Pass Hwy Gilroy CA 95020	GILROY CUPA

CERS ID: 10074328
Facility ID: 895
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: Yes
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:
RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	3 of 6	NNW	0.20 / 1,046.69	186.13 / 3	VIEIRA SERVICES CO INC 850 PACHECO PASS ROAD GILROY CA 95020	HHSS

County: Santa Clara
Pdf File Url: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000208e0.pdf

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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	4 of 6	NNW	0.20 / 1,046.69	186.13 / 3	VIEIRA SERVICE CO., INC 850 PACHECO PASS ROAD GILROY CA	HIST TANK

Owner Name: SHELL OIL COMPANY
Owner Street: P.O. BOX 4848
Owner City: ANAHEIM
Owner State: CA
Owner Zip: 92803
No of Containers: 3
County: SANTA CLARA
Facility State: CA
Facility Zip: 95020

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	5 of 6	NNW	0.20 / 1,046.69	186.13 / 3	Shell 850 Pacheco Pass Hwy Gilroy CA	SANTACLARA LO

SCVWD ID: 11S4E05K01f
Closure Date: 1/9/2001
Link: http://lustop.sccgov.org/files/11S4E05K01f/

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	6 of 6	NNW	0.20 / 1,046.69	186.13 / 3	SERVICE STATION - SAP 135332 850 PACHECO PASS ROAD GILROY CA 95020	RCRA LQG

EPA Handler ID: CAD981402514
Gen Status Universe: Large Quantity Generator
Contact Name: DON F WISDOM
Contact Address: P O BOX 3127, , HOUSTON, TX, 77253, US
Contact Phone No and Ext: 713-241-7011 7011
Contact Email: DON.F.WISDOM@SHELL.COM
Contact Country: US
County Name: SANTA CLARA
EPA Region: 09
Land Type:
Receive Date: 20100603

Violation/Evaluation Summary

Note: NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20100603
Handler Name: SERVICE STATION - SAP 135332

Generator Status Universe: Large Quantity Generator
Source Type: B

Sequence No: 1
Receive Date: 19980408
Handler Name: SHELL OIL CO
Generator Status Universe: Large Quantity Generator
Source Type: N

Sequence No: 1
Receive Date: 19960901
Handler Name: SHELL OIL CO
Generator Status Universe: Large Quantity Generator
Source Type: I

Waste Code Details

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Owner/Operator Details

Owner/Operator Ind: Current Owner
Type: Private
Name: EQUILON ENTERPRISES LLC
Date Became Current:
Date Ended Current:
Phone: 713-241-2258
Source Type: N
Street No:
Street 1: P O BOX 4453
Street 2:
City: HOUSTON
State: TX
Country:
Zip Code: 77210-4453

Owner/Operator Ind: Current Owner
Type: Private
Name: EQUILON ENT LLC/ DBA SHELL OIL PROD US
Date Became Current: 19920801
Date Ended Current:
Phone:
Source Type: B
Street No:
Street 1: P O BOX 3127
Street 2:
City: HOUSTON
State: TX
Country: US
Zip Code: 77253

Owner/Operator Ind: Current Operator
Type: Private
Name: NOT REQUIRED
Date Became Current:
Date Ended Current:
Phone: 415-555-1212
Source Type: I
Street No:
Street 1: NOT REQUIRED
Street 2:
City: NOT REQUIRED
State: ME
Country:
Zip Code: 99999

Owner/Operator Ind: Current Operator
Type: Private
Name: EQUILON ENT LLC/ DBA SHELL OIL PROD US
Date Became Current: 19980801
Date Ended Current:
Phone:
Source Type: B
Street No:
Street 1:
Street 2:
City:
State:
Country:
Zip Code:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
17	1 of 6	NW	0.21 / 1,131.13	186.98 / 4	TARGET T1851 6705 Camino Arroyo Gilroy CA 95020	GILROY CUPA

CERS ID:	10173229	**RCRA Lrg Qnty Gen:**	No
Facility ID:	5190	**Fac Info Rpt Req:**	Applicable
HM on Site:	Yes	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
17	2 of 6	NW	0.21 / 1,131.13	186.98 / 4	CVS Pharmacy #16971 6705 Camino Arroyo Ste B Gilroy CA 95020	GILROY CUPA

CERS ID:	10668205	**RCRA Lrg Qnty Gen:**	No
Facility ID:		**Fac Info Rpt Req:**	Applicable
HM on Site:	Yes	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
17	3 of 6	NW	0.21 / 1,131.13	186.98 / 4	TARGET CORPORATION - TARGET GI 6705 CAMINO ARROYO GILROY CA 95020	EMISSIONS

2003 Criteria Data

Facility ID:	15334	**CERR Code:**	
Facility SIC Code:	5311	**TOGT:**	.002
CO:	43	**ROGT:**	0
Air Basin:	SF	**COT:**	.001
District:	BA	**NOXT:**	.006
COID:	SCL	**SOXT:**	0
DISN:	BAY AREA AQMD	**PMT:**	0
CHAPIS:		**PM10T:**	0

2003 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2004 Criteria Data

Facility ID:	15334	**CERR Code:**	
Facility SIC Code:	5311	**TOGT:**	.002
CO:	43	**ROGT:**	.0001828
Air Basin:	SF	**COT:**	.001
District:	BA	**NOXT:**	.006
COID:	SCL	**SOXT:**	0
DISN:	BAY AREA AQMD	**PMT:**	0
CHAPIS:		**PM10T:**	0

2004 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2005 Criteria Data

Facility ID:	15334	**CERR Code:**	
Facility SIC Code:	5311	**TOGT:**	.004
CO:	43	**ROGT:**	.0003656
Air Basin:	SF	**COT:**	.001
District:	BA	**NOXT:**	.01
COID:	SCL	**SOXT:**	0
DISN:	BAY AREA AQMD	**PMT:**	0
CHAPIS:		**PM10T:**	0

2005 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2006 Criteria Data

Facility ID:	15334	**CERR Code:**	
Facility SIC Code:	5311	**TOGT:**	.004
CO:	43	**ROGT:**	.0003656
Air Basin:	SF	**COT:**	.001
District:	BA	**NOXT:**	.01
COID:	SCL	**SOXT:**	0
DISN:	BAY AREA AQMD	**PMT:**	0
CHAPIS:		**PM10T:**	0

2006 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		

TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:

2007 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.009
CO:	43	***ROGT:***	.0008226
Air Basin:	SF	***COT:***	.003
District:	BA	***NOXT:***	.023
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2007 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2008 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.009
CO:	43	***ROGT:***	.0008226
Air Basin:	SF	***COT:***	.003
District:	BA	***NOXT:***	.023
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2008 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2009 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003
CO:	43	***ROGT:***	.0002742
Air Basin:	SF	***COT:***	0
District:	BA	***NOXT:***	.003
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

2009 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2010 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
17	*4 of 6*	*NW*	*0.21 / 1,131.13*	*186.98 / 4*	***TARGET STORE T1851*** ***6705 CAMINO ARROYO*** ***GILROY CA 95020***	***EMISSIONS***

2011 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003
CO:	43	***ROGT:***	.0002742
Air Basin:	SF	***COT:***	0
District:	BA	***NOXT:***	.004
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2011 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2012 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003
CO:	43	***ROGT:***	.0002742
Air Basin:	SF	***COT:***	0
District:	BA	***NOXT:***	.004
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2012 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2013 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003
CO:	43	***ROGT:***	.0002742
Air Basin:	SF	***COT:***	0
District:	BA	***NOXT:***	.004
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2013 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2014 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003159373
CO:	43	***ROGT:***	
Air Basin:	SF	***COT:***	.000491429
District:	BA	***NOXT:***	.003885978
COID:	SCL	***SOXT:***	.000000649
DISN:	BAY AREA AQMD	***PMT:***	.000011429
CHAPIS:		***PM10T:***	.000011429

2014 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2015 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.002954014

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

CO:	43	**ROGT:**	.001495413
Air Basin:	SF	**COT:**	.000459486
District:	BA	**NOXT:**	.003633389
COID:	SCL	**SOXT:**	.000000607
DISN:	BAY AREA AQMD	**PMT:**	.000010686
CHAPIS:		**PM10T:**	.000010686

2015 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2016 Criteria Data

Facility ID:	15334	**CERR CODE:**	
Facility SIC Code:	5311	**TOGT:**	.002954014
CO:	43	**ROGT:**	.0002750187034
Air Basin:	SF	**COT:**	.000459486
District:	BA	**NOXT:**	.003633389
COID:	SCL	**SOXT:**	.000000607
DISN:	BAY AREA AQMD	**PMT:**	.000010686
CHAPIS:		**PM10T:**	.000010686

2016 Toxic Data

Facility ID:	15334	**TS:**	
Facility SIC Code:	5311	**HRA:**	
CERR CODE:		**CH Index:**	
COID:	SCL	**AH Index:**	
CO:	43	**Air Basin:**	SF
DISN:	BAY AREA AQMD	**District:**	BA
CHAPIS:			

17	5 of 6	NW	0.21 / 1,131.13	186.98 / 4	**CVS PHARMACY #16971** **6705 CAMINO ARROYO STE B** **GILROY CA 95020**	**RCRA CESQG**

EPA Handler ID:	CAR000260075
Gen Status Universe:	Conditionally Exempt Small Quantity Generator
Contact Name:	NICOLE WILKINSON
Contact Address:	ONE, CVS DR MAIL CODE 2340, , WOONSOCKET, RI, 02895, US
Contact Phone No and Ext:	401-770-7132
Contact Email:	NICOLE.WILKINSON@CVSHEALTH.COM
Contact Country:	US
County Name:	SANTA CLARA
EPA Region:	09
Land Type:	
Receive Date:	20160329

Violation/Evaluation Summary

Note:	NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20160329
Handler Name: CVS PHARMACY #16971
Generator Status Universe: CEG
Source Type: N

Waste Code Details

Hazardous Waste Code: 214
Waste Code Description: Unspecified solvent mixture

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: U122
Waste Code Description: FORMALDEHYDE

Hazardous Waste Code: 352
Waste Code Description: Other organic solids

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: P001
Waste Code Description: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code: U205
Waste Code Description: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

Hazardous Waste Code: 141
Waste Code Description: Off-specification, aged, or surplus inorganics

Hazardous Waste Code: 331
Waste Code Description: Off-specification, aged, or surplus organics

Hazardous Waste Code: 123
Waste Code Description: Unspecified alkaline solution

Hazardous Waste Code: 134
Waste Code Description: Aqueous solution with <10% total organic residues

Hazardous Waste Code: U044
Waste Code Description: CHLOROFORM (OR) METHANE, TRICHLORO-

Hazardous Waste Code: U129
Waste Code Description: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR)

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

LINDANE

Hazardous Waste Code: 561
Waste Code Description: Detergent and soap

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: 122
Waste Code Description: Alkaline solution without metals (pH > 12.5)

Hazardous Waste Code: 181
Waste Code Description: Other inorganic solid waste

Hazardous Waste Code: 311
Waste Code Description: Pharmaceutical waste

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: 791
Waste Code Description: Liquids with pH < 2

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: U034
Waste Code Description: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Hazardous Waste Code: 541
Waste Code Description: Photochemicals / photo processing waste

Hazardous Waste Code: U188
Waste Code Description: PHENOL

Owner/Operator Details

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	P	***Street 1:***	
Name:	GARFIELD BEACH CVS LLC	***Street 2:***	
Date Became Current:	20151216	***City:***	
Date Ended Current:		***State:***	
Phone:		***Country:***	US
Source Type:	N	***Zip Code:***	

Owner/Operator Ind:	Current Owner	***Street No:***	1000
Type:	P	***Street 1:***	NICOLETT MALL
Name:	TARGET CORPORATION	***Street 2:***	
Date Became Current:	20031008	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	612-304-6073	***Country:***	US
Source Type:	N	***Zip Code:***	55403

17	***6 of 6***	***NW***	***0.21 / 1,131.13***	***186.98 / 4***	***TARGET STORE T1851 6705 CAMINO ARROYO GILROY CA 95020***	***RCRA SQG***

EPA Handler ID: CAR000217950

Gen Status Universe:	Small Quantity Generator
Contact Name:	STEVE MUSSER
Contact Address:	PO BOX 111, , MINNEAPOLIS, MN, 55440, US
Contact Phone No and Ext:	800-587-2228
Contact Email:	POC@TARGET.COM
Contact Country:	US
County Name:	SANTA CLARA
EPA Region:	09
Land Type:	
Receive Date:	20160218

Violation/Evaluation Summary

Note:	NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility:	No
Onsite Burner Exemption:	No
Furnace Exemption:	No
Underground Injection Activity:	No
Commercial TSD:	No
Used Oil Transporter:	No
Used Oil Transfer Facility:	No
Used Oil Processor:	No
Used Oil Refiner:	No
Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	2
Receive Date:	20160218
Handler Name:	TARGET STORE T1851
Generator Status Universe:	Small Quantity Generator
Source Type:	B
Sequence No:	1
Receive Date:	20110411
Handler Name:	TARGET STORE NO 1851
Generator Status Universe:	Small Quantity Generator
Source Type:	N
Sequence No:	1
Receive Date:	20150204
Handler Name:	TARGET STORE T1851
Generator Status Universe:	Small Quantity Generator
Source Type:	B

Waste Code Details

Hazardous Waste Code:	D006
Waste Code Description:	CADMIUM
Hazardous Waste Code:	P001
Waste Code Description:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code:	P042
Waste Code Description:	1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE
Hazardous Waste Code:	P075
Waste Code Description:	NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS
Hazardous Waste Code:	U154
Waste Code Description:	METHANOL (I) (OR) METHYL ALCOHOL (I)
Hazardous Waste Code:	U200
Waste Code Description:	RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-
Hazardous Waste Code:	D005
Waste Code Description:	BARIUM
Hazardous Waste Code:	U034
Waste Code Description:	ACETALDEHYDE, TRICHLORO- (OR) CHLORAL
Hazardous Waste Code:	U188
Waste Code Description:	PHENOL
Hazardous Waste Code:	P001
Waste Code Description:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Hazardous Waste Code:	D002
Waste Code Description:	CORROSIVE WASTE
Hazardous Waste Code:	D008
Waste Code Description:	LEAD
Hazardous Waste Code:	U035
Waste Code Description:	BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL
Hazardous Waste Code:	U188
Waste Code Description:	PHENOL
Hazardous Waste Code:	D007
Waste Code Description:	CHROMIUM
Hazardous Waste Code:	D024
Waste Code Description:	M-CRESOL
Hazardous Waste Code:	D035
Waste Code Description:	METHYL ETHYL KETONE
Hazardous Waste Code:	P081
Waste Code Description:	1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)
Hazardous Waste Code:	D005
Waste Code Description:	BARIUM
Hazardous Waste Code:	P046
Waste Code Description:	ALPHA,ALPHA-DIMETHYLPHENETHYLAMINE (OR) BENZENEETHANAMINE, ALPHA, ALPHA-DIMETHYL-
Hazardous Waste Code:	P075
Waste Code Description:	NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS
Hazardous Waste Code:	D004
Waste Code Description:	ARSENIC
Hazardous Waste Code:	D011
Waste Code Description:	SILVER
Hazardous Waste Code:	U002
Waste Code Description:	2-PROPANONE (I) (OR) ACETONE (I)

Hazardous Waste Code: U122
Waste Code Description: FORMALDEHYDE

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D028
Waste Code Description: 1,2-DICHLOROETHANE

Hazardous Waste Code: D035
Waste Code Description: METHYL ETHYL KETONE

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D004
Waste Code Description: ARSENIC

Hazardous Waste Code: U200
Waste Code Description: RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: P081
Waste Code Description: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Hazardous Waste Code: D008
Waste Code Description: LEAD

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: U044
Waste Code Description: CHLOROFORM (OR) METHANE, TRICHLORO-

Hazardous Waste Code: U072
Waste Code Description: BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D003
Waste Code Description: REACTIVE WASTE

Hazardous Waste Code: D005
Waste Code Description: BARIUM

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Hazardous Waste Code: U044
Waste Code Description: CHLOROFORM (OR) METHANE, TRICHLORO-

Hazardous Waste Code: U279
Waste Code Description: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Hazardous Waste Code: D006
Waste Code Description: CADMIUM

Hazardous Waste Code: P075
Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Code: U002
Waste Code Description: 2-PROPANONE (I) (OR) ACETONE (I)

Hazardous Waste Code: U035
Waste Code Description: BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL

Hazardous Waste Code: U122
Waste Code Description: FORMALDEHYDE

Hazardous Waste Code: U058
Waste Code Description: 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

Hazardous Waste Code: U279
Waste Code Description: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: U034
Waste Code Description: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

Hazardous Waste Code: U058
Waste Code Description: 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

Hazardous Waste Code: U129
Waste Code Description: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: U129
Waste Code Description: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

Hazardous Waste Code: U150

Waste Code Description: L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: U072
Waste Code Description: BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

Hazardous Waste Code: U150
Waste Code Description: L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Hazardous Waste Code: P001
Waste Code Description: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code: P042
Waste Code Description: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

Hazardous Waste Code: U154
Waste Code Description: METHANOL (I) (OR) METHYL ALCOHOL (I)

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D008
Waste Code Description: LEAD

Owner/Operator Details

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Private	***Street 1:***	P.O. BOX 111
Name:	TARGET CORPORATION	***Street 2:***	
Date Became Current:	20031012	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	800-587-2228	***Country:***	
Source Type:	B	***Zip Code:***	55440

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	PO BOX 111
Name:	TARGET CORPORATION	***Street 2:***	
Date Became Current:	20031008	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	800-587-2228	***Country:***	US
Source Type:	B	***Zip Code:***	55440

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	P.O. BOX 111
Name:	TARGET CORPORATION	***Street 2:***	
Date Became Current:	20031012	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	800-587-2228	***Country:***	
Source Type:	B	***Zip Code:***	55440

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	PO BOX 111
Name:	TARGET CORP	***Street 2:***	
Date Became Current:	20031008	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	800-587-2228	***Country:***	US
Source Type:	N	***Zip Code:***	55440-0111

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Private	***Street 1:***	
Name:	TARGET CORPORATION	***Street 2:***	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Date Became Current: 20031008
Date Ended Current:
Phone:
Source Type: B

City:
State:
Country:
Zip Code:

Owner/Operator Ind: Current Operator
Type: Private
Name: TARGET CORP
Date Became Current: 20031008
Date Ended Current:
Phone:
Source Type: N

Street No:
Street 1:
Street 2:
City:
State:
Country: US
Zip Code:

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18 | **1 of 1** | **NW** | **0.22 / 1,183.21** | **188.88 / 6** | **SHELL**
850 Pacheco Pass Road
Gilroy CA 95020 | **DELISTED TNK**

Facility ID: 43-002-GIL2
County: Santa Clara
Permitting Agency: GILROY, CITY OF
Original Source: UST
Record Date: 30-JAN-2017

Latitude: 37.00417
Longitude: -121.55194

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19 | **1 of 1** | **ENE** | **0.23 / 1,237.54** | **180.14 / -3** | **Tractor Supply Company Store# 1171-Gilroy**
6881 Cameron Blvd
Gilroy CA 95020 | **GILROY CUPA**

CERS ID: 10440844
Facility ID: 8377
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

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20 | **1 of 1** | **N** | **0.25 / 1,296.71** | **185.62 / 2** | **TV'S FOOD MART**
850 PACHECO PASS HWY
GILROY CA 95020 | **DELISTED TNK**

Facility ID: 980216
County: Santa Clara
Permitting Agency: GILROY, CITY OF
Original Source: UST
Record Date: 30-JAN-2017

Latitude: 37.005128
Longitude: -121.55017

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21 | **1 of 3** | **WNW** | **0.42 / 2,215.21** | **188.55 / 5** | **SOUTH BAY CHEMICAL CO**
721-731 RENZ LANE
GILROY CA 950201626 | **CERCLIS**

Site ID: 0900266
Site EPA ID: CAD000628149
Site Street Address 2:
Site County Name: SANTA CLARA
Site FIPS Code: 06085
Region Code: 09
Site SMSA No.: 7400
Site Prim. Latitude: 37D00M30S
Site Prim. Longitude: 121D34M06S

RNPL Status Code: N
NPL Status: Not on the NPL
RFED Facility Code: N
RFED Facility Desc: Not a Federal Facility
USGS Hydro Unit No.: 18060002
Site Cong. Dist. Code: 12
ROT Desc: Private
FR NPL Update No.:
RFRA Code:

Lat Long Source:
RNON NPL Status Desc: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS Assess History

OU ID: 00
Act Code ID:
RAT Code:
RAT Short Name:
RAT Name:
RAT Hist. Only Flag:
RAT NSI Indicator:
RAT Level:
RAT DEF OU:
RFBS Code:
SPA Code:
RAT Def:
Site Desc: No description available
.
Site Alias: HAZCONTROL, INC.,,,CA,;
RALT Short Name:
Act Start Date:
Act Complete Date:
AGT Order No.: 0
SH OU:
SH Code:
SH Seq:
SH Start Date:
SH Complete Date:
SH Lead:

CERCLIS Assess History

OU ID: 00
Act Code ID: 001
RAT Code: VS
RAT Short Name: ARCH SITE
RAT Name: ARCHIVE SITE
RAT Hist. Only Flag:
RAT NSI Indicator: B
RAT Level: 1
RAT DEF OU: 00
RFBS Code:
SPA Code: 13
RAT Def: The decision is made that no further activity is planned at the site.
Site Desc:
Site Alias:
RALT Short Name: EPA In-House
Act Start Date:
Act Complete Date: 1/23/1996 00:00:00
AGT Order No.: 1500
SH OU:
SH Code:
SH Seq:
SH Start Date:
SH Complete Date:
SH Lead:

CERCLIS Assess History

OU ID: 00
Act Code ID: 001
RAT Code: PA
RAT Short Name: PA
RAT Name: PRELIMINARY ASSESSMENT
RAT Hist. Only Flag:
RAT NSI Indicator: B
RAT Level: 1
RAT DEF OU: 00
RFBS Code: P
SPA Code: 13
RAT Def: Collection of diverse existing information about the source and nature of the site hazard. It is EPA policy to complete the preliminary assessment within one year of site discovery.
Site Desc:
Site Alias:
RALT Short Name: EPA Fund
Act Start Date:
Act Complete Date: 5/14/1990 00:00:00
AGT Order No.: 130
SH OU:
SH Code:
SH Seq:
SH Start Date:
SH Complete Date:
SH Lead:

CERCLIS Assess History

OU ID: 00
Act Code ID: 001
RAT Code: DS
RAT Short Name: DISCVRY
RAT Name: DISCOVERY
RAT Hist. Only Flag:
RALT Short Name: EPA Fund
Act Start Date:
Act Complete Date: 11/7/1989 00:00:00
AGT Order No.: 10
SH OU:
SH Code:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

RAT NSI Indicator:	B	**SH Seq:**	
RAT Level:	1	**SH Start Date:**	
RAT DEF OU:	00	**SH Complete Date:**	
RFBS Code:		**SH Lead:**	
SPA Code:	13		
RAT Def:	The process by which a potential hazardous waste site is brought to the attention of the EPA. The process can occur through the use of several mechanisms such as a phone call or referral by another government agency.		
Site Desc:			
Site Alias:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
21	2 of 3	WNW	0.42 / 2,215.21	188.55 / 5	SOUTH BAY CHEMICAL CO 721-731 RENZ LANE GILROY CA 950201626	CERCLIS NFRAP

Site ID:	900266	**Site FIPS Code:**	6085
Site EPA ID:	CAD000628149	**Region Code:**	9
Site Parent ID:		**Site Cong. Dist. Code:**	12
Site County Name:	SANTA CLARA	**Federal Facility:**	
Parent Site Name:			

CERCLIS-NFRAP Assess History

OU ID:	0	**Act Start Date:**	
Act Code ID:	1	**Act Complete Date:**	11/7/1989
RAT Code:	DS	**AGT Order No.:**	10
RAT Short Name:	DISCVRY	**SH OU:**	
RAT Name:	DISCOVERY	**SH Code:**	
RAT Hist. Only Flag:		**SH Seq:**	
RAT NSI Indicator:	B	**SH Start Date:**	
RAT Level:	1	**SH Complete Date:**	
RAT DEF OU:	00	**SH Lead:**	
RFBS Code:		**SH Qual:**	
SPA Code:	13	**RAQ Act. Qual Short:**	
RALT Short Name:	EPA Fund	**RNPL Status Code:**	N
RAT Def:	The process by which a potential hazardous waste site is brought to the attention of the EPA. The process can occur through the use of several mechanisms such as a phone call or referral by another government agency.		
RNON NPL Status Desc:	NFRAP-Site does not qualify for the NPL based on existing information		

CERCLIS-NFRAP Assess History

OU ID:	0	**Act Start Date:**	
Act Code ID:	1	**Act Complete Date:**	5/14/1990
RAT Code:	PA	**AGT Order No.:**	130
RAT Short Name:	PA	**SH OU:**	
RAT Name:	PRELIMINARY ASSESSMENT	**SH Code:**	
RAT Hist. Only Flag:		**SH Seq:**	
RAT NSI Indicator:	B	**SH Start Date:**	
RAT Level:	1	**SH Complete Date:**	
RAT DEF OU:	00	**SH Lead:**	
RFBS Code:	P	**SH Qual:**	
SPA Code:	13	**RAQ Act. Qual Short:**	Deferred to RCRA
RALT Short Name:	EPA Fund	**RNPL Status Code:**	N
RAT Def:	Collection of diverse existing information about the source and nature of the site hazard. It is EPA policy to complete the preliminary assessment within one year of site discovery.		
RNON NPL Status Desc:	NFRAP-Site does not qualify for the NPL based on existing information		

CERCLIS-NFRAP Assess History

OU ID:	0	**Act Start Date:**	
Act Code ID:	1	**Act Complete Date:**	1/23/1996
RAT Code:	VS	**AGT Order No.:**	1500
RAT Short Name:	ARCH SITE	**SH OU:**	
RAT Name:	ARCHIVE SITE	**SH Code:**	
RAT Hist. Only Flag:		**SH Seq:**	
RAT NSI Indicator:	B	**SH Start Date:**	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

RAT Level:	1	**SH Complete Date:**	
RAT DEF OU:	00	**SH Lead:**	
RFBS Code:		**SH Qual:**	
SPA Code:	13	**RAQ Act. Qual Short:**	
RALT Short Name:	EPA In-House	**RNPL Status Code:**	N
RAT Def:	The decision is made that no further activity is planned at the site.		
RNON NPL Status Desc:	NFRAP-Site does not qualify for the NPL based on existing information		

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21 | ***3 of 3*** | ***WNW*** | ***0.42 / 2,215.21*** | ***188.55 / 5*** | ***SOUTH BAY CHEMICAL CO***
721-731 RENZ LANE
GILROY CA 95020-1626 | ***SEMS ARCHIVE***

Site ID:	0900266	**FIPS Code:**	06085
EPA ID:	CAD000628149	**Cong District:**	12
NPL:	Not on the NPL	**County:**	SANTA CLARA
Federal Facility:	No	**Region:**	09
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information		

Action Information

Operable Units:	00	**Start Actual:**	
Action Code:	PA	**Finish Actual:**	5/14/1990
Action Name:	PA	**Qual:**	D
SEQ:	1	**Curr Action Lead:**	EPA Perf
Operable Units:	00	**Start Actual:**	11/7/1989
Action Code:	DS	**Finish Actual:**	11/7/1989
Action Name:	DISCVRY	**Qual:**	
SEQ:	1	**Curr Action Lead:**	EPA Perf
Operable Units:	00	**Start Actual:**	
Action Code:	VS	**Finish Actual:**	1/23/1996
Action Name:	ARCH SITE	**Qual:**	
SEQ:	1	**Curr Action Lead:**	EPA Perf In-Hse

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22 | ***1 of 1*** | ***WNW*** | ***0.43 / 2,245.32*** | ***190.45 / 7*** | ***PRIVATE RESIDENCE***
PRIVATE RESIDENCE
Gilroy CA 95020 | ***LUST***

Global ID:	T0608500042	**CUF Case:**	NO
Case Type:	LUST Cleanup Site	**Begin Date:**	1997-07-03 00:00:00
Status:	Completed - Case Closed	**How Discovered:**	Other Means
Status Date:	1998-01-05 00:00:00	**Stop Method:**	
RB Case No:	2864	**County:**	Santa Clara
LOC Case No:		**Latitude:**	37.0044823
Lead Agency:	SANTA CLARA COUNTY LOP	**Longitude:**	-121.5562439
Case Worker:		**File Location:**	All Files are on GeoTracker or in the Local Agency Database
Local Agency:			
Potential Media Of Concern:	Gasoline		
Potential Media Affected:	Under Investigation		
How Discovered Description:			
Stop Description:			
Cal Water Watershed Name:	Pajaro River - South Santa Clara Valley (305.30)		
DWR Groundwater Subbasin Name:	Gilroy-Hollister Valley - Llagas Area (3-003.01)		
Site History:			

Status History

Status:	Completed - Case Closed	**Status Date:**	1998-01-05 00:00:00
Status:	Open - Case Begin Date	**Status Date:**	1997-07-03 00:00:00

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Activities

Action Type: RESPONSE
Action: Other Report / Document
Date: 1997-07-14 00:00:00

Action Type: RESPONSE
Action: Other Report / Document
Date: 2003-03-04 00:00:00

Action Type: ENFORCEMENT
Action: Closure/No Further Action Letter
Date: 1998-01-05 00:00:00

Action Type: RESPONSE
Action: Other Report / Document
Date: 1998-01-05 00:00:00

Action Type: Other
Action: Leak Reported
Date: 1997-07-03 00:00:00

Action Type: RESPONSE
Action: Other Report / Document
Date: 1997-06-30 00:00:00

Action Type: RESPONSE
Action: Other Report / Document
Date: 1997-07-03 00:00:00

Contacts

Contact Type: Regional Board Caseworker
Contact Name: RB3 STAFF
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PL, SUITE 101
City: SAN LUIS OBISPO
Email: centralcoast@waterboards.ca.gov
Phone No: 8055493147

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
23	1 of 1	SW	0.46 / 2,441.43	186.54 / 3	Boral Roofing, LLC 6500 BREM LN GILROY CA 95020	DELISTED HAZ

Siteid: 379869
Latitude: 36.996586
Longitude: -121.554741
Original Source: CHAZ
Record Date: 30-MAY-2017

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
24	1 of 3	NW	0.49 / 2,572.35	190.64 / 7	SOUTH BAY CHEMICAL CO INC 731 RENZ LN GILROY CA 950200000	ENVIROSTOR

Estor/EPA ID: 80001324
Site Code:
Special Program:
Census Tract: 6085512602
Permit Renew Lead:
Project Manager:
Pub Particip Spec:
Supervisor: MARK PIROS
County: SANTA CLARA
Latitude: 37.005716
Longitude: -121.55661
Office: CLEANUP BERKELEY
Nat Priority List: NO
Funding:
Assembly District: 30
Senate District: 17
Site Type: CORRECTIVE ACTION
Cleanup Status: INACTIVE - NEEDS EVALUATION AS OF 6/26/2009
Clean Up Oversight Agency: DTSC - SITE CLEANUP PROGRAM
Cause of Contamination: NONE SPECIFIED
Potential Media Affected: NONE SPECIFIED

School District:
APN: 841-10-058
Acres: 0 ACRES
Potential Contaminants:

NONE SPECIFIED

Site History:

Program Type: CORRECTIVE ACTION
Status: INACTIVE - NEEDS EVALUATION
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001324

Completed Activities

Date Completed: 5/14/1990
Area Name:
Sub Area:
Title: PA OR CERCLA INSPECTION-NOT A PA PLUS (CA049PA)
Area Link:
Sub Area Link:
Title Link:
Document Type: Preliminary Assessment Report
Comments:

Date Completed: 7/13/1984
Area Name:
Sub Area:
Title: Operating Permit
Area Link:
Sub Area Link:
Title Link:
Document Type: * Historical Operating Permit Authority
Comments:

Date Completed: 6/30/1993
Area Name:
Sub Area:
Title: RFA COMPLETED-ASSESSMENT WAS A RFA (CA050RF)
Area Link:
Sub Area Link:
Title Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=80001324&enforcement_id=6016083
Document Type: RCRA Facility Assessment Report
Comments: RCRA Facility Assessment Completed, aka: Haz Control

Date Completed: 9/21/1994
Area Name:
Sub Area:
Title: STABILIZATION MEASURES EVALUATION-FACILITY NOT AMENABLE TO STABILIZATION (CA225NR)
Area Link:
Sub Area Link:
Title Link:
Document Type: Interim Measures Questionnaire
Comments:

24	2 of 3	NW	0.49 / 2,572.35	190.64 / 7	**SOUTH BAY CHEMICAL CO INC** **731 RENZ LN** **GILROY CA 950200000**	ENVIROSTOR

Estor/EPA ID: CAD000628149
Site Code:
Special Program:
Census Tract: 6085512602
Permit Renew Lead:
Project Manager:
County: SANTA CLARA
Latitude: 37.005716
Longitude: -121.55661
Office:
Nat Priority List:
Funding:

Pub Particip Spec: ***Assembly District:*** 30
Supervisor: ***Senate District:*** 17
Site Type: CLOSED
- PERMIT AUTHORITY: RCRA
Cleanup Status:
Clean Up Oversight Agency:
Cause of Contamination:
Potential Media Affected:
School District:
APN:
Acres:
Potential Contaminants:

Site History:

NO FACILITY HISTORY HAS BEEN ENTERED FOR THIS SITE

Program Type: HAZ WASTE - RCRA
Status: CLOSED
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD000628149

Permit Units - Completed Activities

Date: 6/13/1989
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - FINAL PERMIT (EXPIRES)
Doc Link:

Date: 6/13/1984
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - FINAL PERMIT
Doc Link:

Date: 3/16/1984
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - PUBLIC COMMENT (BEGIN)
Doc Link:

Date: 2/11/1991
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - APPLICATION PART A RECEIVED
Doc Link:

Date: 6/13/1984
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - FINAL PERMIT (EFFECTIVE)
Doc Link:

Date: 8/8/1983
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - APPLICATION PART B RECEIVED
Doc Link:

Units Undergoing Closure

Unit: MULTIPLE UNITS: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1
Date: 5/17/1995
Event Description: CLOSURE FINAL - RECEIVE CLOSURE CERTIFICATION
Doc Link:

Unit: MULTIPLE UNITS: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1
Date: 6/6/1995
Event Description: CLOSURE FINAL - ISSUE CLOSURE VERIFICATION
Doc Link:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
24	3 of 3	NW	0.49 / 2,572.35	190.64 / 7	SOUTH BAY CHEMICAL CO INC 731 RENZ LN GILROY CA 950200000	HWP

EPA ID: CAD000628149
Site Code:
Status: CLOSED
Facility Type: Historical - Non-Operating
Facility Size:
Team:
Project Manager:

Public Part Speci:
Public Info Officer:
Assembly District: 30
Senate District: 17
County: SANTA CLARA
Latitude: 37.005716
Longitude: -121.55661

Hazardous Waste Units Completed Activities

Completed Date: 06/13/1984
Event Description: New Operating Permit - FINAL PERMIT (EFFECTIVE)
Unit Names: CONTAIN1

Completed Date: 06/01/1989
Event Description: Renewal - Historical - APPLICATION PART B RECEIVED
Unit Names: ACIDTRT1, F006BIN1, FLAMABLE1

Completed Date: 06/13/1989
Event Description: New Operating Permit - FINAL PERMIT (EXPIRES)
Unit Names: CONTAIN1

Completed Date: 08/08/1983
Event Description: New Operating Permit - APPLICATION PART B RECEIVED
Unit Names: CONTAIN1

Completed Date: 11/01/1993
Event Description: New Operating Permit - PERMIT TERMINATED - TERMINATION RECEIVED
Unit Names: CONTAIN1

Completed Date: 09/26/1988
Event Description: Renewal - Historical - CALL-IN LETTER ISSUED
Unit Names: ACIDTRT1, F006BIN1, FLAMABLE1

Completed Date: 11/01/1993
Event Description: Renewal - Historical - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
Unit Names: ACIDTRT1, F006BIN1, FLAMABLE1

Completed Date: 02/11/1991
Event Description: Renewal - Historical - APPLICATION PART A RECEIVED
Unit Names: ACIDTRT1, F006BIN1, FLAMABLE1

Completed Date: 03/16/1984
Event Description: New Operating Permit - PUBLIC COMMENT (BEGIN)
Unit Names: CONTAIN1

Completed Date: 06/13/1984
Event Description: New Operating Permit - FINAL PERMIT
Unit Names: CONTAIN1

Completed Date: 02/11/1991
Event Description: New Operating Permit - APPLICATION PART A RECEIVED
Unit Names: CONTAIN1

Hazardous Waste Units Undergoing Closure

Completed Date: 06/06/1995
Event Description: Closure Final - ISSUE CLOSURE VERIFICATION
Unit Names: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1

Completed Date: 05/17/1995
Event Description: Closure Final - RECEIVE CLOSURE CERTIFICATION

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Unit Names: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1

Alias

Alias: 43490062
Alias Type: Envirostor ID Number

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25 | **1 of 1** | **NW** | **0.52 / 2,722.07** | **190.02 / 7** | **SOUTH BAY CHEMICAL COMPANY**
721-731 RENZ LANE
GILROY CA 95020 | **ENVIROSTOR**

Estor/EPA ID: 43490062
Site Code:
Special Program:
Census Tract: 6085512602
Permit Renew Lead:
Project Manager:
Pub Particip Spec:
Supervisor:
Site Type: * HISTORICAL
Cleanup Status: REFER: RCRA AS OF 6/8/1994
Clean Up Oversight Agency: NONE SPECIFIED
Cause of Contamination: NONE SPECIFIED
Potential Media Affected: NONE SPECIFIED
School District:
APN: 841-10-019
Acres: NONE SPECIFIED
Potential Contaminants:

NONE SPECIFIED

County: SANTA CLARA
Latitude: 37.006388
Longitude: -121.556612
Office: CLEANUP BERKELEY
Nat Priority List: NO
Funding:
Assembly District: 30
Senate District: 17

Site History:

Program Type: HISTORICAL
Status: REFER: RCRA
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=43490062

Completed Activities

Date Completed: 4/30/1990
Area Name:
Sub Area:
Title: Discovery
Area Link:
Sub Area Link:
Title Link:
Document Type: * Discovery
Comments: FACILITY IDENTIFIED IDENTIFIED VIA FIT ENVIRONMENTAL PRIOR- ITIES INITIATIVE PA

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26 | **1 of 1** | **NW** | **0.55 / 2,878.92** | **191.12 / 8** | **HAZCONTROL INC.**
731 RENZ LANE
GILROY CA 95021 | **RCRA CORRACTS**

EPA Handler ID: CAD000628149
Gen Status Universe: Small Quantity Generator
Contact Name:
Contact Address: US
Contact Phone No and Ext:
Contact Email:
Contact Country: US
County Name: SANTA CLARA
EPA Region: 09

Land Type:
Receive Date:

Event/Area Details

Area Name: ENTIRE FACILITY
Event Code: CA075ME
Corrective Action Event Descri: CA PRIORITIZATION-MEDIUM CA PRIORITY
Actual Date of Event: 19940921
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19940921
Groundwater Release Indicator: Yes
Soil Release Indicator: Yes
Air Release Indicator: Yes
Surface Waste Release Ind: Yes
Event Responsible Agency: EPA

Area Name: ENTIRE FACILITY
Event Code: CA075HI
Corrective Action Event Descri: CA PRIORITIZATION-HIGH CA PRIORITY
Actual Date of Event: 19900514
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19900514
Groundwater Release Indicator: Yes
Soil Release Indicator: Yes
Air Release Indicator: Yes
Surface Waste Release Ind: Yes
Event Responsible Agency: EPA

Violation/Evaluation Summary

Note: VIOLATION or UNDETERMINED: There are VIOLATION or UNDETERMINED details or records associated with this facility (EPA ID) in the Compliance Monitoring and Enforcement table dated Aug, 2018.

Violation Details

Citation:
Violation Short Description: TSD - Container Use and Management
Violation Determined Date: 19930914
Return to Compliance Date: 19940101
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930914
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19870505
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19881116
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19880108
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19921118
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930119
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General Facility Standards
Violation Determined Date: 19930914
Return to Compliance Date: 19940101
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930914
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19900601
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19900803
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19900803
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19910918
Return to Compliance Date: 19930105

Violation Responsible Agency: EPA

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19870818
Return to Compliance Date: 19890628
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19881116
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19870819
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19910328
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: REFERRAL TO DEPARTMENT OF JUSTICE
Enforcement Action Date: 19910430
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:

Final Amount:
Paid Amount:

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19910430
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Generators - General
Violation Determined Date: 19921118
Return to Compliance Date: 19921118
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930119
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Generators - Manifest
Violation Determined Date: 19921118
Return to Compliance Date: 19930729
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930119
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:

Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19890628
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19890811
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19890811
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19920820
Return to Compliance Date: 19930105
Violation Responsible Agency: EPA

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19921120
Return to Compliance Date: 19930105

Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930119
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Permits - Application
Violation Determined Date: 19930729
Return to Compliance Date: 19940101
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930729
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Generators - General
Violation Determined Date: 19930729
Return to Compliance Date: 19940101
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930729
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19930914
Return to Compliance Date: 19940114
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930914
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - Closure/Post-Closure
Violation Determined Date: 19870505
Return to Compliance Date: 19890628
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19881116
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19880108
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Evaluation Details

Evaluation Start Date: 19950620
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE

Violation Short Description: TSD - General Facility Standards
Return to Compliance Date: 19940101
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - General
Return to Compliance Date: 19940101
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19940114
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - Container Use and Management
Return to Compliance Date: 19940101
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Permits - Application
Return to Compliance Date: 19940101
Evaluation Agency: State

Evaluation Start Date: 19930105
Evaluation Type Description: NOT A SIGNIFICANT NON-COMPLIER
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19921118
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19921118
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - Manifest
Return to Compliance Date: 19930729
Evaluation Agency: State

Evaluation Start Date: 19921118
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - General
Return to Compliance Date: 19921118
Evaluation Agency: State

Evaluation Start Date: 19921118
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19921116
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19920820
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19930105
Evaluation Agency: EPA Contractor/Grantee

Evaluation Start Date: 19910918
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19930105
Evaluation Agency: EPA Contractor/Grantee

Evaluation Start Date: 19910328
Evaluation Type Description: SIGNIFICANT NON-COMPLIER
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19910328
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19900601
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19900514
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19890628
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19890509
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19870818
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19890628
Evaluation Agency: State

Evaluation Start Date: 19870505
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19870505
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - Closure/Post-Closure
Return to Compliance Date: 19890628
Evaluation Agency: State

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: Yes
Transfer Facility: No
Onsite Burner Exemption: No

Furnace Exemption:	No
Underground Injection Activity:	No
Commercial TSD:	Yes
Used Oil Transporter:	No
Used Oil Transfer Facility:	No
Used Oil Processor:	No
Used Oil Refiner:	No
Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	1
Receive Date:	19900412
Handler Name:	HAZ CONTROL/SOUTH BAY CHEMICALS CO
Generator Status Universe:	Small Quantity Generator
Source Type:	R

Sequence No:	1
Receive Date:	19960901
Handler Name:	HAZCONTROL INC.
Generator Status Universe:	Small Quantity Generator
Source Type:	I

Sequence No:	1
Receive Date:	19900831
Handler Name:	HAZCONTROL INC.
Generator Status Universe:	Small Quantity Generator
Source Type:	N

Sequence No:	2
Receive Date:	19920401
Handler Name:	HAZ/CONTROL, INC.
Generator Status Universe:	Small Quantity Generator
Source Type:	R

Sequence No:	2
Receive Date:	19960901
Handler Name:	HAZCONTROL INC.
Generator Status Universe:	Small Quantity Generator
Source Type:	I

Owner/Operator Details

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	PO BOX 1626
Name:	MELVIN E NIELSEN	***Street 2:***	
Date Became Current:		***City:***	GILROY
Date Ended Current:		***State:***	CA
Phone:	408-848-1470	***Country:***	
Source Type:	N	***Zip Code:***	95021

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Private	***Street 1:***	PO BOX 1626
Name:	MELVIN E NEILSEN	***Street 2:***	
Date Became Current:		***City:***	GILROY
Date Ended Current:		***State:***	CA
Phone:	408-848-1470	***Country:***	
Source Type:	I	***Zip Code:***	95021

27	***1 of 1***	***SSW***	***0.57 / 3,010.66***	***186.40 / 3***	***INLAND PAPERBOARD AND PACKAGING, INC. 6400 JAMIESON WAY GILROY CA 95020***	***ENVIROSTOR***

Estor/EPA ID:	71002634	**County:**	SANTA CLARA
Site Code:		**Latitude:**	36.994516
Special Program:		**Longitude:**	-121.554725
Census Tract:	6085512602	**Office:**	CLEANUP BERKELEY
Permit Renew Lead:		**Nat Priority List:**	NO
Project Manager:		**Funding:**	
Pub Particip Spec:		**Assembly District:**	30
Supervisor:		**Senate District:**	17

Site Type: TIERED PERMIT
Cleanup Status: REFER: OTHER AGENCY AS OF 5/12/2006
Clean Up Oversight Agency: NONE SPECIFIED
Cause of Contamination: NONE SPECIFIED
Potential Media Affected: NONE SPECIFIED
School District:
APN: NONE SPECIFIED
Acres: NONE SPECIFIED
Potential Contaminants:

NONE SPECIFIED

Site History:

Site History: Gaylord Container Corporation /Inland Paperboard and Packaging, Inc. /Temple-Inland (GCC) is a paperboard manufacturing and packaging company that has been in operation over 15 years. Parcel size is approximately 20 acres. On April 20, 1992 GCC submitted a Permit by Rule (PBR) initial notification of intent to operate. A facility specific notification form to operate under Conditional Authorization (CA) was submitted on April 1, 1993. On December 31, 1996 GCC submitted a Phase 1 Environmental Assessment Checklist claiming an exemption. Department of Toxic Substances Control (DTSC) informed GCC in a letter dated June 29, 1998 that the phase 1 assessment is not complete. On August 7, 1998 GCC submitted the Phase 1 Environmental Assessment Checklist indicating further investigation is needed to determine the existence, nature, and/or extent of contamination at the facility. The Checklist indicated suspected release in Corrugator Department, Rotary Die Cutter/Flexographic Printing Press Department, Adhesive Mixing Department, Ink Storage, Air Compressors, Former Underground Storage Tank, Fire Prevention Building, Fuel Oil Aboveground Storage Tank, and Corrugator Storage Area. On June 26, 2002 DTSC sent a Further Investigation Questionnaire in connection with Phase 1 Environmental Assessment for GCC. On August 14, 2002 GCC submitted to DTSC the Further Investigation Questionnaire. DTSC conducted a Phase I Environmental Assessment Inspection on May 12, 2006. Several solid waste management units (SWMUs) were identified. On December 28, 2006 DTSC sent a Corrective Action Consent Agreement to the Company. Held a meeting with GCC. During the meeting GCC requested to combine cleanup activities at this location with GCC site at other location. DTSC-Voluntary Cleanup Program (VCP) is overseeing the cleanup at that site. Site was refered to VCP.

Facility Comments: Formerly known as Gaylord Container Corp. (8/19/02 dh)

Program Type: TIERED PERMIT
Status: REFER: OTHER AGENCY
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=71002634

Completed Activities

Date Completed: 6/30/2007
Area Name:
Sub Area:
Title: Consent Agreement Executed (Site refered to VCP)
Area Link:
Sub Area Link:
Title Link:
Document Type: Consent Agreement
Comments:

Date Completed: 5/12/2006
Area Name:
Sub Area:
Title: Phase I Inspection Completed
Area Link:
Sub Area Link:
Title Link:
Document Type: Phase 1
Comments:

Date Completed: 5/12/2006
Area Name:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Sub Area:
Title: Inspection - Phase I Verification
Area Link:
Sub Area Link:
Title Link:
Document Type: Phase I Verification
Comments: Inspection report sent on 5/12/2006

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28 | ***1 of 1*** | ***SSW*** | ***0.58 / 3,081.49*** | ***186.97 / 4*** | ***TEMPLE-INLAND, INC.***
6400 JAMIESON WAY
GILROY CA 95020 | ***ENVIROSTOR***

Estor/EPA ID:	60000630	***County:***	SANTA CLARA
Site Code:	201745	***Latitude:***	36.9944053492905
Special Program:		***Longitude:***	-121.554965342556
Census Tract:	6085512602	***Office:***	CLEANUP BERKELEY
Permit Renew Lead:		***Nat Priority List:***	NO
Project Manager:		***Funding:***	SITE PROPONENT
Pub Particip Spec:		***Assembly District:***	30
Supervisor:	MARK PIROS	***Senate District:***	17

Site Type: VOLUNTARY CLEANUP
Cleanup Status: NO FURTHER ACTION AS OF 9/5/2008
Clean Up Oversight Agency: DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY
Cause of Contamination: UNKNOWN
Potential Media Affected: UNDER INVESTIGATION
School District:
APN: 841-73-003, 841-73-033
Acres: 20 ACRES
Potential Contaminants:

UNDER INVESTIGATION

Site History:

The paperboard manufacturing and packaging company has operated on site for roughly 15 years and is classified as a Small Quantity Generator. The facility submitted an application for Conditionally Authorized On-site Hazardous Waste Treatment in 1993 to treat inorganics-contaminated aqueous waste, wastewater treatment sludge, dust, contaminated solid metal and metal workings, and oil/water separator sludge. Activities and equipment used at the facility included: corrugators, rotary die cutters, printing presses, ink storage, air compressors, USTs, and ASTs. Waste streams included: aqueous solution with organic residue, inorganic solid waste, hydrocarbon solvents, waste oil and mixed oil, oil/water separator sludge, unspecified oil-containing waste, organic solids, and liquid with halogenated organic compounds.

Program Type: VOLUNTARY CLEANUP
Status: NO FURTHER ACTION
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60000630

Completed Activities

Date Completed: 8/22/2007
Area Name:
Sub Area:
Title: Voluntary Cleanup Agreement
Area Link:
Sub Area Link:
Title Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&enforcement_id=6011013
Document Type: Voluntary Cleanup Agreement
Comments: VCA signed by acting branch chief.

Date Completed: 4/7/2008
Area Name:
Sub Area:
Title: PEA Workplan
Area Link:
Sub Area Link:
Title Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&doc_id=6016620
Document Type: Preliminary Endangerment Assessment Workplan
Comments:

Date Completed: 9/5/2008
Area Name:
Sub Area:
Title: PEA Report
Area Link:
Sub Area Link:
Title Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&doc_id=6016622
Document Type: Preliminary Endangerment Assessment Report
Comments: The Preliminary Endangerment Assessment, dated July 30, 2008, indicates that low concentrations of pesticides and total petroleum hydrocarbons in soils are below screening levels; the concentration of metals in soil is below below background levels; and the groundwater did not contain any metals or solvents above the drinking water standards. The Preliminary Endangerment Assessment Report concluded that no further action is neccessary and DTSC has concurred with this conclusion.

Date Completed: 5/5/2008
Area Name:
Sub Area:
Title: PEA field work
Area Link:
Sub Area Link:
Title Link:
Document Type: Fieldwork
Comments: Field work done on May 5, 6 and 7, 2008.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
29	1 of 3	SSW	0.83 / 4,379.14	186.55 / 3	METECH RECYCLING INC 6200 ENGEL WAY GILROY CA 950207012	ENVIROSTOR

Estor/EPA ID: CAD077182293
Site Code: 200334
Special Program:
Census Tract: 6085512602
Permit Renew Lead:
Project Manager:
Pub Particip Spec:
Supervisor:
Site Type: CLOSED
- PERMIT AUTHORITY: Standardized

County: SANTA CLARA
Latitude: 36.99016
Longitude: -121.554015
Office:
Nat Priority List:
Funding:
Assembly District: 30
Senate District: 17

Cleanup Status:
Clean Up Oversight Agency:
Cause of Contamination:
Potential Media Affected:
School District:
APN:
Acres:
Potential Contaminants:

Site History:

Metech International, Inc. (Metech) is a precious metal recycling facility operating since December 10,1997 when they were first permitted. Metech processes solid hazardous scrap metals and precious metal containing liquid hazardous waste. Precious metals are gold, silver, platinum, palladium, rhodium and iridium. The facility is designed to receive, sort, classify, homogenize, analyze and recover these metals which at the end of processing, are sent to smelters or other facilities for further processing.

Solid scrap metals upon receipt are roasted, milled, melted in furnaces and then cast into ingots. Precious metal containing liquid hazardous waste is separated by pH. High pH liquids are electroplated to recover the metals. Low pH liquids are is neutralized to recover the precious metals.

Metech is applying for a Series B standardized Hazardous Waste Facility Permit renewal. Their permit expired on December 10, 2007 but DTSC is allowing Metech to continue to operate under their old permit until a their permit is finalized. On April 27, 2009, Metech withdrew their Permit application and is now currently undergoing final closure. Metech received their last shipment of hazardous waste in May 2009 and completed all hazardous waste processing activities on September 1, 2009.

Program Type: INSPECTION
Status: SIGNIFICANT NON-COMPLIER
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/eerp_profile_report?global_id=3000606

Program Type: HAZ WASTE - Standardized
Status: CLOSED
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD077182293

Permit Units - Completed Activities

Date: 12/10/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - FINAL PERMIT (EFFECTIVE)
Doc Link:

Date: 7/25/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - PUBLIC COMMENT (END)
Doc Link:

Date: 12/10/2007
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - FINAL PERMIT (EXPIRES)
Doc Link:

Date: 6/19/2006
Unit:
Event Description: *MOD CLASS 2 - 2 OR MORE UNITS - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST ACKNOWLEDGED
Doc Link:

Date: 12/10/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - FINAL PERMIT
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/7597943961/Final%20Permit%201997%2Epdf

Date: 8/22/1995
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - 1ST NOTICE OF DEFICIENCY ISSUED
Doc Link:

Date: 4/27/2009
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
Doc Link:

Date: 4/27/2009

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST ACKNOWLEDGED
Doc Link:

Date: 6/19/2006
Unit:
Event Description: *MOD CLASS 2 - 2 OR MORE UNITS - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST RECEIVED
Doc Link:

Date: 4/28/2008
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - 2ND NOTICE OF DEFICIENCY ISSUED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/5912503898/Metech%20Notice%20of%20Deficiency%202%2Epdf

Date: 6/25/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - FINAL PART A & PART B RECEIVED
Doc Link:

Date: 7/25/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - PUBLIC COMMENT (BEGIN)
Doc Link:

Date: 5/21/1996
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - APPLICATION PART B RECEIVED
Doc Link:

Date: 11/13/2007
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - APPLICATION PART B RECEIVED
Doc Link:

Date: 6/5/2007
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - 1ST NOTICE OF DEFICIENCY ISSUED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/4086026847/Metech%20Notice%20of%20Deficency%201%2Epdf

Date: 11/5/2001

Unit:
Event Description: *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
Doc Link:

Date: 5/8/2000
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
Doc Link:

Date: 4/12/1999
Unit: BALLMILL(T16,17A,18A,18A-1)
Event Description: *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
Doc Link:

Date: 12/20/1995
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - 2ND NOTICE OF DEFICIENCY ISSUED
Doc Link:

Units Undergoing Closure

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 4/27/2009
Event Description: CLOSURE FINAL - CLOSURE NOTICE RECEIVED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=CLOSURE+NOTICE&event_description=Closure+Final+%2D+CLOSURE+NOTICE+RECEIVED+&mytype=pa

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 8/31/2012
Event Description: CLOSURE FINAL - RECEIVE CLOSURE CERTIFICATION
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/3693952262/Closure%20Final%20aw%20envirostor%2Epdf

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 3/14/2014
Event Description: CLOSURE FINAL - ISSUE CLOSURE VERIFICATION
Doc Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=CLOSURE+VERIFICATION&event_description=Closure+Final+%2D+ISSUE+CLOSURE+VERIFICATION+&mytype=pa

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 4/25/2013
Event Description: CLOSURE FINAL - CEQA DETERMINATION
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/78967720

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

86/NOE%20Final%20Nancy%20Envirostor%2Epdf

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 4/25/2013
Event Description: CLOSURE FINAL - CLOSURE PLAN APPROVED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/6166288077/Closure%20Plan%20Approval%20letter%20Envirostor%2Epdf

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 10/12/2009
Event Description: CLOSURE FINAL - CLOSURE PLAN RECEIVED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=PLAN+RECEIVED&event_description=Closure+Final+%2D+CLOSURE+PLAN+RECEIVED+&mytype=pa

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29	2 of 3	SSW	0.83 / 4,379.14	186.55 / 3	METECH RECYCLING INC 6200 ENGEL WAY GILROY CA 950207012	HWP

EPA ID: CAD077182293
Site Code: 200334
Status: CLOSED
Facility Type: Historical - Non-Operating
Facility Size:
Team: LORI KOCH
Project Manager:

Public Part Speci:
Public Info Officer:
Assembly District: 30
Senate District: 17
County: SANTA CLARA
Latitude: 36.99016
Longitude: -121.554015

Hazardous Waste Units Completed Activities

Completed Date: 05/21/1996
Event Description: New Operating Permit - APPLICATION PART B RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/27/2009
Event Description: Renewal - With Changes - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST ACKNOWLEDGED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 06/25/1997
Event Description: New Operating Permit - FINAL PART A & PART B RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 05/08/2000
Event Description: *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/12/1999
Event Description: *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
Unit Names: BALLMILL(T16,17a,18a,18a-1)

Completed Date: 04/28/2008
Event Description: Renewal - With Changes - 2ND NOTICE OF DEFICIENCY ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/27/2009
Event Description: Renewal - With Changes - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 06/19/2006
Event Description: *Mod Class 2 - 2 or More Units - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST RECEIVED
Unit Names:

Completed Date: 12/20/1995
Event Description: New Operating Permit - 2ND NOTICE OF DEFICIENCY ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 06/19/2006
Event Description: *Mod Class 2 - 2 or More Units - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST ACKNOWLEDGED
Unit Names:

Completed Date: 11/13/2007
Event Description: Renewal - With Changes - APPLICATION PART B RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 07/25/1997
Event Description: New Operating Permit - PUBLIC COMMENT (END)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 08/22/1995
Event Description: New Operating Permit - 1ST NOTICE OF DEFICIENCY ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 12/13/2006
Event Description: Renewal - With Changes - INITIAL ADMINISTRATIVE REVIEW COMPLETED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 06/05/2007
Event Description: Renewal - With Changes - 1ST NOTICE OF DEFICIENCY ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 12/10/1997
Event Description: New Operating Permit - FINAL PERMIT (EFFECTIVE)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23),

SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 09/20/2008
Event Description: Renewal - With Changes - DISCLOSURE (CLEARED)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 12/10/1997
Event Description: New Operating Permit - FINAL PERMIT
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 12/10/2007
Event Description: New Operating Permit - FINAL PERMIT (EXPIRES)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 11/05/2001
Event Description: *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
Unit Names:

Completed Date: 07/17/2006
Event Description: Renewal - With Changes - CALL-IN LETTER ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 07/25/1997
Event Description: New Operating Permit - PUBLIC COMMENT (BEGIN)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Hazardous Waste Units Undergoing Closure

Completed Date: 04/27/2009
Event Description: Closure Final - CLOSURE NOTICE RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/25/2013
Event Description: Closure Final - CLOSURE PLAN APPROVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/25/2013
Event Description: Closure Final - CEQA DETERMINATION
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 10/12/2009
Event Description: Closure Final - CLOSURE PLAN RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23),

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 03/14/2014
Event Description: Closure Final - ISSUE CLOSURE VERIFICATION
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 08/31/2012
Event Description: Closure Final - RECEIVE CLOSURE CERTIFICATION
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Alias

Alias: 200334
Alias Type: Project Code (Site Code)

Alias: 110000782939
Alias Type: FRS

29	3 of 3	SSW	0.83 / 4,379.14	186.55 / 3	METECH RECYCLING INC 6200 ENGEL WAY GILROY CA 95020	INSP COMP ENF

EPA ID: CAD077182293
County: SANTA CLARA
Geotracker Address: 6200 ENGEL WAY
Geotracker City: GILROY
Geotracker Latitude: 36.99016
Geotracker Longitude: -121.554015
Report URL: https://www.envirostor.dtsc.ca.gov/public/eerp_profile_report?global_id=3000606

Inspection Information

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 9/29/2005
Violations: No Violations
Return to Compliance:
Report Sent Date: 10/17/2005

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2395365
Inspection Date: 6/23/2016
Violations: Class 1, Class 2, Minor
Return to Compliance:
Report Sent Date: 7/22/2016

Title: Financial Records Review - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2398040
Inspection Date: 6/29/2017
Violations: Class 2, Minor
Return to Compliance:
Report Sent Date: 7/5/2017

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 5/1/2012
Violations: Class 2, Minor
Return to Compliance: 6/8/2012
Report Sent Date: 7/18/2013

Title: Financial Records Review - Standardized Permit
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2394466
Inspection Date: 8/7/2014
Violations: No Violations
Return to Compliance:
Report Sent Date: 8/7/2014

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 1/28/2005
Violations: Class 2
Return to Compliance: 10/31/2005
Report Sent Date: 1/31/2005

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2395366
Inspection Date: 5/18/2017
Violations: Class 1, Class 2, Minor
Return to Compliance:
Report Sent Date: 9/29/2017

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2394592
Inspection Date: 5/20/2015
Violations: Class 1, Class 2, Minor
Return to Compliance: 6/19/2015
Report Sent Date: 5/26/2015

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 6/24/2008
Violations: Minor
Return to Compliance: 6/26/2008
Report Sent Date: 9/17/2008

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 5/18/2011
Violations: Class 2, Minor
Return to Compliance: 11/9/2011
Report Sent Date: 6/15/2011

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 5/18/2011
Violations: Class 2
Return to Compliance: 11/9/2011
Report Sent Date: 3/14/2012

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 6/27/2013
Violations: Class 2
Return to Compliance: 9/26/2013
Report Sent Date: 7/18/2013

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 11/29/2012
Violations: Class 2
Return to Compliance: 3/14/2014
Report Sent Date: 11/29/2012

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 4/29/2010
Violations: Class 2, Minor
Return to Compliance: 2/9/2011
Report Sent Date: 2/11/2011

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 12/14/2004
Violations: Class 2, Minor
Return to Compliance: 12/17/2004
Report Sent Date: 12/29/2004

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 6/27/2013
Violations: Class 2, Minor
Return to Compliance: 9/17/2013
Report Sent Date: 5/7/2014

Title: Financial Records Review - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2395140
Inspection Date: 6/26/2015
Violations: Class 1, Minor
Return to Compliance: 7/31/2015
Report Sent Date: 6/29/2015

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 5/1/2012
Violations: Class 2
Return to Compliance: 10/24/2012
Report Sent Date: 5/30/2012

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 10/12/2000
Violations: Class 1, Class 2, Minor
Return to Compliance: 11/26/2001
Report Sent Date: 3/20/2001

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 7/17/2007
Violations: Class 2
Return to Compliance: 8/26/2007
Report Sent Date: 8/29/2007

Title: Financial Records Review - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 1/31/2005
Violations: Class 2
Return to Compliance: 8/26/2007
Report Sent Date: 1/31/2005

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 6/27/2007
Violations: Minor
Return to Compliance: 8/27/2007
Report Sent Date: 8/7/2007

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 7/11/2008
Violations: No Violations
Return to Compliance:
Report Sent Date: 7/15/2008

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2393246
Inspection Date: 5/29/2014
Violations: Class 2
Return to Compliance: 6/13/2014

Report Sent Date: 7/30/2014

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 12/14/2004
Violations: Class 2, Minor
Return to Compliance: 12/22/2004
Report Sent Date: 3/23/2005

Title: Financial Records Review - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2396751
Inspection Date: 8/2/2016
Violations: No Violations
Return to Compliance:
Report Sent Date: 8/2/2016

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2393285
Inspection Date: 5/29/2014
Violations: Class 2
Return to Compliance: 6/13/2014
Report Sent Date: 7/30/2014

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 4/29/2010
Violations: Class 2, Minor
Return to Compliance: 3/25/2011
Report Sent Date: 5/6/2010

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 1/12/2012
Violations: No Violations
Return to Compliance:
Report Sent Date: 1/12/2012

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 6/24/2008
Violations: Minor
Return to Compliance: 6/26/2008
Report Sent Date: 6/26/2008

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 12/4/2001
Violations: No Violations
Return to Compliance:
Report Sent Date: 3/15/2002

Enforcement Information

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 5/18/2011

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 12/14/2004

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/18/2011

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/20/2015

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 5/1/2012

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 6/23/2016

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 1/12/2012

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 6/24/2008

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 6/24/2008

Enforcement Type: Financial Records Review - Universal Waste Electronics Recycler
Enforcement Date: 6/26/2015

Enforcement Type: Financial Records Review - Universal Waste Electronics Recycler
Enforcement Date: 6/29/2017

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 6/27/2013

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 7/11/2008

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 5/29/2014

Enforcement Type: Financial Records Review - Universal Waste Electronics Recycler
Enforcement Date: 8/2/2016

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/1/2012

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 7/17/2007

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 12/14/2004

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 1/28/2005

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 8/7/2014

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 6/27/2007

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 6/27/2013

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/29/2014

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 4/29/2010

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/18/2017

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 12/4/2001

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 9/29/2005

Enforcement Type: Consent Order with Enforcement and Settlement - Federal CA/FO (385)
Enforcement Date: 11/26/2001

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 10/12/2000

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 11/29/2012

Enforcement Type: Financial Records Review - Universal Waste Electronics Recycler
Enforcement Date: 1/31/2005

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 4/29/2010

Enforcement Actions

Title: Consent Order with Enforcement and Settlement - Federal CA/FO (385)
Title Link:
Issued Completed Date: 11/26/2001

Permitting

Site Code: 200334
Site Facility Type: CLOSED
- PERMIT AUTHORITY: Standardized
Program Type: HAZARDOUS WASTE FACILITY
Assembly District: 30
Senate District: 17
Facility Type: HIST PERMITTED
Facility History:

Metech International, Inc. (Metech) is a precious metal recycling facility operating since December 10,1997 when they were first permitted. Metech processes solid hazardous scrap metals and precious metal containing liquid hazardous waste. Precious metals are gold, silver, platinum, palladium, rhodium and iridium. The facility is designed to receive, sort, classify, homogenize, analyze and recover these metals which at the end of processing, are sent to smelters or other facilities for further processing.

Solid scrap metals upon receipt are roasted, milled, melted in furnaces and then cast into ingots. Precious metal containing liquid hazardous waste is separated by pH. High pH liquids are electroplated to recover the metals. Low pH liquids are is neutralized to recover the precious metals.

Metech is applying for a Series B standardized Hazardous Waste Facility Permit renewal. Their permit expired on December 10, 2007 but DTSC is allowing Metech to continue to operate under their old permit until a their permit is finalized. On April 27, 2009, Metech withdrew their Permit application and is now currently undergoing final closure. Metech received their last shipment of hazardous waste in May 2009 and completed all hazardous waste processing activities on September 1, 2009.

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Unplottable Summary

Total: 2 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID
GILROY CUPA	PG&E - Llagas Satellite Materials Facility and Substation	Renz Lane n/o Pacheco Pass Road (Hwy. 152)	Gilroy CA	95020	824918379
SANTACLARA LO	Caltrans Gilroy Maint. Sta. #2	Pacheco Pass Hwy Unincorporated ***SCVWD ID	Closure Date:*** 11S4E03N01f | 8/20/1991	CA	820144903

Unplottable Report

Site: ***PG&E - Llagas Satellite Materials Facility and Substation***
Renz Lane n/o Pacheco Pass Road (Hwy. 152) Gilroy CA 95020

GILROY CUPA

CERS ID:	10147477	***RCRA Lrg Qnty Gen:***	No
Facility ID:	5655	***Fac Info Rpt Req:***	Applicable
HM on Site:	Yes	***Inv Rpt Req:***	Applicable
CALARP Reg Subst:	No	***UST Rpt Req:***	Not Applicable
Own/Op UST:	No	***RMR Rpt Req:***	Not Applicable
Own/Op PST:	No	***APSA Rpt Req:***	Not Applicable
HW Generator:	No	***CALARP Rpt Req:***	Not Applicable
Recycle:	No	***Hw Treat Rpt Req:***	Not Applicable
On Site HW Trtmnt:	No	***CALARP Reg Code:***	
Consolid Rpt Req:		***ER training Rpt Req:***	
Tank Close Rpt Req:			

Site: ***Caltrans Gilroy Maint. Sta. #2***
Pacheco Pass Hwy Unincorporated CA

SANTACLARA LO

SCVWD ID:	11S4E03N01f
Closure Date:	8/20/1991
Link:	http://lustop.sccgov.org/files/11S4E03N01f/

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

National Priority List: NPL

National Priorities List (Superfund)-NPL: EPA's (United States Environmental Protection Agency) list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action.

Government Publication Date: Jul 3, 2018

National Priority List - Proposed: PROPOSED NPL

Includes sites proposed (by the EPA, the state, or concerned citizens) for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

Government Publication Date: Jul 3, 2018

Deleted NPL: DELETED NPL

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Government Publication Date: Jul 3, 2018

SEMS List 8R Active Site Inventory: SEMS

The Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted.

Government Publication Date: Jun 8, 2018

SEMS List 8R Archive Sites: SEMS ARCHIVE

The Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time.

Government Publication Date: Jun 8, 2018

Inventory of Open Dumps, June 1985: ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

EPA Report on the Status of Open Dumps on Indian Lands: IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS: CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

CERCLIS - No Further Remedial Action Planned: CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens: CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action: RCRA CORRACTS

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Aug 2, 2018

RCRA non-CORRACTS TSD Facilities: RCRA TSD

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Government Publication Date: Aug 2, 2018

RCRA Generator List: RCRA LQG

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

Government Publication Date: Aug 2, 2018

RCRA Small Quantity Generators List: RCRA SQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Government Publication Date: Aug 2, 2018

RCRA Conditionally Exempt Small Quantity Generators List: RCRA CESQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste or one kilogram or less per month of acutely hazardous waste.

Government Publication Date: Aug 2, 2018

RCRA Non-Generators: RCRA NON GEN

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Aug 2, 2018

Federal Engineering Controls-ECs: FED ENG

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Jan 20, 2016

Federal Institutional Controls- ICs: FED INST

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

Government Publication Date: Jan 20, 2016

Emergency Response Notification System: ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System: ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System: ERNS

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Feb 12, 2018

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database: FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Feb 20, 2018

FEMA Underground Storage Tank Listing: FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

LIEN on Property: SEMS LIEN

The EPA Superfund Enterprise Management System (SEMS) provides LIEN information on properties under the EPA Superfund Program.

Government Publication Date: Jun 8, 2018

Superfund Decision Documents: SUPERFUND ROD

This database contains a listing of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD), along with other associated memos and files. This information is maintained and made available by the US EPA (Environmental Protection Agency).

Government Publication Date: Jun 8, 2018

State

State Response Sites: RESPONSE

A list of identified confirmed release sites where the Department of Toxic Substances Control (DTSC) is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. This database is state equivalent NPL.

Government Publication Date: Jul 18, 2018

EnviroStor Database: ENVIROSTOR

The EnviroStor Data Management System is made available by the Department of Toxic Substances Control (DTSC). Includes Corrective Action sites, Tiered Permit sites, Historical Sites and Evaluation/Investigation sites. This database is state equivalent CERCLIS.

Government Publication Date: Jul 18, 2018

Delisted State Response Sites: DELISTED ENVS

Sites removed from the list of State Response Sites made available by the EnviroStor Data Management System, Department of Toxic Substances Control (DTSC).

Government Publication Date: Jul 18, 2018

Solid Waste Information System (SWIS): SWF/LF

The Solid Waste Information System (SWIS) database made available by the Department of Resources Recycling and Recovery (CalRecycle) contains information on solid waste facilities, operations, and disposal sites throughout the State of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites.

Government Publication Date: Aug 15, 2018

EnviroStor Hazardous Waste Facilities: HWP

A list of hazardous waste facilities including permitted, post-closure and historical facilities found in the Department of Toxic Substances Control (DTSC) EnviroStor database.

Government Publication Date: Aug 23, 2018

Land Disposal Sites: LDS

Land Disposal Sites in GeoTracker, the State Water Resources Control Board (SWRCB)'s data management system. The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills.

Government Publication Date: Jul 19, 2018

Sites Listed in the Solid Waste Assessment Test (SWAT) Program Report: SWAT

In a 1993 Memorandum of Understanding, the State Water Resources Control Board (SWRCB) agreed to submit a comprehensive report on the Solid Waste Assessment Test (SWAT) Program to the California Integrated Waste Management Board (CIWMB). This report summarizes the work completed to date on the SWAT Program, and addresses both the impacts that leakage from solid waste disposal sites (SWDS) may have upon waters of the State and the actions taken to address such leakage.

Government Publication Date: Dec 31, 1995

Leaking Underground Fuel Tank Reports: LUST

List of Leaking Underground Storage Tanks within the Cleanup Sites data in GeoTracker database. GeoTracker is the State Water Resources Control Board's (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense and Site Cleanup Program) as well as permitted facilities such as operating Underground Storage Tanks. The Leak Prevention Program that overlooks LUST sites is the SWRCB in California's Environmental Protection Agency.

Government Publication Date: Jul 6, 2018

Delisted Leaking Storage Tanks: DELISTED LST

List of Leaking Underground Storage Tanks (LUST) cleanup sites removed from GeoTracker, the State Water Resources Control Board (SWRCB)'s database system, as well as sites removed from the SWRCB's list of UST Case closures.

Government Publication Date: Jul 19, 2018

Permitted Underground Storage Tank (UST) in GeoTracker: UST

List of Permitted Underground Storage Tank (UST) sites made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA).

Government Publication Date: Jul 1, 2018

Solid Waste Disposal Sites with Waste Constituents Above Hazardous Waste Levels: SWRCB SWF

This is a list of solid waste disposal sites identified by California State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit.

Government Publication Date: Sep 20, 2006

Proposed Closure of Underground Storage Tank Cases: UST CLOSURE

List of UST cases that are being considered for closure by either the California Environmental Protection Agency, State Water Resources Control Board or the Executive Director that have been posted for a 60-day public comment period.

Government Publication Date: Jul 19, 2018

Historical Hazardous Substance Storage Information Database: HHSS

The Historical Hazardous Substance Storage database contains information collected in the 1980s from facilities that stored hazardous substances. The information was originally collected on paper forms, was later transferred to microfiche, and recently indexed as a searchable database. When using this database, please be aware that it is based upon self-reported information submitted by facilities which has not been independently verified. It is unlikely that every facility responded to the survey and the database should not be expected to be a complete inventory of all facilities that were operating at that time. This database is maintained by the California State Water Resources Control Board's (SWRCB) Geotracker.

Government Publication Date: Aug 27, 2015

Aboveground Storage Tanks: AST

A statewide list from 2009 of aboveground storage tanks (ASTs) made available by the Cal FIRE Office of the State Fire Marshal (OSFM). This list is no longer maintained or updated by the Cal FIRE OSFM.

Government Publication Date: Aug 31, 2009

Delisted Storage Tanks: DELISTED TNK

This database contains a list of storage tank sites that were removed by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA) and the Cal FIRE Office of State Fire Marshal (OSFM).

Government Publication Date: Jul 01, 2018

California Environmental Reporting System (CERS) Tanks: CERS TANK

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

Government Publication Date: Jul 9, 2018

Site Mitigation and Brownfields Reuse Program Facility Sites with Land Use Restrictions: LUR

The Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

Government Publication Date: Jul 18, 2018

Hazardous Waste Management Program Facility Sites with Deed / Land Use Restrictions: HLUR

The Department of Toxic Substances Control (DTSC) Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Government Publication Date: Aug 8, 2018

Deed Restrictions and Land Use Restrictions: DEED

List of Deed Restrictions, Land Use Restrictions and Covenants in GeoTracker made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency. A deed restriction (land use covenant) may be required to facilitate the remediation of past environmental contamination and to protect human health and the environment by reducing the risk of exposure to residual hazardous materials.

Government Publication Date: Jul 27, 2018

Voluntary Cleanup Program: VCP

List of sites in the Voluntary Cleanup Program made available by the Department of Toxic Substances and Control (DTSC). The Voluntary Cleanup Program was designed to respond to lower priority sites. Under the Voluntary Cleanup Program, DTSC enters site-specific agreements with project proponents for DTSC oversight of site assessment, investigation, and/or removal or remediation activities, and the project proponents agree to pay DTSC's reasonable costs for those services.

Government Publication Date: Jul 18, 2018

GeoTracker Cleanup Sites Data: CLEANUP SITES

A list of cleanup sites in the state of California made available by The State Water Resources Control Board (SWRCB) of the California Environmental Protection Agency (EPA). SWRCB tracks leaking underground storage tank cleanups as well as other water board cleanups.

Government Publication Date: Jul 6, 2018

Delisted California Environmental Reporting System (CERS) Tanks: DELISTED CTNK

This database contains a list of Aboveground Petroleum Storage and Underground Storage Tank sites that were removed from in the California Environmental Protection Agency (CalEPA) Regulated Site Portal.

Government Publication Date: Jul 9, 2018

Historical Hazardous Substance Storage Container Information - Facility Summary: HIST TANK

The State Water Resources Control Board maintained the Hazardous Substance Storage Containers listing and inventory in th 1980s. This facility summary lists historic tank sites where the following container types were present: farm motor vehicle fuel tanks; waste tanks; sumps; pits, ponds, lagoons, and others; and all other product tanks. This set, published in May 1988, lists facility and owner information, as well as the number of containers. This data is historic and will not be updated.

Government Publication Date: May 27, 1988

Tribal

Leaking Underground Storage Tanks (LUSTs) on Indian Lands: INDIAN LUST

LUSTs on Tribal/Indian Lands in Region 9, which includes California.

Government Publication Date: Dec 31, 2017

Underground Storage Tanks (USTs) on Indian Lands: INDIAN UST

USTs on Tribal/Indian Lands in Region 9, which includes California.

Government Publication Date: Dec 31, 2017

Delisted Tribal Leaking Storage Tanks: DELISTED ILST

Leaking Underground Storage Tank facilities which have been removed from the Regional Tribal LUST lists made available by the EPA.

Government Publication Date: Oct 14, 2017

Delisted Tribal Underground Storage Tanks: DELISTED IUST

Underground Storage Tank facilities which have been removed from the Regional Tribal UST lists made available by the EPA.

Government Publication Date: Oct 14, 2017

County

Delisted County Records: DELISTED COUNTY

Records removed from county or CUPA databases. Records may be removed from the county lists made available by the respective county departments because they are inactive, or because they have been deemed to be below reportable thresholds.

Government Publication Date: Seo 4, 2018

Santa Clara County - City of San Jose Hazardous Material Facilities: SANJOSE HM

A list of facilities with hazardous materials, including underground and aboveground tanks. This list is maintained by the City of San Jose Fire Department.

Government Publication Date: Jul 8, 2018

Santa Clara County - Gilroy City CUPA Facilities List: GILROY CUPA

The Gilroy City Fire Marshal's office maintains a list of CUPA Facilities located in Gilroy City.

Government Publication Date: Jul 2, 2018

Santa Clara County CUPA Facilities List: SANTACLARA CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Santa Clara County. This list is made available by Santa Clara County Department of Environmental health (DEH). DEH's Hazardous Materials Compliance Division (HMCD) is CUPA for the county with jurisdiction within the Cities of Los Altos Hills, Monte Sereno, and Saratoga; and in all unincorporated areas of Santa Clara County, including Moffett Field, San Martin, and Stanford.

Government Publication Date: Jun 12, 2018

Santa Clara Historic Solvent Case Listing: SANTACLARA HSOL

The Santa Clara Valley Water District was responsible for the oversight of solvent and toxic release cases and maintained a list of historic solvent cases in Santa Clara County.

Government Publication Date: Aug 22, 2016

Santa Clara Local Oversight Program Listing: SANTACLARA LO

A list of Leaking Underground Storage Tanks (LUST) facilities in Santa Clara County Provided by Santa Clara Department of Environmental Health (DEH). Since July 1, 2004 the DEH has served as the oversight agency for investigations and clean-up of petroleum releases from underground storage tanks through implementation of the Local Oversight Program (LOP) contract with the State Water Resources Control Board.

Government Publication Date: Jun 14, 2017

Santa Clara County - Sunnyvale City CUPA List: SUNNYVALE CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Sunnyvale City, Santa Clara County. This list is made available by the Fire Prevention & Hazardous Materials division of the Sunnyvale Department of Public Safety.

Government Publication Date: Jun 14, 2018

Additional Environmental Record Sources

Federal

Facility Registry Service/Facility Index: FINDS/FRS

The US Environmental Protection Agency (EPA)'s Facility Registry System (FRS) is a centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, data collected from EPA's Central Data Exchange registrations and data management personnel.

Government Publication Date: Apr 17, 2018

Toxics Release Inventory (TRI) Program: TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

Government Publication Date: Dec 31, 2016

Hazardous Materials Information Reporting System: HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal, U.S. Department of Transportation.

Government Publication Date: May 23, 2018

National Clandestine Drug Labs: NCDL

The U.S. Department of Justice ("the Department") provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Jul 18, 2018

Toxic Substances Control Act: TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

Government Publication Date: Jun 30, 2017

Hist TSCA: HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing: FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing: FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List: PRP

Early in the cleanup process, the Environmental Protection Agency (EPA) conducts a search to find the potentially responsible parties (PRPs). EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site.

Government Publication Date: Jul 17, 2018

State Coalition for Remediation of Drycleaners Listing: SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Government Publication Date: Nov 08, 2017

Integrated Compliance Information System (ICIS): ICIS

The Integrated Compliance Information System (ICIS) is a system that provides information for the Federal Enforcement and Compliance (FE&C) and the National Pollutant Discharge Elimination System (NPDES) programs. The FE&C component supports the Environmental Protection Agency's (EPA) Civil Enforcement and Compliance program activities. These activities include Compliance Assistance, Compliance Monitoring and Enforcement. The NPDES program supports tracking of NPDES permits, limits, discharge monitoring data and other program reports.

Government Publication Date: Nov 18, 2016

Drycleaner Facilities: FED DRYCLEANERS

A list of drycleaner facilities from the Integrated Compliance Information System (ICIS). The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.
Government Publication Date: May 29, 2018

Delisted Drycleaner Facilities: DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).
Government Publication Date: May 29, 2018

Formerly Used Defense Sites: FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DoD) is responsible for an environmental restoration. This list is published by the U.S. Army Corps of Engineers.
Government Publication Date: Nov 22, 2016

Material Licensing Tracking System (MLTS): MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.
Government Publication Date: Jun 30, 2017

Historic Material Licensing Tracking System (MLTS) sites: HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.
Government Publication Date: Jan 31, 2010

Mines Master Index File: MINES

The Master Index File (MIF) contains mine identification numbers issued by the Department of Labor Mine Safety and Health Administration (MSHA) for mines active or opened since 1971. Note that addresses may or may not correspond with the physical location of the mine itself.
Government Publication Date: Jan 30, 2018

Alternative Fueling Stations: ALT FUELS

List of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). The National Renewable Energy Laboratory (NREL) obtains information about new stations from trade media, Clean Cities coordinators, a Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups.
Government Publication Date: Jul 24, 2018

Registered Pesticide Establishments: SSTS

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.
Government Publication Date: Mar 1, 2018

Polychlorinated Biphenyl (PCB) Notifiers: PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.
Government Publication Date: Nov 30, 2017

State

EnviroStor Inspection, Compliance, and Enforcement: INSP COMP ENF

A list of permitted facilities with inspections and enforcements tracked in the Department of Toxic Substance Control (DTSC) EnviroStor.
Government Publication Date: May 28, 2018

Clandestine Drug Lab Sites: CDL

The Department of Toxic Substances Control (DTSC) maintains a listing of drug lab sites. DTSC is responsible for removal and disposal of hazardous substances discovered by law enforcement officials while investigating illegal/clandestine drug laboratories.

Government Publication Date: Dec 31, 2017

School Property Evaluation Program Sites: SCH

A list of sites registered with The Department of Toxic Substances Control (DTSC) School Property Evaluation and Cleanup (SPEC) Division. SPEC is responsible for assessing, investigating and cleaning up proposed school sites. The Division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school.

Government Publication Date: Jul 18, 2018

California Hazardous Material Incident Report System (CHMIRS): CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS). This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Jun 19, 2018

Hazardous Waste Manifest Data: HAZNET

A list of hazardous waste manifests received each year by Department of Toxic Substances Control (DTSC). The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

Government Publication Date: Oct 24, 2016

Hazardous Waste and Substances Site List - Site Cleanup: HWSS CLEANUP

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. This list is published by California Department of Toxic Substance Control.

Government Publication Date: Aug 14, 2018

List of Hazardous Waste Facilities Subject to Corrective Action: DTSC HWF

This is a list of hazardous waste facilities identified in Health and Safety Code (HSC) § 25187.5. These facilities are those where Department of Toxic Substances Control (DTSC) has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

Government Publication Date: Jul 18, 2016

Historical Hazardous Waste Manifest Data: HIST MANIFEST

A list of historic hazardous waste manifests received by the Department of Toxic Substances Control (DTSC) from year the 1980 to 1992. The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

Government Publication Date: Dec 31, 1992

Historical California Hazardous Material Incident Report System (CHMIRS): HIST CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS) prior to 1993. This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Jan 1, 1993

Historical Cortese List: HIST CORTESE

List of sites which were once included on the Cortese list. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements for providing information about the location of hazardous sites.

Government Publication Date: Nov 13, 2008

Cease and Desist Orders and Cleanup and Abatement Orders: CDO/CAO

The California Environment Protection Agency "Cortese List" of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO). This list contains many CDOs and CAOs that do NOT concern the discharge of wastes that are hazardous materials. Many of the listed orders concern, as examples, discharges of domestic sewage, food processing wastes, or sediment that do not contain hazardous materials, but the Water Boards' database does not distinguish between these types of orders.

Government Publication Date: Feb 16, 2012

Delisted Environmental Reporting System (CERS) Hazardous Waste Sites: DELISTED HAZ

This database contains a list of sites that were removed from the California Environmental Protection Agency (CalEPA) in the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator.

Government Publication Date: Jul 9, 2018

Drycleaner Facilities: DRYCLEANERS

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial, linen supply, commercial laundry, dry cleaning and pressing machines - Coin Operated Laundry and Dry Cleaning. This is provided by the Department of Toxic Substance Control.

Government Publication Date: Jun 21, 2018

Delisted Drycleaners: DELISTED DRYC

Sites removed from the list of drycleaner related facilities that have EPA ID numbers, made available by the California Department of Toxic Substance Control.

Government Publication Date: Jun 21, 2018

Waste Discharge Requirements: WASTE DISCHG

List of sites in California State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDRs) Program in California, made available by the SWRCB via GeoTracker. The WDR program regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Government Publication Date: May 30, 2018

Toxic Pollutant Emissions Facilities: EMISSIONS

A list of criteria and toxic pollutant emissions data for facilities in California made available by the California Environmental Protection Agency - Air Resources Board (ARB). Risk data may be based on previous inventory submittals. The toxics data are submitted to the ARB by the local air districts as requirement of the Air Toxics "Hot Spots" Program. This program requires emission inventory updates every four years.

Government Publication Date: Dec 31, 2016

California Environmental Reporting System (CERS) Hazardous Waste Sites: CERS HAZ

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

Government Publication Date: Jul 9, 2018

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental databases were selected to be included in the search.

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

APPENDIX E

SITE ASSESSMENT CHECKLIST AND ASTM TRANSACTION SCREEN AND ENVIRONMENTAL SITE ASSESSMENT QUESTIONNAIRE

SITE RECONNAISSANCE CHECKLIST Site visit 10/4/18

Site:	6970 Camino Arroyo, Gilroy
Inspector:	David Siegel
Non Facility Visitors:	Weather Conditions:
1. Topography / Fill Areas:	Flat site and area w/ a couple of hills of dirt
2. Soil Geology	due to coarse grained alluvial soils
3. Groundwater	estimated ~ 15-45 feet based on nearby leak site info
4. Vegetation	Property is covered w/ grass & weeds (undeveloped site)
5. Wetlands	none
6. Drainage (describe below)	
a) Building	no building on property
b) Site	unpaved site
c) Regional	eastward toward center of Santa Clara Valley

7. Utilities

a) Public		Drinking Water		Electric		Storm		Waste Water Sewer		Heating / Nat. Gas
b) Private (identify)									

8. Evidence of Contamination ; Note environmental features
(e.g. asbestos, sloppy housekeeping, hazardous chemicals, storage areas, containment structures)

9. Building Information

a) General

Building number:	no building						
Age:	N/A						
Construction:	N/A						
Type	N/A						
Features:							

b) Building Interior

Odors:	none						
Spillage	none						
Potential Asbestos	none						
Housekeeping	N/A						

c) Building Exterior

Condition	N/A						
No. of transformers	none						

Area(s) of stained soil	none		
Area(s) of stressed vegetation	none		
Qty of USTs (0)	Age	Size	
Qty of ASTs (0)	Age	Size	

10. Storage Area(s) Condition

Qty of Drums (0)	Type				
Qty of Gas Cylinders (0)	Type				
Waste Removal Storage Containers		Quantity		Type	
Debris Some dumped garbage and debris		Quantity		Type	

Signature: David Siegel

Site visit 10/4/18 (AA)

Date: 10-5-18

Site Address: 6970 Camino Arroyo, Gilroy

Person Interviewed/Title: JM STOCKHAUSEN / MANAGER

ASTM Transaction Screen and Environmental Site Assessment Questionnaire

	Owner	Occupants	Observed during site visit
1. Is the property or any adjoining site used for an industrial use?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
2. To the best of your knowledge, has the property or any adjoining site been used for an industrial use?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
3. Is the property or any adjoining site used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard, landfill, or waste storage, disposal, processing or recycling?	Yes No (Unk)	Yes No Unk	(Yes) No Unk Shell station across Camino Arroyo to NW
4. To the best of your knowledge, has the Property or any adjoining site been used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard or for waste storage, disposal, processing or recycling?	Yes No (Unk)	Yes No Unk	(Yes) No Unk
5. Are there, or has there been to the best of your knowledge, discarded batteries or pesticides, paints, or other chemicals in more than 5 gallon containers or 50 gallons in total stored or used at the Property?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
6. Are there, or has there been to the best of your knowledge, any industrial drums (usually 55 gallon) or sacks of chemicals on the Property	Yes No (Unk)	Yes No Unk	Yes (No) Unk
7. Are there, or has there been to the best of your knowledge, any fill dirt from a contaminated or unknown site put on the property	Yes No (Unk)	Yes No Unk	dirt piles on property (Yes) No Unk
8. Are there, or has there been to the best of your knowledge, any pits, ponds or lagoons on the Property in connection with waste treatment or disposal?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
9. Is there, or has there been to the best of your knowledge, any stained soil or ground on the property?	Yes No (Unk)	Yes No Unk	Yes (No) Unk

return to:
510.886.5399 - fax
or
info@eras.biz

Site visit 10/4/18 (JD)

Site Address: **6970 Camino Arroyo, Gilroy**

	Owner	Occupants	Observed during site visit
10. Are there, or has there been to the best of your knowledge any registered or unregistered underground (UST) or above ground (AST) storage tanks on the property?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
11. Are there, or has there been to the best of your knowledge, any vent pipes, fill pipes or access ways indicating a fill pipe on the Property?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
12. Are there, or has there been to the best of your knowledge, any flooring, drains, or walls on the Property that are stained by substances other than water or are emitting foul odors?	Yes (No) Unk	Yes No Unk	N/A - no bldg Yes No Unk
13. If the Property is served by a non public water system, is there any indication that the water supply was contaminated or were contaminants identified that exceeded guidelines.	Yes No (Unk)	Yes No Unk	N/A Yes No Unk
14. Does the owner or occupant have knowledge of liens or governmental notification relating to violations of environmental law	Yes (No) Unk	Yes No Unk	Yes No Unk
15. Does the owner or occupant have knowledge of the current or past presence o f hazardous substances or petroleum products on the Property?	Yes No (Unk)	Yes No Unk	Yes No Unk
16. Does the owner or occupant have knowledge of any environmental site assessment that indicated the presence of contamination or recommended further assessment	Yes (No) Unk	Yes No Unk	Yes No Unk
17. Does the owner or occupant have knowledge of past, threatened or pending lawsuits regarding a release of any hazardous release of any hazardous substance on the Property.	Yes No (Unk)	Yes No Unk	Yes No Unk
18. Does the Property discharge waste water, other than storm or sanitary water into sewer?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
19. Is there any evidence to the best of your knowledge that hazardous substances, tires, batteries or other waste materials have been dumped, buried, or burned on the Property.	Yes No (Unk)	Yes No Unk	dumped household garbage & furniture, no hazmats noted Yes (No) Unk
20. Is there a transformer, capacitor or other hydraulic equipment for which there are records indicating the presence of PCB's.	Yes No (Unk)	Yes No Unk	Yes (No) Unk

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or
info@eras.biz

Site Address: **6970 Camino Arroyo, Gilroy**

How long have you owned the Property and who have the occupants been? What has the Property been used for in the past? (please provide duration)

Oct. 3rd 2013
always vacant land

Who Occupied the Property prior to you?

M+I regional properties

Interviewee Signature:
Interviewee Printed Name: Jim Stockhausen
Date: 10-5-18
Phone Number: 949 255-2682

Interviewer Signature:
Interviewer Printed Name:

return to:
510.886.5399 - fax
or
info@eras.biz

APPENDIX F

CASE CLOSURE AND MONITORING INFORMATION FOR 850 PACHECO PASS HIGHWAY

Santa Clara Valley Water District

CASE CLOSURE SUMMARY
LEAKING UNDERGROUND FUEL STORAGE TANK PROGRAM

I. AGENCY INFORMATION

Date: August 22, 2000

Agency Name: Santa Clara Valley Water District	Address: 5750 Almaden Expressway
City/State/Zip: San Jose, CA 95118	Phone: (408) 265-2600
Responsible Staff Person: Mr. Lane R. Davis	Title: Assistant Engineer

II. CASE INFORMATION

Site Facility Name: Shell		
Site Facility Address: 850 Pacheco Pass Highway, Gilroy, CA		
RB LUSTIS Case No.: —	Local Case No.: 11S4E05K01f	LOP Case No.: 19-082
URF Filing Date: 10-21-87	SWEEPS No.: —	APN: 841-70-018

Responsible Parties	Addresses	Phone Number
Equiva Services, LLC % Mr. Lynn Walker	P.O. Box 7869, Burbank, CA 91501-7869	(559) 645-9306
Trevis Berry, Trustee	7801 Miller Avenue, Gilroy, CA 95020	Unknown

Tank I.D. No	Size in Gallons	Contents	Closed In Place/Removed?	Date
1, 2	8,000	Gasoline	Removal	November 20, 1987
3	10,000	Gasoline	Removal	November 20, 1987
4, 5, 6	12,000	Gasoline	Existing	—
Piping			Existing	—

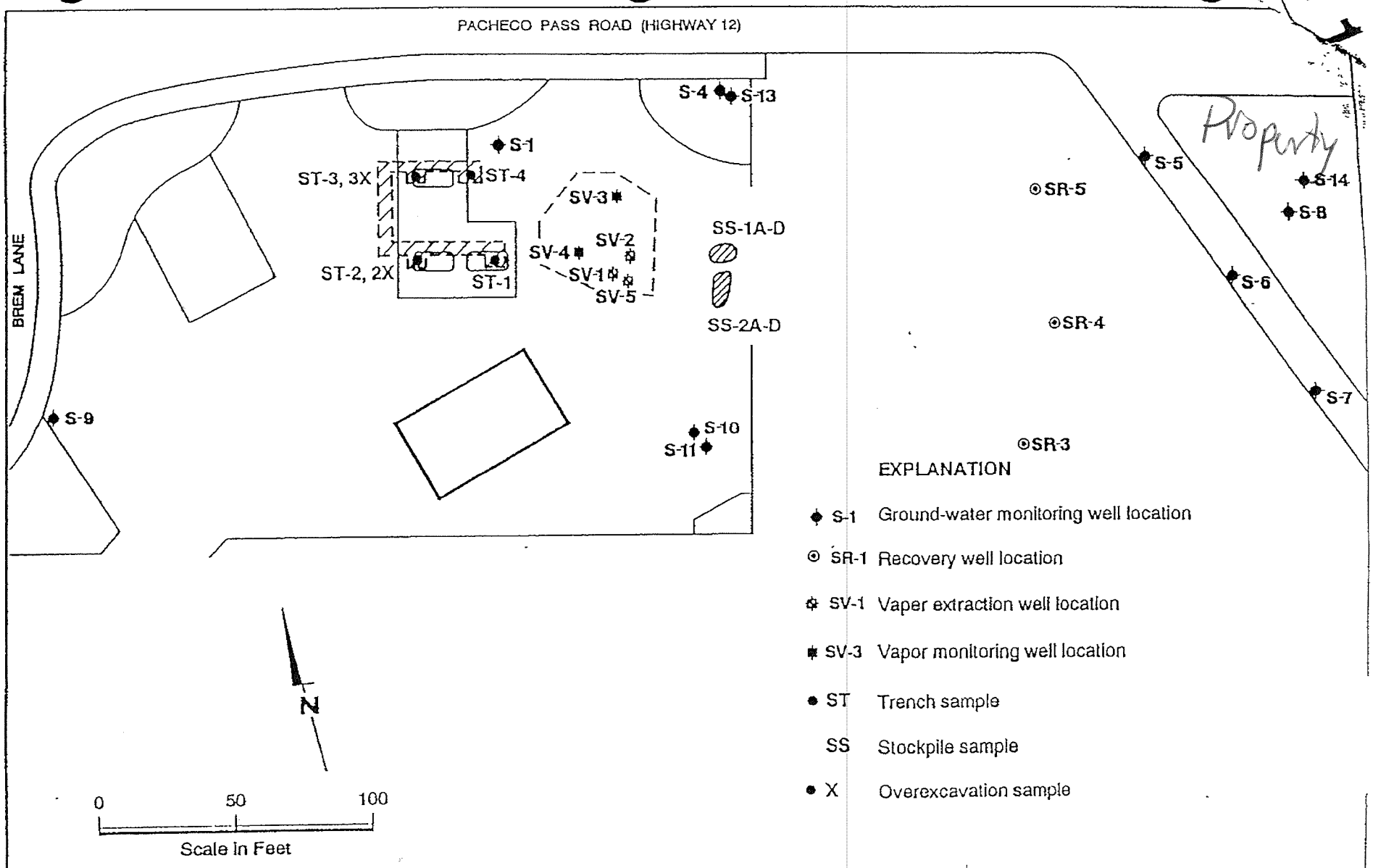
III. RELEASE AND SITE CHARACTERIZATION INFORMATION

Cause and Type of Release: Unknown		
Site characterization complete? Yes	Date Approved By Oversight Agency: —	
Monitoring wells installed? Yes	Number: 14	Proper screened interval? Yes
Highest GW Depth Below Ground Surface: 11.5	Lowest Depth: 43.5	Flow Direction: E
Most Sensitive Current Use: Potential Drinking Water		

Wells destroyed in 2004

Trench Sampling 5/92

2d



GSI GeoStrategies Inc.

Site Plan/Soil Sample Map
Shell Service Station
850 Pacheco Pass Road
Gilroy, California

PLATE 2

JOB NUMBER 746506-15

REVIEWED BY CJB

DATE 6/92

REVISED DATE

REVISED DATE

WELL CONCENTRATIONS
Shell-branded Service Station
850 Pacheco Pass Road
Gilroy, CA
Wic #204-2988-0402

Well ID	Date	TPPH (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE 8020 (ug/L)	MTBE 8260 (ug/L)	TOB (MSL)	Depth to Water (ft.)	GW Elevation (MSL)	SPH Thickness (ft.)	DO Reading (ppm)
S-4	10/25/1993	<50	0.6	0.7	0.9	2.4	NA	NA	183.99	29.18	154.81	NA	NA
S-5	03/04/1987	<50	<0.5	<1	*	<4	NA	NA	182.73	NA	NA	NA	NA
S-5	07/15/1987	<50	<0.5	<1	*	<4	NA	NA	182.73	NA	NA	NA	NA
S-5	02/02/1988	<50	<0.5	<1	*	<4	NA	NA	182.73	NA	NA	NA	NA
S-5	04/11/1988	<50	<0.5	<1	*	<4	NA	NA	182.73	NA	NA	NA	NA
S-5	01/11/1989	<50	<0 5	<1	<1	<3	NA	NA	182 73	NA	NA	NA	NA
S-5	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	182.73	NA	NA	NA	NA
S-5	07/06/1989	<50	<1	<1	<1	<3	NA	NA	182.73	NA	NA	NA	NA
S-5	05/17/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	182.73	NA	NA	NA	NA
S-5	07/11/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	182.73	NA	NA	NA	NA
S-5	10/22/1990	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	01/24/1991	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	04/12/1991	<50	<0.5	<0.5	<0.5	<0 5	NA	NA	182.73	NA	NA	NA	NA
S-5	07/16/1991	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	10/11/1991	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	03/31/1992	<30	<0.3	<0.3	<0 3	<0 3	NA	NA	182.73	NA	NA	NA	NA
S-5	05/04/1992	<50	1.2	4 6	1.7	11	NA	NA	182.73	NA	NA	NA	NA
S-5	07/23/1992	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	10/15/1992	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	01/04/1993	NA	NA	NA	NA	NA	NA	NA	182.73	32.78	149.95	NA	NA
S-5	05/14/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.73	17.24	165.49	NA	NA
S-5	09/24/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	182.73	29.36	153.37	NA	NA
S-5	10/25/1993	<50	0.7	1.3	1.4	4.8	NA	NA	182.73	27.86	154.87	NA	NA
S-6	03/04/1987	<50	<0.5	0.5	*	6	NA	NA	182.48	NA	NA	NA	NA

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S-6	07/15/1987	<50	<0.5	<1	*	<4	NA	NA	182.48	NA	NA	NA	NA
S-6	02/02/1988	<50	<0.5	<1	*	<4	NA	NA	182.48	NA	NA	NA	NA
S-6	04/11/1988	<50	<0.5	<0.5	*	<4	NA	NA	182.48	NA	NA	NA	NA
S-6	07/25/1988	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	10/11/1988	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	01/11/1989	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	07/06/1989	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	05/17/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	182.48	NA	NA	NA	NA
S-6	07/11/1990	<50	<0.5	<0 5	<0 5	<1	NA	NA	182.48	NA	NA	NA	NA
S-6	10/22/1990	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	01/24/1991	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	04/12/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.48	NA	NA	NA	NA
S-6	07/16/1991	Well dry	NA	NA	NA	NA	NA	NA	182 48	NA	NA	NA	NA
S-6	10/11/1991	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	03/31/1992	<30	<0.3	<0.3	<0.3	<0.3	NA	NA	182.48	NA	NA	NA	NA
S-6	05/04/1992	<50	0.8	3.2	1.3	8	NA	NA	182.48	NA	NA	NA	NA
S-6	07/23/1992	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	10/15/1992	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	01/04/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.48	32.48	150.00	NA	NA
S-6	05/14/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.48	17.10	165.38	NA	NA
S-6	09/24/1993	NA	NA	NA	NA	NA	NA	NA	182.48	29.24	153.24	NA	NA
S-6	10/25/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.48	27.68	154.80	NA	NA
S-7	03/04/1987	<50	<0.5	<1	*	<4	NA	NA	182.32	NA	NA	NA	NA
S-7	07/15/1987	<50	<0.5	<1	*	<4	NA	NA	182 32	NA	NA	NA	NA

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S-7	02/02/1988	<50	0.6	2.0	*	5	NA	NA	182.32	NA	NA	NA	NA
S-7	04/11/1988	<50	<0.5	<1	*	<4	NA	NA	182.32	NA	NA	NA	NA
S-7	07/25/1988	50	<0 5	<1	<1	6 0	NA	NA	182.32	NA	NA	NA	NA
S-7	01/11/1989	<50	<0.5	<1	<1	<3	NA	NA	182.32	NA	NA	NA	NA
S-7	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	182.32	NA	NA	NA	NA
S-7	05/17/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	182.32	NA	NA	NA	NA
S-7	07/11/1990	<50	<0.5	<0.5	<0 5	<1	NA	NA	182.32	NA	NA	NA	NA
S-7	10/22/1990	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	01/24/1991	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	04/12/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.32	NA	NA	NA	NA
S-7	07/16/1991	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	10/11/1991	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	03/31/1992	<30	<0.3	<0.3	<0 3	<0 3	NA	NA	182.32	NA	NA	NA	NA
S-7	05/04/1992	55	2.8	7.3	3	16	NA	NA	182.32	NA	NA	NA	NA
S-7	07/23/1992	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	10/15/1992	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	01/04/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	182.32	30.72	151.60	NA	NA
S-7	05/14/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	182.32	17.18	165.14	NA	NA
S-7	09/24/1993	<50	<0.5	<0 5	<0 5	<0 5	NA	NA	182.32	28.66	153.66	NA	NA
S-7	10/25/1993	<50	<0.5	0.5	<0.5	1.9	NA	NA	182.32	27.42	154.90	NA	NA
S-8	03/04/1987	<50	<0.5	<1	*	<4	NA	NA	181.38	NA	NA	NA	NA
S-8	07/15/1987	50	3.0	10	*	14	NA	NA	181.38	NA	NA	NA	NA
S-8	08/24/1987	50	<0.5	<1	*	<4	NA	NA	181.38	NA	NA	NA	NA
S-8	02/02/1988	<50	<0.5	<1	*	<4	NA	NA	181.38	NA	NA	NA	NA
S-8	04/11/1988	<50	<0.5	<1	*	<4	NA	NA	181.38	NA	NA	NA	NA

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S-8	07/25/1988	50	<0 5	<1	<1	4	NA	NA	181.38	NA	NA	NA	NA
S-8	01/11/1989	<50	<0.5	<1	<1	<3	NA	NA	181.38	NA	NA	NA	NA
S-8	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	181.38	NA	NA	NA	NA
S-8	07/06/1989	<50	<0.5	<1	<1	<3	NA	NA	181.38	NA	NA	NA	NA
S-8	05/17/1990	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	07/11/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	181.38	NA	NA	NA	NA
S-8	10/22/1990	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	01/24/1991	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	04/12/1991	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	181.38	NA	NA	NA	NA
S-8	07/16/1991	<50	<0.5	<0 5	<0.5	<0.5	NA	NA	181.38	NA	NA	NA	NA
S-8	10/11/1991	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	03/31/1992	<30	<0.3	<0.3	<0.3	<0.3	NA	NA	181.38	NA	NA	NA	NA
S-8	05/04/1992	<50	1.0	4.0	1 5	8.8	NA	NA	181.38	NA	NA	NA	NA
S-8	07/23/1992	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	10/15/1992	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	01/04/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.38	31.40	149.98	NA	NA
S-8	05/14/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.38	15.92	165.46	NA	NA
S-8	09/24/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.38	28.00	153.38	NA	NA
S-8	10/25/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	181.38	26.52	154.86	NA	NA
S-9	07/15/1987	<50	<0.5	<1	*	<4	NA	NA	185.72	NA	NA	NA	NA
S-9	02/02/1988	<50	<0.5	<1	*	<4	NA	NA	185.72	NA	NA	NA	NA
S-9	04/11/1988	<50	<0.5	<1	*	<4	NA	NA	185.72	NA	NA	NA	NA
S-9	01/11/1989	<50	<0.5	<1	<1	<3	NA	NA	185.72	NA	NA	NA	NA
S-9	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	185.72	NA	NA	NA	NA
S-9	05/17/1990	Well dry	NA	NA	NA	NA	NA	NA	185.72	NA	NA	NA	NA

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Well ID	Date	TPPH (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE 8020 (ug/L)	MTBE 8260 (ug/L)	TOB (MSL)	Depth to Water (ft.)	GW Elevation (MSL)	SPH Thickness (ft.)	DO Reading (ppm)
S-14	10/22/1990	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	181.92	NA	NA	NA	NA
S-14	01/24/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181 92	NA	NA	NA	NA
S-14	07/16/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.92	NA	NA	NA	NA
S-14	10/11/1991	<50	<0.5	<0.5	<0.5	<0.4	NA	NA	181.92	NA	NA	NA	NA
S-14	04/01/1992	47	8.7	1.5	<0.3	2.4	NA	NA	181.92	NA	NA	NA	NA
S-14	05/04/1992	<50	0.8	2.8	1.1	6.5	NA	NA	181.92	NA	NA	NA	NA
S-14	07/23/1992	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.92	NA	NA	NA	NA
S-14	10/15/1992	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.92	42.80	139.12	NA	NA
S-14	01/04/1993	<50	<0.5	<0.5	<0.5	<0 5	NA	NA	181.92	33.20	148.72	NA	NA
S-14	05/14/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	181.92	17.20	164.72	NA	NA
S-14	09/24/1993	NA	NA	NA	NA	NA	NA	NA	181.92	29.10	152.82	NA	NA
S-14	10/25/1993	NA	NA	NA	NA	NA	NA	NA	181.92	NA	NA	NA	NA
SR-1	04/10/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.28	NA	NA	NA	NA
SR-1	09/24/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.28	31.70	152.58	NA	NA
SR-1	10/25/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.28	29.72	154.56	NA	NA
SR-2	04/10/1991	110	0.8	<0.5	<0.5	<0.5	NA	NA	184.60	NA	NA	NA	NA
SR-2	09/24/1993	70	3.5	6.5	2.1	9.7	NA	NA	184.60	32.36	152.24	NA	NA
SR-2	10/25/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.60	30.10	154.50	NA	NA
SR-2	01/20/1994	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.60	24.08	160.52	NA	NA
SR-2	04/22/1994	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.60	22.53	162.07	NA	NA
SR-2	07/07/1994	<50	<0.5	<0 5	<0 5	<0.5	NA	NA	184.60	31.11	153.49	NA	NA
SR-2	10/06/1994	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.60	59.10	125.50	NA	NA
SR-2	01/12/1995	<50	<0 5	<0.5	<0.5	<0 5	NA	NA	184.60	26.28	158.32	NA	NA
SR-2	05/17/1995	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	184.60	14.86	169.74	NA	4.6

Noise Assessment

F

APPENDIX

ENVIRONMENTAL NOISE ASSESSMENT

GILROY SQUARE DEVELOPMENT
GILROY, CALIFORNIA

WJVA Report No. 22-23

PREPARED FOR

EMC PLANNING
301 LIGHTHOUSE AVENUE, SUITE C
MONTEREY, CA 93940

PREPARED BY

WJV ACOUSTICS, INC.
VISALIA, CALIFORNIA

wjv acoustics

SEPTEMBER 28, 2022

1. INTRODUCTION

Project Description

The Gilroy Square project is a proposed new commercial development that would include two, four-story hotels, a drive-through fast food restaurant, a convenience store, gas station and car wash, a four-story outpatient treatment facility, and a one-story warehouse building. The project site consists of approximately 10 acres of currently undeveloped land, located in the City of Gilroy, California. The proposed project includes changing the general plan and zoning designations from industrial to commercial. The project site plan is provided as Figure 1.

Environmental Noise Assessment

This environmental noise assessment has been prepared to determine if significant noise impacts would be produced by the project and to describe mitigation measures for noise if significant impacts are determined. The environmental noise assessment, prepared by WJV Acoustics, Inc. (WJVA), is based upon the project site plan provided by the project applicant (dated 2/14/2022), project-related traffic data provided by Hexagon Transportation Consultants, Inc. and a project site visit on March 22 and 23, 2022. Revisions to the site plan, project-related traffic data or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

In terms of human perception, a 5 dB increase or decrease is considered to be a noticeable change in noise levels. Additionally, a 10 dB increase or decrease is perceived by the human ear as half as loud or twice as loud. In terms of perception, generally speaking the human ear cannot perceive an increase (or decrease) in noise levels less than 3 dB.

there are no residential land uses proposed onsite and the nearest residential land uses are located approximately one-half mile west of the site. Therefore, the term "sensitive land uses," for the purpose of this assessment will also include transient lodging and medical facilities, where appropriate.

2. THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines apply the following questions for the assessment of significant noise impacts for a project:

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

a. Noise Level Standards

City of Gilroy General Plan-

Section 9 (Potential Hazards) of the City of Gilroy General Plan[1] (adopted November 2, 2020) establishes land use compatibility criteria in terms of the Day-Night Average Level (DNL or L_{dn}). The L_{dn} is the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The L_{dn} represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon *annual average* conditions.

Goal PH6: Protect Gilroy residents from exposure to excessive noise and its effects through appropriate mitigation measures and responsive land use planning, especially in regard to noise-sensitive land uses such as schools, hospitals, and housing for seniors.

PH 6.1 Noise and Land Use Establish a physical development pattern that is compatible with the noise environment of Gilroy, ensuring that residential neighborhoods and park areas are the quietest areas in the community.

PH 6.2 Noise Standard Consistency Review development proposals to assure consistency with noise standards, using the Future Noise Contours map to determine if additional noise studies are needed for proposed development.

PH 6.3 Maximum Permissible Noise Levels Ensure that outdoor and indoor noise levels are within the maximum permitted levels. Prohibit further development of sensitive uses in areas where the current or projected future noise levels exceed these standards and feasible mitigation is not available to reduce the noise level to meet the standards identified in Table 9-1 (provided below as Table I).

PH 6.4 Noise Study and Mitigation Require proposed development projects in areas where future residents or visitors may be exposed to major noise sources (e.g. roadways, rail lines, industrial activities) to conduct an environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table 9-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project.

PH 6.5 Acoustical Design Consider the acoustical design of projects in the development review process to reduce noise to an acceptable level. Ensure that noise mitigation features are designed and implemented in an aesthetically pleasing and consistent manner.

PH 6.6 Setbacks and Earth Berms Require landscaped setbacks and earth berms as an alternative to soundwalls where feasible to buffer noise along major thoroughfares and rail lines adjacent to residential areas. Where an adequate setback and earth berm is not feasible, a masonry wall screened with drought tolerant, low maintenance landscaping will be required.

PH 6.7 Residential Noise Standards Require the design of new residential development to comply with the noise standards found in Table 9-1 (provided below as Table I). Maximum outdoor sound levels for residential properties shall be 60 dBA LDN, in areas where outdoor use is a major consideration (e.g., backyards in single family housing and common recreational areas in multi-family developments). In the Downtown Specific Plan Area, the maximum outdoor noise level in common recreation areas of multi-family residential uses shall be 65 dBA LDN. In outdoor use areas where the City determines that maintaining the outdoor noise levels mentioned above cannot be achieved after the application of reasonable and feasible mitigation, a level of up to 70 dBA LDN may be permitted, if the following findings are made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer's disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public.

PH 6.8 Incremental Noise Impacts of Commercial and Industrial Development Review of proposed new or expanding commercial and industrial development shall consider potential noise impacts on nearby residential uses and, as necessary, shall require noise mitigation measures as a condition of project approval.

PH 6.9 Transportation Noise Consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and incorporate mitigation measures to meet General Plan standards.

PH 6.10 Construction Noise Require proposed development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible.

6.13 Transportation Vibration Require proposed residential and commercial projects located within 200 feet of existing major freeways and railroad lines (e.g. freight, Amtrak, and Caltrain) to conduct a ground vibration and vibration noise evaluation consistent with City-approved methodologies (e.g. Caltrans, Federal Transportation Authority).

TABLE I

CITY OF GILROY MAXIMUM PERMITTED OUTDOOR AND INDOOR NOISE LEVELS

Land Use Category	Maximum Outdoor L_{dn}, dBA	Maximum Indoor L_{dn}, dBA
Residential	60	45
Commercial	65	61
Industrial	76	See Note 2

[1]The Outdoor sound levels for residential properties shall be held to 60-dBA LDN, or a maximum of 70-dBA if ALL of the following FINDINGS can be made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer's disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public.

[2]The indoor standards for industrial land uses have been set by the Occupational Safety and Health Administration. The maximum level to be exceeded no more than 10 percent of the time (L10) is 65 dBA, while the maximum level to be exceeded no more than 50 percent of the time (L50) is 60 dBA.

Source: City of Gilroy General Plan

The City of Gilroy General Plan provides an interior noise level standard of 45 dB L_{dn}, within residential land uses. This is consistent with Title 24 of the California Code of Regulations for residential construction and consistent with U.S. Department of Housing and Urban Development (HUD). The intent of the interior noise level guideline is to provide an acceptable noise environment for indoor communication and sleep.

Additionally, Section 1207.4 of the California Building Code states *"Interior noise levels attributable to exterior sources should not exceed 45 dB in any inhabitable room. The noise metric shall be the day-night average sound level (L_{dn}) or the community noise equivalent level (CNEL), consistent with the noise level of the local general plan."* The section of the California Building Code applies to Hotels and Motels.

City of Gilroy Zoning Ordinance-
Additionally, Section 30.41.31 (Specific Provisions-Noise) of the City of Gilroy Zoning Ordinance[2] establishes noise level standards for non-transportation noise sources (stationary/fixed sources).

- For residential noise sources, the ordinance establishes an L_{max} (maximum) noise level criterion of 60 dB and an L_{10} statistical performance standard of 70 dB.

- For commercial noise sources (impacting residential properties), the ordinance establishes an L_{10} statistical performance standard of 70 dB between the hours of 7:00 a.m. and 10:00 p.m. Such noise is limited to the hours of 7:00 a.m. to 10:00 p.m., and prohibited between the hours of 10:00 p.m. and 7:00 a.m.

b. Construction Noise and Vibration

Section 9 (Potential Hazards) of the City of Gilroy General Plan also provides some guidance in regards to construction noise and vibration:

PH 6.11 Construction and Maintenance Noise Limits Limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays). Construction hours that vary from these timeframes may be approved by the Building Official, in conformance with Article XVI. Hours of Construction of the Gilroy City Code.

PH 6.12 Vibration Impact Assessment Require a vibration impact assessment for proposed development projects in which heavy-duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.

Some further guidance related to vibration is provided by the Caltrans Transportation and Construction Vibration Guidance Manual[3]. The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in Table III and Table IV, and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

TABLE II

GUIDELINE VIBRATION ANNOYANCE POTENTIAL CRITERIA

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2.0	0.4

Source: Caltrans

TABLE III

GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile, historic buildings, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans

3. SETTING

The proposed project would include a commercial development on an approximately 10-acre parcel of land, located within the City of Gilroy. The project site is located approximately 0.3 miles east of US Route 101 (US 101), along the south side of State Route 152 (SR 152). The project site is currently undeveloped land. The project site is generally bound by Camino Arroyo (and retail/commercial land uses) to the west, SR 152 to the north, and Holloway Road, commercial land uses and undeveloped land to the east and the south.

The City of Gilroy General Plan does not clearly define what is considered a noise-sensitive land use. The General Plan does state, that in addition to residential land uses, land uses *"such as schools, hospitals, and housing for seniors"* should be protected from excessive noise. The closest existing sensitive receptors (residential land uses) to the project site are located approximately 0.5 miles west (west side of US 101) and approximately 1 mile to the east, along SR 152. Additionally, Eliot Elementary School is located approximately 0.6 miles northwest of the project site.

a. Background Noise Level Measurements

Existing ambient noise levels in the project vicinity are dominated by traffic noise along State Route 152 (SR 152), as well traffic along Camino Arroyo and US 101. Additional sources of noise observed during site inspection included aircraft overflights and noise associated with nearby commercial/retail land uses.

Measurements of existing ambient noise levels in the project vicinity were conducted on May 22 and May 23, 2022. Long-term (24-hour) ambient noise level measurements were conducted at one (1) location (site LT-1). LT-1 was located within the project site, in the general vicinity of the proposed hotels.

Additionally, short-term (15-minute) ambient noise level measurements were conducted at five (5) locations (Sites ST-1 through ST-5). The project vicinity and locations of the noise monitoring sites are shown on Figure 2. Two (2) individual measurements were taken at each of the five short-term sites to quantify ambient noise levels in the morning and afternoon hours.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzers equipped with B&K Type 4176 1/2" microphones. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meters were calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Measured hourly energy average noise levels (L_{eq}) at site LT-1 ranged from a low of 50.2 dB between 1:00 a.m. and 2:00 a.m. to a high of 58.8 dB between 6:00 a.m. and 7:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-1 ranged from 67.1 to 85.2 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 45.8 to 56.1 dB. The L_{90} is

a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The L_{90} is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources. The measured L_{dn} value at site LT-1 during the 24-hour noise measurement period was 61.6 dB CNEL. Figure 3 graphically depicts hourly variations in ambient noise levels at the LT-1 long-term monitoring site as well as a site photograph.

The short-term site noise measurement data included energy average (L_{eq}) maximum (L_{max}) as well as five (5) individual statistical parameters. Observations were made of the dominant noise sources affecting the measurements. The statistical parameters describe the percent of time a noise level was exceeded during the measurement period. Table IV summarizes short-term noise measurement results.

TABLE IV

SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA
GILROY SQUARE DEVELOPMENT
MAY 22 & 23, 2022

Site	Time	A-Weighted Decibels, dBA							Sources
		L_{eq}	L_{max}	L_2	L_8	L_{25}	L_{50}	L_{90}	
ST-1	8:05 a.m.	62.2	78.4	71.2	65.0	62.1	58.8	54.9	TR
ST-1	3:50 p.m.	61.4	72.7	70.7	64.6	61.0	58.5	54.4	TR
ST-2	8:25 a.m.	68.2	77.7	78.4	42.3	68.6	64.0	59.0	TR, AC
ST-2	4:10 p.m.	67.9	80.0	77.9	70.9	67.5	63.1	58.2	TR
ST-3	8:45 a.m.	58.6	75.2	69.2	56.4	53.7	52.0	51.5	TR, C
ST-3	4:30 p.m.	56.0	71.3	67.9	54.3	51.8	50.8	49.3	TR, C
ST-4	9:10 a.m.	54.7	65.2	62.4	58.8	53.9	52.2	51.9	TR, C
ST-4	4:50 p.m.	52.8	63.1	59.9	56.2	52.0	50.9	49.6	TR, C
ST-5	9:30 a.m.	52.2	66.4	55.0	53.8	52.8	51.8	50.5	TR, AC, C
ST-5	5:10 p.m.	51.1	65.0	53.9	52.7	51.7	50.7	49.2	TR, C

TR: Traffic AC: Aircraft V: Voices C: Commercial Activities
Source: WJV Acoustics, Inc.

Short-term noise measurements were conducted for 15-minute periods. Sites ST-1 and ST-2 were located in relatively close proximity to SR 152, and as such noise levels were elevated as compared to the remaining ambient noise measurement sites. Short-term measurement sites ST-3 and ST-4 were located along Holloway Road, near the southern portion of the project site. Site ST-5 was located within the eastern portion of the project site, near existing commercial land uses.

4. PROJECT IMPACTS AND MITIGATION MEASURES

a. Project Traffic Noise Impacts on Existing Noise-Sensitive Land Uses Outside Project Site (Less Than Significant)

WJVA utilized the FHWA Traffic Noise Model[4] to quantify expected project-related increases in traffic noise exposure at representative noise-sensitive receptor locations in the project vicinity. Traffic noise exposure levels for Existing, Existing Plus Project, 2040 and 2040 Plus Project traffic conditions were calculated based upon the FHWA Model and traffic volumes provided by Hexagon Transportation Consultants, Inc. The percentages of trucks on SR 152 was obtained from Caltrans. The day/night distribution of traffic and the percentages of trucks on the remaining roadways used for modeling were obtained from previous studies WJVA has conducted along similar roadways as such data was not available from governmental sources. The Noise modeling assumptions used to calculate project traffic noise are provided as Appendix C.

Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the City's applicable noise level standards at the location(s) of sensitive receptors. For the purpose of this analysis a significant impact is also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the City's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear. This analysis of project traffic noise focuses on residential land uses, as they represent the most restrictive noise level criteria by land use type provided in the General Plan. The City's exterior noise level standard for residential land uses is 60 dB L_{dn}. It should be noted, the nearest residential land uses to the project site are located approximately one-half mile to the west.

Traffic noise was modeled at ten (10) receptor locations (R-1 through R-10). The ten modeled receptors are located at roadway setback distances representative of the sensitive receptors (residences) along each analyzed roadway segment. The receptor locations are described below and provided graphically on Figure 4.

- R-1: Approximately 115 feet from the centerline of Monterey Rd., s/o W. 10th St.
- R-2: Approximately 120 feet from the centerline of Alexander St., n/o W. 10th St.
- R-3: Approximately 95 feet from the centerline of Chestnut St., n/o W. 10th St.
- R-4: Approximately 200 feet from the centerline of SR 152, w/o Holsclaw Rd.
- R-5: Approximately 80 feet from the centerline of Holsclaw Rd., n/o SR 152.
- R-6: Approximately 135 feet from the centerline of SR 152, e/o Holsclaw Rd.
- R-7: Approximately 100 feet from the centerline of Frazier Lake Rd. s/o SR 152.
- R-8: Approximately 75 feet from the centerline of SR 152, e/o Frazier Lake Rd.
- R-9: Approximately 95 feet from the centerline of Monterey Rd. n/o W. Luchessa Ave.
- R-10: Approximately 90 feet from the centerline of W. Luchessa Ave, w/o Monterey Rd.

Table V provides a comparison of traffic noise levels at the ten modeled receptor locations for Existing, Existing Plus Project, 2040 and 2040 Plus Project traffic conditions. Noise levels

described in Table V do not take into account any localized acoustic shielding that may result from intervening topography, existing buildings or existing sound walls, and should be considered a worst-case assessment of traffic noise exposure levels.

TABLE V

PROJECT-RELATED INCREASES IN TRAFFIC NOISE, dB, CNEL
GILROY SQUARE DEVELOPMENT

Modeled Receptor	Existing	Existing Plus Project	2040	2040 Plus Project	Change (Maximum)	Significant Impact?
R-1	59	59	60	60	0	No
R-2	55	55	55	55	0	No
R-3	58	58	59	59	0	No
R-4	66	66	67	67	0	No
R-5	49	49	49	49	0	No
R-6	69	69	70	70	0	No
R-7	59	59	61	61	0	No
R-8	71	71	71	71	0	No
R-9	60	60	60	60	0	No
R-10	61	61	63	63	0	No

Source: WJV Acoustics, Inc.
Hexagon Transportation Consultants, Inc.

As described in Table V, project-related traffic is not expected to result in noise levels at any sensitive receptors to exceed the City's noise level standard, nor result in an increase of 3 dB in any sensitive receptor locations where noise levels already exceed the City's noise level standard without the implementation of the project. Furthermore, project-related increases in traffic are not expected to result in an increase in noise levels, as quantified by the L_{dn} metric, at any sensitive receptor locations. Therefore, project-related increases in traffic noise exposure are not considered to be a significant impact.

b. Noise Impacts from On-Site Noise Sources (No Impact)

The project would include a variety of commercial retail land uses, including a drive-through quick serve restaurant, convenience store, gas station and car wash, hotels, outpatient treatment facility, and a warehouse building. A wide variety of noise sources can be associated with such land uses. The noise levels produced by such sources can also be highly variable. The closest sensitive receptors to the proposed project site are located at distance of 0.5 miles or greater from the project site. At these distances, noise levels associated with these noise-producing activities would not be audible. However, noise levels associated with such activities are discussed qualitatively below. For the purpose of this analysis and discussion, all associated noise levels have been normalized to a setback distance of 100 feet. Typical examples of stationary noise sources associated with such land uses include:

- HVAC/Mechanical equipment
- Truck deliveries and movements
- Parking lot activities (closing of car doors and trunks, stereos, alarms etc.)
- Drive-Through operations
- Loading Dock Activities
- Car Wash Operations

Mechanical Equipment

It is assumed that the project would include roof-mounted HVAC units on the proposed buildings. For the purpose of noise and aesthetics, roof-mounted HVAC units are typically shielded by means of a roof parapet. WJVA has conducted reference noise level measurements at numerous commercial and retail buildings with roof-mounted HVAC units, and associated noise levels typically range between approximately 39-44 dB at a distance of 100 feet from the building façade.

Slowly Moving Trucks

Large trucks would enter and exit the project site for deliveries as well as to access the proposed warehouse facility. WJVA has conducted measurements of the noise levels produced by slowly moving trucks for a number of studies. Such truck movements would be expected to produce noise levels in the range of 65 to 71 dBA at a distance of 100 feet. The range in measured truck noise levels is due to differences in the size of trucks, their speed of movement and whether they have refrigeration units in operation during the pass-by.

Parking Lot Activities

Noise due to traffic in parking lots is typically limited by low speeds and is not usually considered to be significant. Human activity in parking lots that can produce noise includes voices, stereo systems and the opening and closing of car doors and trunk lids. Such activities can occur at any time. The noise levels associated with these activities cannot be precisely defined due to variables such as the number of parking movements, time of day and other factors. It is typical for a passing car in a parking lot to produce a maximum noise level of 54-59 dBA at a distance of 100 feet.

Drive Thru Retail

The proposed project would include a drive-thru quick serve restaurant. WJVA previously conducted reference noise levels measured at a Wendy's drive-thru restaurant located on South Mooney Boulevard in Visalia. Measurements were conducted during the early afternoon of July 11, 2011 between 12:45 p.m. and 1:45 p.m. using the previously-described noise monitoring equipment.

The microphone used by customers to order food and the loudspeaker used by employees to confirm orders are both integrated into a menu board that is located a few feet from the drive-thru lane at the approximate height of a typical car window. Vehicles would enter the drive-thru lane from the west and then turn to the north along the east side of the restaurant.

Reference noise measurements were obtained at a distance of approximately 40 feet from the menu board containing the microphone/loudspeaker system at an angle of about 45° toward the rear of the vehicle being served. This provided a worst-case exposure to sound from the loudspeaker system since the vehicle was not located directly between the loudspeaker and measurement location. Cars were lined up in the access lane during the noise measurement period indicating that the drive-through lane was operating at or near a peak level of activity.

Each ordering cycle was observed to take approximately 60 seconds including vehicle movements. A typical ordering cycle included 5-10 seconds of loudspeaker use with typical maximum noise levels in the range of 60-62 dBA at the 40 foot-reference location. Vehicles moving through the drive-thru lane produced noise levels in the range of 55-60 dBA at the same distance. Vehicles parked at the ordering position (between the menu board and measurement site) were observed to provide significant acoustic shielding during the ordering sequence. The effects of such shielding are reflected by the noise measurement data. Noise levels were measured to approximately 60 dB L_{eq} at the measurement site, and included noise from all sources, including the loudspeaker, vehicle movements and HVAC equipment. At a reference distance of 100 feet, maximum noise levels associated with the amplified menu board would be approximately 52-54 dB.

Loading Dock Activities

The proposed project includes a 15,000 square-foot warehouse facility. The time and frequency of warehouse loading dock activities was not known at the time this analysis was prepared.

Noise sources typically associated with loading dock activities include truck engines, the operation of truck-mounted refrigeration units, fork lifts, the banging of hand carts and roll-up doors, noise from P.A. systems, and the voices of truck drivers and store employees. Truck engines and/or refrigeration units are typically turned off while trucks are in loading dock areas to reduce noise and save energy. Based upon noise level measurements conducted by WJVA for other studies, loading dock noise levels would be expected to be in the range of 58 to 76 dBA at a distance of 100 feet.

Car Wash

The project would include an automated car wash facility, to be located in the vicinity of the convenience store and gas station. WJVA has conducted noise studies of numerous car wash operations. Automated car wash facilities can generally be categorized in two ways, 1). Conveyor belt operations and 2). Drive-in operations. With conveyor belt operations, multiple cars can proceed through the tunnel simultaneously, and are pulled along through the wash tunnel by the conveyor belt, and during peak hours of operation, the dryer blowers (dominant noise producing component) may be in constant operation. With drive-in styles one vehicle drives into the car wash tunnel bay and remains in place while the car wash operates around the vehicle. With this type of system one car is processed through the car wash tunnel at a time, and typical wash cycle times are approximately six (6) minutes, with the dryer blower in operation for approximately 90 seconds out of the 6-minute wash cycle time.

The drive-in type of car wash operations is the most common at convenience store/fuel service retail operations while the conveyor belt type of car wash is more common with “stand-alone”

car wash retail locations. Reference to the project site plan indicates that a drive-in car wash operation will likely be utilized. However, both types of car wash operations are discussed below.

Conveyor Belt Car Wash-
During peak hours of operation, conveyor belt car wash operations may be in constant operation, with the dryer blowers continuously operating. WJVA has conducted noise level measurements at numerous such car wash operations and has reviewed manufacturer-supplied noise level data. Noise levels associated with such operations typically range between approximately 69-73 dB a distance of 100 feet from the tunnel entrance and exit.

The noise levels described above represent the noise levels that occur directly in front the tunnel entrance and exit. The blowers are located within the tunnel, and the tunnel provides acoustical shielding of blower noise to the sides of the car wash tunnel. Generally speaking, at a 45-degree angle from a car wash tunnel entrance/exit, noise levels are approximately 6-8 dB below noise levels measured directly in line with the tunnel, at the same distance. Additionally, at a 90-degree angle, WJVA has observed noise levels to be approximately 10-15 dB below noise levels measured directly in line with the tunnel, at the same distance.

The noise levels described above apply noise levels measured and reviewed for Tommy Car Wash Systems, Peco Wash and Dryer System and MacNeil Wash Systems washers with Motor City drying systems.

Drive-Thru Car Wash-
As described above, with drive-thru type car wash operations (most common at convenience store/fuel service retail locations), one car is processed through the car wash tunnel at a time. Typical wash cycles take approximately 6 minutes in length, of which the dryer blowers are in operation for approximately 90 seconds per cycle. Taking these cycle times into account, the maximum number of car washes that could occur per hour would be ten (10). As described above, the blowers are in operation for approximately 90 seconds during each 6-minute cycle, with the resulting maximum blower operation time of fifteen (15) minutes during any one hour.

The most common type of equipment associated with drive-thru style of car wash operations is the Mark VII ChoiceWash XT Wash System utilizing a Mark VII Dryer System. WJVA has measured noise levels at numerous locations utilizing this equipment and has also reviewed manufacturer-supplied noise level data. Noise levels measured by WJVA indicate that car wash noise levels for the drive-thru (Mark VII equipment) would be approximately 63 dB L_{50} during any one hour, at a distance of 100 feet directly in front of the entrance and exit of the tunnel. This noise level assumes the car wash is in constant peak operation during any given hour, and should therefore be considered a worst-case assessment of car wash operational noise levels.

c. Noise From Construction (Less Than Significant)

Construction noise would occur at various locations within and near the project site through the build-out period. Table VI provides typical construction-related noise levels at distances of 100 feet, 200 feet, and 300 feet.

TABLE VI

TYPICAL CONSTRUCTION EQUIPMENT MAXIMUM NOISE LEVELS, dBA

Type of Equipment	100 Ft.	200 Ft.	300 Ft.
Concrete Saw	84	78	74
Crane	75	69	65
Excavator	75	69	65
Front End Loader	73	67	63
Jackhammer	83	77	73
Paver	71	65	61
Pneumatic Tools	79	73	69
Dozer	76	70	66
Rollers	74	68	64
Trucks	80	72	70
Pumps	74	68	64
Scrapers	81	75	71
Portable Generators	74	68	64
Backhoe	80	74	70
Grader	80	74	70

Source: FHWA
Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman, 1987

Construction noise is not considered to be a significant impact if construction is limited to the daytime hours and construction equipment is adequately maintained and muffled. The City of Gilroy provides a restriction on the hours that construction activities may occur, between 7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays.

d. Vibration Impacts (Less Than Significant)

The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. Typical vibration levels at distances of 100 feet and 300 feet are summarized by Table VII. These levels would not be expected to exceed any significant threshold levels for annoyance or damage, as provided above in Table II and Table III.

TABLE VII TYPICAL VIBRATION LEVELS DURING CONSTRUCTION		
	PPV (in/sec)	
Equipment	@ 100´	@ 300´
Bulldozer (Large)	0.011	0.006
Bulldozer (Small)	0.0004	0.00019
Loaded Truck	0.01	0.005
Jackhammer	0.005	0.002
Vibratory Roller	.03	0.013
Caisson Drilling	.01	0.006
Source: *Caltrans*		

After full project build out, it is not expected that ongoing operational activities will result in any vibration impacts at nearby sensitive uses. Activities involved in trash bin collection could result in minor on-site vibrations as the bin is placed back onto the ground. Such vibrations would not be expected to be felt at the closest off-site sensitive uses and would generally not be expected to be felt at on-site sensitive receptors as well. Additional mitigation is not required.

e. Noise Impacts from Nearby Airports or Airstrips (No Impact)

The Project site is not located within two miles of a public airport or private airstrip. The San Martin Airport and Frazier Lake Airpark are located approximately six miles from project site.

f. Noise Impacts to On-Site Proposed Noise-Sensitive Uses (Less Than Significant, With Mitigation)

The proposed project would include two hotels as well as an outpatient treatment facility, to be located in the southern portion of the project site. While not specifically described in the City of Gilroy General Plan, transient lodging facilities (hotels and motels) and medical facilities are typically considered to be a noise-sensitive land use. The exterior noise level standards for transient lodging are typically applied to outdoor common use areas, such as pools, common courtyards and designated picnic or BBQ areas. The assumed exterior noise levels standard for transient lodging is 60 dB L_{dn}. Medical facilities typically do not have applicable exterior noise level standards.

Typical interior noise level standards state that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} within residential land uses (including transient lodging). This is consistent with Title 24 of the California Code of Regulations for residential construction and consistent with U.S. Department of Housing and Urban Development (HUD) as well as Section 1207.4 of the California Building Code. The intent of the interior noise level guideline is to provide an acceptable noise environment for indoor communication and sleep.

Exterior Hotel Noise

The site plan indicates that both proposed hotels would include outdoor pool areas. Both pools would be located along the south side of each hotel, where the hotel building would provide acoustical shielding from traffic noise associated with SR 152, the dominant source of project site noise. Noise levels measured at ambient noise measurement site LT-1 indicate that project site noise exposure, in the vicinity of the proposed hotels, is approximately 62 dB L_{dn}. Taking into account the acoustical shielding provided by the hotel buildings, noise levels in the vicinity of the pool location at both hotels would be below the City's (assumed) exterior noise level standard of 60 dB L_{dn}.

Interior Hotel Noise

The interior noise exposure is determined by subtracting the outdoor-to-indoor noise level reduction (NLR) performance that will be provided by the building construction from the assumed exterior noise exposure for the site. Hotel exterior noise exposure (as well as the outpatient treatment facility), would be expected to be approximately 62 dB L_{dn}, or less. Therefore, a minimum NLR of 17 dB will be required for compliance with the assumed 45 dBA L_{dn} interior noise level standard (62-45=17).

A specific analysis of interior noise levels was not performed. However, it may be assumed that construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB or more if windows and doors are closed. This will be sufficient for compliance with the City's 45 dB L_{dn} interior standard at all proposed at all proposed rooms for the two hotels. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required.

5. IMPACT SUMMARY

- The proposed Gilroy Square development project would comply with all City of Gilroy exterior and interior noise level standards, provided air conditioning or mechanical ventilation should be installed in all hotel units so that it will be possible for windows to remain closed for sound insulation purposes. The closest off-site noise-sensitive land uses are located at distance of 0.5 miles or greater from the project site. At such distances, noise levels associated with the various project components would not be audible.

- Project-related increases in traffic noise exposure was calculated to be less than 1 dB at all analyzed roadways where sensitive receptors (residential land uses and transient lodging) exist. An analysis of existing and 2040 traffic conditions indicate that the project would not result in a measurable increase in traffic noise exposure over existing noise levels.

- The project would include two hotels and outpatient treatment facility, which while not specifically described as such in the City of Gilroy General Plan, were considered to be noise-sensitive land uses within this analysis and report. Exterior noise levels at the outdoor common use areas for each proposed hotel (outdoor swimming pool areas) would be below 60 dB L_{dn}. Additionally, interior noise levels within all rooms of both proposed hotels and the outpatient treatment facility would not exceed 45 dB L_{dn}.

6. SOURCES CONSULTED

1. City of Gilroy General Plan, November 2, 2020.

2. City of Gilroy Zoning Ordinance, April 2022.

3. California Department of Transportation, *Transportation and Construction Vibration Guidance Manual,* September 2013.

4. Federal Highway Administration, *Traffic Noise Model, Version 2.5,* April 14, 2004

FIGURE 1: PROJECT SITE PLAN

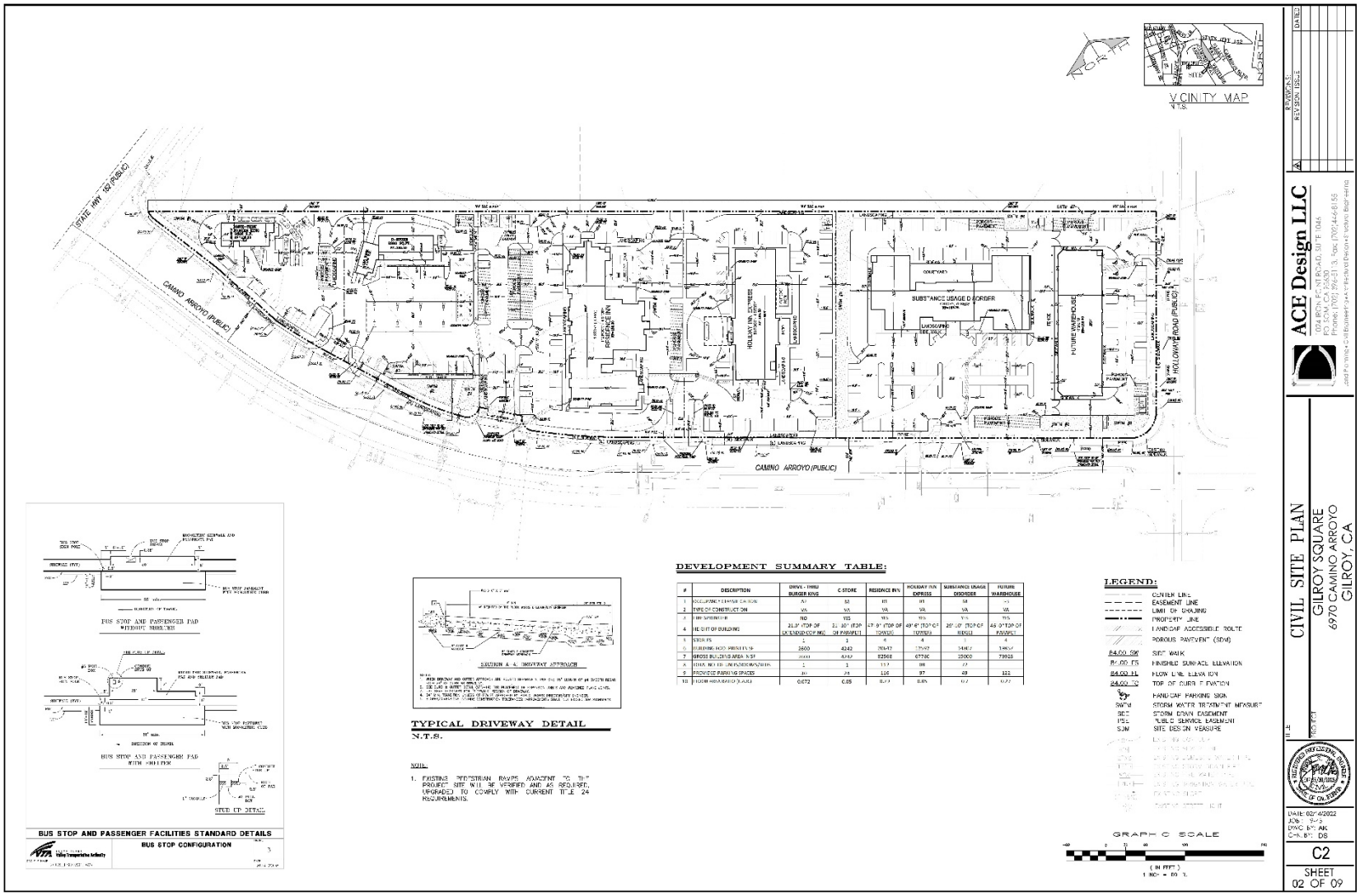


FIGURE 2: PROJECT VICINITY AND AMBIENT NOISE MONITORING SITES


ST-2
ST-1
ST-5
LT-1
ST-3
ST-4
Pacheco Pass Hwy
Canire Arroyo
Canire Arroyo
Canire Arroyo
Steed Way
Cameron Blvd
Cameron Blvd
152
Google Earth
800 ft
N

FIGURE 3: HOURLY NOISE LEVELS AT LONG-TERM MONITORING SITE LT-1

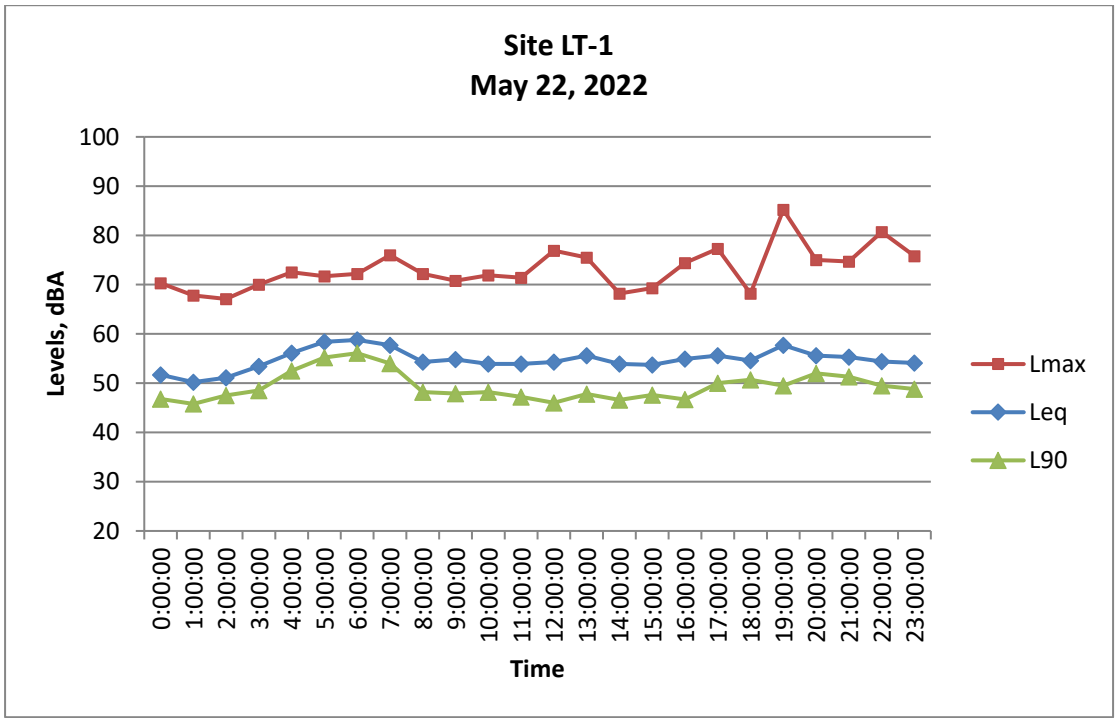




FIGURE 4: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS



APPENDIX A-1

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

CNEL: Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

DECIBEL, dB: A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DNL/L_{dn}: Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq}: Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.

NOTE: The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.

L_{max}: The maximum noise level recorded during a noise event.

L_n: The sound level exceeded "n" percent of the time during a sample interval (L_{90}, L_{50}, L_{10}, etc.). For example, L_{10} equals the level exceeded 10 percent of the time.

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

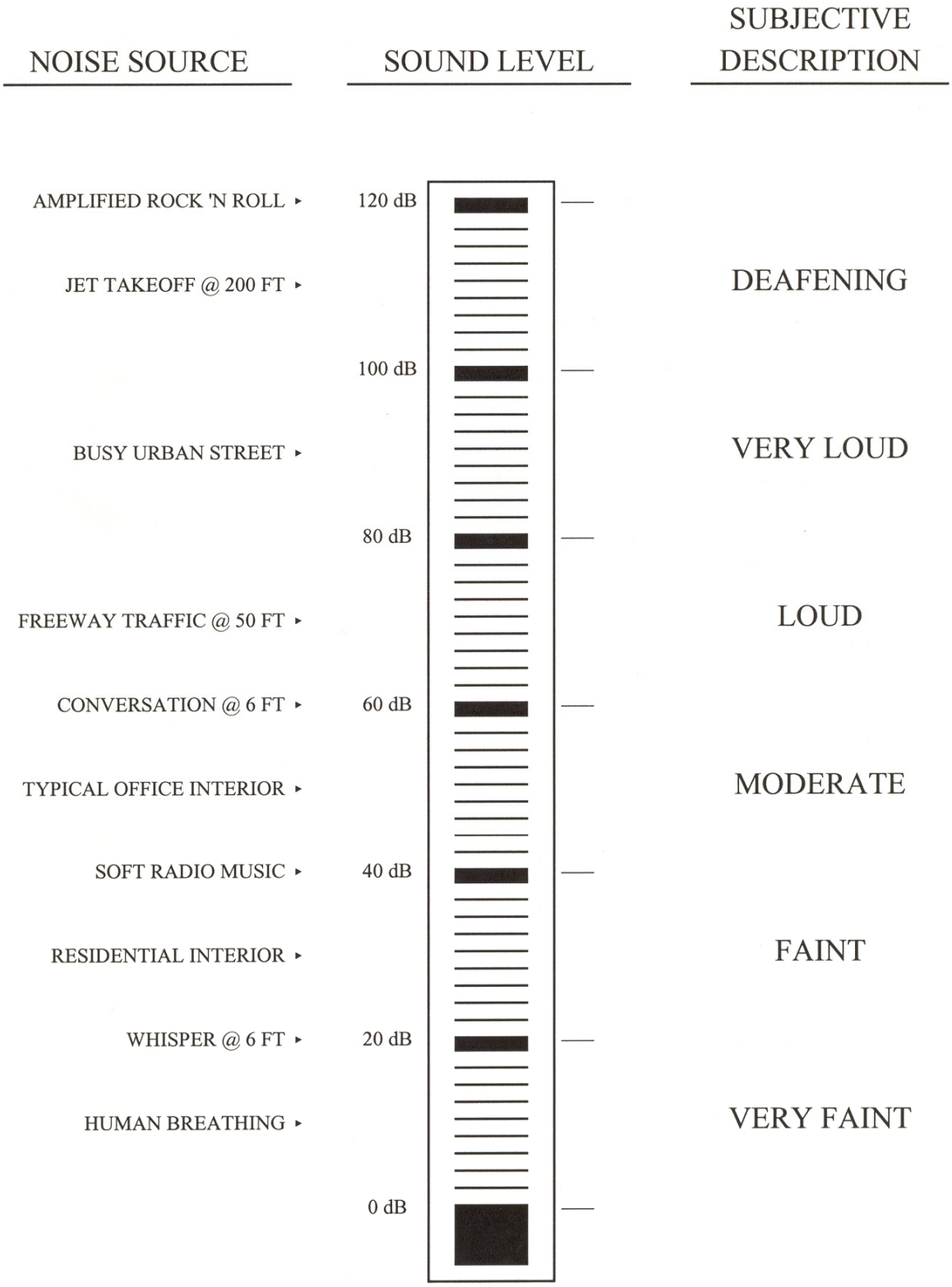
NOISE LEVEL REDUCTION (NLR): The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of Anoise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL: Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SOUND TRANSMISSION CLASS (STC): The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B
EXAMPLES OF SOUND LEVELS



APPENDIX C

TRAFFIC NOISE MODELING CALCULATIONS

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
July 14, 2022

Project #:	22-23
Description:	Existing
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60 65 70 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Monterey	s/o 10th R-1	8900	90		10	2	2	35	115	
2	Alexander	n/o 10th R-2	3870	90		10	2	2	35	120	
3	Chestnut	n/o 10th R-3	6010	90		10	2	2	35	95	
4	SR 152	w/o Holsclaw R-4	17170	83		17	2.7	14.3	50	200	
5	Holsclaw	n/o SR 152 R-5	580	90		10	2	2	35	80	
6	SR 152	e/o Holsclaw R-6	17170	83		17	2.7	14.3	50	135	
7	Frazier Lake Rd	s/o SR 152 R-7	7860	90		10	2	2	35	100	
8	SR 152	e/o Frazier Lake	10870	83		17	2.7	14.3	50	75	
9	Monterey	n/o Luchessa	8880	90		10	2	2	35	95	
10	Luchessa	w/o Monterey	9820	90		10	2	2	35	90	

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
July 14, 2022

Project #:	22-23
Description:	Existing + Project
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60, 65, 70, 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Monterey	s/o 10th R-1	9130	90		10	2	2	35	115	
2	Alexander	n/o 10th R-2	3870	90		10	2	2	35	120	
3	Chestnut	n/o 10th R-3	6010	90		10	2	2	35	95	
4	SR 152	w/o Holsclaw R-4	17600	83		17	2.7	14.3	50	200	
5	Holsclaw	n/o SR 152 R-5	580	90		10	2	2	35	80	
6	SR 152	e/o Holsclaw R-6	17600	83		17	2.7	14.3	50	135	
7	Frazier Lake Rd	s/o SR 152 R-7	7960	90		10	2	2	35	100	
8	SR 152	e/o Frazier Lake	11200	83		17	2.7	14.3	50	75	
9	Monterey	n/o Luchessa	9110	90		10	2	2	35	95	
10	Luchessa	w/o Monterey	10050	90		10	2	2	35	90	

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
July 14, 2022

Project #:	22-23
Description:	2040
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60 65 70 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Monterey	s/o 10th R-1	12420	90		10	2	2	35	115	
2	Alexander	n/o 10th R-2	4180	90		10	2	2	35	120	
3	Chestnut	n/o 10th R-3	6540	90		10	2	2	35	95	
4	SR 152	w/o Holsclaw R-4	22100	83		17	2.7	14.3	50	200	
5	Holsclaw	n/o SR 152 R-5	590	90		10	2	2	35	80	
6	SR 152	e/o Holsclaw R-6	22110	83		17	2.7	14.3	50	135	
7	Frazier Lake Rd	s/o SR 152 R-7	11960	90		10	2	2	35	100	
8	SR 152	e/o Frazier Lake	12340	83		17	2.7	14.3	50	75	
9	Monterey	n/o Luchessa	9110	90		10	2	2	35	95	
10	Luchessa	w/o Monterey	18530	90		10	2	2	35	90	

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
July 14, 2022

Project #:	22-23
Description:	2040 + Project
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60 65 70 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Monterey	s/o 10th R-1	12560	90		10	2	2	35	115	
2	Alexander	n/o 10th R-2	4180	90		10	2	2	35	120	
3	Chestnut	n/o 10th R-3	6540	90		10	2	2	35	95	
4	SR 152	w/o Holsclaw R-4	22530	83		17	2.7	14.3	50	200	
5	Holsclaw	n/o SR 152 R-5	590	90		10	2	2	35	80	
6	SR 152	e/o Holsclaw R-6	22530	83		17	2.7	14.3	50	135	
7	Frazier Lake Rd	s/o SR 152 R-7	12060	90		10	2	2	35	100	
8	SR 152	e/o Frazier Lake	12670	83		17	2.7	14.3	50	75	
9	Monterey	n/o Luchessa	9340	90		10	2	2	35	95	
10	Luchessa	w/o Monterey	18760	90		10	2	2	35	90	

Transportation Summary of Findings and Analysis

APPENDIX G

Hexagon Transportation Consultants, Inc.

Memorandum

Date: December 7, 2022

To: Kraig Tambornini, City of Gilroy

CC: Gary Heap, P.E., City of Gilroy

From: Gicela Del Rio, T.E.

Subject: Gilroy Square Development Transportation Analysis ï Summary of Findings

This memo summarizes the result of the Transportation Analysis (TA) completed for the proposed Gilroy Square Development, located at 6970 Camino Arroyo, as documented in the TA report dated October 10, 2022. The memo also discusses the necessary actions required from the project to address project deficiencies at intersections, as discussed with City staff on November 15, 2022. Lastly, the memo lists site design recommendations included in the TA report.

The project, as evaluated in the October 2022 TA, consists of the following uses:

- 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- 112-room 4-story all-suites hotel (Residence Inn)
- 88-room 4-story hotel (Holiday Inn Express)
- 18,000-s.f. industrial warehouse
- 27,500-s.f. industrial warehouse

CEQA VMT Evaluation Results

The *VTA's VMT Evaluation Tool* was utilized to evaluate the effects of the projectôs employment land uses (industrial warehouse land use) on VMT. The Cityôs TDF model was utilized to complete the VMT evaluation for the rest of the proposed land uses (retail).

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPRôs small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

Therefore, the proposed project was determined to create a less-than-significant impact on VMT.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results and Required Project Action

The results of the intersection level of service analysis show that the project would create (under background plus project conditions) or contribute to (under General Plan plus project conditions) operational deficiencies at the intersections listed below. The projectôs required actions described for each of the intersection deficiencies were identified by City staff as the action required to satisfy City policies.

Background Plus Project – With Proposed Luchessa/Holloway Connection

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met ï PM peak-hour)
Project Deficiency: PM peak-hour
Possible Improvements: The projected deficiency at this intersection could be improved with the installation of a traffic signal.
Project's Required Action: The signalization of this intersection is included in the Cityôs Traffic Circulation Master Plan (TCMP) and Traffic Impact Fee (TIF) Program. Therefore, the proposed project will be required to pay the applicable TIF as a fair-share contribution towards the implementation of the above improvement. It has been determined that the projectôs contribution to this intersectionôs deficiency is approximately 2% of the projected near-term growth (see discussion below).

2040 General Plan Plus Project Conditions (GP & with Luchessa/Holloway Connection networks)

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met ï PM and SAT peak hours)
Project deficiency: Contribution to an operational deficiency during the PM and SAT peak hours
Possible Improvements: The projected deficiency at this intersection could be improved with the installation of a traffic signal or by restricting left-turn access to and from Silacci Way.
Project's Required Action: The project is projected to contribute to a deficiency caused cumulatively by the proposed project and all projected growth that is part of the General Plan buildout conditions. Therefore, since the intersection is not part of the TIF Program, the project must make a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels. It has been determined that the projectôs contribution to this intersectionôs deficiency is approximately 5-7% of the projected near-term growth (see discussion below).

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met ï AM and PM peak hours)
Project deficiency: Contribution to an operational deficiency during the AM and PM peak hours
Possible Improvements: Same as above.
Project's Required Action: Same as above.

Intersection Operations Analysis Results

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies under background plus project conditions for the following turn-movements:

6. Camino Arroyo and SR 152 –

Northbound Left-Turn Movement (SAT peak-hour)
Project deficiency: increase queue length by 4 vehicles per lane
Possible Improvements: No feasible improvement due to back-to-back left-turn pockets with the upstream intersection at Camino Arroyo/Gilroy Crossing.

Westbound Left-turn movement (SAT peak-hour)
Project deficiency: increase queue length by 4 vehicles per lane
Possible Improvements: The possible extension of the existing left-turn pockets would affect the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152).

Northbound Right-Turn Movement (PM and SAT peak hours)
Project deficiency: increase queue length by 4 vehicles
Possible Improvements: The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage.

The above queue storage deficiencies at this intersection will be addressed as part of the US 101/Tenth Street/SR 152 Interchange Improvements project, currently in the Project Initiation Document (PID) phase, being conducted by the Santa Clara County Valley Transportation Authority (VTA).

Project's Required Action: This intersection is included in the City's Traffic Circulation Master Plan (TCMP) and Traffic Impact Fee (TIF) Program. Therefore, the proposed project will be required to pay the applicable TIF as a fair-share contribution towards the implementation of the above improvement. It has been determined that the project's contribution to this intersection's deficiency is approximately 19-22% of the projected near-term growth (see discussion below).

16. Camino Arroyo and Gilroy Crossing –
Southbound left-turn movement (PM and SAT peak hours)
Project deficiency: increase queue length by 5 vehicles
Possible Improvements: The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.
Project's Required Action: The project must implement the above-identified improvements.

Projects Contribution to Potential Growth

In addition to the proposed project, other development projects in the area would add traffic to the adjacent roadway network and would increase the need for the enhancement of the existing roadway network to accommodate the projected future traffic demand.

Potential projects that would add traffic to the roadway network in the project area include:

- Holloway Site ï 426,500 square feet of warehouse and distribution facility land use
- Luchessa Site ï 1.1 million square feet of warehouse and distribution facility land use

Trip generation estimates for the proposed project and above potential projects were compared to determine the percent contribution each of these projects represent of the potential traffic growth in

the project area. As shown on Table A below, the proposed Gilroy Square development (proposed project) would represent approximately 19% of the projected daily traffic growth and approximately 10% of the PM peak-hour traffic growth.

The proposed project represents approximately 2% of the near-term growth projections at the intersection of Automall Parkway and Luchessa Avenue during the PM peak-hour (see Table B).

The proposed project also is estimated to contribute approximately 5-7% of the projected near-term growth at the intersection of Silacci Way/Pacheco Pass Highway (see Table C) and approximately 19-22% of the projected near-term growth at the intersection of Camino Arroyo/Pacheco Pass Highway during the PM and Saturday peak hours (see Table D).

Other Recommended Improvements

Operations at Driveways

Recommendation: The following are recommendations for Driveway 2:

- Widen Driveway 2 to provide two outbound lanes (as proposed) and two inbound lanes. Driveway 2 must also align with the west leg of the Camino Arroyo/Gilroy Crossing intersection.
- At the first internal access point from Driveway 2 (approximately 125 feet east of the driveway), the two inbound lanes should become a left-turn lane providing access to the gas station/fast-food restaurant and a shared right-and-through lane, providing access to the hotels and parking spaces.
- Align the Driveway 2 drive aisle lanes, in particular, the inbound lane. If necessary, remove the parking spaces along the south side of the driveway aisle so that the inbound through lane from Driveway 2 aligns with the eastbound lane along the rest of the drive aisle.
- At the first internal access point from Driveway 2, provide uncontrolled inbound access, while stop-controlling the rest of the approaches.

Recommendation: It is recommended that the project considers providing a connection extending from Driveway 2 to Silacci Way, via the adjacent undeveloped site. This new connection would displace some of the northbound right-turning project trips at the intersection of Camino Arroyo/SR 152 to Silacci Way, eliminating the project deficiency and need to extend the existing northbound right-turn pocket while enhancing the adjacent roadway network.

Sight Distance

Recommendation: The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

Pedestrian On-Site Circulation

Recommendation: A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

Project's Effect on Bicycle Facilities

Recommendation: It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTAôs recommended bicycle-parking rates, to serve the potential demand

of the project. Based on VTAôs bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

Project's Effect on Pedestrian Facilities

Recommendation: It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

Recommendation: It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

Table A
Growth Projections (Trip Generation Estimates)

Proposed Land Use	Size	Weekday Daily Rate	Weekday Daily Trip		AM Peak Hour Rate	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total		PM Peak Hour Rate	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total		SAT Peak Hour Rate	SAT Peak Hour Trip In	SAT Peak Hour Trip Out	SAT Peak Hour Trip Total	
Gilroy Square [1]																			
Retail Land Uses																			
#945 - Convenience Store/Gas Station	16 Vehicle Fueling Positions	265.12	4,242		16.06	129	128	257		18.42	148	147	295		17.01	136	136	272	
Passby Reduction		*75%*	*-3,182*		*76%*	*-98*	*-97*	*-195*		*75%*	*-111*	*-110*	*-221*		*75%*	*-102*	*-102*	*-204*	
#934 - Fast-Food Restaurant with Drive-Through Window	2,600 s.f.	467.48	1,215		44.61	59	57	116		33.03	45	41	86		55.25	73	71	144	
Passby Reduction		*55%*	*-668*		*50%*	*-30*	*-29*	*-59*		*55%*	*-25*	*-23*	*-48*		*55%*	*-40*	*-39*	*-79*	
Retail Total (Prior to Reductions)			***5,457***			***188***	***185***	***373***			***193***	***188***	***381***			***209***	***207***	***416***	
Hotel and Retail Internal Reduction			*-85*			*-3*	*-4*	*-7*			*-4*	*-3*	*-7*			*-5*	*-5*	*-10*	
Hotel Land Uses																			
#311 - All Suites Hotel	112 Rooms	4.40	493		0.34	20	18	38		0.36	20	20	40		0.53	29	31	60	
#312 - Business Hotel	88 Rooms	4.02	354		0.36	12	20	32		0.31	15	12	27		0.46	19	21	40	
Hotel Total (Prior to Reductions)			***847***			***32***	***38***	***70***			***35***	***32***	***67***			***48***	***52***	***100***	
Hotel and Retail Internal Reduction		*10%*	*-85*		*10%*	*-3*	*-4*	*-7*		*10%*	*-4*	*-3*	*-7*		*10%*	*-5*	*-5*	*-10*	
Employment Land Uses																			
#150 - Warehousing	45,500 s.f.	2.42	110		0.64	22	7	29		0.70	9	23	32		0.05	1	1	2	
Employment Total (Prior to Reductions)			***110***			***22***	***7***	***29***			***9***	***23***	***32***			***1***	***1***	***2***	
Gilroy Square Total Net Project Trips:			**2,394**	**19%**		**108**	**96**	**204**	**13%**		**93**	**104**	**197**	**10%**		**106**	**109**	**215**	**8%**
Holloway Site – (APN: 841-67-029) [2]																			
High-Quality Warehouse and Distribution Center																			
#155 - High-Cube Fulfillment Center Warehouse - Sort					0.89					1.22					1.59				
Holloway Site Total:	**426,500 s.f.**	**6.63**	**2,828**	**23%**		**305**	**75**	**380**	**24%**		**317**	**203**	**520**	**25%**		**415**	**265**	**680**	**26%**
Luchessa Site – (APN: 841-73-007 and 841-73-008) [2]																			
#155 - High-Cube Fulfillment Center Warehouse - Sort					0.89					1.22					1.59				
Luchessa Site Total:	**1,088,000 s.f.**	**6.63**	**7,213**	**58%**		**778**	**190**	**968**	**62%**		**808**	**519**	**1,327**	**65%**		**1,057**	**677**	**1,734**	**66%**
Total Trips Generated by All Proposed Development			**12,435**	**100%**		**1,191**	**361**	**1,552**	**100%**		**1,218**	**827**	**2,045**	**####**		**1,578**	**1,051**	**2,629**	**100%**

Source: ITE Trip Generation Manual, 11th Edition 2021, and project description per site plan dated 2/14/22 by ACE Design LLC.

[1] Gilroy Square TA report, dated October 10, 2022, by Hexagon.

[2] Luchessa-Holloway TA report, dated November 11, 2022, by Hexagon.

Table B
Growth Projections at Automall Parkway/Luchessa Avenue (#13) Intersection (PM Peak-Hour)

Int.#[Model#](Traffix#)	13	70666	11592											
Intersection Name:	Automall Parkway and Luchessa Avenue													
Peak Hour:	PM													
Count Date:	03/24/22													
							Movements							
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**343**	**3**	**80**	**130**	**259**	**0**	**0**	**6**	**3**	**9**	**79**	**184**	**1,096**	
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	317	3	67	131	472	0	1	6	3	8	251	211	1,470	
Luchessa-Holloway Project Trips (Option 2)	0	0	3	2	295	0	0	0	0	0	458	0	758	98%
Gilroy Square Project Trips (Option 2)	0	0	0	0	8	0	0	0	0	0	7	0	15	2%
Total Projected Growth:	**0**	**0**	**3**	**2**	**303**	**0**	**0**	**0**	**0**	**0**	**465**	**0**	**773**	
Background + Gilroy Square	317	3	67	131	480	0	1	6	3	8	258	211	1,485	
Bckgd + Luchessa-Holloway + Gilroy Square	317	3	70	133	775	0	1	6	3	8	716	211	2,243	

Table C
Growth Projections at Silacci Way/Pacheco Pass Highway (#7) Intersection (PM and Saturday Peak Hours)

Int.#[Model#](Traffix#)	7	71180	50935											
Intersection Name:	Silacci Way and Pacheco Pass Highway (SR 152)													
Peak Hour:	PM													
Count Date:	11/05/20													
						Movements								
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**0**	**0**	**0**	**0**	**656**	**15**	**17**	**0**	**10**	**9**	**1,257**	**0**	**1,964**	
With Luchessa-Holloway Connection (Option 2)														
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	0	0	0	0	1,143	16	29	0	11	2	1,597	0	2,798	
Luchessa-Holloway Project Trips (Option 2)	0	0	0	0	228	0	0	0	0	0	147	0	375	93%
Gilroy Square Project Trips (Option 2)	0	0	0	0	14	0	0	0	0	0	16	0	30	7%
Total Projected Growth:	**0**	**0**	**0**	**0**	**242**	**0**	**0**	**0**	**0**	**0**	**163**	**0**	**405**	
Background + Gilroy Square	0	0	0	0	1,157	16	29	0	11	2	1,613	0	2,828	
Bckgd + Luchessa-Holloway + Gilroy Square	0	0	0	0	1,385	16	29	0	11	2	1,760	0	3,203	

Int.#[Model#](Traffix#)	7	71180	50935											
Intersection Name:	Silacci Way and Pacheco Pass Highway (SR 152)													
Peak Hour:	SAT													
Count Date:	11/07/20													
						Movements								
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**0**	**0**	**0**	**0**	**857**	**12**	**10**	**0**	**0**	**4**	**1,066**	**0**	**1,949**	
With Luchessa-Holloway Connection (Option 2)														
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	0	0	0	0	975	13	22	0	0	0	1,197	0	2,207	
Luchessa-Holloway Project Trips (Option 2)	0	0	0	0	298	0	0	0	0	0	191	0	489	95%
Gilroy Square Project Trips (Option 2)	0	0	0	0	14	0	0	0	0	0	14	0	28	5%
Total Projected Growth:	**0**	**0**	**0**	**0**	**312**	**0**	**0**	**0**	**0**	**0**	**205**	**0**	**517**	
Background + Gilroy Square	0	0	0	0	989	13	22	0	0	0	1,211	0	2,235	
Bckgd + Luchessa-Holloway + Gilroy Square	0	0	0	0	1,287	13	22	0	0	0	1,402	0	2,724	

Table D
Growth Projections at Camino Arroyo/Pacheco Pass Highway (#6) Intersection (PM and Saturday Peak Hours)

Int.#[Model#](Traffix#)	6	70834	10715											
Intersection Name:	Camino Arroyo and Pacheco Pass Highway (SR 152)													
Peak Hour:	PM													
Count Date:	03/24/22													
	Movements													
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**617**	**229**	**222**	**118**	**619**	**39**	**81**	**184**	**465**	**230**	**785**	**548**	**4,137**	
With Luchessa-Holloway Connection (Option 2)														
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	605	263	238	133	1,078	51	95	200	541	246	1,110	541	5,101	
Luchessa-Holloway Project Trips (Option 2)	0	23	0	0	0	228	147	15	277	429	0	0	1,119	78%
Gilroy Square Project Trips (Option 2)	0	5	0	0	-68	81	83	6	142	134	-67	0	316	22%
Total Projected Growth:	**0**	**28**	**0**	**0**	**-68**	**309**	**230**	**21**	**419**	**563**	**-67**	**0**	**1435**	
Background + Gilroy Square	605	268	238	133	1,010	132	178	206	683	380	1,043	541	5,417	
Bckgd + Luchessa-Holloway + Gilroy Square	605	291	238	133	1,010	360	325	221	960	809	1,043	541	6,536	

Int.#[Model#](Traffix#)	6	70834	10715											
Intersection Name:	Camino Arroyo and Pacheco Pass Highway (SR 152)													
Peak Hour:	SAT													
Count Date:	03/26/22													
	Movements													
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**711**	**292**	**250**	**187**	**770**	**74**	**89**	**304**	**596**	**365**	**750**	**783**	**5,171**	
With Luchessa-Holloway Connection (Option 2)														
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	696	322	255	180	868	81	100	316	673	367	882	770	5,510	
Luchessa-Holloway Project Trips (Option 2)	0	30	0	0	0	298	191	19	359	560	0	0	1,457	81%
Gilroy Square Project Trips (Option 2)	0	6	0	0	-71	85	85	6	150	148	-71	0	338	19%
Total Projected Growth:	**0**	**36**	**0**	**0**	**-71**	**383**	**276**	**25**	**509**	**708**	**-71**	**0**	**1,795**	
Background + Gilroy Square	696	328	255	180	797	166	185	322	823	515	811	770	5,848	
Bckgd + Luchessa-Holloway + Gilroy Square	696	358	255	180	797	464	376	341	1,182	1,075	811	770	7,305	

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gilroy Square Development

Transportation Analysis

Prepared for:

EMC Planning Group

October 10, 2022

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Table of Contents

Executive Summary i
1. Introduction 1
2. Existing Transportation Setting 8
3. CEQA Vehicle Miles Traveled (VMT) Evaluation 16
4. Traffic Operations Analysis 22
5. Other Transportation Issues 73
6. Conclusions 93

Appendices

Appendix A Traffic Counts
Appendix B Approved Project Information
Appendix C Volume Summary Tables
Appendix D Intersection Level of Service Calculations
Appendix E Signal Warrant Checks
Appendix F Queue Length Calculations

List of Tables

Table ES 1 VMT Analysis Summary ii
Table ES 2 Intersection Level of Service Results viii
Table ES 3 Intersection Vehicle Queue Analysis Results x
Table ES 4 Freeway Segment Level of Service Results xii
Table ES 5 Freeway Ramp Analysis Results xiii

Table 1 Equivalent Retail Land Use Calculations 20
Table 2 Retail and Hotel VMT Analysis 21
Table 3 Project Trip Generation Estimates 28
Table 4 Signalized Intersection Level of Service Definition Based on Delay 54
Table 5 Unsignalized Intersection Level of Service Definition Based on Control Delay 55
Table 6 Intersection Level of Service Results 58
Table 7 Intersection Vehicle Queue Analysis 63
Table 8 Freeway Levels of Service Based on Density 71
Table 9 Freeway Segment Level of Service Results 72
Table 10 Parking Evaluation 86
Table 11 Freeway Ramp Levels of Service Based on Volume-to-Capacity Ratio 87
Table 12 Freeway Ramps Analysis Results 90
Table 13 Recommended Bicycle Parking 91

List of Figures

Figure 1 Site Location 3
Figure 2 Proposed Site Plan 4
Figure 3 Existing Bicycle Facilities 11
Figure 4 Existing Pedestrian Facilities 13

Figure 5 Existing Transit Services....14
Figure 6 Study Intersections....24
Figure 7 Project Trip Distribution....29
Figure 8 Project Trip Assignment (Existing Roadway Network)....30
Figure 9 Project Trip Assignment (With Luchessa/Holloway Connection)....32
Figure 10 Existing Intersection Lane Configurations and Traffic Control Devices....35
Figure 11 Existing Conditions Traffic Volumes....39
Figure 12 Background Conditions Traffic Volumes....41
Figure 13 Background Plus Project Conditions Traffic Volumes – Existing Roadway Network....44
Figure 14 Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection....46
Figure 15 Year 2040 General Plan Conditions Traffic Volumes....48
Figure 16 Year 2040 General Plan Plus Project Conditions Traffic Volumes – General Plan Roadway Network....50
Figure 17 Year 2040 General Plan Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection....52
Figure 18 Project Traffic at the Project Site Driveways (Without Luchessa/Holloway Connection)....74
Figure 19 Project Traffic at the Project Site Driveways (With Luchessa/Holloway Connection)....75
Figure 20 Proposed Fire Truck Circulation Plan....81
Figure 21 Proposed Solid Waste Truck Collector Circulation Plan....82

Executive Summary

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the proposed Gilroy Square Development project in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The project consists of the development of the project site with the following uses:

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)
- an 88-room 4-story hotel (Holiday Inn Express)
- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Scope of Study

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In 2013, the State of California passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. Therefore, in adherence to SB 743, the effects and impacts to the transportation network as the result of the proposed project were evaluated based on VMT.

However, the City of Gilroy currently uses LOS as their adopted methodology for the evaluation of the effects of new development and land use changes on the local transportation network. In addition, the City is still required to conform to the requirements of the VTA, which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. Therefore, in addition to the evaluation of VMT, this transportation study also includes a level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Evaluation Results

The *VTA's VMT Evaluation Tool* could be utilized to evaluate the effects of the project's employment land uses on VMT. However, since the proposed project would include retail, restaurant, and hotel uses for which the VMT tool is not capable of estimating VMT, the City's TDF model was utilized to complete the VMT evaluation for the proposed retail category uses.

For the purpose of this analysis, and for consistency with the City of Gilroy General Plan, the VMT analysis considers OPR's recommended impact threshold of 15% below the existing citywide average VMT per job, which equates to 15.97 VMT per job. Additionally, the analysis also considers OPR's recommendation of a net increase in total VMT from baseline conditions as the threshold to identify potential VMT impacts for commercial/retail projects.

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The VMT results for the proposed retail and hotel uses are presented in Table ES-1.

Table ES 1
VMT Analysis Summary

VMT Analysis (Citywide)	No Project	With Project	Change (Proj - No Proj)
Home-Based Work VMT	452,495	454,403	1,908
Home-Based Shop VMT	343,999	340,758	-3,241
Total VMT	796,495	795,161	**-1,334**

Source: City of Gilroy Travel Demand Forecasting Model.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPR's small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results

The results of the intersection level of service analysis conducted for the study intersections are described below and summarized in Table ES-2.

Background Plus Project – With Proposed Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the project would have an operational deficiency at the following intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection:

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

Project Deficiency: PM peak-hour

2040 General Plan Plus Project Conditions

The results of the intersection level of service analysis show that the project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and the planned future roadway network:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   Project deficiency: AM and PM peak hours

2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   Project deficiency: AM and PM peak hours

Intersection Operations Analysis Results

The operations analysis results are described below and summarized in Table ES-3.

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies for the following turn-movements:

6. Camino Arroyo and SR 152 –

Northbound Left-Turn Movement
Project deficiency: SAT peak-hour
Westbound Left-turn movement
Project deficiency: SAT peak-hour
Northbound Right-Turn Movement
Project deficiency: PM and SAT peak hours

16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement
Project deficiency: PM and SAT peak hours

Projected Deficiencies and Possible Improvements

Described below are possible improvements to improve operating conditions for the projected deficiencies.

Level of Service Deficiencies – Background Plus Project Conditions

13. Automall Parkway and Luchessa Avenue

Deficiency: Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

Level of Service Deficiencies – General Plan Conditions

7. Silacci Way and Pacheco Pass Highway/SR 152

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

13. Automall Parkway and Luchessa Avenue

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

Queue Storage Deficiencies

6. Camino Arroyo and Pacheco Pass Highway (SR 152)

Movement: Northbound left-turn
Available queue storage: 350 feet (14 vehicles) per lane
Change in queue length: from 16 vehicles under background conditions to 20 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: SAT peak-hour
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the

adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

Movement: Westbound left-turn
Available queue storage: 150 feet (6 vehicles) per lane
Change in queue length: from 4 vehicles under background conditions to 8 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: SAT peak-hour
Deficiency: 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

Movement: Northbound right-turn
Available queue storage: 125 feet (5 vehicles)
Change in queue length: from 6 vehicles under background conditions to 10 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: PM and SAT peak hours
Deficiency: 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

16. Camino Arroyo and Gilroy Crossing

Movement: Southbound left-turn
Available queue storage: 175 feet (7 vehicles)
Change in queue length: from 8 vehicles under background conditions to 13 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: PM and SAT peak hours
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

Freeway Segment Evaluation

The results of the freeway level of service analysis are summarized in Table ES-4.

Freeway Segment Level of Service Results

The results of the freeway segment level of service analysis show that the proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segments, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

Other Transportation Issues

Sight Distance

Recommendation: The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

Emergency Vehicle Access

Recommendation: The project should widen the inbound lane at Driveway 2 (Camino Arroyo/Gilroy Crossing intersection) to meet the minimum width requirement for emergency access (20 feet), or provide a second inbound lane, to provide adequate inbound emergency vehicle access at this signalized intersection.

Recommendation: The project must work with the City and the Fire Department to identify the best access route for emergency vehicles to provide access to the entire project site and adequate response times.

Pedestrian On-Site Circulation

Recommendation: A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

Freeway Ramp Analysis Results

The results of the freeway ramp analysis are summarized in Table ES-5.

Based on the calculated V/C ratios, all of the study freeway ramps currently operate at acceptable levels. Under background plus project conditions, based on the ramp capacities and traffic volume projections, it is projected that all of the study freeway ramps would continue to operate at acceptable levels.

Project's Effect on Bicycle Facilities

Recommendation: It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTA's recommended bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

Project's Effect on Pedestrian Facilities

Recommendation: It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

Recommendation: It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

Table ES 2
Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing Conditions Delay	Existing Conditions LOS	Existing Conditions Warrant Met?[1]	Background Conditions Delay	Background Conditions LOS	Background Conditions Warrant Met?[1]	Background Plus Project (Existing Roadway Network) Delay	LOS	Delay Change[2]	Warrant Met?[1]	Background Plus Project with Proposed LH Connnection Delay	LOS	Delay Change[2]	Warrant Met?[1]
1	Monterey Road and Tenth Street	Signal	D	AM	03/24/22	22.7	C+	--	22.6	C+	--	22.9	C+	+0.3	--	22.8	C+	+0.2	--
				PM	03/24/22	28.6	C	--	28.4	C	--	28.6	C	+0.2	--	28.5	C	+0.1	--
				SAT	03/26/22	29.8	C	--	29.4	C	--	29.6	C	+0.2	--	29.5	C	+0.1	--
2	Alexander Street and Tenth Street	Signal	D	AM	03/24/22	17.2	B	--	16.7	B	--	16.7	B	+0.0	--	16.8	B	+0.1	--
				PM	03/24/22	16.9	B	--	17.8	B	--	17.9	B	+0.1	--	17.2	B	-0.6	--
				SAT	03/26/22	20.1	C+	--	18.0	B-	--	17.8	B	-0.2	--	18.3	B-	+0.3	--
3	Chestnut Street/Automall Parkway and Tenth Street	Signal	D	AM	03/24/22	29.9	C	--	34.4	C-	--	34.2	C-	-0.2	--	34.5	C-	+0.1	--
				PM	03/24/22	32.5	C-	--	38.0	D+	--	38.1	D+	+0.1	--	37.6	D+	-0.4	--
				SAT	03/26/22	29.4	C	--	37.7	D+	--	37.8	D+	+0.1	--	37.3	D+	-0.4	--
4	US 101 SB Ramps and Tenth Street	Signal	D	AM	03/24/22	20.0	C+	--	21.1	C+	--	21.4	C+	+0.3	--	21.5	C+	+0.4	--
				PM	03/24/22	22.8	C+	--	26.0	C	--	26.5	C	+0.5	--	25.7	C	-0.3	--
				SAT	03/26/22	27.9	C	--	29.9	C	--	30.5	C	+0.6	--	30.2	C	+0.3	--
5	US 101 NB Ramps and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	8.1	A	--	9.0	A	--	9.1	A	+0.1	--	8.7	A	-0.3	--
				PM	03/24/22	8.3	A	--	10.1	B+	--	10.5	B+	+0.4	--	9.8	A	-0.3	--
				SAT	03/26/22	9.9	A	--	10.7	B+	--	11.0	B+	+0.3	--	10.6	B+	-0.1	--
6	Camino Arroyo and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	21.1	C+	--	18.2	B-	--	20.4	C+	+2.2	--	20.8	C+	+2.6	--
				PM	03/24/22	32.4	C-	--	41.8	D	--	45.1	D	+3.3	--	38.3	D+	-3.5	--
				SAT	03/26/22	**55.4**	**E+**	--	**59.9**	**E+**	--	**63.3**	**E**	**+3.4**	--	**60.5**	**E**	**+0.6**	--
7	Silacci Way and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	11/05/20	0.2	A+	--	0.3	A+	No	0.3	A+	+0.0	--	0.3	A+	+0.0	--
				PM	11/05/20	0.5	A+	--	1.5	A+	No	1.6	A+	+0.1	--	0.8	A+	-0.7	--
				SAT	11/05/20	0.1	A+	--	0.1	A+	No	0.1	A+	+0.0	--	0.2	A+	+0.1	--
		One-Way Stop (Worst Approach)	E	AM	11/05/20	16.5	C	No	36.0	E	No	37.0	E	+1.0	No	28.8	D	-7.2	No
				PM	11/05/20	26.4	D	No	**>120**	**F**	No	**>120**	**F**	**>120**	No	**51.3**	**F**	**-83.6**	No
				SAT	11/07/20	12.4	B	No	13.3	B	No	13.4	B	+0.1	No	13.5	B	+0.2	No
8	Cameron Boulevard and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	5.4	A	--	7.1	A	--	7.0	A	-0.1	--	6.7	A	-0.4	--
				PM	11/05/20	7.8	A	--	14.6	B	--	14.7	B	+0.1	--	12.7	B	-1.9	--
				SAT	11/07/20	7.3	A	--	8.5	A	--	8.4	A	-0.1	--	8.1	A	-0.4	--
9	Gilroy Foods and Pacheco Pass Highway (SR 152)	Signal	D	AM	11/05/20	9.2	A	--	9.1	A	--	9.0	A	-0.1	--	10.4	B+	+1.3	--
				PM	11/05/20	10.2	B+	--	10.9	B+	--	10.9	B+	+0.0	--	11.4	B+	+0.5	--
				SAT	11/07/20	5.5	A	--	3.2	A	--	3.2	A	+0.0	--	7.2	A	+4.0	--
10	Holsclaw Road and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	03/24/22	0.1	A+	--	0.1	A+	No	0.1	A+	+0.0	--	0.1	A+	+0.0	--
				PM	03/24/22	0.8	A+	--	1.0	A+	No	1.0	A+	+0.0	--	0.9	A+	-0.1	--
				SAT	03/24/22	0.4	A+	--	0.4	A+	No	0.4	A+	+0.0	--	0.4	A+	+0.0	--
		One-Way Stop (Worst Approach)	E	AM	03/24/22	17.0	C	No	19.2	C	No	19.7	C	+0.5	No	19.5	C	+0.3	No
				PM	03/24/22	35.0	E	No	**50.4**	**F**	No	**53.1**	**F**	**+2.7**	No	49.8	E	-0.6	No
				SAT	03/26/22	33.1	D	No	38.7	E	No	40.1	E	+1.4	No	37.9	E	-0.8	No
11	Frazier Lake Road and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	14.9	B	--	15.3	B	--	15.4	B	+0.1	--	15.8	B	+0.5	--
				PM	03/24/22	8.2	A	--	7.8	A	--	7.8	A	+0.0	--	7.8	A	+0.0	--
				SAT	03/26/22	10.0	B+	--	10.2	B+	--	10.2	B+	+0.0	--	10.2	B+	+0.0	--
12	Monterey Road and Luchessa Avenue	Signal	D	AM	03/24/22	26.1	C	--	26.6	C	--	26.6	C	+0.0	--	26.0	C	-0.6	--
				PM	03/24/22	35.5	D+	--	39.5	D	--	39.5	D	+0.0	--	38.0	D+	-1.5	--
				SAT	03/26/22	22.8	C+	--	23.7	C	--	23.7	C	+0.0	--	23.8	C	+0.1	--
13	Automall Parkway and Luchessa Avenue	One-Way Stop (Average Delay)	D	AM	03/24/22	6.4	A	--	6.9	A-	--	6.9	A-	+0.0	--	7.0	A-	+0.1	--
				PM	03/24/22	7.4	A-	--	7.9	A-	--	7.9	A-	+0.0	--	8.3	A-	+0.4	--
				SAT	03/24/22	7.2	A-	--	7.5	A-	--	7.5	A-	+0.0	--	6.3	A	-1.2	--
		One-Way Stop (Worst Approach)	E	AM	03/24/22	22.2	C	**Yes**	25.0	C	**Yes**	25.0	C	+0.0	**Yes**	34.7	D	+9.7	**Yes**
				PM	03/24/22	25.7	D	**Yes**	29.4	D	**Yes**	29.4	D	+0.0	**Yes**	**52.2**	**F**	**+22.8**	**Yes**
				SAT	03/26/22	15.8	C	No	17.9	C	**Yes**	17.9	C	+0.0	**Yes**	18.2	C	+0.3	**Yes**
14	US 101 SB Ramps and Monterey Road	Signal	D	AM	03/24/22	12.0	B	--	12.0	B+	--	12.0	B+	+0.0	--	12.0	B+	+0.0	--
				PM	03/24/22	22.2	C+	--	22.1	C+	--	22.1	C+	+0.0	--	22.2	C+	+0.1	--
				SAT	03/26/22	20.2	C+	--	19.9	B-	--	19.9	B-	+0.0	--	20.2	C+	+0.3	--
15	Monterey Road and US 101 NB Ramps	Signal	D	AM	03/24/22	18.9	B-	--	18.8	B-	--	18.8	B-	+0.0	--	18.7	B-	-0.1	--
				PM	03/24/22	23.8	C	--	25.2	C	--	25.2	C	+0.0	--	25.7	C	+0.5	--
				SAT	03/26/22	26.1	C	--	26.4	C	--	26.4	C	+0.0	--	26.5	C	+0.1	--
16	Camino Arroyo and Gilroy Crossing	Signal	D	AM	03/24/22	13.4	B	--	13.3	B	--	19.6	B-	+6.3	--	22.5	C+	+9.2	--
				PM	03/24/22	16.1	B	--	15.8	B	--	24.8	C	+9.0	--	23.1	C	+7.3	--
				SAT	03/26/22	18.1	B-	--	18.3	B-	--	27.6	C	+9.3	--	26.2	C	+7.9	--
17	Camino Arroyo and Holloway Road	All-Way Stop	D	AM	03/24/22	7.7	A	No	7.7	A	No	7.8	A	+0.1	No	8.6	A	+0.9	No
				PM	03/24/22	7.8	A	No	7.8	A	No	7.9	A	+0.1	No	11.2	B	+3.4	**Yes**
				SAT	03/26/22	8.1	A	No	8.1	A	No	8.1	A	+0.0	No	10.0	A	+1.9	No
18	Luchessa/Holloway Connection and Holloway Road	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	8.5	A	+8.5	No
				PM	Future	--	--	--	--	--	--	--	--	--	--	12.2	B	+12.2	**Yes**
				SAT	Future	--	--	--	--	--	--	--	--	--	--	9.0	A	+9.0	No
19	Luchessa/Holloway Connection and Luchessa Avenue	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				PM	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				SAT	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
20	Rossi Lane and Luchessa Avenue	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	9.6	A	+9.6	No
				PM	Future	--	--	--	--	--	--	--	--	--	--	13.8	B	+13.8	**Yes**
				SAT	Future	--	--	--	--	--	--	--	--	--	--	8.1	A	+8.1	No

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes project deficiency based on City of Gilroy criteria.

Table ES 2 (Continued)
Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	2040 General Plan (No Project) Conditions			General Plan Plus Project (GP Roadway Network)				General Plan Plus Project with Proposed LH Connnection		
					Delay	LOS	Warrant Met?[1]	Delay	LOS	Delay Change[2]	Warrant Met?[1]	Delay	LOS	Warrant Met?[1]
1	Monterey Road and Tenth Street	Signal	D	AM	23.6	C	--	23.6	C	+0.0	--	Same as General Plan Plus Project Conditions (GP Roadway Network)		
				PM	29.3	C	--	29.5	C	+0.2	--			
				SAT	32.6	C-	--	32.9	C-	+0.3	--			
2	Alexander Street and Tenth Street	Signal	D	AM	20.3	C+	--	20.3	C+	+0.0	--			
				PM	16.4	B	--	16.4	B	+0.0	--			
				SAT	21.5	C+	--	21.5	C+	+0.0	--			
3	Chestnut Street/Automall Parkway and Tenth Street	Signal	D	AM	32.1	C-	--	31.9	C	-0.2	--			
				PM	36.2	D+	--	36.3	D+	+0.1	--			
				SAT	31.5	C	--	31.6	C	+0.1	--			
4	US 101 SB Ramps and Tenth Street	Signal	D	AM	20.6	C+	--	20.6	C+	+0.0	--			
				PM	22.4	C+	--	22.2	C+	-0.2	--			
				SAT	27.6	C	--	27.4	C	-0.2	--			
5	US 101 NB Ramps and Pacheco Pass Highway (SR 152)	Signal	D	AM	11.5	B+	--	11.3	B+	-0.2	--			
				PM	12.8	B	--	12.7	B	-0.1	--			
				SAT	14.8	B	--	14.7	B	-0.1	--			
6	Camino Arroyo and Pacheco Pass Highway (SR 152)	Signal	D	AM	21.4	C+	--	22.5	C+	+1.1	--			
				PM	34.8	C-	--	34.1	C-	-0.7	--			
				SAT	**80.2**	**F**	--	**75.2**	**E-**	**-5.0**	--			
7	Silacci Way and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	0.5	A+	--	0.5	A+	+0.0	--			
				PM	3.3	A+	--	8.4	A-	+5.1	--			
				SAT	1.5	A+	--	3.8	A	+2.3	--			
		One-Way Stop (Worst Approach)	E	AM	22.7	C	No	23.2	C	+0.5	No			
				PM	**80.9**	**F**	**Yes**	**>120**	**F**	**+96.2**	**Yes**			
				SAT	42.5	E	**Yes**	**91.6**	**F**	**+49.1**	**Yes**			
8	Cameron Boulevard and Pacheco Pass Highway (SR 152)	Signal	D	AM	17.6	B	--	17.6	B	+0.0	--			
				PM	26.6	C	--	26.6	C	+0.0	--			
				SAT	22.5	C+	--	22.6	C+	+0.1	--			
9	Gilroy Foods and Pacheco Pass Highway (SR 152)	Signal	D	AM	8.5	A	--	11.4	B+	+2.9	--			
				PM	9.4	A	--	10.3	B+	+0.9	--			
				SAT	5.0	A	--	10.2	B+	+5.2	--			
10	Holsclaw Road and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	0.1	A+	--	0.1	A+	+0.0	--			
				PM	1.4	A+	--	1.4	A+	+0.0	--			
				SAT	0.6	A+	--	0.6	A+	+0.0	--			
		One-Way Stop (Worst Approach)	E	AM	24.8	C	No	24.9	C	+0.1	No			
				PM	**81.5**	**F**	No	**80.6**	**F**	**-0.9**	No			
				SAT	**69.0**	**F**	No	**68.6**	**F**	**-0.4**	No			
11	Frazier Lake Road and Pacheco Pass Highway (SR 152)	Signal	D	AM	36.6	D+	--	35.2	D+	-1.4	--			
				PM	8.7	A	--	8.5	A	-0.2	--			
				SAT	9.9	A	--	10.0	B+	+0.1	--			
12	Monterey Road and Luchessa Avenue	Signal	D	AM	29.6	C	--	30.1	C	+0.5	--			
				PM	39.2	D	--	38.8	D+	-0.4	--			
				SAT	23.9	C	--	23.8	C	-0.1	--			
13	Automall Parkway and Luchessa Avenue	One-Way Stop (Average Delay)	D	AM	29.5	D	--	32.8	D-	+3.3	--			
				PM	15.0	B-	--	15.3	C+	+0.3	--			
				SAT	6.5	A	--	6.3	A	-0.2	--			
		One-Way Stop (Worst Approach)	E	AM	**>120**	**F**	**Yes**	**>120**	**F**	**+24.7**	**Yes**			
				PM	**86.7**	**F**	**Yes**	**86.9**	**F**	**+0.2**	**Yes**			
				SAT	20.8	C	**Yes**	21.3	C	+0.5	**Yes**			
14	US 101 SB Ramps and Monterey Road	Signal	D	AM	15.2	B	--	15.0	B	-0.2	--			
				PM	31.6	C	--	31.1	C	-0.5	--			
				SAT	22.8	C+	--	22.7	C+	-0.1	--			
15	Monterey Road and US 101 NB Ramps	Signal	D	AM	**82.7**	**F**	--	**85.2**	**F**	**+2.5**	--			
				PM	**67.9**	**E**	--	**70.3**	**E**	**+2.4**	--			
				SAT	28.4	C	--	28.6	C	+0.2	--			
16	Camino Arroyo and Gilroy Crossing	Signal	D	AM	17.7	B	--	22.3	C+	+4.6	--			
				PM	20.7	C+	--	22.8	C+	+2.1	--			
				SAT	23.8	C	--	26.4	C	+2.6	--			
17	Camino Arroyo and Holloway Road	All-Way Stop	D	AM	8.4	A	No	8.5	A	+0.1	No			
				PM	9.6	A	No	9.6	A	+0.0	No			
				SAT	10.2	B	No	10.3	B	+0.1	No			
18	Luchessa/Holloway Connection and Holloway Road	All-Way Stop	D	AM	--	--	--	--	--	--	--	8.6	A	No
				PM	--	--	--	--	--	--	--	12.2	B	**Yes**
				SAT	--	--	--	--	--	--	--	9.1	A	No
19	Luchessa/Holloway Connection and Luchessa Avenue	All-Way Stop	D	AM	--	--	--	--	--	--	--	9.1	A	No
				PM	--	--	--	--	--	--	--	12.2	B	**Yes**
				SAT	--	--	--	--	--	--	--	9.8	A	No
20	Rossi Lane and Luchessa Avenue	All-Way Stop	D	AM	12.0	B	**Yes**	11.9	B	--	**Yes**	12.0	B	**Yes**
				PM	29.5	D	**Yes**	28.6	D	--	**Yes**	21.8	C	**Yes**
				SAT	8.7	A	No	8.7	A	--	No	8.5	A	No

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
▭ - Denotes project deficiency based on City of Gilroy criteria.

Table ES 3
Intersection Vehicle Queue Analysis Results

Measurement	US 101 SB Ramps and Tenth Street			US 101 NB Ramps and SR 152			Camino Arroyo and SR 152											
	Southbound Left			Northbound Right			Northbound Left			Westbound Left			Northbound Right			Eastbound Right		
	SBL AM	SBL PM	SBL SAT	NBR AM	NBR PM	NBR SAT	NBL AM	NBL PM	NBL SAT	WBL AM	WBL PM	WBL SAT	NBR AM	NBR PM	NBR SAT	EBR AM	EBR PM	EBR SAT
Existing Conditions																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	253	446	476	115	134	212	48	155	199	9	20	37	11	65	59	121	106	206
95th %. Queue (veh/ln.)	14	22	27	5	6	8	3	8	15	1	2	4	1	4	6	5	6	16
95th %. Queue (ft./ln)[2]	350	550	675	125	150	200	75	200	375	25	50	100	25	100	150	125	150	400
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Conditions																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	309	492	474	173	178	223	59	178	216	9	20	37	11	65	59	147	149	239
95th %. Queue (veh/ln.)	16	24	27	6	7	8	4	9	16	1	2	4	1	4	6	6	8	18
95th %. Queue (ft./ln)[2]	400	600	675	150	175	200	100	225	400	25	50	100	25	100	150	150	200	450
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Plus Project (No LH Connection)																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	328	509	494	184	188	234	106	228	270	49	60	80	55	116	110	258	251	353
95th %. Queue (veh/ln.)	17	25	28	7	7	9	5	11	20	3	4	8	3	6	10	9	12	25
95th %. Queue (ft./ln)[2]	425	625	700	175	175	225	125	275	500	75	100	200	75	150	250	225	300	625
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	**NO**	YES	**NO**	**NO**	YES	YES	YES
Background Plus Project (With LH Connection)																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	339	515	500	153	158	219	103	228	274	52	66	83	60	125	119	216	198	295
95th %. Queue (veh/ln.)	18	25	29	6	7	8	5	11	20	3	4	8	3	7	10	8	10	21
95th %. Queue (ft./ln)[2]	450	625	725	150	175	200	125	275	500	75	100	200	75	175	250	200	250	525
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	**NO**	YES	**NO**	**NO**	YES	YES	YES

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Table ES 3 (continued)
Intersection Vehicle Queue Analysis Results

Measurement	Camino Arroyo and Gilroy Crossing						Camino Arroyo and Holloway Road						L/H Connection and Holloway Road (All-way Stop)					
	Southbound Left			Westbound Right			Eastbound Left			Southbound Left			Westbound Left			Northbound Left		
	SBL AM	SBL PM	SBL SAT	WBR AM	WBR PM	WBR SAT	EBL AM	EBL PM	EBL SAT	SBL AM	SBL PM	SBL SAT	WBL AM	WBL PM	WBL SAT	NBL AM	NBL PM	NBL SAT
Existing Conditions																		
Cycle Length/Control Delay (sec)[1]	60	60	70	--	--	--	8.4	8.4	8.6	8.0	8.3	8.5	--	--	--	--	--	--
Lanes	1	1	1	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	23	178	209	--	--	--	42	49	61	20	47	69	--	--	--	--	--	--
95th %. Queue (veh/ln.)	2	6	8	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	50	150	200	--	--	--	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	--	--	--	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	YES	**NO**	--	--	--	YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Conditions																		
Cycle Length/Control Delay (sec)[1]	60	60	70	--	--	--	8.4	8.4	8.6	8.0	8.3	8.5	--	--	--	--	--	--
Lanes	1	1	1	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	23	178	209	--	--	--	42	49	61	20	47	69	--	--	--	--	--	--
95th %. Queue (veh/ln.)	2	6	8	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	50	150	200	--	--	--	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	--	--	--	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	YES	**NO**	--	--	--	YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Plus Project (No LH Connection)																		
Cycle Length/Control Delay (sec)[1]	60	60	70	60	60	70	8.4	8.5	8.6	8.2	8.4	8.5	--	--	--	--	--	--
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	221	382	435	64	68	74	42	49	61	42	56	70	--	--	--	--	--	--
95th %. Queue (veh/ln.)	7	11	13	3	3	4	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	175	275	325	75	75	100	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	Future	Future	Future	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	**NO**	**NO**				YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Plus Project (With LH Connection)																		
Cycle Length/Control Delay (sec)[1]	60	60	70	60	60	70	9.5	12.7	11.8	9.0	10.0	9.5	9.1	14.7	10.1	8.1	8.9	8.4
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	214	376	426	64	67	73	109	201	215	40	55	70	93	329	170	2	1	1
95th %. Queue (veh/ln.)	7	11	13	3	3	4	1	2	2	1	1	1	1	3	2	1	1	1
95th %. Queue (ft./ln)[2]	175	275	325	75	75	100	25	50	50	25	25	25	25	75	50	25	25	25
Storage (ft./ ln.)	175	175	175	Future	Future	Future	125	125	125	100	100	100	Future	Future	Future	Future	Future	Future
Adequate (Y/N)	YES	**NO**	**NO**				YES	YES	YES	YES	YES	YES						

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Table ES 4
Freeway Segment Level of Service Results

#	Freeway	Segment	Direction	Peak Hour	Existing Plus Project Speed[1] (mi/hr)	# of Lanes[1]	Capacity (vph)	Volume[1] (pc/h)	Density (pc/mi/ln)	LOS	Project Trips (Existing Roadway Network) Volume (vph)	% of Capacity	Project Trips (w/ Luchessa-Holloway Connection) Volume (vph)	% of Capacity
1	US 101	from Betabel Road to Bloomfield Avenue (SR 25)	NB	AM	38	2	4,400	3,770	50	E	11	0.25	11	0.25
			NB	PM	58	2	4,400	3,769	33	D	10	0.23	10	0.23
2	US 101	from Bloomfield Avenue (SR 25) to Monterey Road	NB	AM	36	2	4,400	3,713	51	E	22	0.50	22	0.50
			NB	PM	42	2	4,400	3,901	46	D	20	0.45	20	0.45
3	US 101	from Monterey Road to Pacheco Pass Highway	NB	AM	64	3	6,900	4,318	23	C	22	0.32	22	0.32
			NB	PM	63	3	6,900	4,558	24	C	20	0.29	20	0.29
4	US 101	from Pacheco Pass Highway to Leavesley Road	NB	AM	59	3	6,900	5,596	32	D	35	0.51	35	0.51
			NB	PM	59	3	6,900	5,494	31	D	38	0.55	38	0.55
5	US 101	from Leavesley Road to Masten Avenue	NB	AM	40	3	6,900	5,779	48	E	24	0.34	24	0.34
			NB	PM	57	3	6,900	5,772	34	D	26	0.37	26	0.37
6	US 101	from Masten Avenue to San Martin Avenue	NB	AM	34	3	6,900	5,431	53	E	20	0.29	20	0.29
			NB	PM	52	3	6,900	5,979	38	D	22	0.32	22	0.32
7	US 101	from San Martin Avenue to Masten Avenue	SB	AM	60	3	6,900	5,369	30	D	22	0.32	22	0.32
			SB	PM	38	3	6,900	5,647	50	E	20	0.28	20	0.28
8	US 101	from Masten Avenue to Leavesley Road	SB	AM	67	3	6,900	2,626	13	B	26	0.37	26	0.37
			SB	PM	66	3	6,900	5,533	28	D	23	0.33	23	0.33
9	US 101	from Leavesley Road to Pacheco Pass Highway	SB	AM	64	3	6,900	4,419	23	C	38	0.55	38	0.55
			SB	PM	59	3	6,900	5,504	31	D	34	0.49	34	0.49
10	US 101	from Pacheco Pass Highway to Monterey Road	SB	AM	64	3	6,900	4,225	22	C	19	0.28	19	0.28
			SB	PM	30	3	6,900	5,154	57	E	22	0.32	22	0.32
11	US 101	from Monterey Road to Bloomfield Avenue (SR 25)	SB	AM	62	2	4,400	3,315	27	D	19	0.43	19	0.43
			SB	PM	21	2	4,400	2,804	**67**	**F**	22	0.50	22	0.50
12	US 101	from Bloomfield Avenue (SR 25) to Betabel Road	SB	AM	62	2	4,400	3,212	26	C	10	0.22	10	0.22
			SB	PM	58	2	4,400	3,726	32	D	11	0.25	11	0.25

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program (CMP) Monitoring Study, 2018.
Although the CMP Monitoring report does not include count data for the Saturday peak-hour, for informational purposes, the Saturday peak-hour project traffic on the freeway is included.
Bold indicates unacceptable LOS, or project traffic exceeding one percent (1%) of the segments capacity.
Bold and boxed indicate adverse effect.

Table ES 5
Freeway Ramp Analysis Results

Interchange/Ramp	Peak Hour	Ramp Type		Constraint Point[1]	Control	Capacity[2] (vph)	Existing Conditions Volume[3] (vph)	Existing Conditions V/C	Existing Conditions LOS[4]	Background Conditions Volume (vph)	Background Conditions V/C	Background Conditions LOS[4]	Background Plus Proj (Existing Roadway Network) Volume (vph)	Background Plus Proj (Existing Roadway Network) V/C	Background Plus Proj (Existing Roadway Network) LOS[4]	Background Plus Proj (Luchessa/Holloway Connection) Volume (vph)	Background Plus Proj (Luchessa/Holloway Connection) V/C	Background Plus Proj (Luchessa/Holloway Connection) LOS[4]
US 101 at Monterey Road																		
Southbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	242	0.134	A	244	0.136	A	244	0.136	A	244	0.136	A
	PM				Signal	1,800	662	0.368	A	685	0.381	A	685	0.381	A	701	0.389	A
	SAT				Signal	1,800	429	0.238	A	455	0.253	A	455	0.253	A	466	0.259	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	1,800	334	0.186	A	339	0.188	A	339	0.188	A	352	0.196	A
	PM				Meter-On	900	536	0.596	A	564	0.627	B	564	0.627	B	638	0.709	C
	SAT				Meter-Off	1,800	517	0.287	A	549	0.305	A	549	0.305	A	564	0.313	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	499	0.277	A	538	0.299	A	538	0.299	A	596	0.331	A
	PM				Signal	1,800	373	0.207	A	469	0.261	A	469	0.261	A	512	0.284	A
	SAT				Signal	1,800	319	0.177	A	403	0.224	A	403	0.224	A	412	0.229	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	900	437	0.486	A	438	0.487	A	438	0.487	A	413	0.459	A
	PM				Meter-Off	1,600	292	0.183	A	321	0.201	A	321	0.201	A	223	0.139	A
	SAT				Meter-Off	1,600	340	0.213	A	372	0.233	A	372	0.233	A	303	0.190	A
US 101 at Tenth Street/Pacheco Pass Highway (SR 152)																		
Southbound Off-Ramp	AM	Diagonal	Off	2	Signal	3,600	839	0.233	A	1,104	0.307	A	1,142	0.317	A	1,141	0.317	A
	PM				Signal	3,600	1,434	0.398	A	1,712	0.476	A	1,746	0.485	A	1,748	0.486	A
	SAT				Signal	3,600	1,483	0.412	A	1,691	0.470	A	1,730	0.481	A	1,732	0.481	A
Southbound On-Ramp	AM	Loop	On	1	Meter-Off	1,600	101	0.063	A	130	0.081	A	149	0.093	A	135	0.084	A
	PM				Meter-On	900	277	0.308	A	432	0.480	A	454	0.504	A	380	0.422	A
	SAT				Meter-Off	1,600	219	0.137	A	255	0.159	A	277	0.173	A	262	0.164	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	325	0.181	A	520	0.289	A	542	0.301	A	482	0.268	A
	PM				Signal	1,800	385	0.214	A	550	0.306	A	570	0.317	A	510	0.283	A
	SAT				Signal	1,800	536	0.298	A	656	0.364	A	677	0.376	A	648	0.360	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	900	592	0.658	B	617	0.686	B	652	0.724	C	652	0.724	C
	PM				Meter-Off	1,800	869	0.483	A	1,038	0.577	A	1,076	0.598	A	1,076	0.598	A
	SAT				Meter-Off	1,800	955	0.531	A	977	0.543	A	1,017	0.565	A	1,017	0.565	A

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
4. The ramp level of service corresponds to the calculated ramp V/C ratios.

1. Introduction

This report presents the results of a Transportation Analysis (TA) completed for the proposed Gilroy Square Development project located at 6970 Camino Arroyo in the City of Gilroy, California.

The project site consists of an undeveloped 10.18-acre site bounded by Pacheco Pass Highway (SR 152) to the north, Camino Arroyo to the west, Holloway Road to the south, and undeveloped land to the east. The proposed project would be developed in three phases with the following land uses:

Phase 1 –

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)

Phase 2 –

- an 88-room 4-story hotel (Holiday Inn Express)

Phase 3 –

- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway cuts and one proposed new driveway) and one along Holloway Road (existing).

It should be noted that the project site, along with the parcel south of the project site along Holloway Road, was evaluated with potential development as Phase II of the Regency Centers Gilroy Crossing shopping center project in 2002 (*Regency Centers Traffic Impact Analysis*, by Hexagon). The Regency Centers Phase I project is located in the southwest corner of the Camino Arroyo/Pacheco Pass Highway intersection, across the street from the project site, and is completed and occupied (Gilroy Crossing shopping center).

Land Use and Zoning Conformance

The City of Gilroy General Plan land use designation for the project site is General Industrial. The Zoning Map designation for the site is Highway Commercial (HC) and General Industrial (M2). Therefore, the development of the project site, as proposed, will require a General Plan amendment and Zoning amendment.

Roadway Network

Under the current roadway network, all access to the project sites is provided via Pacheco Pass Highway (SR 152) and Camino Arroyo. In the 2002 Regency Centers TIA, it was determined that in order to provide the additional capacity required to serve Phase II of the Regency Centers project (now the proposed project), a roadway connection from the project area to the south would be required.

The adopted City of Gilroy 2040 General Plan includes roadway improvements throughout the city that will support the projected growth associated with the buildout of the General Plan. Some of these planned improvements would directly affect the project area by changing travel patterns. Planned roadway network improvements in the project area include:

- The extension of Luchessa Avenue from its current terminus point at Rossi Lane eastward to connect to the future Cameron Boulevard extension.
- The extension of Cameron Boulevard to the north to connect to Marcella Avenue at Leavesley Road and to the south to connect to and past the Luchessa Avenue extension, terminating at the Southside Drive extension.
- The extension of Rossi Lane from its current terminus point at Luchessa Avenue northward to connect to Holloway Road.

The planned Rossi Lane extension would provide a second access route between the project site area and the south and southwest parts of Gilroy via Holloway Road, Rossi Lane, and Luchessa Avenue. From conversations with City staff, a more feasible option for the planned Rossi Lane extension would be a new roadway from Holloway Road, parallel to/west of Camino Arroyo/Venture Way and the existing UNFI building, and connecting to Luchessa Avenue at its planned extension, approximately 1,900 feet east of Rossi Lane. This new north/south roadway connection is referred to within this report as the *Luchessa/Holloway connection*. The Luchessa/Holloway connection would replace the planned Rossi Lane extension to Holloway Road included in the General Plan roadway network.

Therefore, this study will evaluate operations of the proposed project under the current roadway network (near-term conditions) and assuming the construction of a new roadway providing a direct connection between Luchessa Avenue and Holloway Road (near-term and General Plan conditions).

As specified in the Gilroy 2040 General Plan (Chapter 3, Mobility), the addition or deletion of planned roadways will require a General Plan Amendment.

The project site location and surrounding study area are shown on Figure 1. The site plan is shown on Figure 2.

Transportation Analysis Scope

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the increase in traffic due to the proposed project in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *City of Gilroy 2040 General Plan* goals and policies.

Figure 1
Site Location

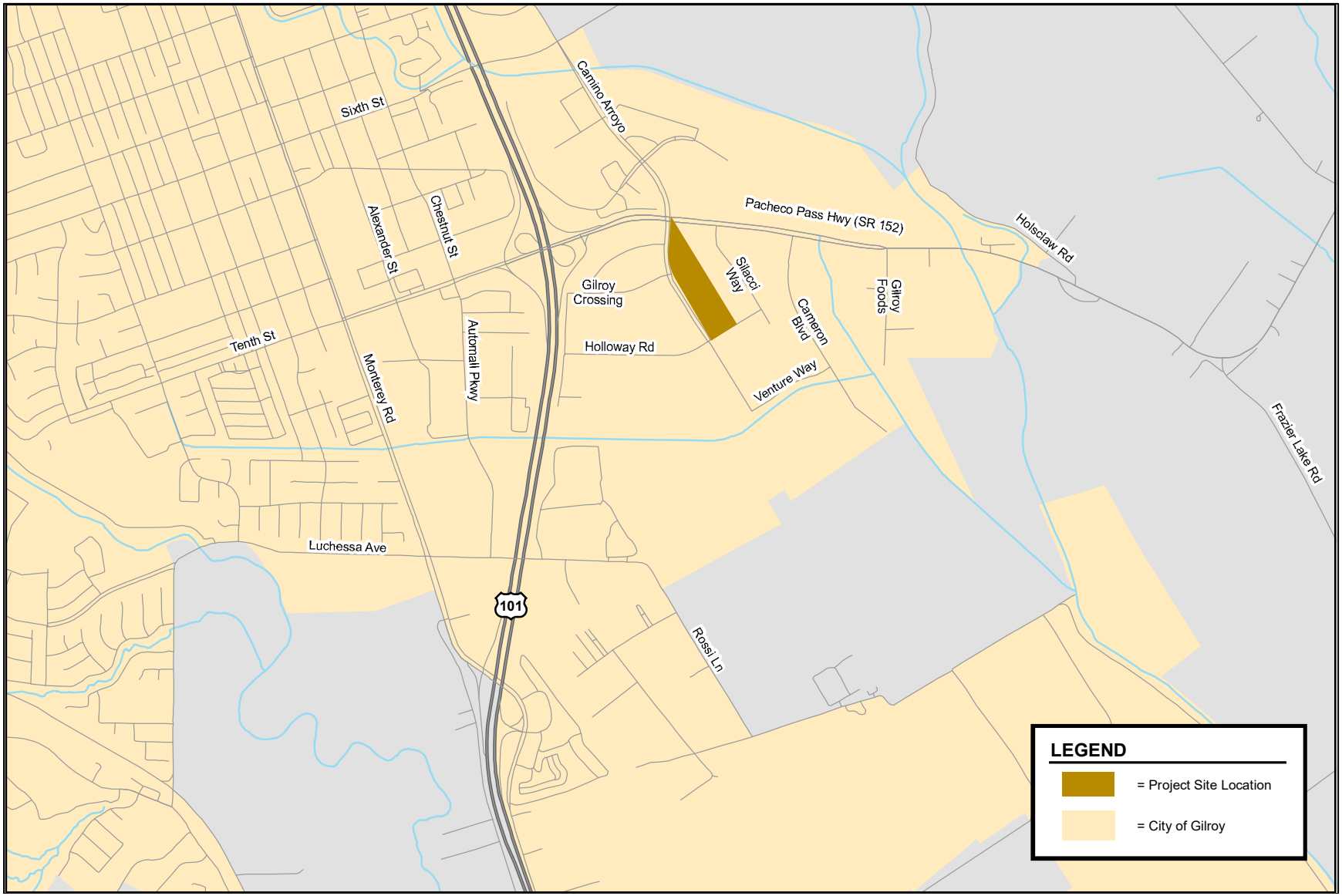


Figure 2
Proposed Site Plan

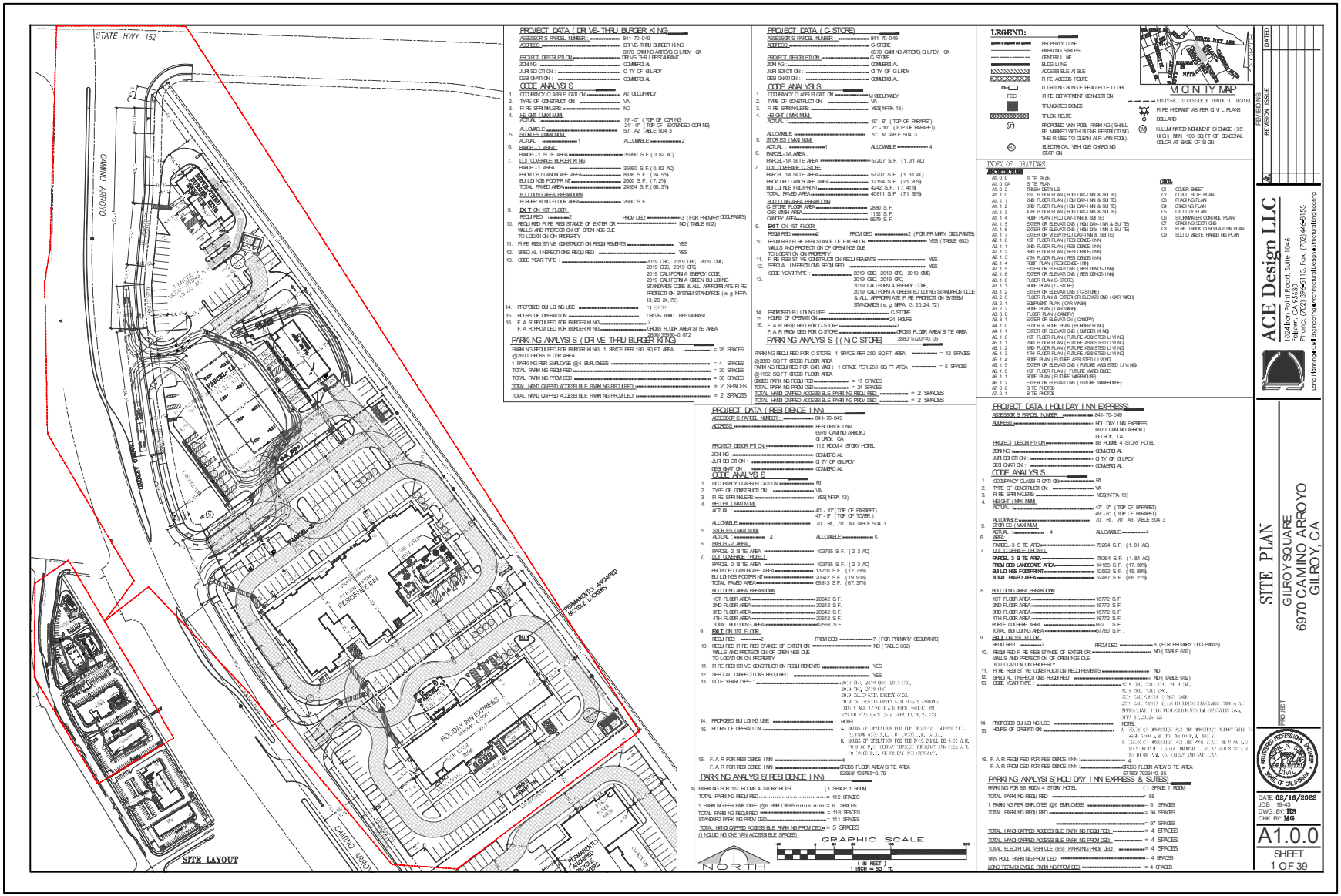
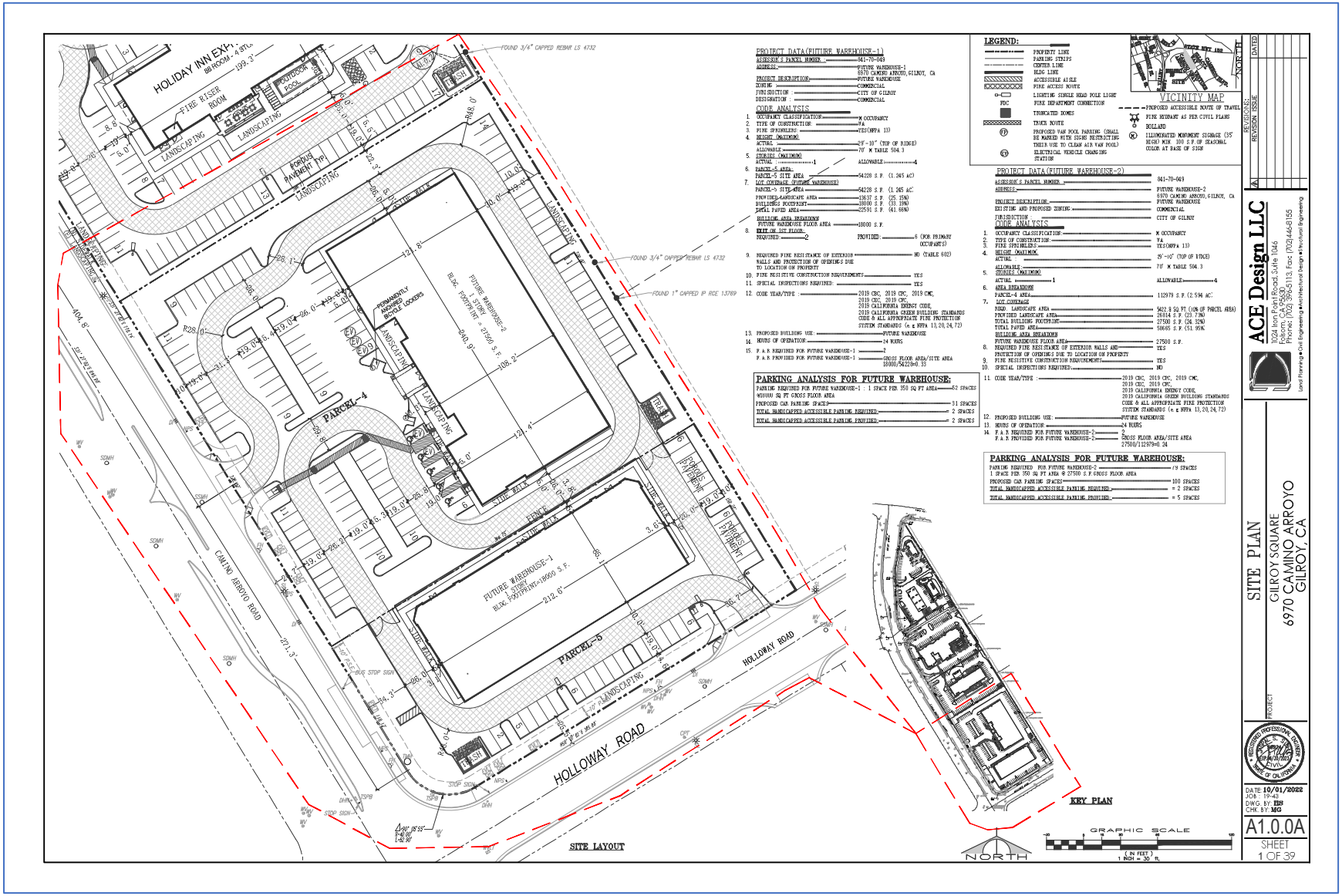


Figure 2 (continued)
Proposed Site Plan



CEQA Transportation Analysis Scope

Like most other jurisdictions in Santa Clara County and the State, the City of Gilroy has historically utilized vehicular delay as the primary analysis metric to evaluate traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects of development growth on the State's goal for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics (total VMT for retail/commercial projects).

The CEQA VMT impact analysis was completed using the *Valley Transportation Authority's* (*VTA) VMT Evaluation Tool* and the City of Gilroy Travel Demand Forecasting (TDF) Model.

The City of Gilroy is currently developing the framework for new transportation policies based on VMT as the primary measure of transportation impacts. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, for the evaluation of projects.

Traffic Operations Analysis Scope

The current *City of Gilroy 2040 General Plan*, adopted in November 2020, uses Level of Service (LOS) as its primary metric for the evaluation of the effects of new development and land use changes on the City's transportation network. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included to determine the project's conformance with General Plan transportation goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The traffic operations analysis includes the evaluation of weekday AM and PM peak-hour and Saturday peak-hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) in the general vicinity of the project site. The traffic operations analysis also includes an evaluation of the effects of the project on other transportation issues relating to on-site access, on-site circulation, sight distance, parking, roadway segments, freeway segments and ramps, pedestrian, bicycle, and transit facilities, and related safety elements in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Gilroy, the Gilroy 2040 General Plan, and the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014). The VTA administers the Congestion Management Program (CMP) for Santa Clara County.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 presents the CEQA transportation analysis. Chapter 4 describes the traffic operations analysis and the project's effects on the transportation system and describes the recommended roadway improvements. An evaluation of other transportation issues, including site access and on-site circulation review, parking, freeway ramp analysis, and effects on bicycle, pedestrian, and transit facilities, are presented in Chapter 5. Chapter 6 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing transportation system within the project area. It describes existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101 and State Route (SR) 152/Pacheco Pass Highway. Local access to the project site is provided by Tenth Street, Camino Arroyo, Holloway Road, Cameron Boulevard, Silacci Way, and Luchessa Avenue. These facilities are shown on Figure 1 and described below.

US 101 is a six-lane freeway north of the Monterey Road interchange (in south Gilroy) and transitions to a four-lane freeway south of that point. US 101 extends northward through San Jose and southward into Salinas. This freeway serves as the primary roadway connection between Gilroy and Morgan Hill and other Santa Clara County communities to the north and between Gilroy and Salinas to the south. US 101 includes full-access interchanges at Leavesley Road, Tenth Street/SR 152, and Monterey Road in Gilroy. A fourth interchange at Masten Avenue, north of Gilroy in unincorporated Santa Clara County, serves the north and northwestern areas of Gilroy. Regional access to the project site is provided via the US 101 interchange at Tenth Street/SR 152.

SR 152 (Pacheco Pass Highway) is a two- to four-lane east-west highway that extends to the east, where it is known as Pacheco Pass Highway, starting at the US 101 interchange at Tenth Street, over the Pacheco Pass to Interstate 5 and through Los Banos. West of Gilroy, SR 152 is known as Hecker Pass Highway and extends westward from the US 101 interchange at Leavesley Road via Monterey Road and First Street over the Santa Cruz Mountains to Watsonville and Highway 1. SR 152 connects the communities of Watsonville and Gilroy to the Central Valley via Interstate 5. Access to the project site would be provided via its intersection with Camino Arroyo.

Tenth Street is a two- to six-lane arterial roadway that begins at Uvas Parkway and extends eastward to US 101, where it changes designation to Pacheco Pass Highway (SR 152). Tenth Street has one lane in each direction with a two-way left-turn lane west of Church Street. Between Church Street and Monterey Road, Tenth Street consists of two lanes in each direction, then transitions to three westbound lanes and two eastbound lanes between Monterey Road and Alexander Street, three lanes in each direction with a landscaped median between Alexander Street and Chestnut Street, and again to two lanes in each direction east of Chestnut Street. Tenth Street is one of six freeway crossings

within Gilroy and it is proposed to be extended from its current terminus point at Uvas Parkway westward over Llagas Creek to connect to Santa Teresa Boulevard at the current Miller Avenue/Santa Teresa Boulevard intersection. Bike lanes are available along Tenth Street, between Monterey Road and Orchard Drive.

Camino Arroyo is a four-lane north-south roadway that extends from Arroyo Circle, just north of Sixth Street/Gilman Road, to Venture Way, south of SR 152. Arroyo Circle extends northward to Leavesley Road along the east side of US 101, and in conjunction with Camino Arroyo, provides a north/south connection between Leavesley Road and SR 152. Camino Arroyo would provide direct access to the project site via one full-access driveway at its intersection with Gilroy Crossing and three limited-access driveways. Bike lanes are available along the entire length of Camino Arroyo, including along the western project frontage.

Holloway Road is a two-lane east-west roadway that begins at its intersection with Brem Lane and continues eastward until its intersection with Silacci Way, where it terminates. Direct access to the project site would be provided via a full-access driveway along Holloway Road.

Cameron Boulevard is a four-lane north-south roadway that currently extends from SR 152 south to Venture Way, where it terminates as an access road to the UNFI warehouse facility. Bike lanes are available along the entire length of Cameron Boulevard.

The 2040 Gilroy General Plan indicates that Cameron Boulevard is planned to be extended from its current terminus point at SR 152 northward to Gilman Road, and continuing north to form the south leg of the Marcella Avenue/Leavesley Road intersection. Additionally, Cameron Boulevard is planned to be extended from its current southern terminus point southward to connect to a planned extension of Luchessa Avenue and terminate at Southside Drive. Fully implemented, the Cameron Boulevard extension would provide an alternative north-south connection (east of US 101) between the south and southwest parts of Gilroy (Luchessa Avenue), SR 152, and Leavesley Road.

Luchessa Avenue is a two- to four-lane arterial roadway that begins at Miller Avenue and extends eastward approximately 1,700 feet past US 101, where it terminates at its intersection with Rossi Lane. Luchessa Avenue consists of one to two lanes in each direction with a landscaped median west of Thomas Road. Between Thomas Road and Church Street, Luchessa Avenue is an undivided two-lane roadway. Between Church Street and Monterey Road, Luchessa Avenue is a four-lane roadway with left-turn pockets. East of Monterey Road, Luchessa Avenue is an undivided two-lane roadway. Bike lanes are available along Luchessa Avenue, west of Monterey Road.

The 2040 Gilroy General Plan indicates that Luchessa Avenue is planned to be extended from its current terminus point at Rossi Lane eastward to form the west leg of the Cameron Boulevard/Luchessa Avenue intersection. Fully implemented, the Luchessa Avenue extension would provide an alternative east-west connection (south of SR 152) between the southwest and southeast parts of Gilroy.

Existing Bicycle Facilities

Bicycle facilities are divided into three classes of relative significance:

- **Class I Bikeways (Bike Path)**. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path.
- **Class II Bikeways (Bike Lane)**. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings.

- **Class III Bikeways (Bike Route)**. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

There are several bicycle facilities in the vicinity of the project site. These are listed below and shown on Figure 3:

Class I Bikeways (Bike Paths)

The nearest bike path to the project site is the *Western Ronan Channel Trail*. This trail is located on the western side of the Ronan Channel between Leavesley Road and Sixth Street.

Class II Bikeways (Bike Lanes)

Class II Bikeways in the vicinity of the project site are provided along the following roadways:

- Camino Arroyo/Arroyo Circle, along the entire length of the street
- Venture Way, along the entire length of the street
- Cameron Boulevard, along the entire length of the street
- Renz Lane, between 1000 feet west of Camino Arroyo and eastern terminus
- Sixth Street, between Maple Street and Camino Arroyo; between Hanna Street and Wren Avenue
- Chestnut Street, between Tenth Street and Sixth Street
- Tenth Street, between Monterey Road and Orchard Drive (Gilroy High School)
- Forest Street, between Eighth Street and IOOF Avenue
- Eigleberry Street, between Tenth Street and First Street
- Church Street, between Tenth Street and First Street
- Luchessa Avenue, between Monterey Road and Princevalle Street; between Thomas Road and Miller Avenue

Class III Bikeways (Bike Routes)

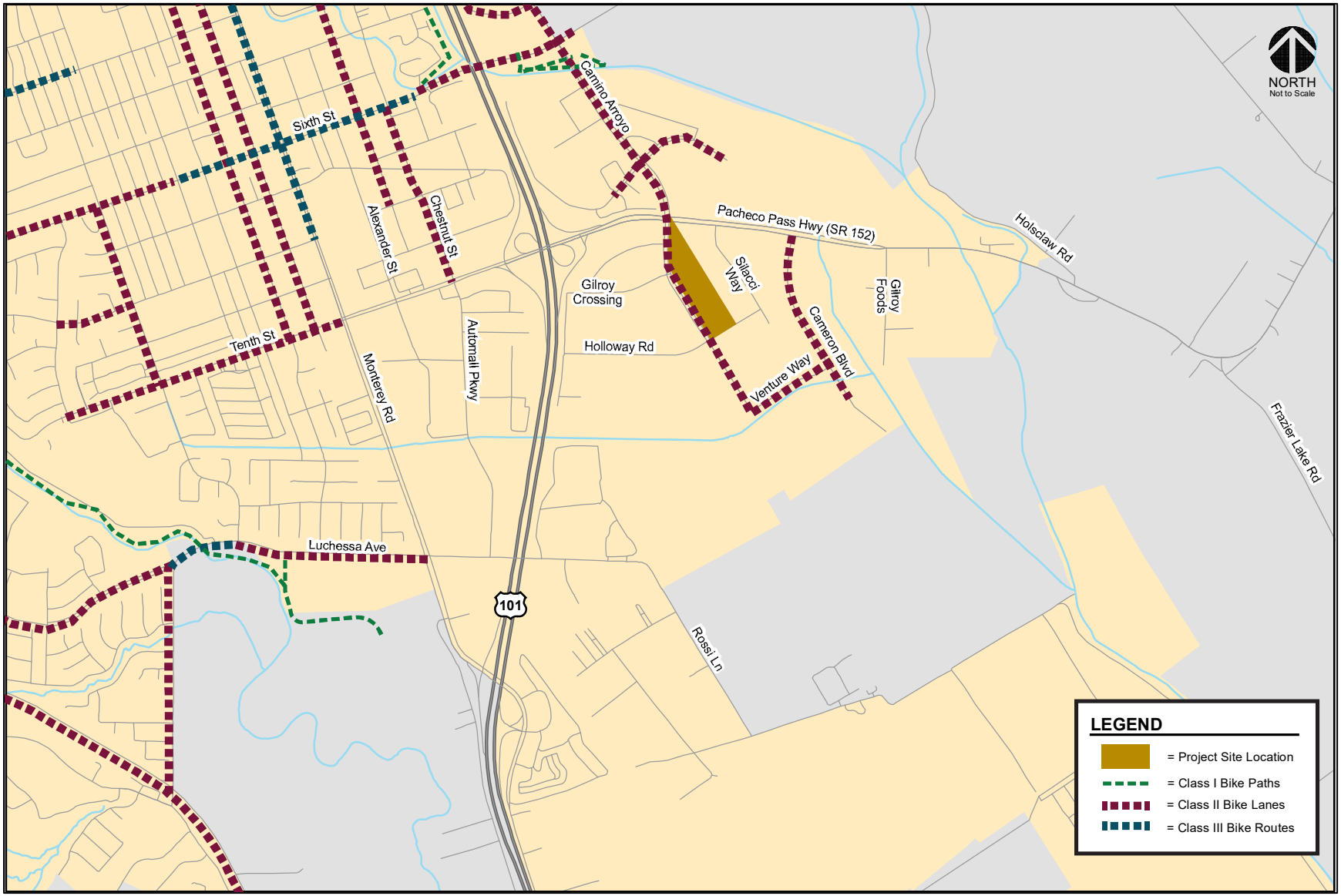
Class III Bikeways in the vicinity of the project site are provided along the following roadways:

- Monterey Street, between First Street and Eighth Street
- Sixth Street, between Hanna Street and Rogers Lane

Existing Pedestrian Facilities

The project area consists of a mixture of commercial and industrial land uses, and undeveloped land. Pedestrian facilities in the project area consist primarily of sidewalks along both sides of the road within all commercial areas. Crosswalks and pedestrian push buttons are available along three or more legs of all signalized intersections in the vicinity of the project site (with the exception of the intersection of Cameron Boulevard/SR 152, which only has a crosswalk along the south side of the intersection). The existing sidewalks, along with the crosswalks and pedestrian push buttons, provide a pedestrian connection between all shopping centers in the study area. However, most undeveloped and industrial use parcels have missing sidewalks, including along the entire project site frontage on Camino Arroyo and Holloway Road, creating an incomplete pedestrian network. Sidewalks are missing along the following roadway segments in the vicinity of the project site:

Figure 3
Existing Bicycle Facilities



- Camino Arroyo, along the east side of the roadway, starting approximately 370 feet south of Renz Lane to approximately 300 feet south of Holloway Road (including along the project frontage).
- Camino Arroyo, along the west side of the roadway between Holloway Road and 300 feet south of Holloway Road
- Holloway Road, along the north side of the roadway between Camino Arroyo and Silacci Way (including along the project frontage).
- Holloway Road, along the south side of the roadway between 900 feet west of Camino Arroyo and Silacci Way
- SR 152, along the entire south side of the roadway, east of Camino Arroyo, with the exception of an approximately 825-foot segment along the McCarthy Business Park frontage, west from Cameron Boulevard.
- SR 152, along the entire north side of the roadway, with the exception of an approximately 275-foot segment on the east side of Camino Arroyo.
- Silacci Way, along both sides of the roadway.

Continuous sidewalks along the south side of SR 152 that run across the US 101 interchange connect the existing commercial uses along Camino Arroyo (east of US 101) with the land uses along Tenth Street, west of US 101.

The existing pedestrian facilities in the study area are shown on Figure 4.

Existing Transit Services

Transit services in Gilroy consist of local, regional, and intercity bus services, rail services, and paratransit services. Existing transit service in Gilroy is provided primarily by Santa Clara County VTA buses. Caltrain commuter rail service, San Benito County express bus service, and Greyhound bus service also serve Gilroy. The existing transit services in the study area are shown on Figure 5.

The project site is served by ***Local Route 84***, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital via Tenth Street, Camino Arroyo, and San Ysidro Avenue with approximately 60-minute headways during commute hours. Existing VTA bus stops serving Route 84 are located directly along the Camino Arroyo project frontage at the Gilroy Crossing and Holloway Road intersections. Additionally, the Gilroy Transit Station is located just over one mile northwest of the project site, along Monterey Road.

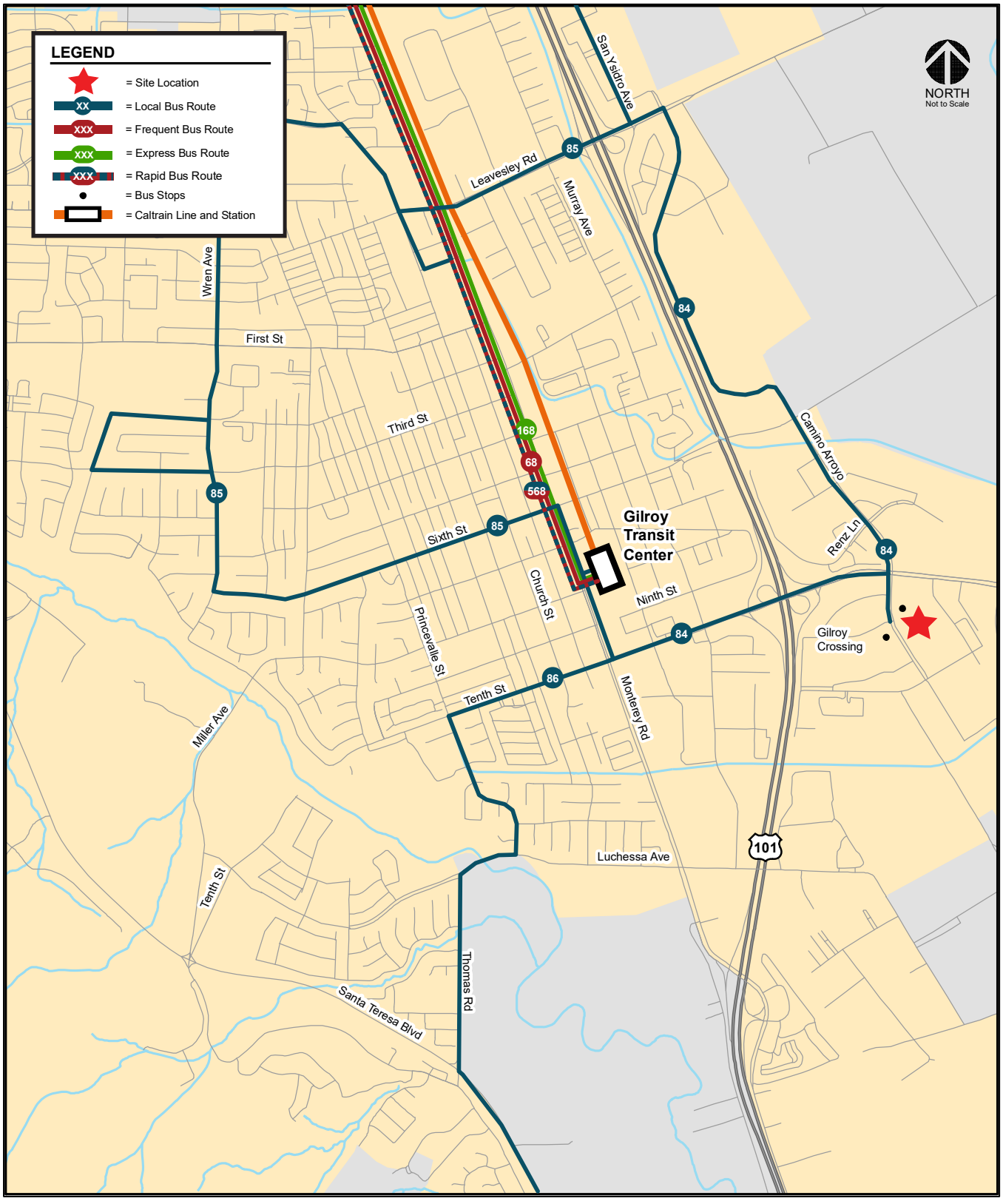
Other bus transit services currently serving Gilroy, as of June 2022, include:

- ***Local Bus Route 85*** provides weekday and weekend services between the Gilroy Transit Center and Saint Louise Regional Hospital via Sixth Street, Wren Avenue, Mantelli Drive, Leavesley Road, and San Ysidro Avenue with approximately 60-minute headways during commute hours.
- ***Local Bus Route 86*** provides weekday-only services between the Gilroy Transit Center and Gavilan College via Tenth Street, Princevalle Street, Luchessa Avenue, Thomas Road, and Santa Teresa Boulevard between the hours of 7:45 AM and 3:34 PM with approximately 30-minute headways.
- ***Frequent Route 68*** provides weekday and weekend services between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 4:43 AM and 1:20 AM with approximately 15- to 30-minute headways during commute hours.

Figure 4
Existing Pedestrian Facilities



Figure 5
Existing Transit Services



- ***Express Route 121*** provides weekday services between the Gilroy Transit Center and the Lockheed Martin Transit Center in Sunnyvale with northbound service (three trips) during the morning commute period and southbound service (three trips) during the afternoon commute period with approximately 60-minute headways. This express route has scheduled stops at the Gilroy Transit Center, the Morgan Hill Caltrain Station, Old Ironsides Light Rail Station, and the Lockheed Martin Transit Center.
- ***Rapid Route 568*** provides weekday services between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 5:00 AM and 12:20 AM with approximately 30-minute headways during commute hours.
- ***San Benito County Express Bus Service (Caltrain and Gavilan College Shuttle)*** provides express bus service between Hollister and the Gilroy Transit Center Monday through Friday. Currently, five northbound (to Gilroy) shuttles run during the morning and evening commute periods, between 4:55 and 10:40 AM and between 1:15 and 7:35 PM, respectively. In addition, there are four southbound (to Hollister) runs in the morning between 7:05 and 11:50 AM and five runs in the evening between 2:00 and 8:20 PM. The schedule is coordinated with the Caltrain schedule to facilitate connections with Caltrain arrivals and departures.
- ***San Benito County Express Bus Service (Greyhound Shuttle)*** provides service between Hollister and the Gilroy Transit Center, (which serves as the Greyhound Bus Depot) on Saturdays and Sundays. There are currently two northbound (to Gilroy) and two southbound (to Hollister) runs in the morning between 7:30 and 11:10 AM and two northbound and two southbound runs in the evening between 12:05 and 6:35 PM. The schedule is designed to allow for connections to Greyhound service.

Additionally, ***Caltrain*** provides train service from Gilroy to San Francisco, with limited-stop service at other stations along the peninsula corridor. Caltrain service to Gilroy is only provided on weekdays; weekend service south of San Jose is not available. Currently, as of June 2022, the Gilroy Caltrain station is served by three northbound trains in the morning and three southbound trains in the evening. The northbound trains have scheduled departures from the Gilroy Transit Center at 5:54 and 6:52 AM and the southbound trains have scheduled arrivals at the Gilroy Transit Center at 5:21 and 7:19 PM.

Greyhound Lines, Inc. is an intercity, long-distance bus service offering services to over 3,700 destinations in the United States, Canada, and Mexico. The Gilroy Transit Center also serves as the Greyhound Bus Depot in Gilroy. Greyhound buses operate from the Transit Center every day of the week.

All of the above transit routes serve the Gilroy Transit Center, located in Downtown Gilroy, along Monterey Road.

3. CEQA Vehicle Miles Traveled (VMT) Evaluation

This chapter provides an evaluation of the proposed project's effect on Vehicle Miles Traveled (VMT). Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes.

VMT Evaluation Methodology

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity. Local-serving retail projects also would result in shorter vehicle trips as new local-serving retail development typically diverts/shortens existing shopping trips, rather than generating new retail trips.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics. The daily VMT per resident accounts for trips that start or end at the home. Daily VMT per employee is calculated based on trips made by people driving to and from work. However, non-residential and non-employment projects, such as retail and hotel projects, include both trips made by employees and patrons. Thus, for non-residential and non-employment projects, OPR guidelines recommend the evaluation of total VMT.

To determine whether a project would result in CEQA transportation impacts related to VMT, VTA has developed a VMT Evaluation Tool to streamline the analysis for development projects. However, the VMT tool is limited to the evaluation of VMT for the general land use categories of residential, office, and industrial. For non-residential or non-office/industrial projects, very large projects, or projects that can potentially shift travel patterns, a Travel Demand Forecasting (TDF) model, or other City-approved methods, must be used to determine project VMT.

Thus, for the evaluation of this project, the proposed land uses were categorized into employment and retail land uses. The proposed warehouse land use was categorized as an employment use since its trip-making characteristics are mainly dictated by its employees. The proposed gas station/retail, fast-food restaurant, and hotel were categorized as retail uses since their trip-making characteristics are dictated by their employees and patrons. The VTA's VMT tool was used to estimate VMT for the employment uses proposed by the project. However, since the proposed project would include retail, restaurant, and hotel uses for which the VMT tool is not capable of estimating VMT, the City's TDF model was utilized to complete the VMT evaluation for the proposed retail category uses.

VTA VMT Evaluation Tool

The *VTA's VMT Evaluation Tool* could be utilized to evaluate the effects of the project's employment land uses on VMT . The VMT tool identifies the existing average VMT per capita and VMT per employee for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

City of Gilroy Travel Demand Forecasting Model

The City of Gilroy Travel Demand Forecasting Model (also referred to as the Gilroy Model within this report) was utilized to complete the VMT evaluation for the proposed gas station/retail, fast-food restaurant, and hotel uses of the project. The Gilroy Model, built in 2014, was developed as an extension and refinement of the Santa Clara VTA Countywide TDF Model (VTA Model). The Gilroy Model is a subarea model of VTA's Model and provides a more detailed roadway network and zone system within Gilroy. The Gilroy Model was last updated for the evaluation of the City of Gilroy 2040 General Plan and has a 2017 base year (based on VTA/ABAG *Projections 2017*) and a 2040 horizon year (based on City of Gilroy 2040 General Plan land use data). The Gilroy Model was used since it can estimate the diversion of traffic and change in traffic patterns due to the proposed project.

VMT Policies and Impact Criteria

A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee/job. Retail uses are assessed based on their effects on total VMT.

To adhere to the state's legislation, the City of Gilroy is currently developing the framework for new transportation policies based on the implementation of VMT as the primary measure of transportation impacts for CEQA purposes. The new policies will replace the City's current transportation policies that are based on levels of service. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Technical Advisory* suggests criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment.

The impact criteria and thresholds used for the evaluation of the proposed project are described below.

Employment Uses Impact Thresholds

As stated in the technical advisory, for office projects, OPR recommends an impact threshold of 15% below the existing regional VMT per employee. OPR also states that in cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography that includes the area over which most workers would be expected to live.

Currently, the City of Gilroy has limited employment land uses, which results in longer commute trips as a large number of Gilroy residents are required to travel outside of Gilroy for employment. This is reflected in the average VMT per employee for the City of Gilroy (18.79 miles per employee) compared to the regional VMT (15.33) and the County VMT (16.64) per employee, as reported by the VTA VMT Evaluation Tool. Providing employment opportunities in Gilroy will likely attract most employees from within the City. Therefore, for the purpose of this analysis, the impact threshold for the evaluation of the employment uses was assumed to be 15% below the citywide employment VMT per job. The citywide employment VMT threshold is also consistent with the Gilroy 2040 General Plan EIR, which utilized 15% below the citywide VMT as the impact threshold for both residential (per-capita) and employment (per-job) VMT.

The VTA's VMT Evaluation Tool indicates that the existing citywide average VMT per job is currently 18.79. Therefore, the OPR recommended impact threshold of 15% below the existing average VMT per job equates to 15.97 VMT per job.

Employment Impact Threshold: ***15.97 VMT per Job***

Retail Use Impact Thresholds

The VMT analysis for the proposed retail uses considers OPR's recommendation of a net increase in total VMT from baseline conditions as the threshold to identify potential VMT impacts for commercial/retail projects.

Retail Impact Threshold: ***Any Increase in VMT***

CEQA Transportation Analysis Exemption Criteria

The 2018 OPR CEQA technical advisory identifies screening thresholds to determine whether a CEQA transportation analysis would be required for specific development projects. The screening thresholds are based on the project size, map-based screening (areas with low VMT), transit availability, and/or provision of affordable housing. If a project meets the screening thresholds, it is then presumed that the project, or the component of the project, would result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required. Screening thresholds applicable to the proposed project include the following:

Screening Threshold/Presumption of Less-Than-Significant Impact for Small Projects

The OPR guidelines state that projects that generate or attract fewer than 110 trips per day, have no substantial evidence indicating that the project would generate a potentially significant level of VMT, and are consistent with the adopted General Plan, generally may be assumed to cause a less-than-significant impact on VMT. Typical land uses that would generate 110 or fewer daily trips include up to 10,000 s.f. of office space.

Retail Projects

Although the OPR technical advisory does not specify screening criteria for the presumption of less-than-significant VMT impact for retail projects, it recognizes that the addition of new local-serving retail development tends to shorten trips, and consequently reduce VMT, by improving retail destination proximity. That is, new local-serving retail projects would provide an alternative to other similar uses located farther away. OPR specifies that, generally, retail development less than 50,000 square feet in size might be considered local-serving and should be considered to have a less-than-significant VMT impact.

Evaluation of Screening Criteria

Small Project Screening Criteria

The proposed warehouse land use is estimated to generate a total of 110 daily trips (see Table 3, Trip Generation Table, in the following chapter). Based on OPR's small project screening threshold, the proposed warehouse buildings would have a less-than-significant impact on VMT and, therefore, a detailed VMT analysis for this portion of the proposed project is not required.

Local-Serving Retail

The proposed gas station with convenience store and fast-food restaurant with drive-through window are not reflective of larger regional retail development, such as large shopping centers, which would attract new trips from outside the general city limits. Rather, the proposed commercial uses consist of readily available local-serving retail uses that are not anticipated to attract patrons from outside the project area, but instead, would result in a redistribution of local trips currently traveling to other similar locations. Furthermore, because of the location of the project site (adjacent to a freeway interchange and major thoroughfare (SR 152)), it is anticipated that a large percentage of traffic to the retail uses of the project would be pass-by traffic, or traffic already on the roadway system that would stop at the project site, access the proposed land uses, and continue on their final destination.

Based on OPR's screening threshold recommendations, retail development less than 50,000 square feet in size might be considered local-serving. In order to verify if the proposed gas station and fast-food restaurant have trip-making characteristics equivalent to a 50,000-square-foot or less retail project, the proposed gas station and fast-food restaurant were converted into an equivalent amount of retail space, based on their daily trip generation estimates. Trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) were utilized for this process.

Based on the ITE daily trip rate, and after applying the applicable pass-by trip reductions, the proposed gas station and fast-food restaurant are estimated to generate a total of 1,607 daily trips, which are equivalent to the trips estimated to be generated by 43,000 s.f. of retail space (see Table 1). Therefore, the proposed gas station and fast-food restaurants are estimated to generate daily traffic comparable to a 43,000-square-foot local-serving retail project, and therefore, should be considered to have a less-than-significant VMT impact. However, since the proposed hotel uses also were categorized as retail uses for the purpose of the VMT evaluation, the equivalent amount of retail space, including the hotel uses, equates to 66,000 s.f. of retail space. Therefore, the combined size of all three land uses categorized as retail land use (gas station, fast-food restaurant, hotels) would exceed the 50,000-s.f. local-serving retail size threshold identified by OPR and a VMT evaluation for these land uses was completed with the use of the Gilroy Model.

Table 1
Equivalent Retail Land Use Calculations

Land Use	Size	Daily Rate	Daily Trip
#945 Gas station with convenience store, #934 Fast-food restaurant with drive-through window	16 vehicle fueling positions 2,600 s.f.		1,607
#820 - Shopping Center (>150k)	**Equivalent Retail Space = 43,000 s.f.**	37.01	1,607

Source: ITE Trip Generation Manual, 11th Edition, 2021
The daily trip estimates for the gas station and fast-food restaurant include the applicable passby reductions.

VMT Evaluation

Employment VMT

As discussed in the previous section, the proposed warehouse (employment) land use is estimated to generate 110 total daily trips and, per OPR's small project screening threshold, is consider a small project and is presumed to have a less-than-significant impact on VMT.

Retail and Hotel VMT

The City of Gilroy TDF Model was used to estimate VMT for the proposed retail uses of the project site. As described previously, the retail uses of the proposed project are not reflective of larger regional retail development, which would attract new trips from outside the City of Gilroy, but rather, they would be considered local-serving retail and provide a service that is currently provided in other parts of town. Thus, the proposed retail use of the project would result in a redistribution of trips that are currently made to other surrounding similar uses located outside the immediate project area and city limits. The underlying premise is that the proposed retail would not cause an increase in trips but rather result in a change in trip making as patrons and employees of the proposed retail uses access the project site because of its more convenient location instead of other similar uses elsewhere.

In order to estimate the impact on VMT with the Gilroy Model for the proposed land uses categorized as retail, the proposed gas station and fast-food restaurant land uses were converted to equivalent retail land use which, along with the proposed hotel uses, were coded in the model within the project site. The anticipated shifts in trips associated with the proposed project were coded in the Gilroy Model by reallocating retail and service jobs from Traffic Analysis Zones (TAZ) that are used to reflect other locations with similar land uses in the City's model to the TAZ representing the project site. The Gilroy Model was then used to estimate daily VMT for work and shop trips, without and with the proposed retail/restaurant and hotel uses, to quantify the effect of the project and the associated job reallocation.

The model results summarized in Table 2 show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

Table 2
Retail and Hotel VMT Analysis

VMT Analysis (Citywide)	No Project	With Project	Change (Proj - No Proj)
Home-Based Work VMT	452,495	454,403	1,908
Home-Based Shop VMT	343,999	340,758	-3,241
Total VMT	796,495	795,161	**-1,334**

Source: City of Gilroy Travel Demand Forecasting Model.

4. Traffic Operations Analysis

This chapter describes the traffic operations analysis. The traffic operations analysis provides supplemental analysis for use by the City of Gilroy in identifying potential improvement of the transportation system that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

The chapter presents the method by which project traffic is estimated, intersection operations analysis for existing and future conditions, the identification of any adverse effects on study intersections caused by project-generated trips, and recommended improvements to alleviate the identified operational issues. In addition, the chapter includes an intersection vehicle queuing analysis and freeway segment capacity evaluation.

Project Description

The proposed project site is located at 6970 Camino Arroyo (Assessor's Parcel Number [APN] 841-70-049) and consists of an undeveloped 10.18-acre site bounded by Pacheco Pass Highway (SR 152) to the north, Camino Arroyo to the west, Holloway Road to the south, and undeveloped land to the east. The proposed project would be developed in three phases with the following land uses:

Phase 1 –

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)

Phase 2 –

- an 88-room 4-story hotel (Holiday Inn Express)

Phase 3 –

- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway curb cuts and one proposed new driveway) and one along Holloway Road (existing).

The project site plan is shown on Figure 2.

Scope of Analysis

A level of service analysis at key intersections was completed to satisfy local guidelines and determine conformance to General Plan transportation goals and policies. The effects of the project on the study facilities were evaluated in accordance with City of Gilroy and CMP methodologies and standards.

The study intersections are listed below and shown on Figure 6.

Study Intersections

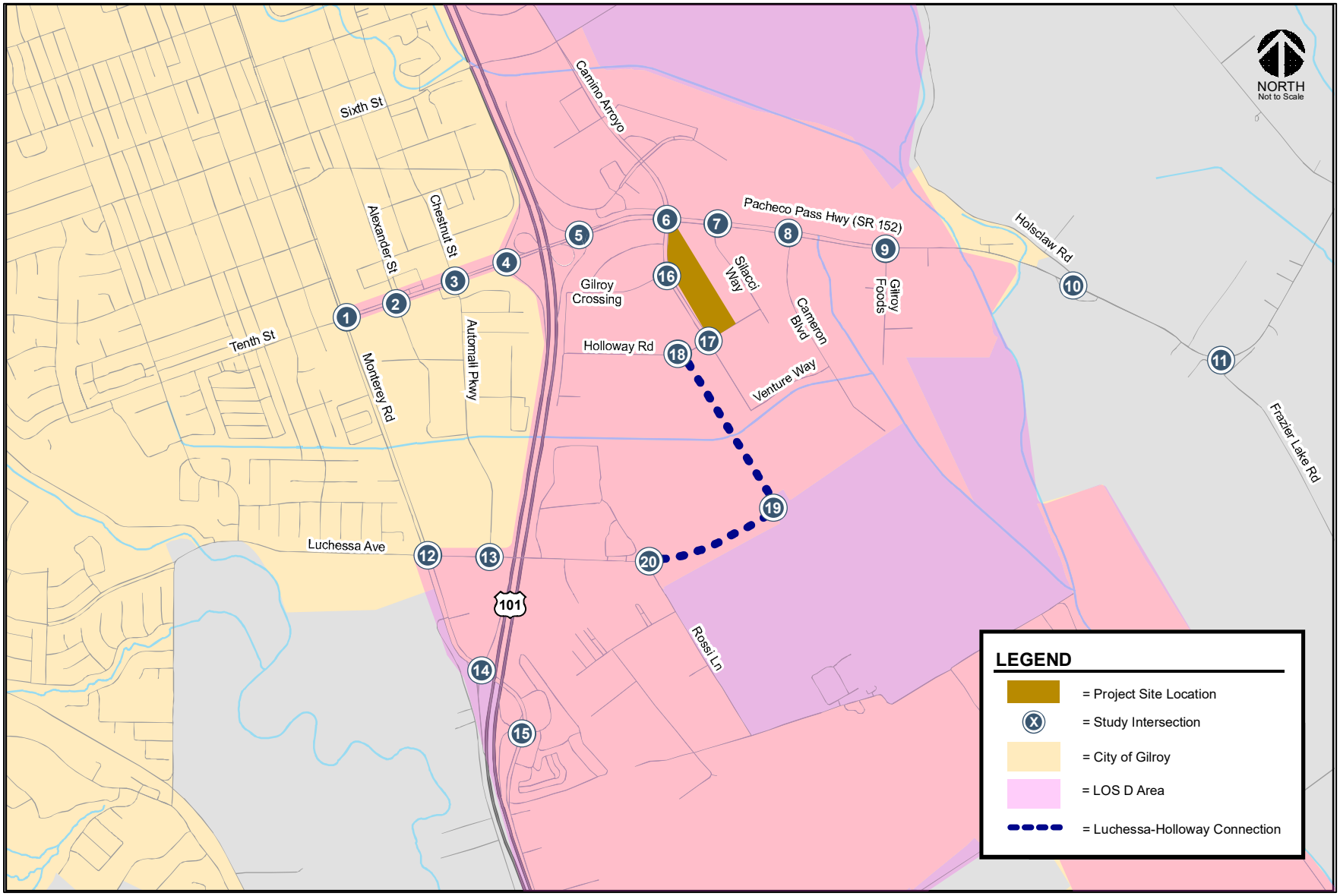
The study includes the evaluation of traffic conditions at 14 signalized intersections, three unsignalized intersections, and three future intersections. All but two of the study intersections are located within the City of Gilroy (denoted on the list below with a CofG superscript). The two study intersections outside the City of Gilroy limits are located within unincorporated Santa Clara County (denoted with an SCC superscript), within Gilroy's sphere of influence, as identified in the Gilroy 2040 General Plan. The following key intersections were evaluated:

1. Monterey Street and Tenth Street [CofG]
2. Alexander Street and Tenth Street [CofG]
3. Chestnut Street/Automall Parkway and Tenth Street [CofG]
4. US 101 Southbound Ramps and Tenth Street [CofG]
5. US 101 Northbound Ramps and Pacheco Pass Highway (SR 152) [CofG]
6. Camino Arroyo and Pacheco Pass Highway (SR 152) [CofG]
7. Silacci Way and Pacheco Pass Highway (SR 152) [CofG]
8. Cameron Boulevard and Pacheco Pass Highway (SR 152) [CofG]
9. Gilroy Foods and Pacheco Pass Highway (SR 152) [CofG]
10. Holsclaw Road and Pacheco Pass Highway (SR 152) [SCC]
11. Frazier Lake Road and Pacheco Pass Highway (SR 152) [SCC]
12. Monterey Street and Luchessa Avenue [CofG]
13. Automall Parkway and Luchessa Avenue [CofG]
14. US 101 SB Ramps and Monterey Road [CofG]
15. US 101 NB Ramps and Monterey Road [CofG]
16. Camino Arroyo and Gilroy Crossing [CofG]
17. Camino Arroyo and Holloway Road [CofG]
18. Luchessa/Holloway Connection and Holloway Road (future) [CofG]
19. Luchessa/Holloway Connection and Luchessa Avenue (future) [CofG]
20. Rossi Lane and Luchessa Avenue (future) [CofG]

Study Periods

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours of adjacent street traffic and the Saturday peak-hour. It is during these times that the most congested traffic conditions occur on an average day. The weekday AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is typically between 4:00 PM and 6:00 PM. The Saturday peak-hour is generally an hour between the 11:00 AM to 2:00 PM period. It is during these time periods that the most congested traffic conditions occur on an average weekday and weekend.

Figure 6
Study Intersections



Study Scenarios

Traffic conditions were evaluated for the conditions described below:

Scenario 1: *Existing Conditions.* Existing intersection traffic volumes were obtained/derived from available intersection turning-movement counts (conducted in 2017- 2019) and new intersection traffic count data collected in March 2022. Current 2022 traffic counts were compared to traffic counts conducted prior to the Covid19 pandemic and adjusted as necessary to identify traffic volumes that would represent current 2022 traffic conditions without the effect of the Covid19 pandemic. This is discussed in more detail in the following section.

Scenario 2: *Background Conditions*. Background traffic conditions represent future traffic volumes on the future transportation network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected trips from approved but not yet constructed developments in the study area. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining the project's adverse traffic effects on the surrounding roadway network.

Scenario 3: *Background Plus Project Conditions.* Background plus project conditions, or simply referred to as *Project Conditions*, represent future traffic volumes with the proposed project. Background plus project conditions were estimated by adding to background traffic volumes the trips associated with the proposed project (or *project traffic volumes*). Background plus project conditions were evaluated under two roadway scenarios: (1) under the existing roadway network; and (2) assuming a new roadway connection from Holloway Road (project site area) to Luchessa Avenue (the proposed Luchessa/Holloway connection). The comparison of these two roadway network scenarios demonstrates the effect of providing a second access roadway between the project area and the south and southwest parts of Gilroy. Background plus project conditions were evaluated relative to background conditions in order to determine adverse traffic effects on the roadway network caused by the proposed project.

Scenario 4: *2040 General Plan Conditions.* Year 2040 General Plan conditions represent future traffic conditions associated with buildout of the City of Gilroy 2040 General Plan land use growth projections and planned future roadway network. With implementation of the proposed project, changes to the adopted General Plan land use and roadway network would occur. Thus, Year 2040 General Plan conditions were evaluated for three scenarios: (1) Year 2040 General Plan conditions, as adopted in November 2020; (2) with the proposed project (replacing the planned land uses on the project site) and planned General Plan roadway network; and (3) with the proposed project and proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension). The change between these scenarios demonstrates the relative effect the proposed project and proposed roadway network change would have on adopted General Plan conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the peak hours. As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment step, the

project trips are assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Trip Generation

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

The proposed gas station would include a convenience store and an automated car wash. Although the description of the gas station with convenience store land use in the ITE Trip Generation Manual, 11th Edition, does not specify this land use also includes a car wash, it is believed that trip generation for a gas station/convenience store/car wash land use is mainly dictated by the gas station and convenience store, and the presence, or lack of, a car wash would have minimal effect on the number of trips generated by this land use. That is, the majority of the car wash users are patrons of the gas station/convenience store who conveniently decide to run their vehicle through the car wash. Additionally, the 10th Edition Trip Generation Manual does specify that the trip rates for the gas station/convenience store land use might also include a car wash. The trip generation rates for gas station with convenience store land use contained in the 10th and 11th Editions were compared. The trip generation rates comparison revealed that the 11th Edition trip generation rates are higher than the rates contained in the 10th Edition Manual. Therefore, it is concluded that the ITE trip generation rates for gasoline/service station with convenience market from the 11th Edition Manual are applicable to the proposed gas station/convenience store/car wash use.

Based on the above assumptions, the project trip generation was estimated by applying to the size of the proposed development ITE trip generation rates for gasoline/service station with convenience market (ITE land use code #945), fast-food restaurant with drive-through window (ITE land use code #934), all-suites hotel (ITE land use code #311), business hotel (ITE land use code #312), and warehouse (ITE land use code #150). Based on the recommended rates and the size of the proposed project, it is estimated that, prior to any trip reductions, the proposed project would generate a total of 6,414 daily trips, with 472 trips (242 inbound and 230 outbound) occurring during the AM peak hour, 480 trips (237 inbound and 243 outbound) occurring during the PM peak hour, and 518 trips (258 inbound and 260 outbound) occurring during the Saturday peak-hour.

Trip Reductions

A 10-percent (%) trip reduction was applied to the project trip generation estimates for internalization between the proposed hotel and commercial land uses, as prescribed by VTA guidelines. This trip reduction represents patrons from the hotel walking to the proposed commercial sites instead of driving to a similar land use elsewhere, eliminating these trips from the roadway network. According to VTA guidelines, the percent reduction must be based on the smaller trip generator, in this case, the hotel uses, and the resulting number of trips must be reduced from both components.

Furthermore, trip generation for commercial uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections to yield net new project trips generated by the project. However, at intersections providing direct access to the retail sites and project site driveways, all project-generated

traffic is included, including pass-by trips. The applicable pass-by trip reductions were obtained from the ITE Trip Generation Manual, 11th Edition.

Net Project Trips

On the basis of the ITE trip generation rates, and after applying the above trip reductions, it is estimated that the proposed project would generate 2,394 net daily vehicle trips, with 204 trips (108 inbound and 96 outbound) occurring during the AM peak-hour, 197 trips (93 inbound and 104 outbound) occurring during the PM peak-hour, and 215 trips (106 inbound and 109 outbound) occurring during the Saturday peak-hour. The trip generation estimates for the proposed project are presented in Table 3.

Trip Distribution and Assignment

The trip distribution patterns for project-generated traffic for the proposed project were estimated based on existing travel patterns on the surrounding roadway system, locations of complementary land uses, and use of the Gilroy Model. The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns discussed above. The project trip distribution patterns are shown graphically in Figure 7. Figures 8 and 9 show the assignment of project traffic on the local transportation network, without and with the proposed Luchessa/Holloway connection, respectively. A tabular summary of project traffic at each study intersection is contained in Appendix D.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at each of the study intersections for each study scenario. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining deficiencies at the study facilities. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Gilroy, the CMP Annual Monitoring Report, the City of Gilroy Travel Demand Forecasting Model, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing and planned lane configurations
- signal timing and phasing (for signalized intersections only)
- average speed (for freeway segments only)
- approved development information (size, use, and location)
- Year 2040 General Plan Conditions traffic forecasts

Table 3
Project Trip Generation Estimates

Proposed Land Use	Size	Weekday Daily		AM Peak Hour						PM Peak Hour						SAT Peak Hour					
					Split		Trip				Split		Trip				Split		Trip		
		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Retail Land Uses																					
#945 - Convenience Store/Gas Station	16 Vehicle Fueling Positions	265.12	4,242	16.06	50%	50%	129	128	257	18.42	50%	50%	148	147	295	17.01	50%	50%	136	136	272
Passby Reduction[1]		*75%*	*-3,182*	*76%*			*-98*	*-97*	*-195*	*75%*			*-111*	*-110*	*-221*	*75%*			*-102*	*-102*	*-204*
#934 - Fast-Food Restaurant with Drive-Through Window	2,600 Square Feet	467.48	1,215	44.61	51%	49%	59	57	116	33.03	52%	48%	45	41	86	55.25	51%	49%	73	71	144
Passby Reduction[1]		*55%*	*-668*	*50%*			*-30*	*-29*	*-59*	*55%*			*-25*	*-23*	*-48*	*55%*			*-40*	*-39*	*-79*
Retail Total (Prior to Reductions)			***5,457***				***188***	***185***	***373***				***193***	***188***	***381***				***209***	***207***	***416***
Hotel and Retail Internal Reduction[2]			*-85*				*-3*	*-4*	*-7*				*-4*	*-3*	*-7*				*-5*	*-5*	*-10*
Hotel Land Uses																					
#311 - All Suites Hotel[3]	112 Rooms	4.40	493	0.34	53%	47%	20	18	38	0.36	49%	51%	20	20	40	0.53	48%	52%	29	31	60
#312 - Business Hotel	88 Rooms	4.02	354	0.36	39%	61%	12	20	32	0.31	55%	45%	15	12	27	0.46	48%	52%	19	21	40
Hotel Total (Prior to Reductions)			***847***				***32***	***38***	***70***				***35***	***32***	***67***				***48***	***52***	***100***
Hotel and Retail Internal Reduction[2]		*10%*	*-85*	*10%*			*-3*	*-4*	*-7*	*10%*			*-4*	*-3*	*-7*	*10%*			*-5*	*-5*	*-10*
Employment Land Uses																					
#150 - Warehousing	45,500 Square Feet	2.42	110	0.64	77%	23%	22	7	29	0.70	28%	72%	9	23	32	0.05	64%	36%	1	1	2
Employment Total (Prior to Reductions)			***110***				***22***	***7***	***29***				***9***	***23***	***32***				***1***	***1***	***2***
Total Project Trips Prior to Reductions			6,414				242	230	472				237	243	480				258	260	518
Total Passby Trip Reductions			-3,850				-128	-126	-254				-136	-133	-269				-142	-141	-283
Total Internal Reduction			-170				-6	-8	-14				-8	-6	-14				-10	-10	-20
Total Net Project Trips (With Reductions)			**2,394**				**108**	**96**	**204**				**93**	**104**	**197**				**106**	**109**	**215**

Source: ITE Trip Generation Manual, 11th Edition 2021, and project description per site plan dated 2/14/22 by ACE Design LLC.

[1] AM and PM peak-hour passer-by reduction rates obtained from the *ITE Trip Generation Manual, 11th Edition 2021*. Daily and Saturday peak-hour pass-by reductions for the land uses listed above are assumed to be the same as their PM peak-hour pass-by rate.

[2] A 10 percent (%) internal trip reduction was applied for the interaction between the hotel and the retail land uses, as recommended in the VTA *Transportation Impact Analysis Guidelines*. Ten percent of the smaller trip-generator is applied to both land uses.

[3] Since no Saturday peak-hour trip generation rate is available for the All Suites Hotel land use (ITE land use code #311), the Saturday peak-hour rate for this land use was derived by multiplying the Saturday peak-hour rate for Business Hotel (ITE land use #312) by the ratio between the PM peak-hour rates for the All Suites Hotel and Business Hotel land uses. The in and out split was assumed to be as that identified for the Business Hotel land use.

Figure 7
Project Trip Distribution

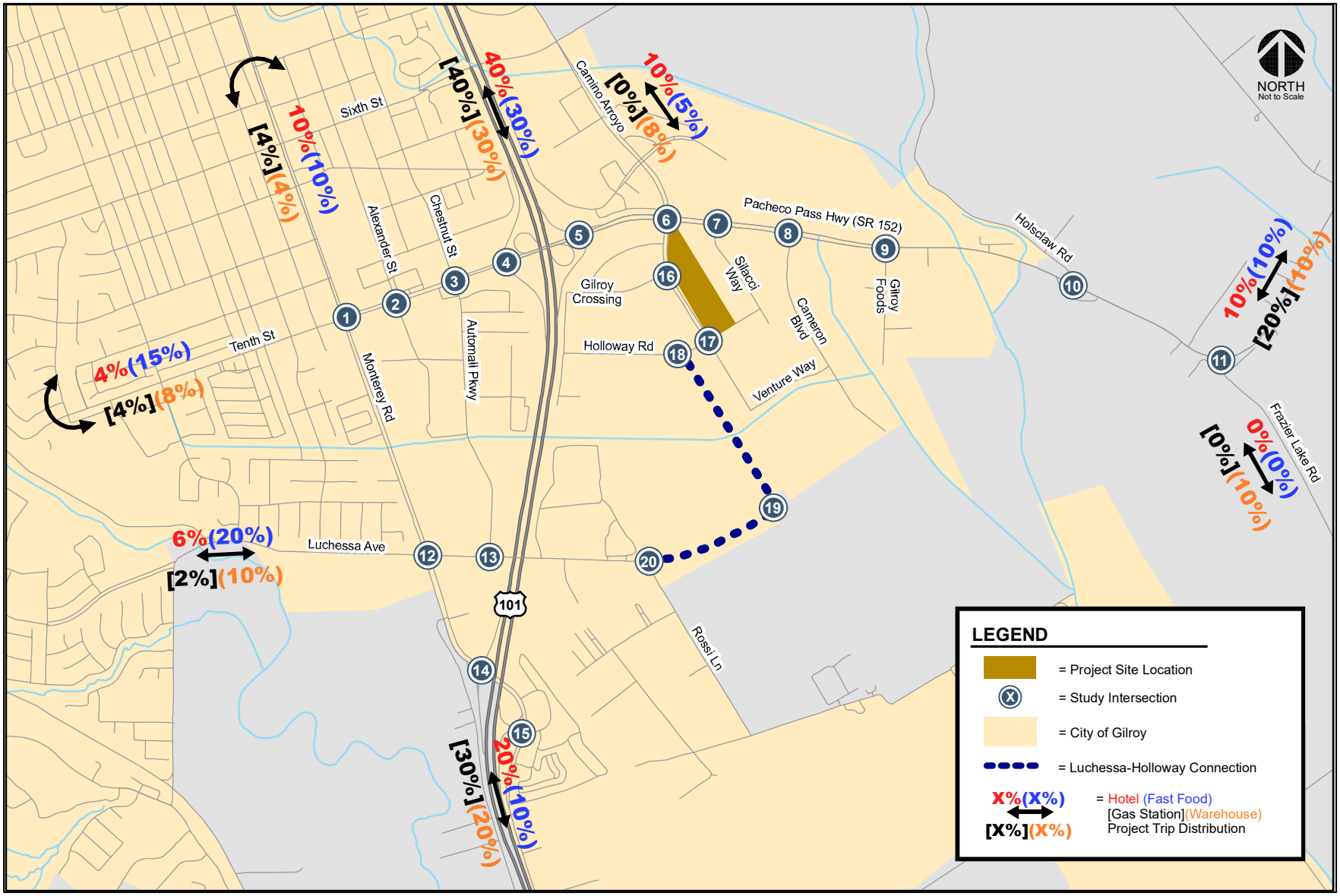


Figure 8
Project Trip Assignment (Existing Roadway Network)

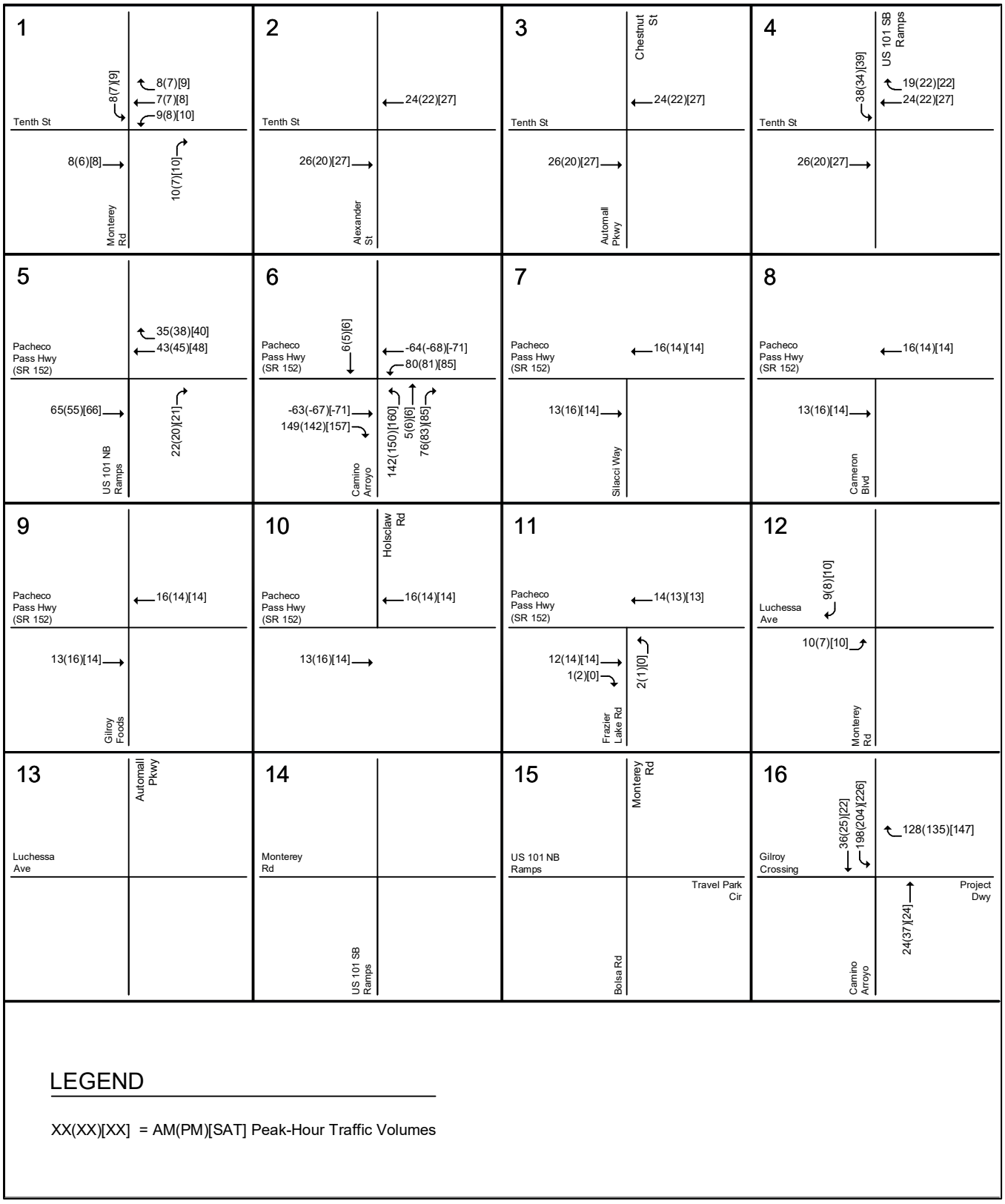


Figure 8 (continued)
Project Trip Assignment (Existing Roadway Network)

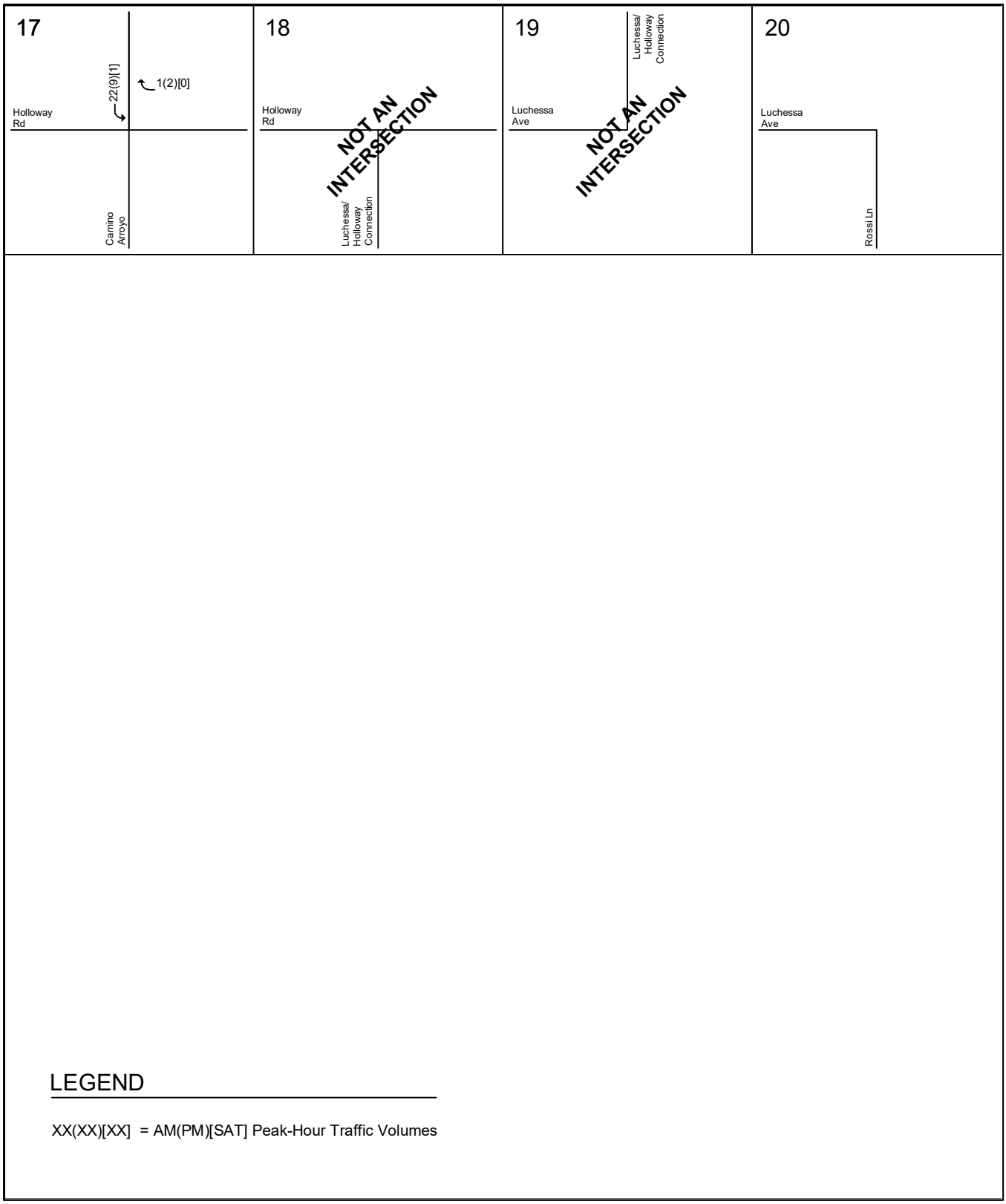


Figure 9
Project Trip Assignment (With Luchessa/Holloway Connection)

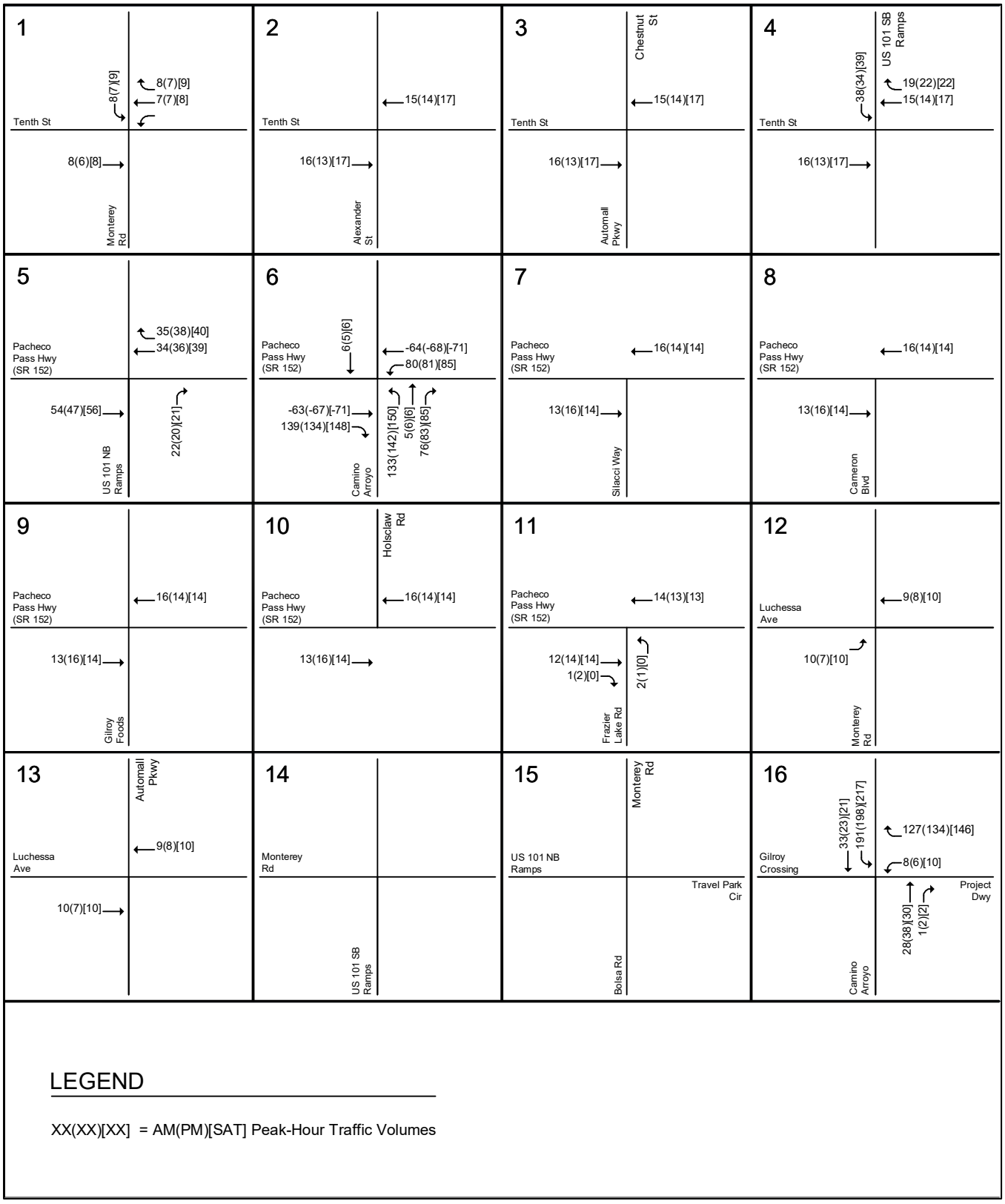
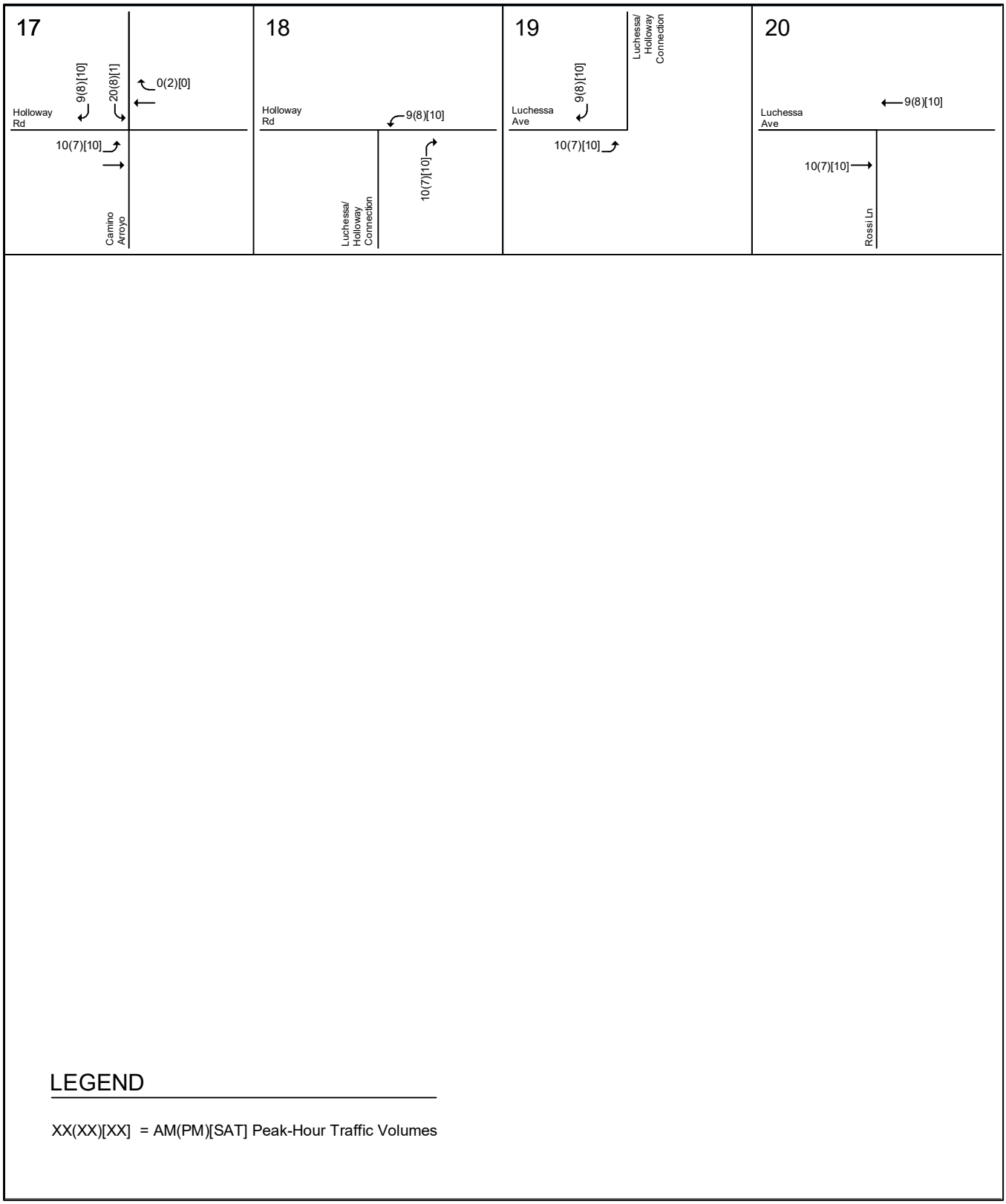


Figure 9 (continued)
Project Trip Assignment (With Luchessa/Holloway Connection)



Roadway Network and Lane Configurations

Existing and Background Conditions

The existing lane configurations and traffic-control devices at the study intersections were determined by observations in the field and are presented graphically on Figure 10.

It is assumed in this analysis that the transportation network under background conditions (without and with the project) would be the same as under existing conditions. Currently, all access to the project site is provided via Pacheco Pass Highway (SR 152) and Camino Arroyo.

Background Plus Project Conditions

Background plus project conditions were evaluated under two roadway network scenarios: (1) under the existing roadway network; and (2) assuming a secondary access route from the project site area via Holloway Road and Luchessa Avenue.

Previous traffic analyses for site development in the project area, including the project site, have identified the need to provide a secondary access route to the project area to be able to adequately serve the planned future demand. A new access route connecting Holloway Road to Luchessa Avenue would provide an alternative access route between the project site area and the south and southwest parts of Gilroy. While the City investigates potential roadway connection layouts between Holloway Road and Luchessa Avenue, from conversations with City staff, a potential new roadway could be constructed from Holloway Road parallel to/west of Camino Arroyo/Venture Way and the existing UNFI building and connect to Luchessa Avenue at its planned extension, at approximately 1,900 feet east of its current terminus point at Rossi Lane (see Figure 6). Therefore, this study also evaluates traffic conditions with the project assuming a new north/south roadway between Luchessa Avenue and Holloway Road would be constructed as part of the project. This new proposed roadway connection is referred to hereafter as the *Luchessa/Holloway connection*.

With the implementation of the Luchessa/Holloway connection, the following three new intersections would be created:

18. Luchessa/Holloway Connection and Holloway Road – in this analysis, this new T-intersection is assumed to be controlled by a stop sign on all legs of the intersection (all-way stop-controlled) and have the following lane configuration: south leg: 1 left and 1 right-turn lane; west leg: 1 through and 1 right-turn lane; east leg: 1 left and 1 through lane.
19. Luchessa/Holloway Connection and Luchessa Avenue – under near-term future conditions with the project, this new intersection would have no conflicting movements as it would consist of a 90-degree north and west road connection.
20. Rossi Lane and Luchessa Avenue – in this analysis, this new T-intersection is assumed to be controlled by a stop sign on all legs of the intersection (all-way stop-controlled) and have the following lane configuration: south leg: 1 left and 1 right-turn lane; west leg: 1 through and 1 right-turn lane; east leg: 1 left and 1 through lane.

2040 General Plan Conditions

The adopted City of Gilroy 2040 General Plan includes roadway improvements throughout the City that will support the projected growth associated with buildout of the General Plan. Some of these roadway network improvements would affect the project area directly and are listed below:

Figure 10
Existing Intersection Lane Configurations and Traffic Control Devices

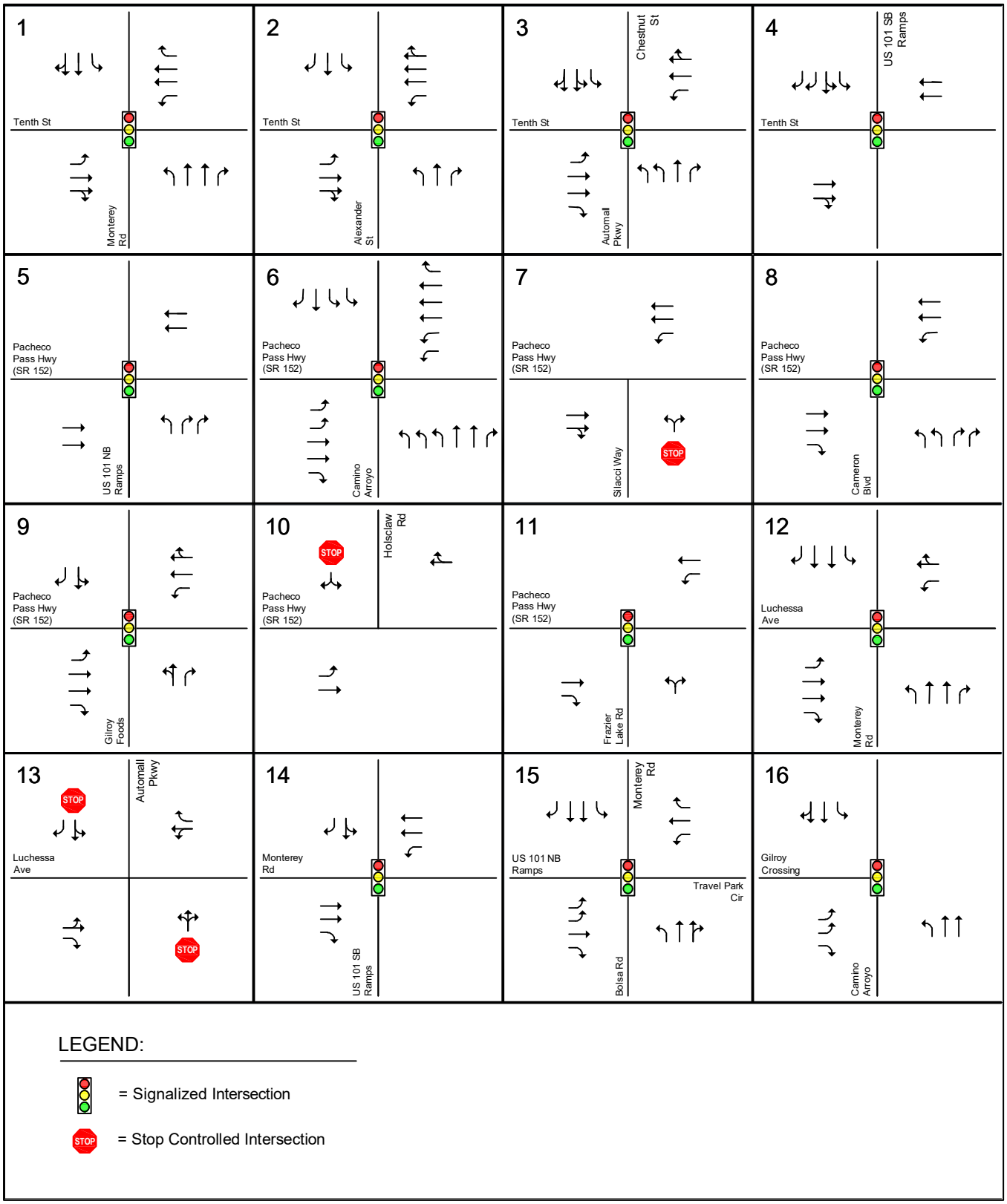
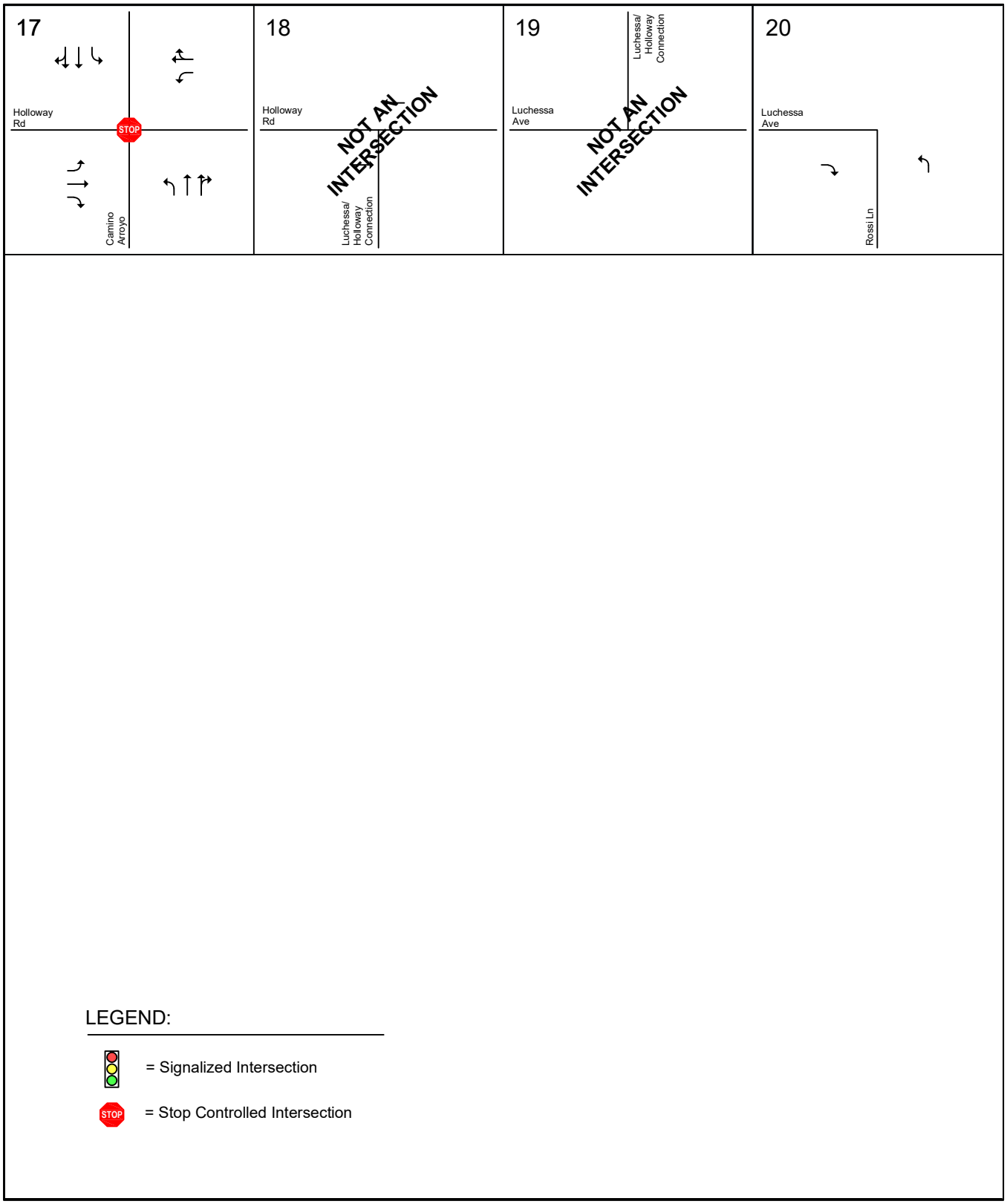


Figure 10 (Continued)
Existing Intersection Lane Configurations and Traffic Control Devices



Luchessa Avenue is planned to be extended from its current terminus point at Rossi Lane eastward to connect to the future Cameron Boulevard extension. This planned extension would result in the following roadway network changes near the project site:

- Cameron Boulevard/Luchessa Avenue intersection – create a new T-intersection with the planned Cameron Boulevard extension.

Cameron Boulevard is planned to be extended from its current terminus point at SR 152 northward to connect to Marcella Avenue at Leavesley Road. Additionally, Cameron Boulevard is planned to be extended from its current southern terminus point southward to connect to and past the planned Luchessa Avenue extension and terminate at the Southside Drive extension. This planned extension would result in the following roadway network changes near the project site:

- Cameron Boulevard/SR 152 intersection – add north leg to this existing T-intersection.
- Cameron Boulevard/Luchessa Avenue extension – create new T-intersection.
- Cameron Boulevard/Southside Drive – connect to and terminate at Southside Drive.
- Cameron Boulevard/Gilman Road intersection – create a new intersection with Gilman Road.

Rossi Lane is planned to be extended from its current northern terminus point at Luchessa Avenue northward to connect to Holloway Road at its western end. This planned extension would result in the following roadway network changes near the project site:

- Rossi Lane/Luchessa Avenue extension – create a new 4-legged intersection with the planned Luchessa Avenue extension.
- Provide a second access route to/from the project site area to/from the south and southwest parts of Gilroy via Holloway Road, Rossi Lane, and Luchessa Avenue.

In addition to the above roadway extensions, the 2040 GP roadway network includes the following roadway improvements:

Tenth Street/Pacheco Pass Highway (SR 152) is planned to be widened to six travel lanes from Monterey Road to Holsclaw Road.

Luchessa Avenue is planned to be widened to two through lanes in each direction between Monterey Road and Cameron Boulevard.

Therefore, under 2040 General Plan conditions, this study evaluates operations of the proposed project under the planned future roadway network, as described above and identified in the adopted General Plan. This scenario also represents the General Plan Amendment associated with replacing the planned land uses on the project site identified in the adopted General Plan with the proposed project.

2040 General Plan Amendment Conditions

As mentioned above, the planned Rossi Lane extension would provide a new roadway connection between Luchessa Avenue/Rossi Lane and Holloway Road, providing a second access route between the project site area and the south and southwest parts of Gilroy. While the City investigates potential roadway connection layouts between Luchessa Avenue and Holloway Road, the previously described *Luchessa/Holloway connection* was identified by City staff as a more feasible option to the planned Rossi Lane extension included as part of the 2040 General Plan roadway network. Therefore, as part of this analysis, it was assumed that the Luchessa/Holloway connection would replace the planned Rossi Lane extension between Luchessa Avenue and Holloway Road. The proposed Luchessa/Holloway connection would result in two new intersections (Luchessa/Holloway Connection and Holloway Road and Luchessa/Holloway Connection and Luchessa Avenue), as described previously.

The 2040 General Plan Amendment conditions scenario represents the General Plan Amendment associated with the proposed project (replacing the planned land uses on the project site) and the proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension).

Traffic Volumes

Existing Conditions

After almost two years of unprecedented traffic conditions caused by the Covid19 pandemic and the order to shelter in place issued by Santa Clara County Department of Public Health in March 2020, traffic conditions on the transportation network have slowly been restoring back to what is considered typical traffic conditions. For the purpose of this analysis, existing weekday AM and PM and Saturday peak-hour intersection traffic volumes were obtained from new intersection traffic count data or derived by comparing new and available intersection counts.

With ambient traffic conditions returning back to “normal” levels, new intersection turn-movement traffic counts were collected at all of the study intersections in March 2022 for the analysis of the project. Additionally, intersection traffic counts from 2017-2019 (prior to the pandemic) were available at most of the study intersections. The 2022 traffic counts were compared to the older pre-pandemic counts to determine whether the current traffic volumes appear to be back to pre-pandemic conditions (traffic volumes are equal or greater than pre-pandemic conditions) or if the new traffic counts continue to show the effects of the Covid-19 pandemic (traffic volumes continue to be less than pre-pandemic levels). The comparison of new 2022 traffic count data to pre-pandemic traffic counts showed that 2022 traffic counts at all of the study intersections along Pacheco Pass Highway (SR 152) and most of the intersections along Tenth Street increased from pre-pandemic conditions during both the AM and PM peak hours while all study intersection along Monterey Road showed a decrease in traffic volumes compared to pre-pandemic conditions during the AM and PM peak hours. During the Saturday peak-hour, traffic counts at all but one intersection along Monterey Road and three intersections along SR 152 increased, compared to pre-pandemic conditions. Based on this comparison, a growth factor was calculated to be applied to the intersections that showed a decrease in traffic volumes to increase the 2022 traffic counts to pre-pandemic conditions. Intersections where traffic counts were shown to be larger than pre-pandemic conditions, the collected new 2022 counts were assumed to accurately represent typical current traffic conditions.

The existing peak-hour intersection volumes are shown on Figure 11. The existing traffic count data are included in Appendix B.

Near-Term (Background) Conditions

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. Approved project information was obtained from City staff in April 2022 and is included in Appendix C. The traffic added to the study intersections from approved developments was estimated by distributing and assigning trips generated by these developments to the roadway network using the same procedure of trip generation, distribution, and assignment described previously. Background traffic volumes are shown on Figure 12.

Background plus project peak-hour traffic volumes were estimated by adding to background traffic volumes the estimated project-generated traffic. Project traffic was added to the roadway network under two scenarios: 1.) under the existing roadway network, and 2.) assuming the implementation of the Luchessa/Holloway connection. In addition, a reassignment of background traffic (both existing and

Figure 11
Existing Conditions Traffic Volumes

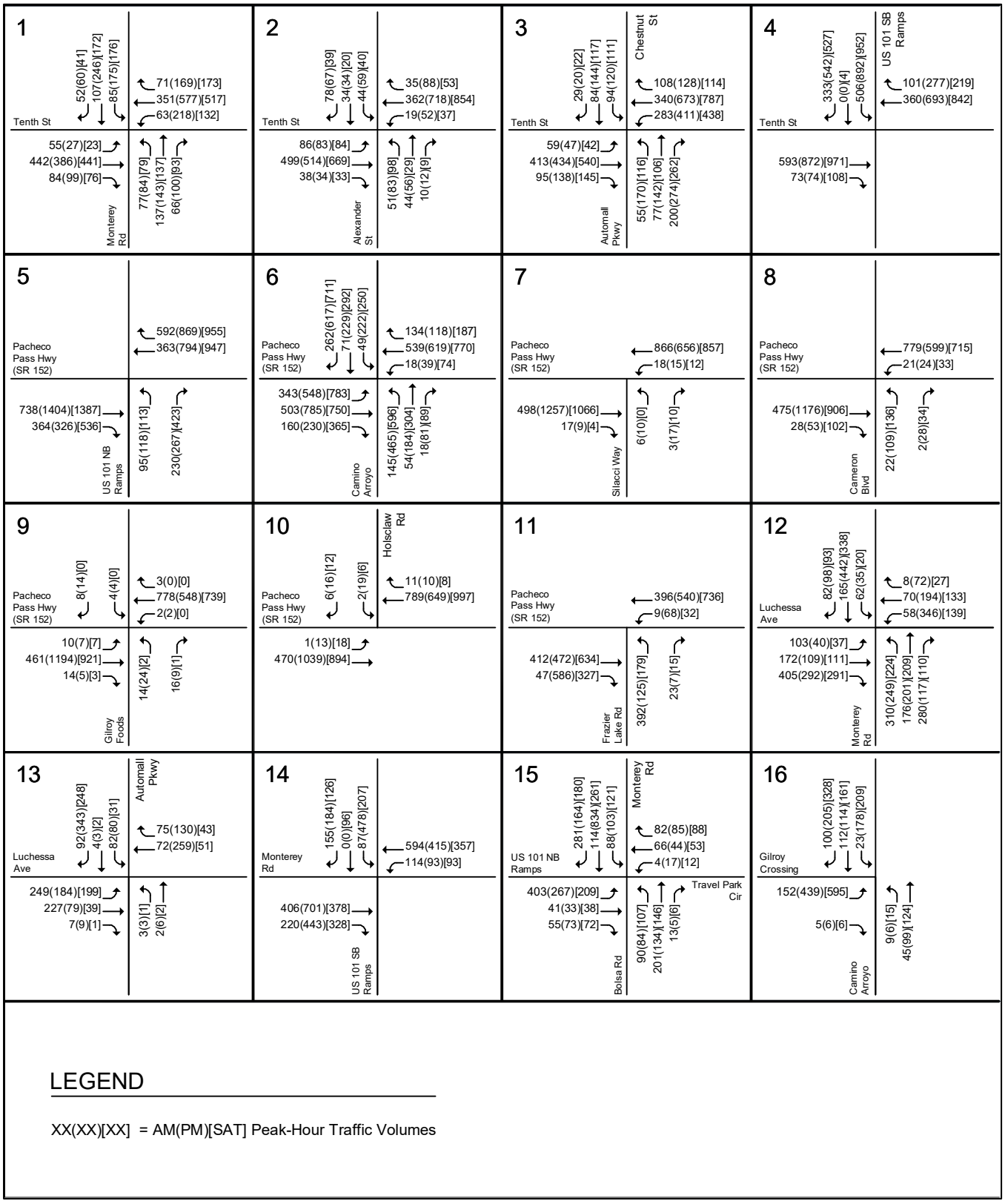


Figure 11 (continued)
Existing Conditions Traffic Volumes

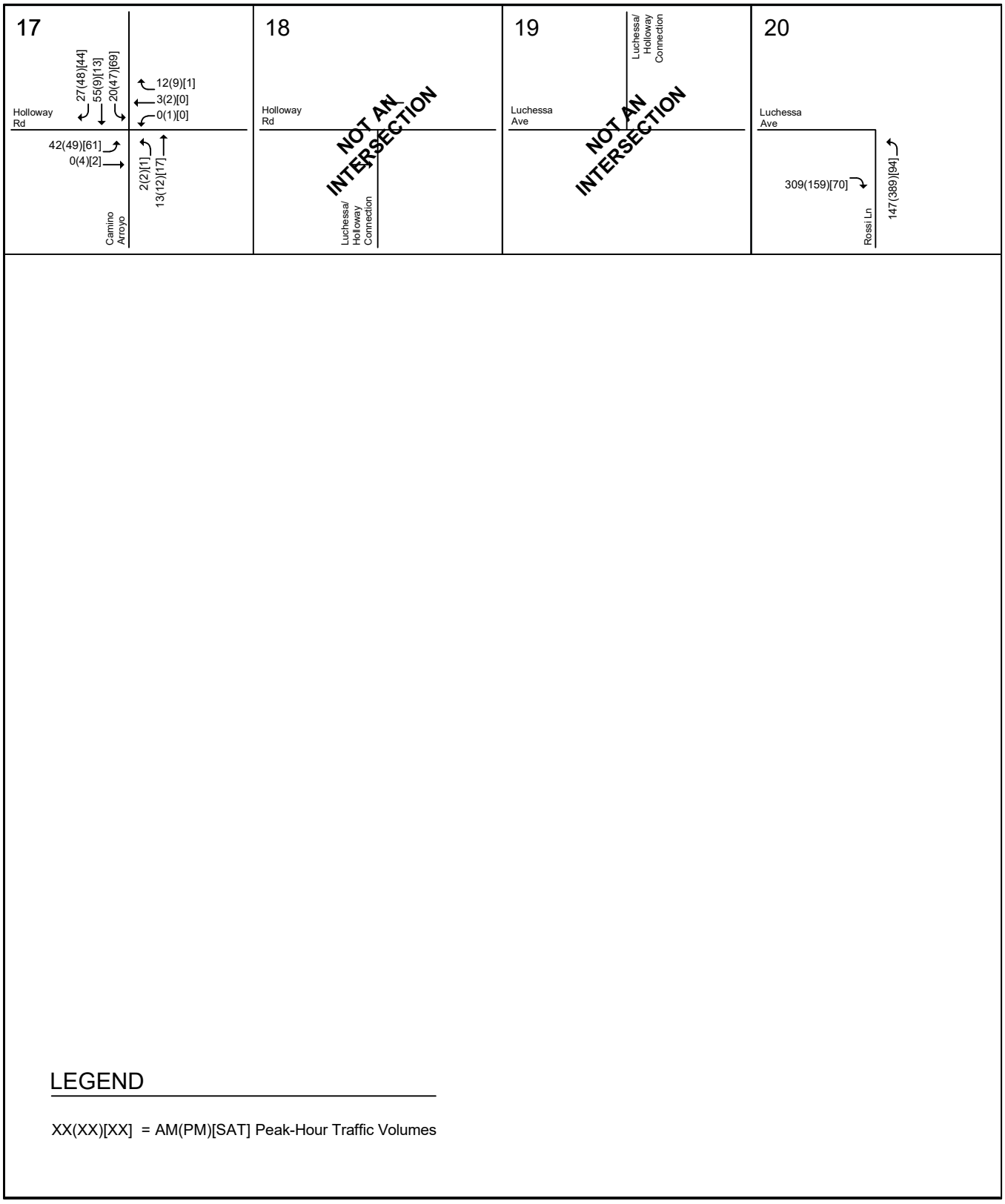


Figure 12
Background Conditions Traffic Volumes

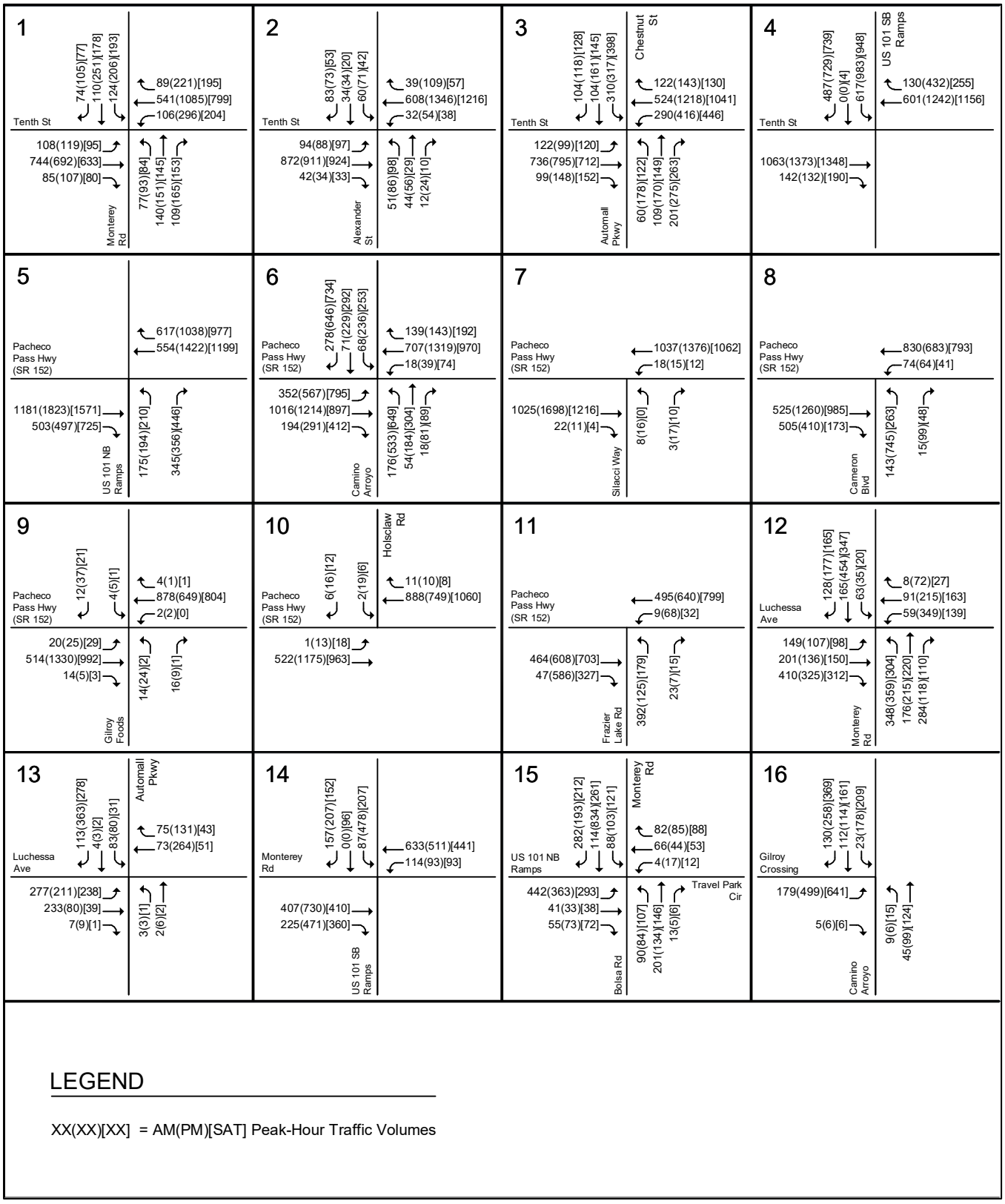
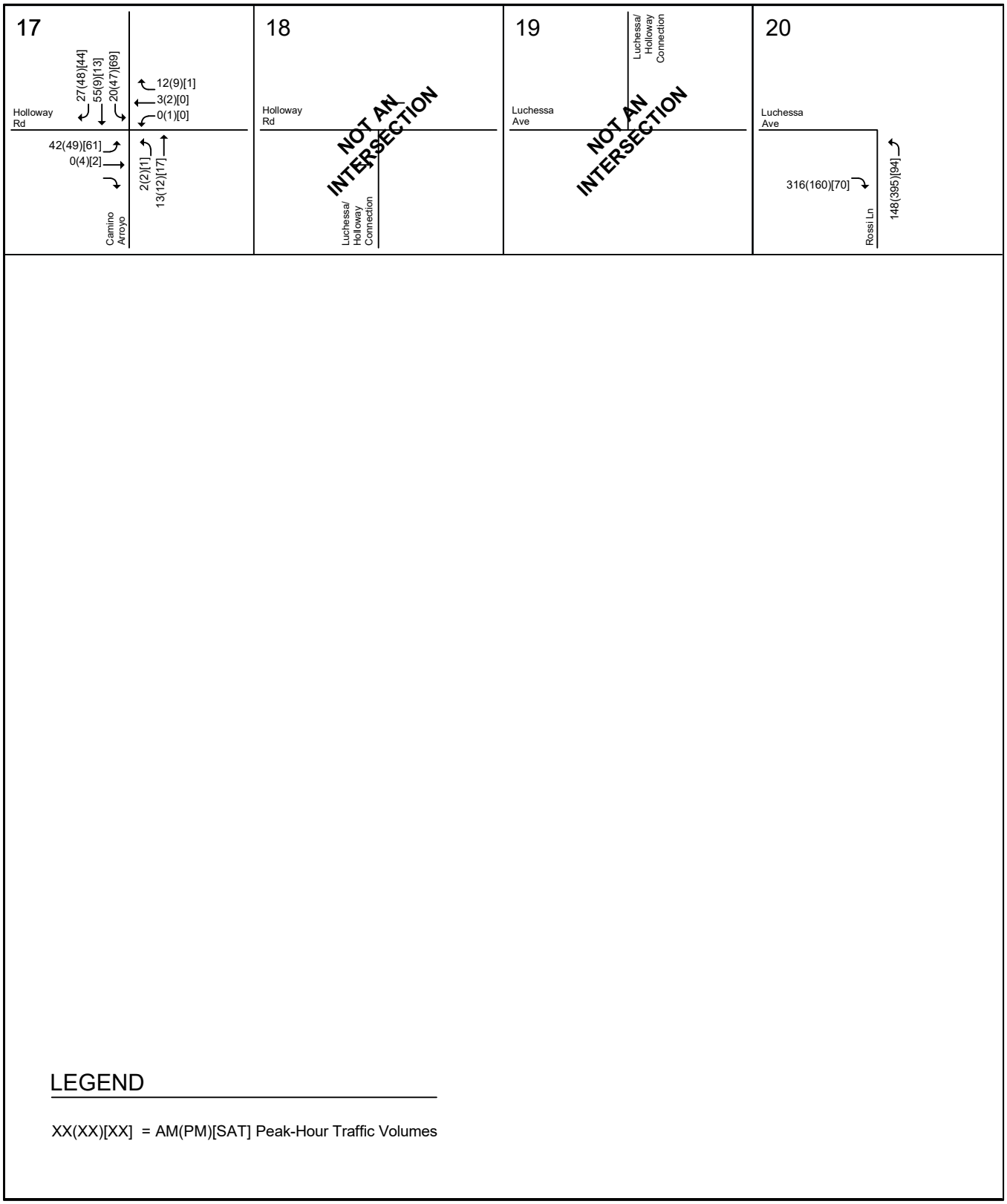


Figure 12 (continued)
Background Conditions Traffic Volumes



approved) was completed to account for the new traffic patterns in the area that would result from the implementation of the Luchessa/Holloway connection. The background plus project traffic volumes are shown graphically on Figures 13 and 14.

Year 2040 General Plan Conditions

Traffic volumes under Year 2040 General Plan conditions were obtained from traffic forecasts produced using the Gilroy TDF Model. These volumes represent traffic conditions that would occur with build out of all projects and planned roadway improvements included in the 2040 General Plan, as adopted in November 2020.

General Plan plus project traffic conditions also were obtained from the Gilroy Model. Land use adjustments were made to the traffic zone in the model representing the project site, replacing the adopted General Plan land uses for the site with the proposed project. This scenario represents 2040 General Plan plus project conditions and the General Plan Amendment for the land use change associated with the proposed project.

In addition, the planned Rossi Lane extension included in the General Plan roadway network was replaced with the proposed Luchessa/Holloway connection (described in the roadway network section). The resulting conditions represent 2040 General Plan plus project conditions with the proposed Luchessa/Holloway connection. This scenario also represents the General Plan Amendment for the land use change associated with the proposed project and the roadway network change associated with the proposed Luchessa/Holloway connection.

Year 2040 General Plan traffic volumes are presented on Figure 15. Year 2040 General Plan plus project traffic conditions are presented on Figure 16. Year 2040 General Plan plus project traffic conditions with Luchessa/Holloway connection are presented on Figure 17.

Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

Intersection Level of Service Methodologies, Standards, and Deficiency Thresholds

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

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

Signalized Intersections

The City of Gilroy uses the Santa Clara County CMP level of service analysis procedure, TRAFFIX, for the evaluation of signalized intersections, based on the *2000 Highway Capacity Manual* (2000 HCM) method. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 4.

Figure 13
Background Plus Project Conditions Traffic Volumes – Existing Roadway Network

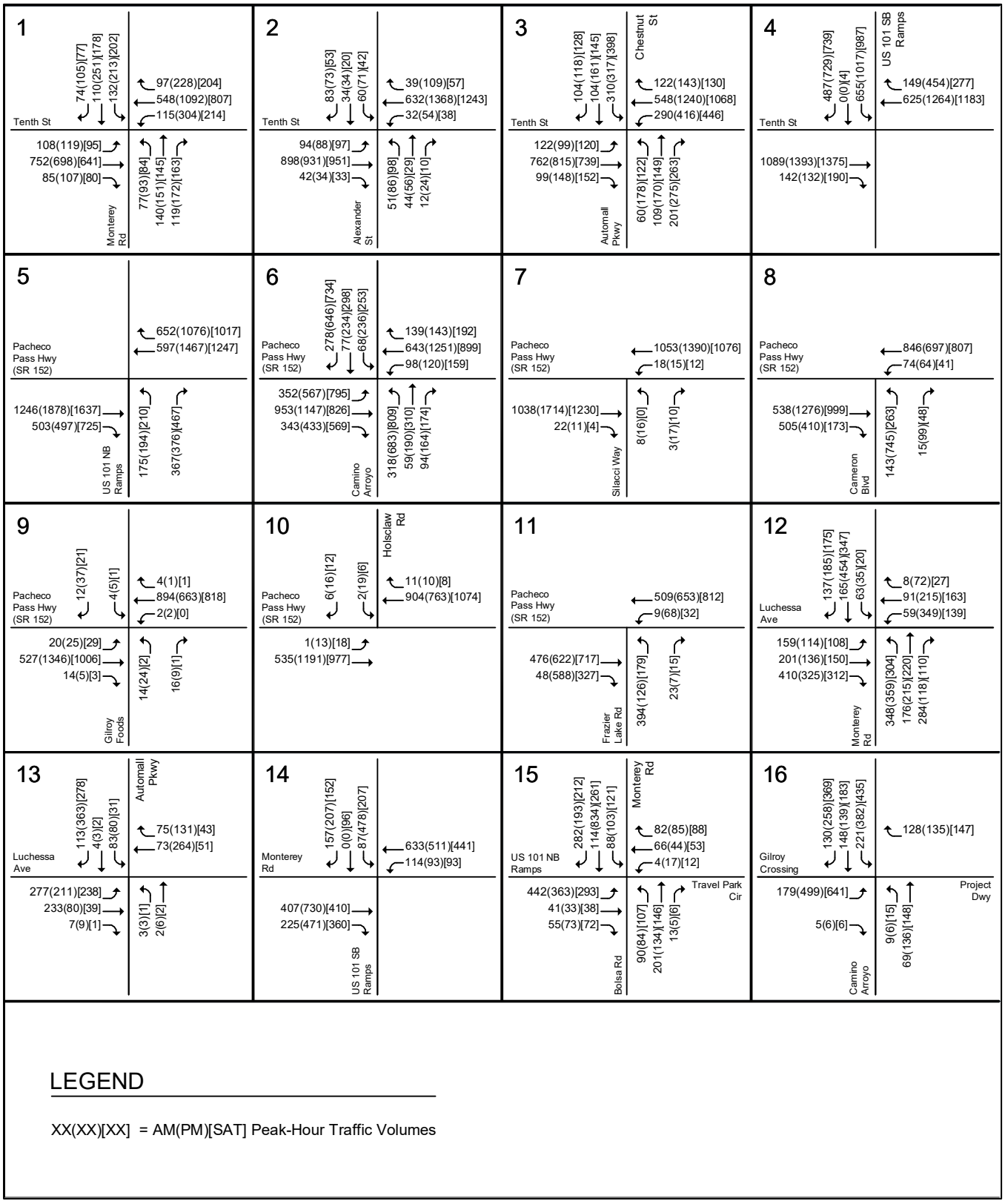


Figure 13 (continued)
Background Plus Project Conditions Traffic Volumes – Existing Roadway Network

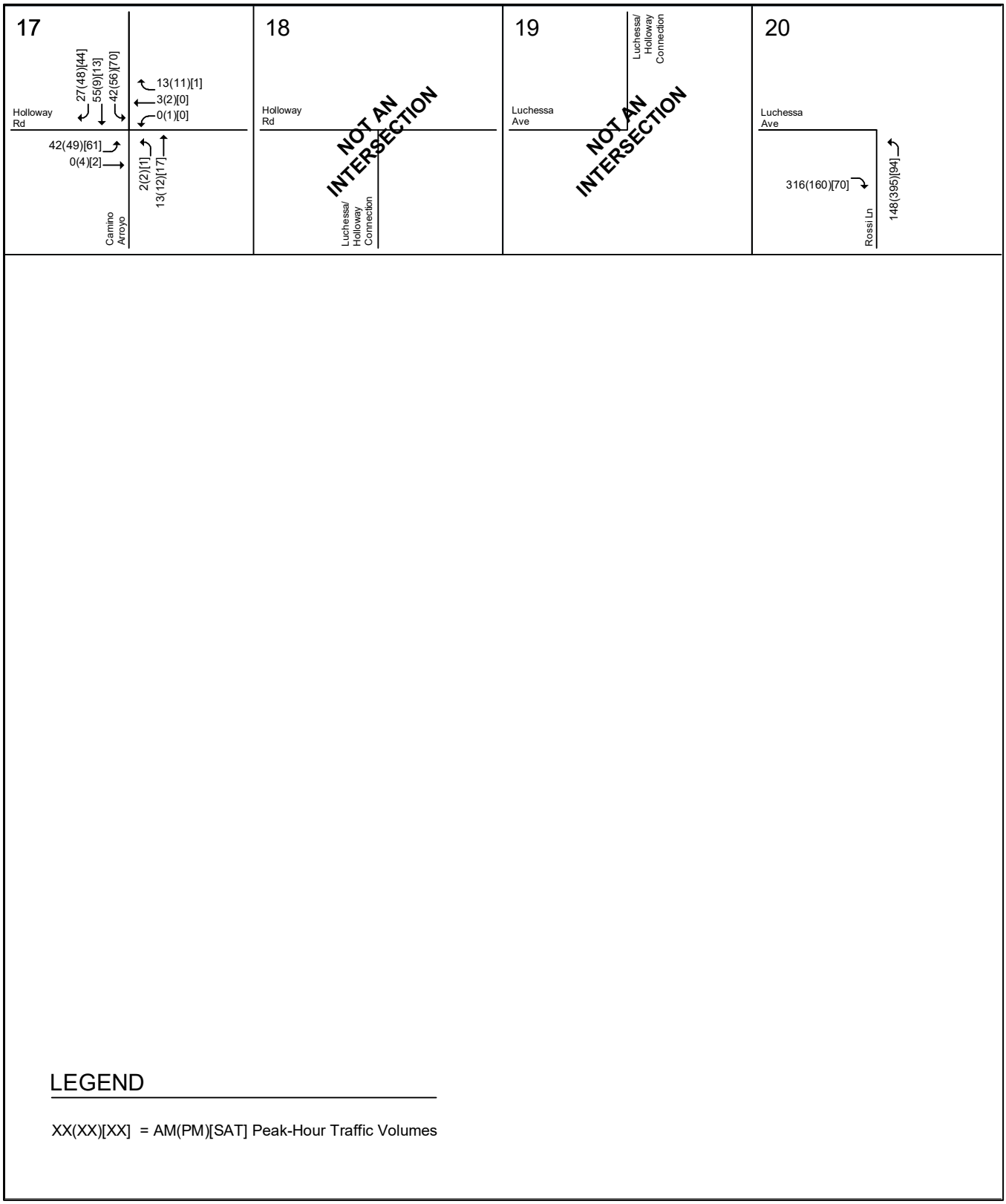


Figure 14
Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection

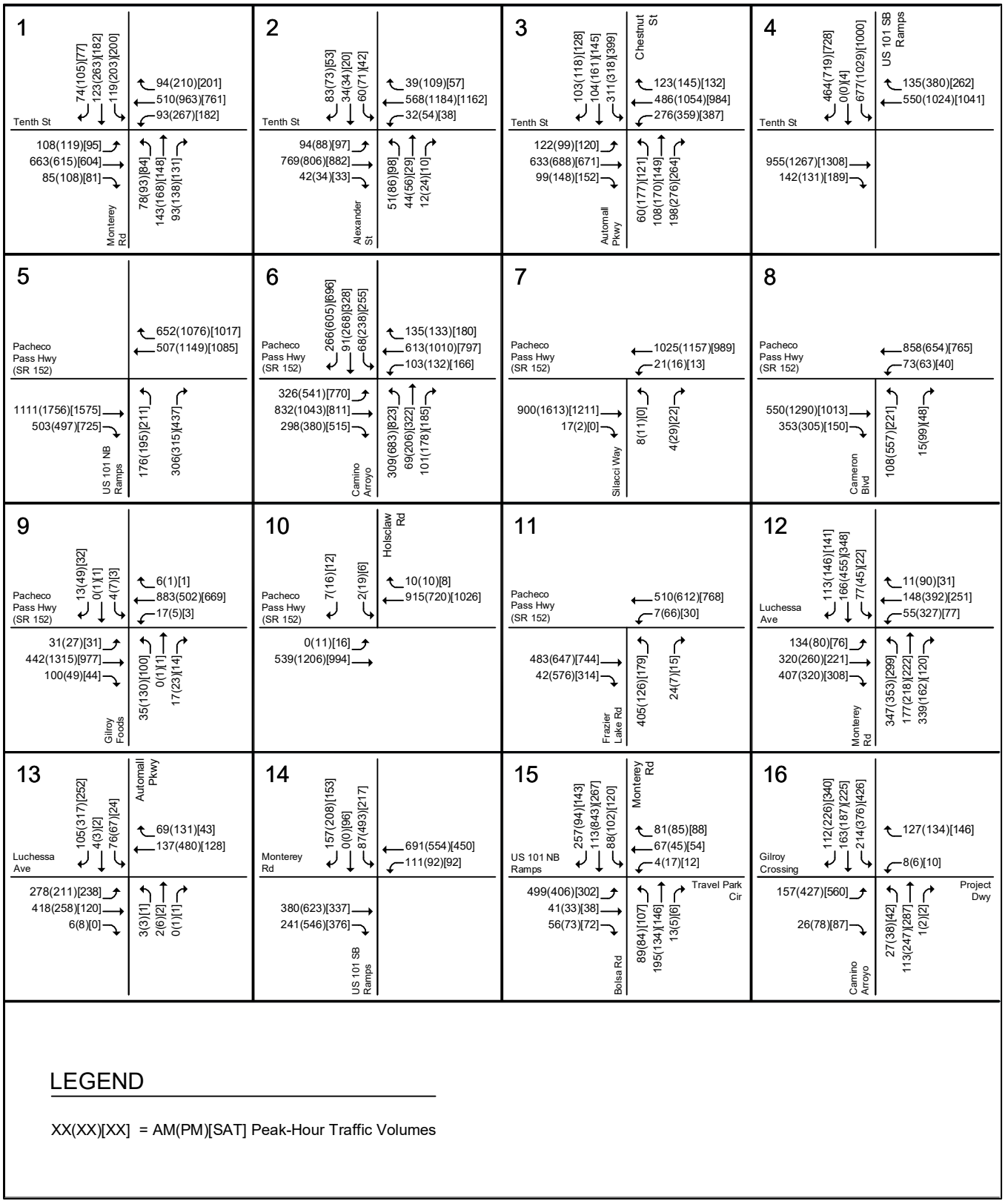


Figure 14 (continued)
Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection

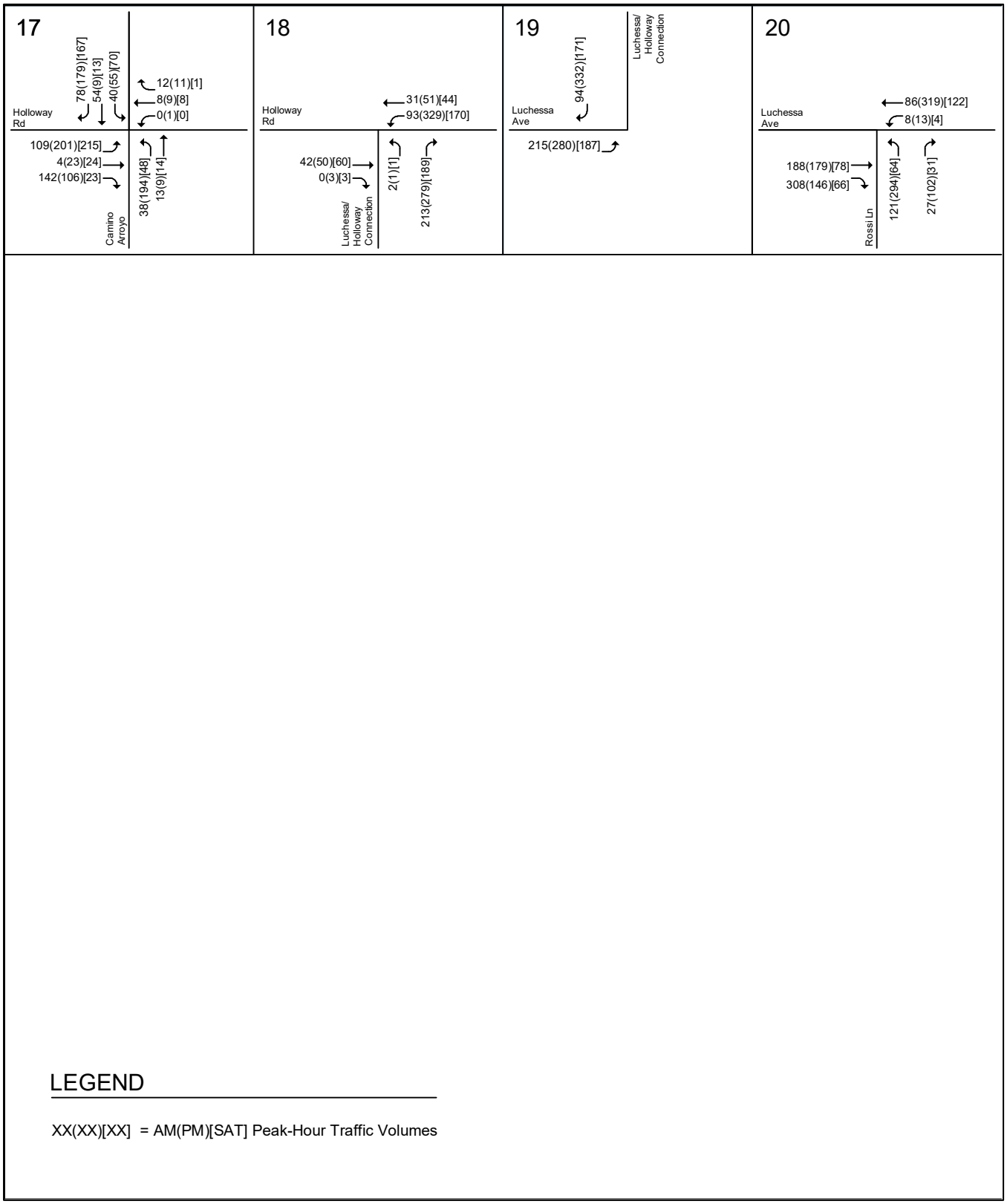


Figure 15
Year 2040 General Plan Conditions Traffic Volumes

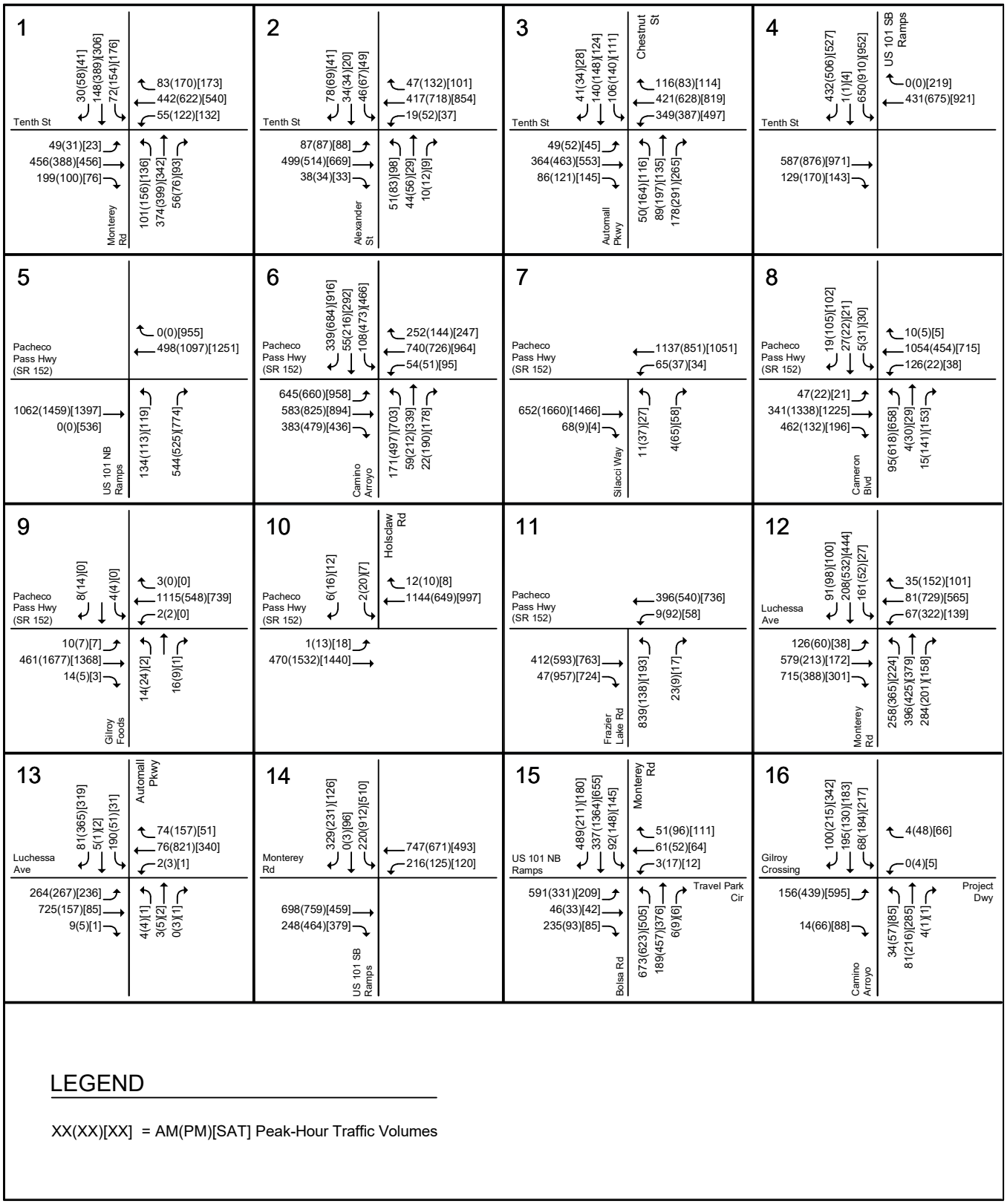


Figure 15 (continued)
Year 2040 General Plan Conditions Traffic Volumes

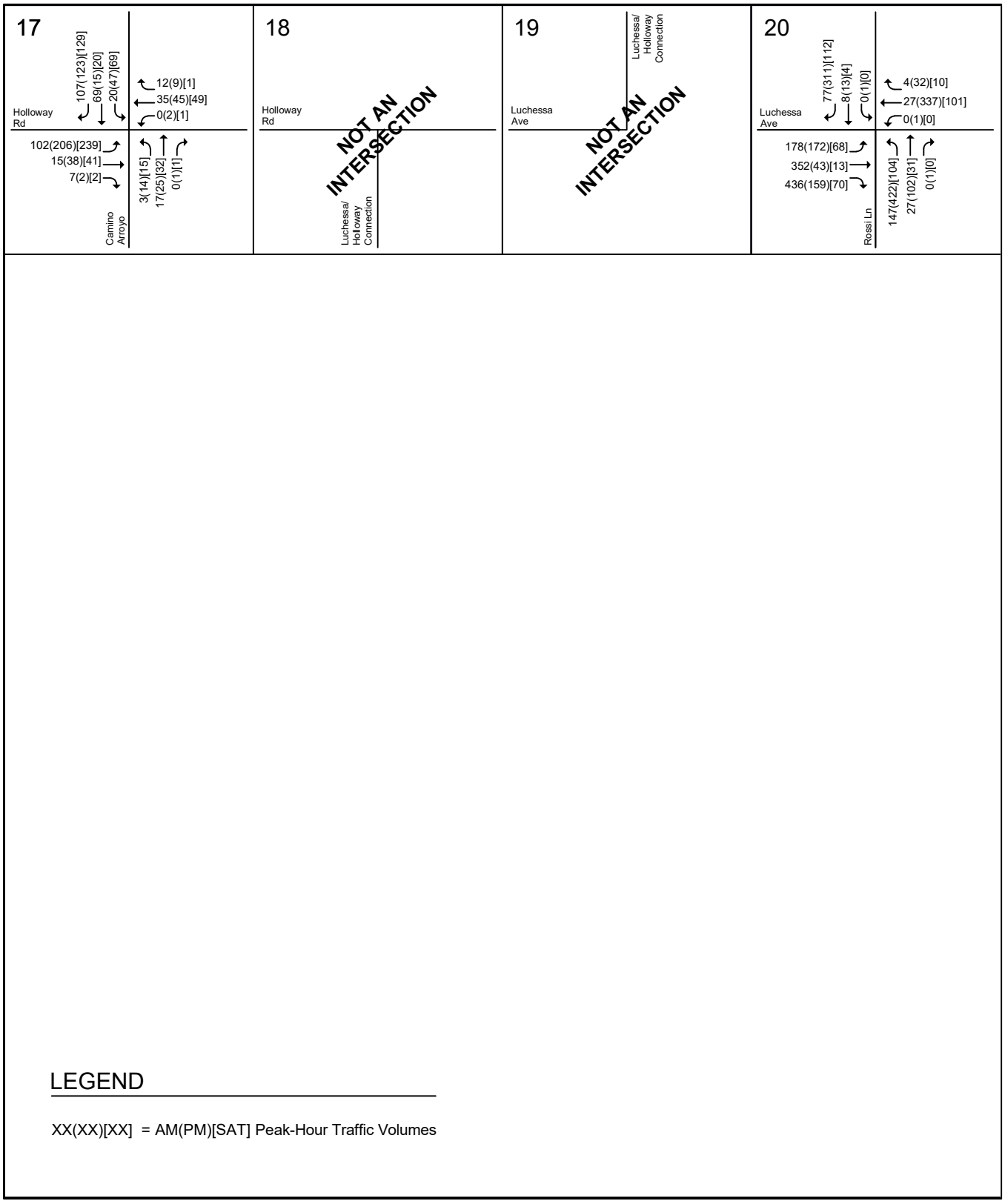


Figure 16
Year 2040 General Plan Plus Project Conditions Traffic Volumes – General Plan Roadway Network

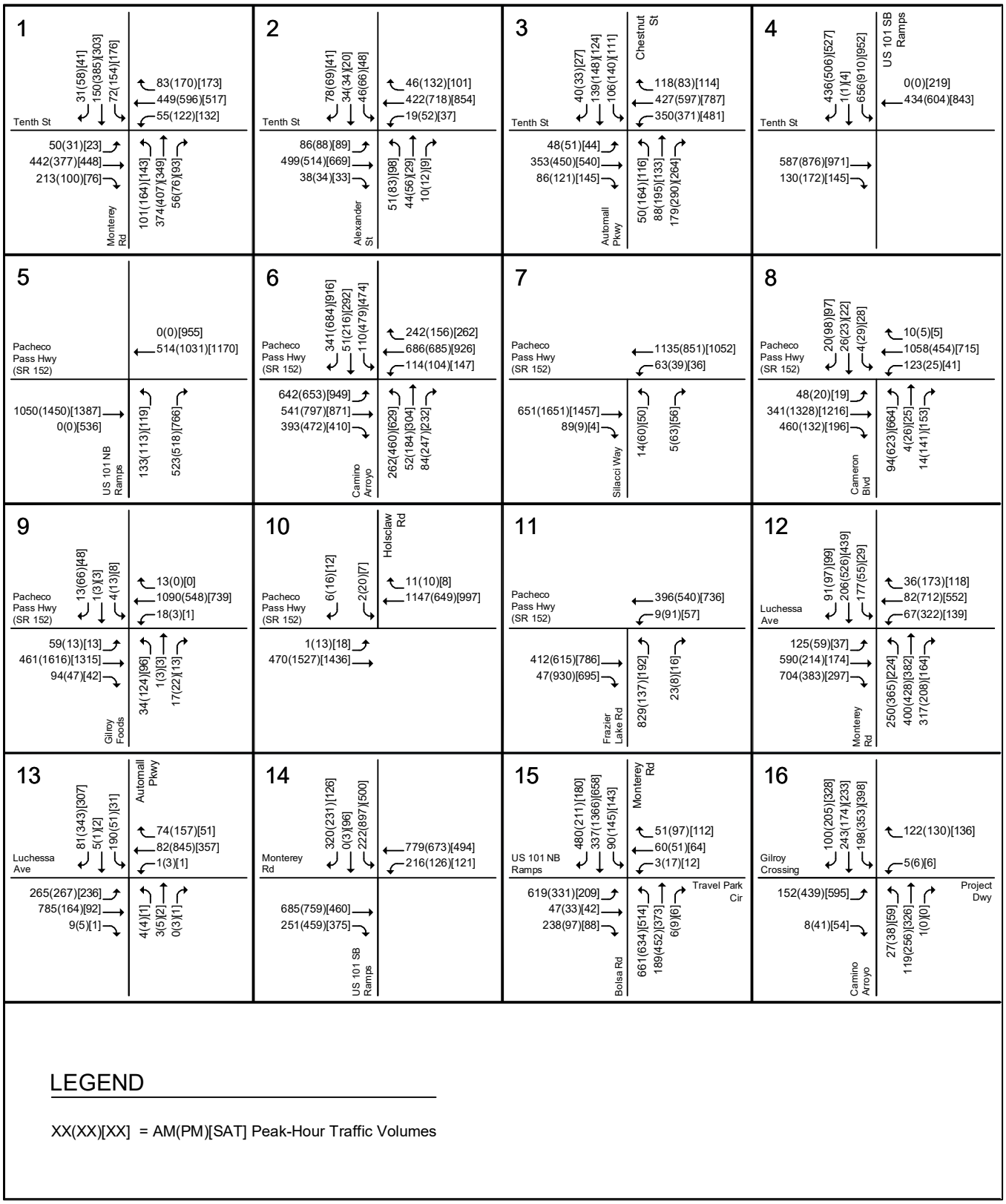


Figure 16 (continued)
Year 2040 General Plan Plus Project Conditions Traffic Volumes– General Plan Roadway Network

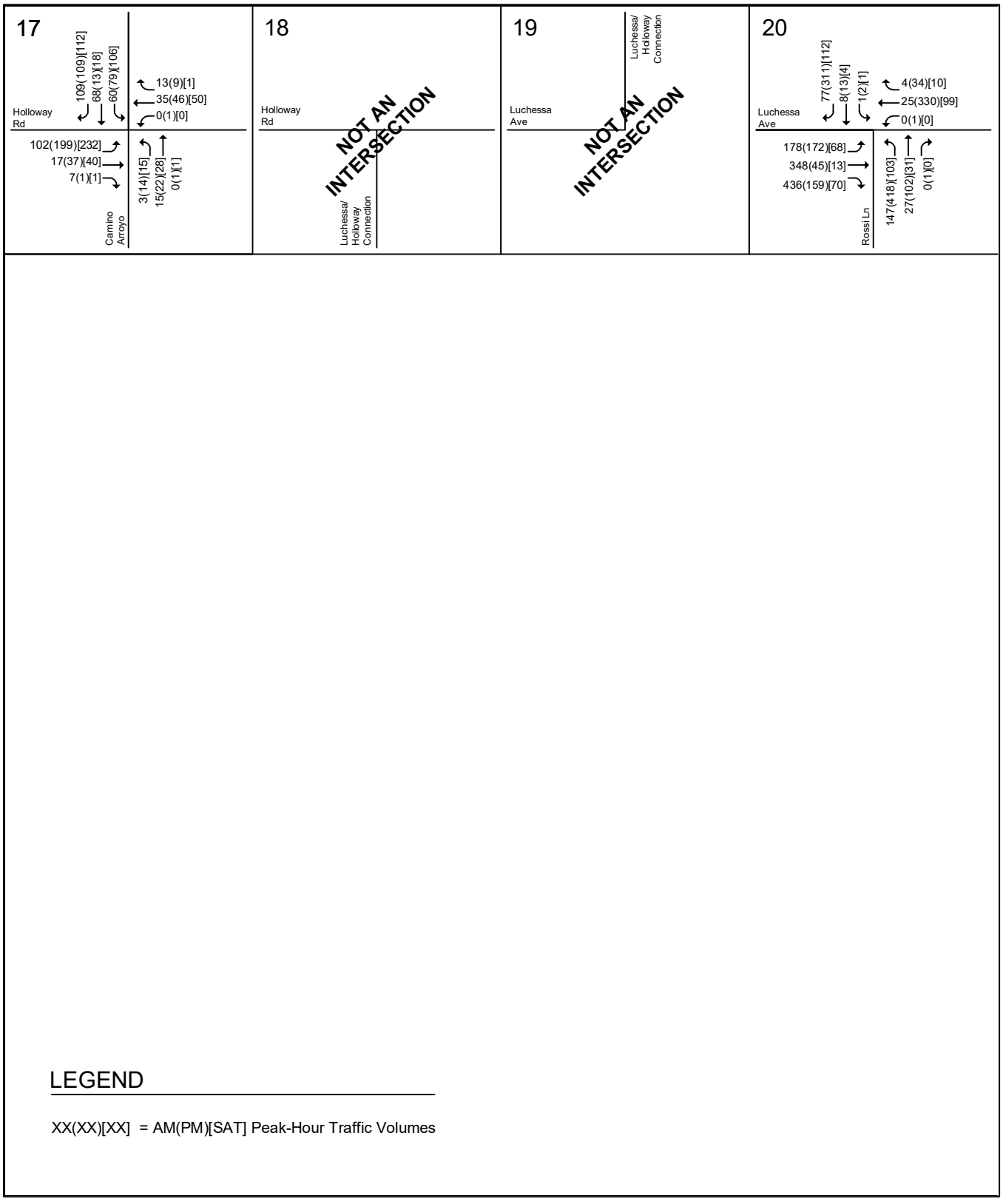


Figure 17
Year 2040 General Plan Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection

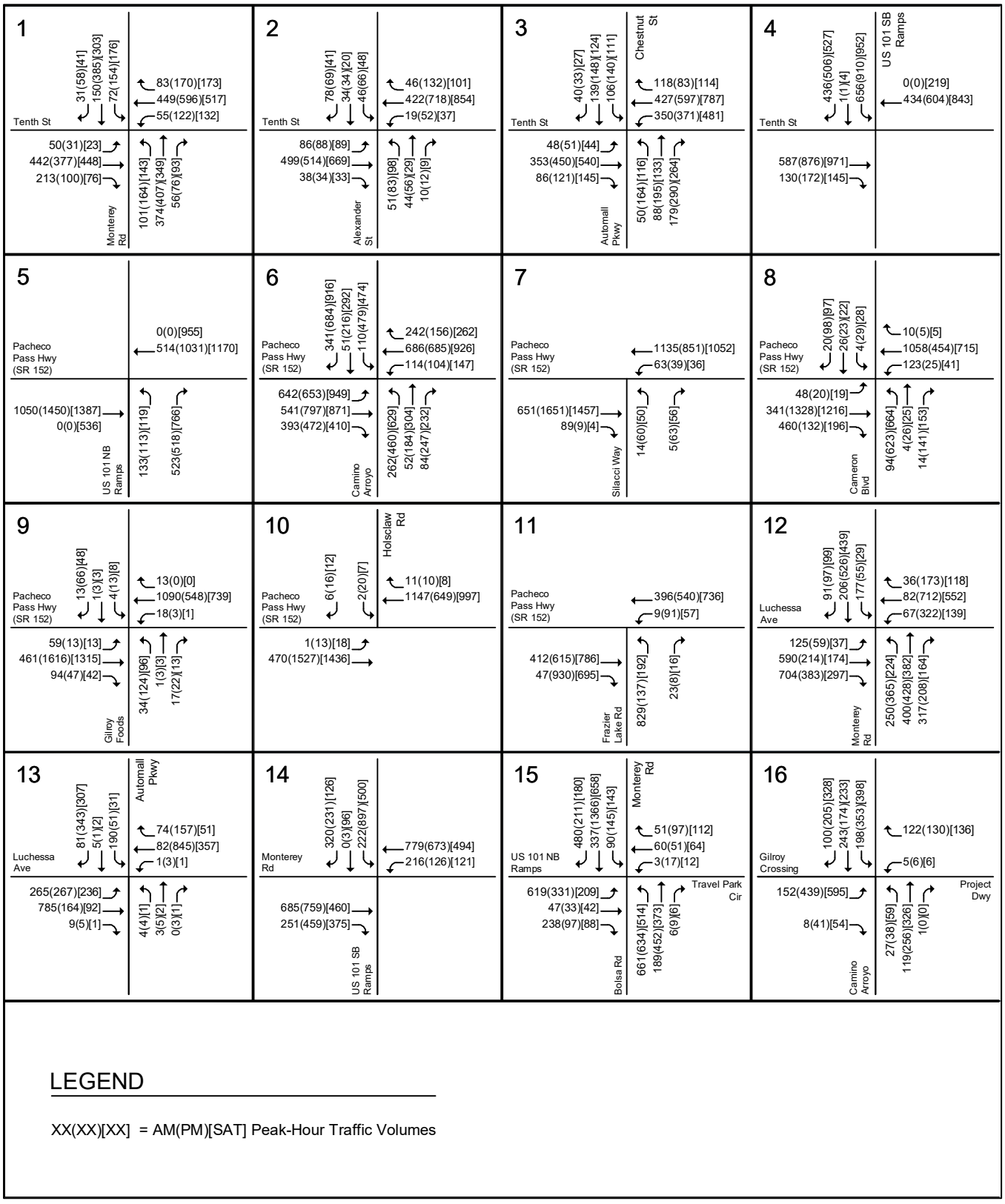


Figure 17 (continued)
Year 2040 General Plan Plus Project Conditions Traffic Volumes– With Luchessa/Holloway Connection

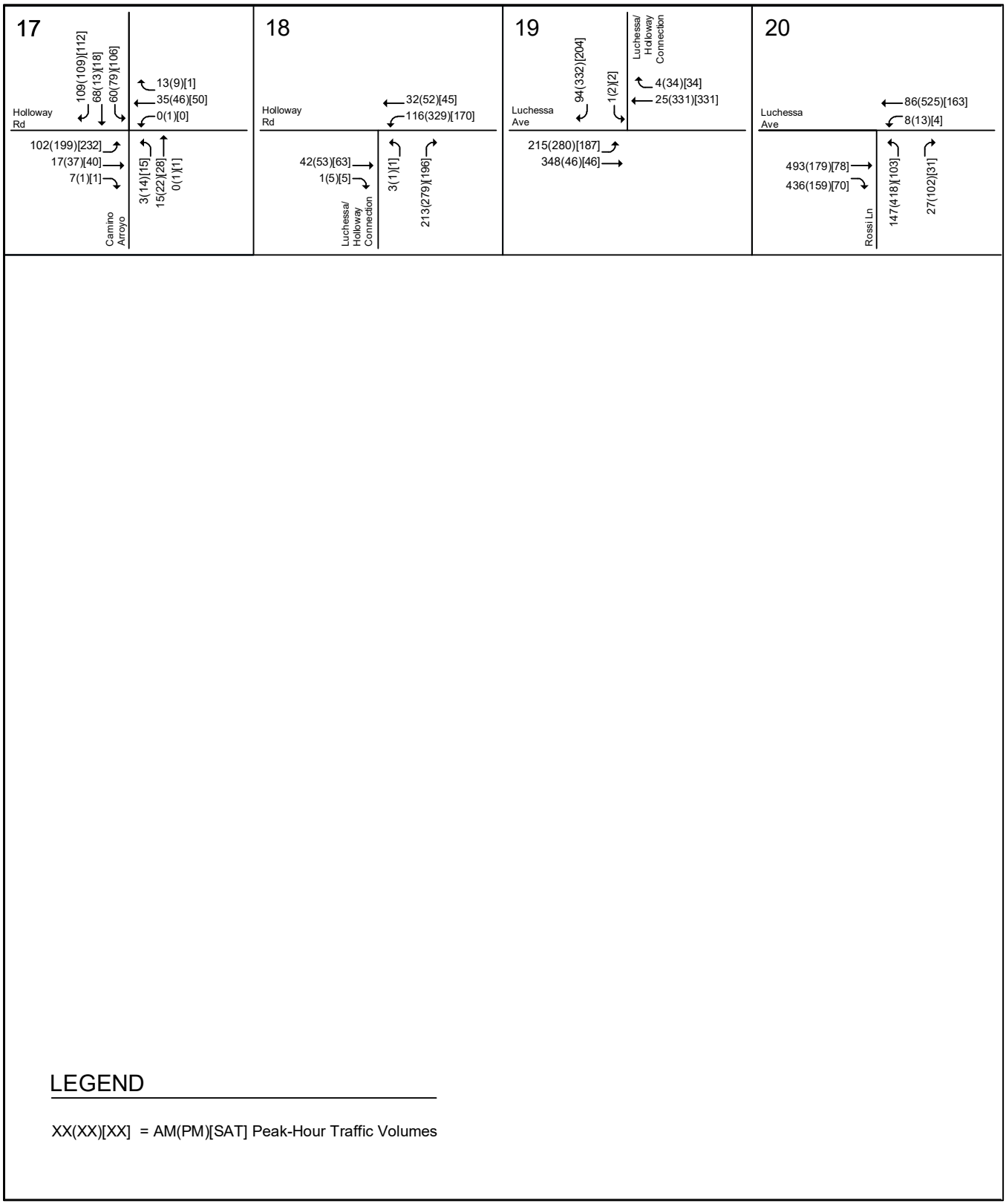


Table 4
Signalized Intersection Level of Service Definition Based on Delay

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

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

The City of Gilroy level of service standard for most signalized intersections located west of US 101 is LOS C or better, allowing some commercial and industrial areas (e.g., downtown Gilroy, First Street corridor) to operate at LOS D or better. For signalized intersections located east of US 101 and those in the commercial area designated in the City of Gilroy General Plan (LOS D Area), the City standard is LOS D or better. The level of service D area includes all areas east of US 101, the Tenth Street corridor from Monterey Road to US 101, the Luchessa corridor east of Monterey Road, and the Monterey Road corridor from Luchessa Avenue to the Monterey Road/US 101 interchange. The current City of Gilroy LOS D Area is depicted graphically on Figure 6 (Study Intersections).

All of the signalized study intersections are located within the LOS D area.

City of Gilroy Definition of Operational Deficiencies at Signalized Intersections

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

LOS D Area

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

Unsignalized Intersections

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

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

For the purpose of reporting level of service for stop-controlled intersections, two levels of service are used. For all-way stop-controlled intersections, "overall intersection average" delay and corresponding level of service are used, which is a measure of the average delay incurred by all motorists at the intersection. For one- and two-way stop-controlled intersections, the delay and corresponding level of service for the "highest delay approach", which is a measure of the delay incurred by motorists only on the stop-controlled approach which is most impacted by traffic conditions at the intersection, is used. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 5.

Table 5
Unsignalized Intersection Level of Service Definition Based on Control Delay

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

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

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

of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

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

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

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

City of Gilroy Definition of Operational Deficiencies at Unsignalized Intersections

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

All-Way Stop-Controlled Intersections:

LOS D Area

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

One- and Two-Way Stop-Controlled Intersections:

LOS D Area

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

Intersection Level of Service Analysis Results

The results of the intersection level of service analysis are described below and summarized in Table 6. The level of service calculation sheets are included in Appendix E. The peak-hour signal warrant sheets are contained in Appendix F.

Existing and Background Intersection Level of Service Analysis

The results of the intersection level of service analysis under existing conditions indicate that the following intersection currently operates deficiently during the Saturday peak-hour:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)

Under background conditions, the above intersection would continue to operate deficiently (LOS E) during the Saturday peak-hour.

The remaining study intersections are projected to operate at acceptable levels of service during all three peak hours analyzed under existing and background conditions.

Background Plus Project Intersection Level of Service Analysis

Background plus project conditions were evaluated under two roadway scenarios: (1) under the existing roadway network; and (2) assuming implementation of the proposed Luchessa/Holloway connection. The comparison of these two roadway network scenarios demonstrates the effect of providing a second access roadway between the project area and the south and southwest parts of Gilroy.

Background Plus Project – Existing Roadway Network

The results of the intersection level of service analysis show that the following intersection would operate deficiently during the Saturday peak-hour under background plus project conditions and under the existing roadway network:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)

The addition of project traffic to the intersection of Camino Arroyo/Pacheco Pass Highway (SR 152) is not projected to increase the intersection's average delay by more than the 4-second operational deficiency threshold. Therefore, the proposed project is not projected to create an operational deficiency at any of the study intersections under this scenario.

Background Plus Project – With Proposed Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the following intersections would operate deficiently under background plus project conditions and assuming the implementation of the proposed Luchessa/Holloway connection:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

Project Deficiency: PM peak-hour

Table 6
Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing Conditions			Background Conditions			Background Plus Project (Existing Roadway Network)				Background Plus Project with Proposed LH Connnection			
						Delay	LOS	Warrant Met?[1]	Delay	LOS	Warrant Met?[1]	Delay	LOS	Delay Change[2]	Warrant Met?[1]	Delay	LOS	Delay Change[2]	Warrant Met?[1]
1	Monterey Road and Tenth Street	Signal	D	AM	03/24/22	22.7	C+	--	22.6	C+	--	22.9	C+	+0.3	--	22.8	C+	+0.2	--
				PM	03/24/22	28.6	C	--	28.4	C	--	28.6	C	+0.2	--	28.5	C	+0.1	--
				SAT	03/26/22	29.8	C	--	29.4	C	--	29.6	C	+0.2	--	29.5	C	+0.1	--
2	Alexander Street and Tenth Street	Signal	D	AM	03/24/22	17.2	B	--	16.7	B	--	16.7	B	+0.0	--	16.8	B	+0.1	--
				PM	03/24/22	16.9	B	--	17.8	B	--	17.9	B	+0.1	--	17.2	B	-0.6	--
				SAT	03/26/22	20.1	C+	--	18.0	B-	--	17.8	B	-0.2	--	18.3	B-	+0.3	--
3	Chestnut Street/Automall Parkway and Tenth Street	Signal	D	AM	03/24/22	29.9	C	--	34.4	C-	--	34.2	C-	-0.2	--	34.5	C-	+0.1	--
				PM	03/24/22	32.5	C-	--	38.0	D+	--	38.1	D+	+0.1	--	37.6	D+	-0.4	--
				SAT	03/26/22	29.4	C	--	37.7	D+	--	37.8	D+	+0.1	--	37.3	D+	-0.4	--
4	US 101 SB Ramps and Tenth Street	Signal	D	AM	03/24/22	20.0	C+	--	21.1	C+	--	21.4	C+	+0.3	--	21.5	C+	+0.4	--
				PM	03/24/22	22.8	C+	--	26.0	C	--	26.5	C	+0.5	--	25.7	C	-0.3	--
				SAT	03/26/22	27.9	C	--	29.9	C	--	30.5	C	+0.6	--	30.2	C	+0.3	--
5	US 101 NB Ramps and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	8.1	A	--	9.0	A	--	9.1	A	+0.1	--	8.7	A	-0.3	--
				PM	03/24/22	8.3	A	--	10.1	B+	--	10.5	B+	+0.4	--	9.8	A	-0.3	--
				SAT	03/26/22	9.9	A	--	10.7	B+	--	11.0	B+	+0.3	--	10.6	B+	-0.1	--
6	Camino Arroyo and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	21.1	C+	--	18.2	B-	--	20.4	C+	+2.2	--	20.8	C+	+2.6	--
				PM	03/24/22	32.4	C-	--	41.8	D	--	45.1	D	+3.3	--	38.3	D+	-3.5	--
				SAT	03/26/22	**55.4**	**E+**	--	**59.9**	**E+**	--	**63.3**	**E**	**+3.4**	--	**60.5**	**E**	**+0.6**	--
7	Silacci Way and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	11/05/20	0.2	A+	--	0.3	A+	No	0.3	A+	+0.0	--	0.3	A+	+0.0	--
				PM	11/05/20	0.5	A+	--	1.5	A+	No	1.6	A+	+0.1	--	0.8	A+	-0.7	--
				SAT	11/05/20	0.1	A+	--	0.1	A+	No	0.1	A+	+0.0	--	0.2	A+	+0.1	--
		One-Way Stop (Worst Approach)	E	AM	11/05/20	16.5	C	No	36.0	E	No	37.0	E	+1.0	No	28.8	D	-7.2	No
				PM	11/05/20	26.4	D	No	**>120**	**F**	No	**>120**	**F**	**>120**	No	**51.3**	**F**	**-83.6**	No
				SAT	11/07/20	12.4	B	No	13.3	B	No	13.4	B	+0.1	No	13.5	B	+0.2	No
8	Cameron Boulevard and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	5.4	A	--	7.1	A	--	7.0	A	-0.1	--	6.7	A	-0.4	--
				PM	11/05/20	7.8	A	--	14.6	B	--	14.7	B	+0.1	--	12.7	B	-1.9	--
				SAT	11/07/20	7.3	A	--	8.5	A	--	8.4	A	-0.1	--	8.1	A	-0.4	--
9	Gilroy Foods and Pacheco Pass Highway (SR 152)	Signal	D	AM	11/05/20	9.2	A	--	9.1	A	--	9.0	A	-0.1	--	10.4	B+	+1.3	--
				PM	11/05/20	10.2	B+	--	10.9	B+	--	10.9	B+	+0.0	--	11.4	B+	+0.5	--
				SAT	11/07/20	5.5	A	--	3.2	A	--	3.2	A	+0.0	--	7.2	A	+4.0	--
10	Holsclaw Road and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	03/24/22	0.1	A+	--	0.1	A+	No	0.1	A+	+0.0	--	0.1	A+	+0.0	--
				PM	03/24/22	0.8	A+	--	1.0	A+	No	1.0	A+	+0.0	--	0.9	A+	-0.1	--
				SAT	03/24/22	0.4	A+	--	0.4	A+	No	0.4	A+	+0.0	--	0.4	A+	+0.0	--
		One-Way Stop (Worst Approach)	E	AM	03/24/22	17.0	C	No	19.2	C	No	19.7	C	+0.5	No	19.5	C	+0.3	No
				PM	03/24/22	35.0	E	No	**50.4**	**F**	No	**53.1**	**F**	**+2.7**	No	49.8	E	-0.6	No
				SAT	03/26/22	33.1	D	No	38.7	E	No	40.1	E	+1.4	No	37.9	E	-0.8	No
11	Frazier Lake Road and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	14.9	B	--	15.3	B	--	15.4	B	+0.1	--	15.8	B	+0.5	--
				PM	03/24/22	8.2	A	--	7.8	A	--	7.8	A	+0.0	--	7.8	A	+0.0	--
				SAT	03/26/22	10.0	B+	--	10.2	B+	--	10.2	B+	+0.0	--	10.2	B+	+0.0	--
12	Monterey Road and Luchessa Avenue	Signal	D	AM	03/24/22	26.1	C	--	26.6	C	--	26.6	C	+0.0	--	26.0	C	-0.6	--
				PM	03/24/22	35.5	D+	--	39.5	D	--	39.5	D	+0.0	--	38.0	D+	-1.5	--
				SAT	03/26/22	22.8	C+	--	23.7	C	--	23.7	C	+0.0	--	23.8	C	+0.1	--
13	Automall Parkway and Luchessa Avenue	One-Way Stop (Average Delay)	D	AM	03/24/22	6.4	A	--	6.9	A-	--	6.9	A-	+0.0	--	7.0	A-	+0.1	--
				PM	03/24/22	7.4	A-	--	7.9	A-	--	7.9	A-	+0.0	--	8.3	A-	+0.4	--
				SAT	03/24/22	7.2	A-	--	7.5	A-	--	7.5	A-	+0.0	--	6.3	A	-1.2	--
		One-Way Stop (Worst Approach)	E	AM	03/24/22	22.2	C	**Yes**	25.0	C	**Yes**	25.0	C	+0.0	**Yes**	34.7	D	+9.7	**Yes**
				PM	03/24/22	25.7	D	**Yes**	29.4	D	**Yes**	29.4	D	+0.0	**Yes**	**52.2**	**F**	**+22.8**	**Yes**
				SAT	03/26/22	15.8	C	No	17.9	C	**Yes**	17.9	C	+0.0	**Yes**	18.2	C	+0.3	**Yes**
14	US 101 SB Ramps and Monterey Road	Signal	D	AM	03/24/22	12.0	B	--	12.0	B+	--	12.0	B+	+0.0	--	12.0	B+	+0.0	--
				PM	03/24/22	22.2	C+	--	22.1	C+	--	22.1	C+	+0.0	--	22.2	C+	+0.1	--
				SAT	03/26/22	20.2	C+	--	19.9	B-	--	19.9	B-	+0.0	--	20.2	C+	+0.3	--
15	Monterey Road and US 101 NB Ramps	Signal	D	AM	03/24/22	18.9	B-	--	18.8	B-	--	18.8	B-	+0.0	--	18.7	B-	-0.1	--
				PM	03/24/22	23.8	C	--	25.2	C	--	25.2	C	+0.0	--	25.7	C	+0.5	--
				SAT	03/26/22	26.1	C	--	26.4	C	--	26.4	C	+0.0	--	26.5	C	+0.1	--
16	Camino Arroyo and Gilroy Crossing	Signal	D	AM	03/24/22	13.4	B	--	13.3	B	--	19.6	B-	+6.3	--	22.5	C+	+9.2	--
				PM	03/24/22	16.1	B	--	15.8	B	--	24.8	C	+9.0	--	23.1	C	+7.3	--
				SAT	03/26/22	18.1	B-	--	18.3	B-	--	27.6	C	+9.3	--	26.2	C	+7.9	--
17	Camino Arroyo and Holloway Road	All-Way Stop	D	AM	03/24/22	7.7	A	No	7.7	A	No	7.8	A	+0.1	No	8.6	A	+0.9	No
				PM	03/24/22	7.8	A	No	7.8	A	No	7.9	A	+0.1	No	11.2	B	+3.4	**Yes**
				SAT	03/26/22	8.1	A	No	8.1	A	No	8.1	A	+0.0	No	10.0	A	+1.9	No
18	Luchessa/Holloway Connection and Holloway Road	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	8.5	A	+8.5	No
				PM	Future	--	--	--	--	--	--	--	--	--	--	12.2	B	+12.2	**Yes**
				SAT	Future	--	--	--	--	--	--	--	--	--	--	9.0	A	+9.0	No
19	Luchessa/Holloway Connection and Luchessa Avenue	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				PM	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				SAT	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
20	Rossi Lane and Luchessa Avenue	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	9.6	A	+9.6	No
				PM	Future	--	--	--	--	--	--	--	--	--	--	13.8	B	+13.8	**Yes**
				SAT	Future	--	--	--	--	--	--	--	--	--	--	8.1	A	+8.1	No

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes project deficiency based on City of Gilroy criteria.

Table 6 (Continued)
Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	2040 General Plan (No Project) Conditions			General Plan Plus Project (GP Roadway Network)				General Plan Plus Project with Proposed LH Connnection		
					Delay	LOS	Warrant Met?[1]	Delay	LOS	Delay Change[2]	Warrant Met?[1]	Delay	LOS	Warrant Met?[1]
1	Monterey Road and Tenth Street	Signal	D	AM	23.6	C	--	23.6	C	+0.0	--	Same as General Plan Plus Project Conditions (GP Roadway Network)		
				PM	29.3	C	--	29.5	C	+0.2	--			
				SAT	32.6	C-	--	32.9	C-	+0.3	--			
2	Alexander Street and Tenth Street	Signal	D	AM	20.3	C+	--	20.3	C+	+0.0	--			
				PM	16.4	B	--	16.4	B	+0.0	--			
				SAT	21.5	C+	--	21.5	C+	+0.0	--			
3	Chestnut Street/Automall Parkway and Tenth Street	Signal	D	AM	32.1	C-	--	31.9	C	-0.2	--			
				PM	36.2	D+	--	36.3	D+	+0.1	--			
				SAT	31.5	C	--	31.6	C	+0.1	--			
4	US 101 SB Ramps and Tenth Street	Signal	D	AM	20.6	C+	--	20.6	C+	+0.0	--			
				PM	22.4	C+	--	22.2	C+	-0.2	--			
				SAT	27.6	C	--	27.4	C	-0.2	--			
5	US 101 NB Ramps and Pacheco Pass Highway (SR 152)	Signal	D	AM	11.5	B+	--	11.3	B+	-0.2	--			
				PM	12.8	B	--	12.7	B	-0.1	--			
				SAT	14.8	B	--	14.7	B	-0.1	--			
6	Camino Arroyo and Pacheco Pass Highway (SR 152)	Signal	D	AM	21.4	C+	--	22.5	C+	+1.1	--			
				PM	34.8	C-	--	34.1	C-	-0.7	--			
				SAT	**80.2**	**F**	--	**75.2**	**E-**	**-5.0**	--			
7	Silacci Way and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	0.5	A+	--	0.5	A+	+0.0	--			
				PM	3.3	A+	--	8.4	A-	+5.1	--			
				SAT	1.5	A+	--	3.8	A	+2.3	--			
		One-Way Stop (Worst Approach)	E	AM	22.7	C	No	23.2	C	+0.5	No			
				PM	**80.9**	**F**	**Yes**	**>120**	**F**	**+96.2**	**Yes**			
				SAT	42.5	E	**Yes**	**91.6**	**F**	**+49.1**	**Yes**			
8	Cameron Boulevard and Pacheco Pass Highway (SR 152)	Signal	D	AM	17.6	B	--	17.6	B	+0.0	--			
				PM	26.6	C	--	26.6	C	+0.0	--			
				SAT	22.5	C+	--	22.6	C+	+0.1	--			
9	Gilroy Foods and Pacheco Pass Highway (SR 152)	Signal	D	AM	8.5	A	--	11.4	B+	+2.9	--			
				PM	9.4	A	--	10.3	B+	+0.9	--			
				SAT	5.0	A	--	10.2	B+	+5.2	--			
10	Holsclaw Road and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	0.1	A+	--	0.1	A+	+0.0	--			
				PM	1.4	A+	--	1.4	A+	+0.0	--			
				SAT	0.6	A+	--	0.6	A+	+0.0	--			
		One-Way Stop (Worst Approach)	E	AM	24.8	C	No	24.9	C	+0.1	No			
				PM	**81.5**	**F**	No	**80.6**	**F**	**-0.9**	No			
				SAT	**69.0**	**F**	No	**68.6**	**F**	**-0.4**	No			
11	Frazier Lake Road and Pacheco Pass Highway (SR 152)	Signal	D	AM	36.6	D+	--	35.2	D+	-1.4	--			
				PM	8.7	A	--	8.5	A	-0.2	--			
				SAT	9.9	A	--	10.0	B+	+0.1	--			
12	Monterey Road and Luchessa Avenue	Signal	D	AM	29.6	C	--	30.1	C	+0.5	--			
				PM	39.2	D	--	38.8	D+	-0.4	--			
				SAT	23.9	C	--	23.8	C	-0.1	--			
13	Automall Parkway and Luchessa Avenue	One-Way Stop (Average Delay)	D	AM	29.5	D	--	32.8	D-	+3.3	--			
				PM	15.0	B-	--	15.3	C+	+0.3	--			
				SAT	6.5	A	--	6.3	A	-0.2	--			
		One-Way Stop (Worst Approach)	E	AM	**>120**	**F**	**Yes**	**>120**	**F**	**+24.7**	**Yes**			
				PM	**86.7**	**F**	**Yes**	**86.9**	**F**	**+0.2**	**Yes**			
				SAT	20.8	C	**Yes**	21.3	C	+0.5	**Yes**			
14	US 101 SB Ramps and Monterey Road	Signal	D	AM	15.2	B	--	15.0	B	-0.2	--			
				PM	31.6	C	--	31.1	C	-0.5	--			
				SAT	22.8	C+	--	22.7	C+	-0.1	--			
15	Monterey Road and US 101 NB Ramps	Signal	D	AM	**82.7**	**F**	--	**85.2**	**F**	**+2.5**	--			
				PM	**67.9**	**E**	--	**70.3**	**E**	**+2.4**	--			
				SAT	28.4	C	--	28.6	C	+0.2	--			
16	Camino Arroyo and Gilroy Crossing	Signal	D	AM	17.7	B	--	22.3	C+	+4.6	--			
				PM	20.7	C+	--	22.8	C+	+2.1	--			
				SAT	23.8	C	--	26.4	C	+2.6	--			
17	Camino Arroyo and Holloway Road	All-Way Stop	D	AM	8.4	A	No	8.5	A	+0.1	No			
				PM	9.6	A	No	9.6	A	+0.0	No			
				SAT	10.2	B	No	10.3	B	+0.1	No			
18	Luchessa/Holloway Connection and Holloway Road	All-Way Stop	D	AM	--	--	--	--	--	--	--	8.6	A	No
				PM	--	--	--	--	--	--	--	12.2	B	**Yes**
				SAT	--	--	--	--	--	--	--	9.1	A	No
19	Luchessa/Holloway Connection and Luchessa Avenue	All-Way Stop	D	AM	--	--	--	--	--	--	--	9.1	A	No
				PM	--	--	--	--	--	--	--	12.2	B	**Yes**
				SAT	--	--	--	--	--	--	--	9.8	A	No
20	Rossi Lane and Luchessa Avenue	All-Way Stop	D	AM	12.0	B	**Yes**	11.9	B	--	**Yes**	12.0	B	**Yes**
				PM	29.5	D	**Yes**	28.6	D	--	**Yes**	21.8	C	**Yes**
				SAT	8.7	A	No	8.7	A	--	No	8.5	A	No

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
▭ - Denotes project deficiency based on City of Gilroy criteria.

The addition of project traffic is projected to increase the worst approach delay at the deficient intersection of Automall Parkway/Luchessa Avenue by more than 4 seconds during the PM peak-hour. Therefore, based on the City of Gilroy definition of operational deficiencies at unsignalized intersections, the project would have an operational deficiency at the Automall Parkway/Luchessa Avenue intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection.

The addition of project traffic to the intersection of Camino Arroyo/Pacheco Pass Highway (SR 152) is not projected to increase the intersection's average delay by more than the 4-second operational deficiency threshold under this scenario.

Year 2040 General Plan Conditions Intersection Level of Service Analysis

Year 2040 General Plan conditions were evaluated for three scenarios: (1) Year 2040 General Plan conditions, as adopted in November 2020; (2) with the proposed project (replacing the planned land uses on the project site) and planned General Plan roadway network; and (3) with the proposed project and proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension). The change between these scenarios demonstrates the relative effect the proposed project and proposed roadway network change would have on adopted General Plan conditions.

2040 General Plan (No Project) Conditions

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently with buildout of the City of Gilroy 2040 General Plan land use growth projections and planned future roadway network:

6. Camino Arroyo and Pacheco Pass Highway (LOS F – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM peak-hour)
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The remaining study intersections are projected to operate at acceptable levels of service during all three peak hours analyzed under 2040 General Plan conditions.

2040 General Plan Plus Project Conditions

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently under 2040 General Plan with project conditions and the planned future roadway network:

6. Camino Arroyo and Pacheco Pass Highway (LOS E – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)

   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)

    Project deficiency: AM and PM peak hours
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The addition of project traffic is projected to increase the intersection delay (or the worst approach delay) at two of the above four deficient intersections by more than 4 seconds during the noted peak

hours. Therefore, based on the City of Gilroy definition of operational deficiencies at intersections, the project would contribute to an operational deficiency at the two intersections noted above under General Plan plus project conditions.

2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

6. Camino Arroyo and Pacheco Pass Highway (LOS E – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)

   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)

    Project deficiency: AM and PM peak hours
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The addition of project traffic is projected to increase the intersection delay (or the worst approach delay) at two of the above four deficient intersections by more than 4 seconds during the noted peak hours. Therefore, based on the City of Gilroy definition of operational deficiencies at intersections, the project would contribute to an operational deficiency at the two intersections noted above under General Plan plus project conditions with the Luchessa/Holloway connection.

Based on the intersection level of service results, the proposed Luchessa/Holloway connection would not change projected intersection operations at any of the study intersections, compared to the Rossi Lane extension that is part of the 2040 General Plan roadway network, with the exception of the intersections of the connection with Holloway Road and Luchessa Avenue, which would be created with the proposed Luchessa/Holloway connection but not the planned Rossi Lane extension. Therefore, in terms of intersection operations, both the Holloway/Luchessa connection and the Rossi Lane extension would provide the same benefits.

Intersection Operations (Queue) Analysis

The analysis of the intersection levels of service was supplemented with an analysis of intersection operations (queuing) for selected intersections. The intersection queuing analysis is an important component of the process to evaluate traffic conditions at an intersection. Although calculated levels of service may appear adequate at some locations, traffic operations problems caused by inadequate storage space for vehicle queues could prevent the intersection from ever realizing the calculated level of service. When inadequate storage space becomes an issue, queues in one turn movement might spill into an adjacent lane and block traffic in that lane from proceeding through the intersection.

Vehicle Queue Estimate Methodology

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles in the queue for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle (20 feet vehicle length plus 5-foot headway space); and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for identifying locations where potential problems may arise in the future and for estimating future storage requirements at intersections.

City of Gilroy Definition of Queue Deficiencies

Based on City of Gilroy guidelines, a queue deficiency at an intersection would occur if:

1. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to be less than the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to exceed the available or planned storage length, or
2. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to exceed the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to grow by at least one vehicle.

Queue deficiencies may be addressed by providing the additional queue storage capacity required to serve the projected queue length.

Study Intersection Turn-Movements

Key intersections where the project is anticipated to add more than 10 peak-hour trips per lane to the left-turn movement were selected for evaluation. Additionally, locations where the project would add a significant amount of trips to the right-turn movement also were included. The adequacy of the queue storage capacity for the following intersection movements was evaluated in this analysis:

4. US 101 NB Ramps and Tenth Street – Southbound left-turn movement
5. US 101 SB Ramps and SR 152 – Northbound right-turn movement
6. Camino Arroyo and SR 152 – Northbound and Westbound left-turn movements; Northbound and Eastbound right-turn movements
16. Camino Arroyo and Gilroy Crossing – Southbound left-turn and Westbound right-turn movements
17. Camino Arroyo and Holloway Road – Eastbound and Southbound left-turn movements
18. Luchessa/Holloway Connection and Holloway Road - Westbound left-turn movement

The vehicle queue analysis results under background plus project conditions are summarized in Table 7. The intersection queue calculation sheets are included in Appendix G.

Table 7
Intersection Vehicle Queue Analysis

Measurement	US 101 SB Ramps and Tenth Street			US 101 NB Ramps and SR 152			Camino Arroyo and SR 152											
	Southbound Left			Northbound Right			Northbound Left			Westbound Left			Northbound Right			Eastbound Right		
	SBL AM	SBL PM	SBL SAT	NBR AM	NBR PM	NBR SAT	NBL AM	NBL PM	NBL SAT	WBL AM	WBL PM	WBL SAT	NBR AM	NBR PM	NBR SAT	EBR AM	EBR PM	EBR SAT
Existing Conditions																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	253	446	476	115	134	212	48	155	199	9	20	37	11	65	59	121	106	206
95th %. Queue (veh/ln.)	14	22	27	5	6	8	3	8	15	1	2	4	1	4	6	5	6	16
95th %. Queue (ft./ln)[2]	350	550	675	125	150	200	75	200	375	25	50	100	25	100	150	125	150	400
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Conditions																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	309	492	474	173	178	223	59	178	216	9	20	37	11	65	59	147	149	239
95th %. Queue (veh/ln.)	16	24	27	6	7	8	4	9	16	1	2	4	1	4	6	6	8	18
95th %. Queue (ft./ln)[2]	400	600	675	150	175	200	100	225	400	25	50	100	25	100	150	150	200	450
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Plus Project (No LH Connection)																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	328	509	494	184	188	234	106	228	270	49	60	80	55	116	110	258	251	353
95th %. Queue (veh/ln.)	17	25	28	7	7	9	5	11	20	3	4	8	3	6	10	9	12	25
95th %. Queue (ft./ln)[2]	425	625	700	175	175	225	125	275	500	75	100	200	75	150	250	225	300	625
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	**NO**	YES	**NO**	**NO**	YES	YES	YES
Background Plus Project (With LH Connection)																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	339	515	500	153	158	219	103	228	274	52	66	83	60	125	119	216	198	295
95th %. Queue (veh/ln.)	18	25	29	6	7	8	5	11	20	3	4	8	3	7	10	8	10	21
95th %. Queue (ft./ln)[2]	450	625	725	150	175	200	125	275	500	75	100	200	75	175	250	200	250	525
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	**NO**	YES	**NO**	**NO**	YES	YES	YES

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Table 7 (Continued)
Intersection Vehicle Queue Analysis

Measurement	Camino Arroyo and Gilroy Crossing						Camino Arroyo and Holloway Road						L/H Connection and Holloway Road (All-way Stop)					
	Southbound Left			Westbound Right			Eastbound Left			Southbound Left			Westbound Left			Northbound Left		
	SBL AM	SBL PM	SBL SAT	WBR AM	WBR PM	WBR SAT	EBL AM	EBL PM	EBL SAT	SBL AM	SBL PM	SBL SAT	WBL AM	WBL PM	WBL SAT	NBL AM	NBL PM	NBL SAT
Existing Conditions																		
Cycle Length/Control Delay (sec)[1]	60	60	70	--	--	--	8.4	8.4	8.6	8.0	8.3	8.5	--	--	--	--	--	--
Lanes	1	1	1	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	23	178	209	--	--	--	42	49	61	20	47	69	--	--	--	--	--	--
95th %. Queue (veh/ln.)	2	6	8	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	50	150	200	--	--	--	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	--	--	--	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	YES	**NO**	--	--	--	YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Conditions																		
Cycle Length/Control Delay (sec)[1]	60	60	70	--	--	--	8.4	8.4	8.6	8.0	8.3	8.5	--	--	--	--	--	--
Lanes	1	1	1	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	23	178	209	--	--	--	42	49	61	20	47	69	--	--	--	--	--	--
95th %. Queue (veh/ln.)	2	6	8	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	50	150	200	--	--	--	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	--	--	--	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	YES	**NO**	--	--	--	YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Plus Project (No LH Connection)																		
Cycle Length/Control Delay (sec)[1]	60	60	70	60	60	70	8.4	8.5	8.6	8.2	8.4	8.5	--	--	--	--	--	--
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	221	382	435	64	68	74	42	49	61	42	56	70	--	--	--	--	--	--
95th %. Queue (veh/ln.)	7	11	13	3	3	4	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	175	275	325	75	75	100	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	Future	Future	Future	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	**NO**	**NO**				YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Plus Project (With LH Connection)																		
Cycle Length/Control Delay (sec)[1]	60	60	70	60	60	70	9.5	12.7	11.8	9.0	10.0	9.5	9.1	14.7	10.1	8.1	8.9	8.4
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	214	376	426	64	67	73	109	201	215	40	55	70	93	329	170	2	1	1
95th %. Queue (veh/ln.)	7	11	13	3	3	4	1	2	2	1	1	1	1	3	2	1	1	1
95th %. Queue (ft./ln)[2]	175	275	325	75	75	100	25	50	50	25	25	25	25	75	50	25	25	25
Storage (ft./ ln.)	175	175	175	Future	Future	Future	125	125	125	100	100	100	Future	Future	Future	Future	Future	Future
Adequate (Y/N)	YES	**NO**	**NO**				YES	YES	YES	YES	YES	YES						

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Vehicle Queue Analysis Results

The results of the queue analysis show that projected queue lengths for the following turn movements would exceed the available queue storage capacity during at least one of the study peak hours:

6. Camino Arroyo and SR 152 –

Northbound Left-Turn Movement

The maximum queue length for the northbound left-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the Saturday peak-hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 16 vehicles per lane under background conditions to 20 vehicles per lane under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 6 vehicles (150 feet) per lane. This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

Project deficiency: SAT peak-hour

Westbound Left-Turn Movement

The maximum queue length for the westbound left-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the Saturday peak-hour under background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 4 vehicles per lane under background conditions to 8 vehicles per lane under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 2 vehicles (50 feet) per lane. This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

Project deficiency: SAT peak-hour

Northbound Right-Turn Movement

The maximum queue length for the northbound right-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the PM peak hour under background plus project conditions and during the Saturday peak hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 6 vehicles under background conditions to 10 vehicles under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 5 vehicles (125 feet). This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

Project deficiency: PM and SAT peak hours

16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement

The maximum queue length for the southbound left-turn movement at the *Camino Arroyo/Gilroy Crossing* intersection is projected to exceed the existing queue storage capacity for this movement during the PM peak-hour under background plus project conditions and during the Saturday peak-hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 8 vehicles under background conditions to 13 vehicles under project conditions (both under the existing roadway

network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 6 vehicles (150 feet). This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

Project deficiency: PM and SAT peak hours

Intersection Deficiencies and Possible Improvements

Described below are deficiencies that are projected to occur with implementation of the proposed project. The project's contribution to the projected deficiencies and/or possible improvements to improve operating conditions also are described below.

Level of Service Deficiencies – Background Plus Project Conditions

13. Automall Parkway and Luchessa Avenue

Deficiency: Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

This City of Gilroy unsignalized intersection is projected to operate acceptably under background conditions and the addition of project traffic (with the Luchessa/Holloway connection) would cause the intersection to operate with average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal during the PM peak-hour. This is considered a project deficiency based on the definition of operational deficiencies at unsignalized intersections identified in the City of Gilroy General Plan Transportation Policies.

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

Level of Service Deficiencies – General Plan Conditions

7. Silacci Way and Pacheco Pass Highway/SR 152

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

This City of Gilroy unsignalized intersection is projected to operate deficiently (average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal) during the PM and Saturday peak hours under 2040 General Plan conditions. The addition of project traffic to this intersection (under both the GP and GP + Luchessa/Holloway connection roadway networks) would cause the worst approach delay to increase by 4 or more seconds during the PM and Saturday peak hours. The projected deficiency at this intersection is caused cumulatively by the proposed project and buildout of all other development projects included in the City of Gilroy General Plan.

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions. The projected deficiency would be caused cumulatively by the proposed project and all other development projects that are part of the 2040 General Plan buildout conditions. Therefore, the

project is required to pay the applicable traffic impact fee (TIF) as a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels.

13. Automall Parkway and Luchessa Avenue

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

This City of Gilroy unsignalized intersection is projected to operate deficiently (average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal) during the AM and PM peak hours under 2040 General Plan conditions. The addition of project traffic to this intersection (under both the GP and GP + Luchessa/Holloway connection roadway networks) would cause the worst approach delay to increase by 4 or more seconds during the AM and PM peak hours. The projected deficiency at this intersection is caused cumulatively by the proposed project and buildout of all other development projects included in the City of Gilroy General Plan.

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions. The projected deficiency would be caused cumulatively by the proposed project and all other development projects that are part of the 2040 General Plan buildout conditions. Therefore, the project is required to pay the applicable traffic impact fee (TIF) as a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels.

Queue Storage Deficiencies

6. Camino Arroyo and Pacheco Pass Highway (SR 152)

Movement: Northbound left-turn
Available queue storage: 350 feet (14 vehicles) per lane
Change in queue length: from 16 vehicles under background conditions to 20 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: SAT peak-hour
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

Movement: Westbound left-turn
Available queue storage: 150 feet (6 vehicles) per lane
Change in queue length: from 4 vehicles under background conditions to 8 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)

Peak hour: SAT peak-hour
Deficiency: 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

Movement: Northbound right-turn
Available queue storage: 125 feet (5 vehicles)
Change in queue length: from 6 vehicles under background conditions to 10 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: PM and SAT peak hours
Deficiency: 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

16. Camino Arroyo and Gilroy Crossing

Movement: Southbound left-turn
Available queue storage: 175 feet (7 vehicles)
Change in queue length: from 8 vehicles under background conditions to 13 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: PM and SAT peak hours
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land-use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies, as outlined in the *VTA Transportation Impact Analysis Guidelines*, were completed. However, this analysis is presented for informational purposes only.

Study Freeway Segments

The following freeway segments were evaluated:

1. US 101, San Martin Avenue to Masten Avenue
2. US 101, Masten Avenue to Leavesley Road
3. US 101, Leavesley Road to Pacheco Pass Highway
4. US 101, Pacheco Pass Highway to Monterey Road
5. US 101, Monterey Road to SR 25

Freeway Segment Level of Service Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

D = V / S
Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour per lane (vphpl)
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to the level of service as shown in Table 8. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl should be used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

CMP Definition of Adverse Operations Effects on Freeway Segments

An adverse effect on traffic conditions on a freeway segment would occur if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under no project conditions to an unacceptable LOS F under with project conditions, or
2. The level of service on the freeway segment is LOS F and the amount of traffic added to that segment by the proposed project constitutes one percent or more of the capacity on that segment.

Freeway Segment Level of Service Results

The results of the CMP freeway level of service analysis under existing plus project conditions are summarized in Table 9.

Existing AM and PM peak hour traffic volumes, average speeds, and densities for the subject freeway segments were obtained from the Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018, which was the latest available monitoring report at the time the traffic analysis was prepared. The CMP report only includes freeway count data for the AM and PM peak hours. Traffic Volumes on the study freeway segments under existing plus project conditions were estimated by adding project trips to the existing freeway traffic volumes.

The results of the freeway segment level of service analysis show that the following study freeway segment currently operates at an unacceptable LOS F during the PM peak-hour:

11. US 101, Southbound from Monterey Road to Bloomfield Avenue (SR 25) (PM peak-hour)

The proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segment, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

Table 8
Freeway Levels of Service Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

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

Table 9
Freeway Segment Level of Service Results

#	Freeway	Segment	Direction	Peak Hour	Existing Plus Project						Project Trips (Existing Roadway Network)		Project Trips (w/ Luchessa-Holloway Connection)	
					Speed[1] (mi/hr)	# of Lanes[1]	Capacity (vph)	Volume[1] (pc/h)	Density (pc/mi/ln)	LOS	Volume (vph)	% of Capacity	Volume (vph)	% of Capacity
1	US 101	from Betabel Road to Bloomfield Avenue (SR 25)	NB	AM	38	2	4,400	3,770	50	E	11	0.25	11	0.25
			NB	PM	58	2	4,400	3,769	33	D	10	0.23	10	0.23
2	US 101	from Bloomfield Avenue (SR 25) to Monterey Road	NB	AM	36	2	4,400	3,713	51	E	22	0.50	22	0.50
			NB	PM	42	2	4,400	3,901	46	D	20	0.45	20	0.45
3	US 101	from Monterey Road to Pacheco Pass Highway	NB	AM	64	3	6,900	4,318	23	C	22	0.32	22	0.32
			NB	PM	63	3	6,900	4,558	24	C	20	0.29	20	0.29
4	US 101	from Pacheco Pass Highway to Leavesley Road	NB	AM	59	3	6,900	5,596	32	D	35	0.51	35	0.51
			NB	PM	59	3	6,900	5,494	31	D	38	0.55	38	0.55
5	US 101	from Leavesley Road to Masten Avenue	NB	AM	40	3	6,900	5,779	48	E	24	0.34	24	0.34
			NB	PM	57	3	6,900	5,772	34	D	26	0.37	26	0.37
6	US 101	from Masten Avenue to San Martin Avenue	NB	AM	34	3	6,900	5,431	53	E	20	0.29	20	0.29
			NB	PM	52	3	6,900	5,979	38	D	22	0.32	22	0.32
7	US 101	from San Martin Avenue to Masten Avenue	SB	AM	60	3	6,900	5,369	30	D	22	0.32	22	0.32
			SB	PM	38	3	6,900	5,647	50	E	20	0.28	20	0.28
8	US 101	from Masten Avenue to Leavesley Road	SB	AM	67	3	6,900	2,626	13	B	26	0.37	26	0.37
			SB	PM	66	3	6,900	5,533	28	D	23	0.33	23	0.33
9	US 101	from Leavesley Road to Pacheco Pass Highway	SB	AM	64	3	6,900	4,419	23	C	38	0.55	38	0.55
			SB	PM	59	3	6,900	5,504	31	D	34	0.49	34	0.49
10	US 101	from Pacheco Pass Highway to Monterey Road	SB	AM	64	3	6,900	4,225	22	C	19	0.28	19	0.28
			SB	PM	30	3	6,900	5,154	57	E	22	0.32	22	0.32
11	US 101	from Monterey Road to Bloomfield Avenue (SR 25)	SB	AM	62	2	4,400	3,315	27	D	19	0.43	19	0.43
			SB	PM	21	2	4,400	2,804	**67**	**F**	22	0.50	22	0.50
12	US 101	from Bloomfield Avenue (SR 25) to Betabel Road	SB	AM	62	2	4,400	3,212	26	C	10	0.22	10	0.22
			SB	PM	58	2	4,400	3,726	32	D	11	0.25	11	0.25

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program (CMP) Monitoring Study, 2018.
Although the CMP Monitoring report does not include count data for the Saturday peak-hour, for informational purposes, the Saturday peak-hour project traffic on the freeway is included.
Bold indicates unacceptable LOS, or project traffic exceeding one percent (1%) of the segments capacity.
Bold and boxed indicate adverse effect.

5.
Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Site access and on-site circulation
- A review of the required on-site parking
- Freeway ramp analysis
- Potential impacts to bicycle, pedestrian, transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Any recommended transportation improvements identified as part of the review may be included as part of the project's Conditions of Approval. However, the improvements are not required to mitigate project impacts per CEQA guidelines.

Project Site Access and On-Site Circulation

This analysis is based on a review of the various project site plans, dated September 2022, produced by ACE Design LLC. The site plan is presented on Figure 2 of this report.

Site Access

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway curb cuts and one proposed new driveway) and one along Holloway Road (existing). The project trip assignment at the project site driveways under the existing roadway network and with the proposed Luchessa/Holloway connection are shown on Figures 18 and 19.

The three northernmost driveways along Camino Arroyo (labeled as Driveways 1 through 3 on Figure 19) would provide access to the fast-food restaurant, gas station/convenience store, and hotels, with all three of the proposed land uses being accessible from each of the three driveways. The warehouse buildings would be accessible via the southernmost driveway along Camino Arroyo (labeled as Driveway 4) and the driveway along Holloway Road (labeled as Driveway 5). Although the site plan shows a fence and gates separating the two warehouse buildings, as directed by the project applicant, it was assumed that these gates would remain open during regular business hours, providing a connection between the two buildings. However, no direct connection would be provided between the fast-food restaurant/gas station/hotel sites (northern project site) and the warehouse sites (southern project site).

Figure 18
Project Traffic at the Project Site Driveways (Without Luchessa/Holloway Connection)

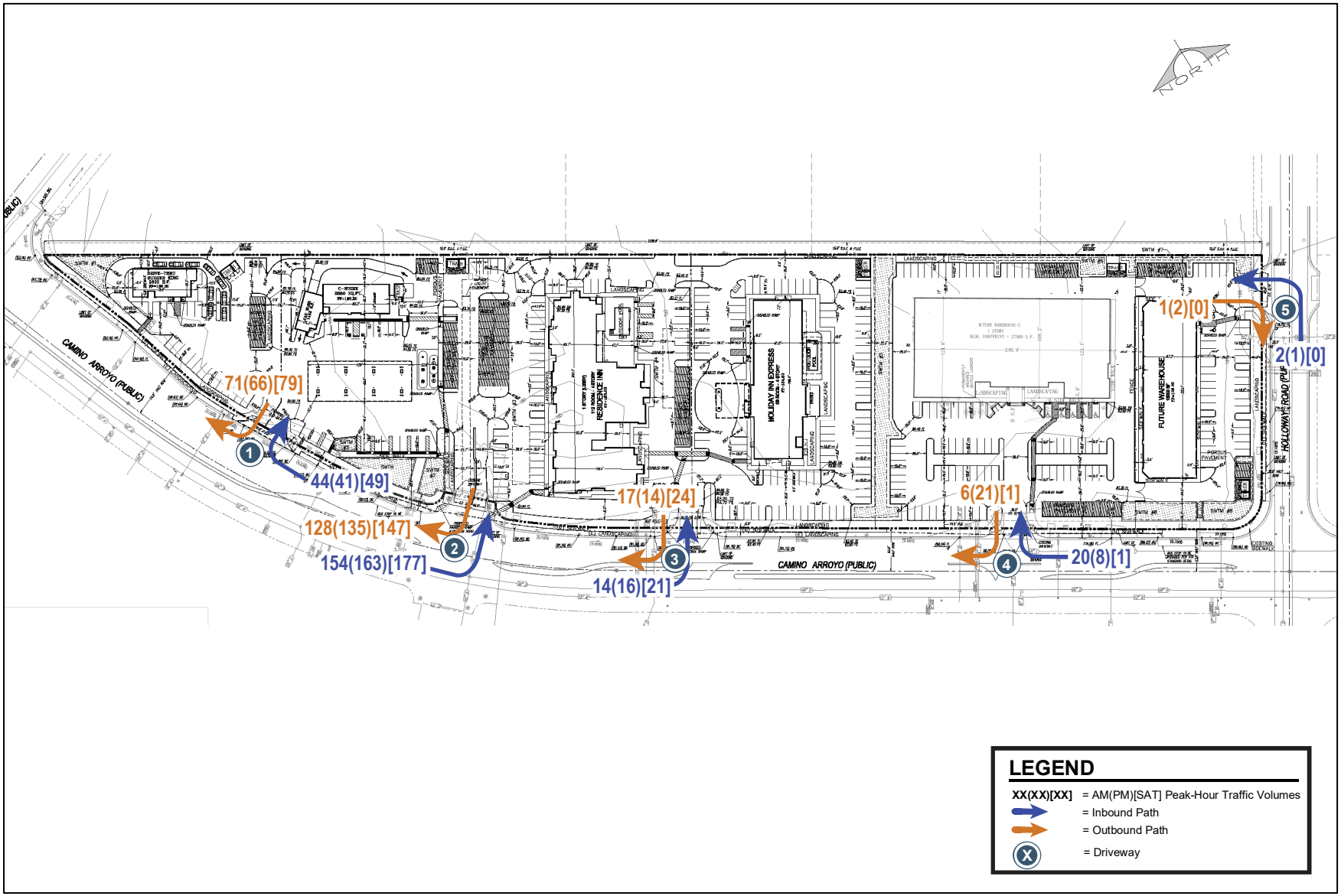
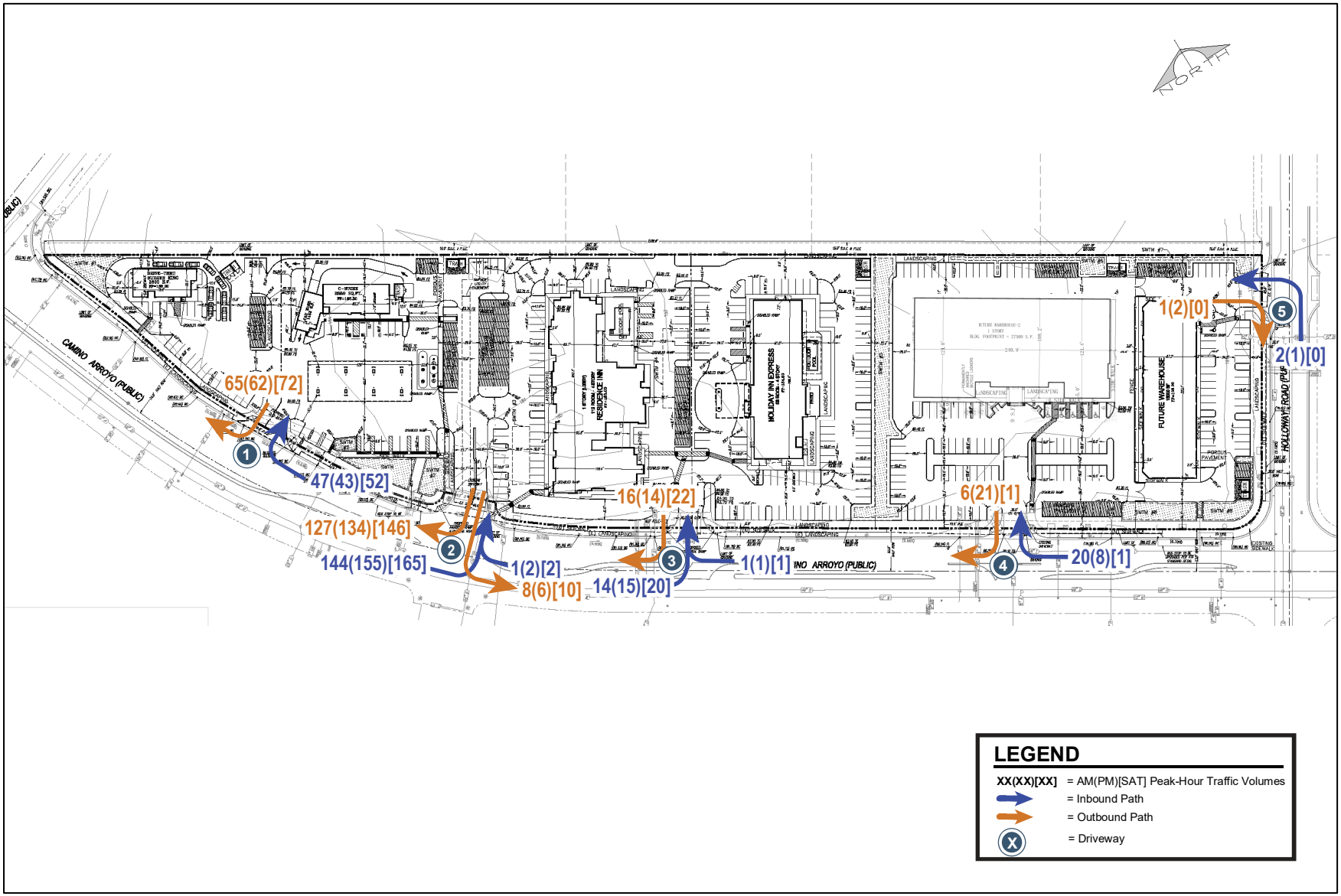


Figure 19
Project Traffic at the Project Site Driveways (With Luchessa/Holloway Connection)



Operations at the Project Driveways

The proposed project is projected to add approximately 500 trips (inbound and outbound combined) during the highest peak hour (Saturday peak-hour) to all five driveways serving the project site. Project traffic at the driveways was assigned based on its origin/destination, the existing and proposed roadway networks, site layout, and project driveway locations and turn restrictions. Following this method, it is estimated that approximately 64 percent (%) of the total project traffic would utilize the Camino Arroyo/Gilroy Crossing project driveway (Driveway 2), and the remainder would use all other driveways, as illustrated on Figures 18 and 19.

Driveway 1

Driveway 1 is a proposed new driveway located approximately 325 feet south of Pacheco Pass Highway and would consist of an approximately 33.8-foot wide right-in/right-out access-only driveway. Driveway 1 would provide direct access to the fast-food restaurant and gas station/convenience store. It is estimated that Driveway 1 would serve a maximum of 49 inbound and 79 outbound trips during the Saturday peak-hour (or approximately 25% of the total project traffic), with slightly fewer trips during the AM and PM peak hours.

Traffic operations at Driveway 1 would be greatly dictated by the operations along northbound Camino Arroyo at Pacheco Pass Highway. The level of service calculations at the intersection of Camino Arroyo/Pacheco Pass Highway show that during the Saturday peak-hour under background conditions, the northbound through queue length is projected to be approximately 14 vehicles per lane, or 350 feet per lane assuming a vehicle length of 25 feet. A queue of this length would extend to the proposed Driveway 1 causing outbound access at Driveway 1 to potentially be momentarily blocked. The projected delay along northbound Camino Arroyo at Pacheco Pass Highway is approximately 59 seconds during the Saturday peak-hour under background plus project conditions. A similar delay would be experienced by outbound traffic at Driveway 1, resulting in a maximum queue length of 3 vehicles at Driveway 1 (outbound direction) during the Saturday peak-hour. Alternatively, drivers could utilize Driveway 2 to exit the site. During the AM and PM peak hours, the northbound queue length along Camino Arroyo is not projected to affect operations at Driveway 1.

Driveway 1 would provide direct access to the fast-food restaurant and gas station/convenience store, the two highest trip generators of the proposed uses. Providing direct inbound/outbound access to these land uses would allow the traffic associated with these uses, in particular the outbound traffic, to bypass the main access intersection (Driveway 2) to exit the site.

Driveway 2

Driveway 2 would consist of the east leg of the existing signalized intersection of Camino Arroyo/Gilroy Crossing and would provide full access to the northern side of the project site. Driveway 2 is shown on the site plan to be 40 feet wide and provide one inbound lane and two outbound lanes. Driveway 2 would be adjacent to the gas station and northern hotel and is projected to serve approximately 64% of the total project traffic, or approximately 300 (inbound and outbound) peak-hour project trips.

The level of service calculations show that the Driveway 2 intersection is projected to operate at acceptable LOS C or better during all three peak hours analyzed under background plus project conditions. It is also projected that a maximum queue length of 4 vehicles would be formed by outbound traffic making a right-turn at Driveway 2. The project site plan shows approximately 100 feet of queue storage capacity at Driveway 2, which would accommodate approximately 4 vehicles per lane, adequately serving the projected queue length.

Driveways 3 and 4

Driveway 3 would provide direct access to the two proposed hotels and is shown on the site plan to be 30 feet wide. This existing driveway (curb cut) is located across from, although not aligning with, one of the Gilroy Crossing shopping center driveways. The offset location of these driveways, along with a raised center median along Camino Arroyo, allow for partial left-turn access only while reducing conflicting movements at the driveways. For example, at Driveway 3, right-in and out access, as well as left-turn in access, is provided to both the project site and the Gilroy Crossing shopping center, but no left-turn out access is provided from either driveway. It is estimated that a maximum of 21 vehicles would make a left-turn into the project site at Driveway 3, and a maximum of 24 vehicles would make a right turn out of Driveway 3 during the Saturday peak-hour. Approximately 7% of the total project traffic is estimated to utilize Driveway 3 during the peak hours.

Driveway 4, like Driveway 3, would be located across from but just south of the southernmost Gilroy Crossing shopping center driveway, providing limited access to the warehouse buildings. The offset location and raised center median along Camino Arroyo provide full-access to the shopping center driveway, but only right-in and out access to Driveway 4. The full-access shopping center driveway provides direct access to the rear of the retail buildings, facilitating outbound access for larger truck traffic delivering goods to the stores. Traffic accessing Driveway 4 from the Camino Arroyo/SR 152 intersection would have to complete a U-turn at the intersection of Camino Arroyo/Holloway Road or access the site via Holloway Road. It is estimated that a maximum of 1 inbound vehicle and 1 outbound vehicle would access Driveway 4 during the Saturday peak-hour. Approximately 4% of the total project traffic is estimated to utilize Driveway 4 during the peak hours. Driveway 4 is shown on the site plan to be 30 feet wide.

Driveway 3 is located approximately 200 feet south of Driveway 2 and approximately 350 feet north of Driveway 4. Driveway 4 is located approximately 260 feet north of Holloway Road. The segment of Camino Arroyo between Gilroy Crossing and Holloway Road consists of a four-lane roadway with a raised center median and is projected to carry approximately 350 vehicles (both directions combined) during the AM peak-hour, 550 vehicles during the PM peak-hour, and 650 vehicles during the Saturday peak-hour under background plus project conditions.

Ideally, when designing site access, opposing driveways along a roadway segment should align to form an intersection, providing full access and concentrating all turn-movements of the intersection to a single location. However, both Driveways 3 and 4 and their opposing driveways across the street were designed to provide limited access by off-setting the driveways and with the use of a raised center median. Providing limited access is typically done to reduce conflicting movements along roadway segments where physical traffic controls (such as stop signs or traffic signal) are not desired. In order to provide full access at Driveways 3 and 4, these site driveways would need to be realigned with the opposing shopping center driveways, the center media would need to be removed, and the intersections may need to be either stop-controlled or signalized, depending on the traffic demand. Alternatively, a two-way left-turn (TWLT) lane also could be provided. Left-turn outbound access from a driveway onto an uncontrolled four-lane roadway is typically not recommended. However, since these driveways are located less than 500 feet from the Camino Arroyo intersections with Gilroy Crossing and Holloway Road, it is not recommended that an all-way stop-control or traffic signal be installed at either one of these two locations.

Based on the project trip assignment, potential left-turn outbound demand from Driveways 3 and 4 would be minimal. Therefore, with the limited access and relatively low traffic volume projections at Driveways 3 and 4, operations at these two driveways are anticipated to be adequate.

Driveway 5

Driveway 5 is located along Holloway Road and consists of a full-access driveway. Driveway 5 would provide access to the warehouse sites. Minimal traffic is estimated to utilize Driveway 5 during the Saturday peak hour. Driveway 5 is shown on the site plan to be 42 feet wide.

With the relatively low traffic volumes along Holloway Road under background plus project conditions, Driveway 5 is anticipated to operate adequately.

Driveway Geometrics

The City of Gilroy *General Guidelines* document, dated August 18, 2014, specifies that industrial and commercial driveways should have a minimum and maximum approach width of 35 and 45 feet, respectively. Although Driveways 1, 3, and 4 do not satisfy the City's minimum width requirements for commercial/industrial driveways, these driveways would provide two 15-foot-wide lanes, which is adequate for the proposed limited-access operations.

Driveway 2 is shown on the site plan to provide one inbound lane and two outbound lanes. However, as it was shown on the intersection operations analysis presented in the previous chapter, in order to serve the projected southbound left-turn movement queue demand, two southbound left-turn lanes are required, which would also require providing two inbound lanes at Driveway 2.

Sight Distance

Adequate sight distance should be provided at the project driveways. Outbound traffic at the driveways must be able to see opposing traffic in order to safely complete a turn out of the site. All project site driveways, with the exception of Driveway 1, are located along a straight roadway segment with minimal visual obstruction. Driveway 1 is located along a slightly curved segment of Camino Arroyo. Additionally, a bus stop is currently located along the project site frontage approximately 150 feet south of Driveway 1.

The posted speed limit on Camino Arroyo along the project site frontage is 35 miles per hour (mph). According to the Caltrans *Highway Design Manual*, the minimum required stopping sight distance for a roadway with a posted speed limit of 35 mph is 250 feet. The sight distance from Driveways 3, 4, and 5 is well beyond the 250 feet minimum distance requirement. The sight distance from Driveway 1 would be to the intersection of Camino Arroyo/Gilroy Crossing, just above the 250 feet of minimal distance required. However, this sight distance also assumes that the existing bus stop would not interfere with the driver's line of sight from Driveway 1 to the Camino Arroyo/Gilroy Crossing intersection. Objects such as bus stop shelters or signage could potentially interfere with drivers' line of sight from Driveway 1.

Providing a clear line of sight from Driveway 1, the available sight distance at all project site driveways would be adequate, based on Caltrans requirements.

Recommendation: The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

Emergency Vehicle Access

Project site driveways must be designed with adequate width to allow emergency vehicles access in and out of the site. Per City design guidelines, a fire access roadway greater than or equal to 20 feet in width is applicable to all commercial, industrial, and residential buildings. The fire access roadway should be provided within 150 feet of structures.

The site plan shows most drive aisles within the project site to range in width from 24 to 26 feet, with a couple of locations with a greater width. All project driveways are a minimum of 30 feet wide, providing the minimum width requirement for emergency vehicle access and circulation. However, the main access driveway (Driveway 2) is proposed to provide a single 11.6-foot-wide inbound lane, in addition to two outbound lanes and raised center median. Therefore, the width of the inbound access lane at Driveway 2 does not meet the 20-foot minimum width requirement for emergency vehicle access.

An emergency vehicle access and circulation plan was prepared as part of the site design (see Figure 20). Emergency vehicle access plans typically show the wheel travel path of a fire engine (or any other larger vehicle) entering, traveling through, and exiting the project site and are used to demonstrate that the proposed site plan layout, drive aisle widths, and corner radii would provide adequate emergency vehicular access and circulation. The fire truck circulation plan shows the wheel travel path of a 40-foot-long fire truck entering and traveling through the site. Emergency vehicle wheel travel paths are shown entering Driveways 3, 4 and 5, circulating the hotels and warehouse sites, and exiting the site via the same or an adjacent driveway. However, no access or circulation within the fast-food restaurant and gas station sites (Driveway 1) are shown on the plan. Additionally, the wheel travel path from Driveway 2 appears to depict outbound access but is not correctly shown as making a right-turn out of the site. The plan also shows emergency vehicles accessing the project site from westbound Holloway Road (Driveway 5) and northbound Camino Arroyo (Driveways 3 and 4).

Although the circulation plan shows adequate site access and on-site circulation for a 40-foot long or smaller emergency vehicle from/to Driveways 3, 4, and 5, at some locations, mainly around turns, the wheel travel paths appear to be close to parking islands, fences, or structures. Additionally, as mentioned above, no access or circulation within the fast-food restaurant/gas station sites and Driveway 1 are shown on the plan.

The project site is served by the Chestnut Fire Station, located at the northeast corner of the Chestnut Street/Tenth Street intersection, less than one mile west of the project site. Emergency vehicles accessing the project site would travel eastbound on Pacheco Pass Highway to Camino Arroyo to enter the site. Since Driveway 2 consists of a signalized full-access driveway, this driveway would provide access to the northern part of the project site emergency vehicles coming from the Camino Arroyo/Pacheco Pass Highway intersection. However, due to the existing raised center median along Camino Arroyo, access to Driveways 3 and 4 from southbound Camino Arroyo would not be possible. Instead, access to Driveways 3 and 4 would be provided via the Silacci Way/Pacheco Pass Highway intersection, heading westbound on Holloway Road and northbound on Camino Arroyo. This longer access route would result in increased emergency vehicle's response times. Alternatively, all emergency access to the north part of the project site could be provided via Driveway 2 (southbound left-turn) while all emergency access to the south part of the project site could be provided via Driveway 5 (eastbound left-turn). This, however, may also result in increased response time to some of the parts of the project site as the fire truck travels through the site.

Inbound access to Driveway 1 from southbound Camino Arroyo would not be possible either, since this would require emergency vehicles to complete a U-turn at Driveway 2, which due to the width of Camino Arroyo (40 feet in the northbound direction), is not possible. Therefore, inbound emergency access to the fast-food restaurant and gas station areas should be provided via Driveway 2.

The fastest emergency access route to the project site would be making a southbound left-turn into each of the project site driveways from Camino Arroyo. This, however, would require the removal of the raised center median, and consequently, the realignment of Driveways 3 and 4 with the opposing driveways across the roadway. Additionally, Driveway 2 may need to be widened to provide the 20-foot minimum width requirement for emergency vehicle access, or two inbound lanes.

Although the emergency vehicle access and circulation plan shows adequate on-site circulation, site access as shown on the site plan may not represent the best access route in terms of response times. Ultimately, City staff, in consultation with the Fire Department, will determine the required improvements to provide adequate emergency response to the project site.

Recommendation: The project should widen the inbound lane at Driveway 2 (Camino Arroyo/Gilroy Crossing intersection) to meet the minimum width requirement for emergency access (20 feet), or provide a second inbound lane to provide adequate inbound emergency vehicle access at this signalized intersection.

Recommendation: The project must work with the City and the Fire Department to identify the best access route for emergency vehicles to provide access to the entire project site and adequate response times.

Fuel Delivery Truck Access and Circulation

Fuel delivery trucks also would access the site on a regular basis. The site plan shows fuel delivery trucks entering the project site from northbound Camino Arroyo at both Driveways 1 and 2, access the underground storage tanks (located south of the row of fuel pumps), and exit the site via Driveway 1. This access and circulation pattern would require delivery trucks to access the site via the Cameron Boulevard/Pacheco Pass Highway intersection, travel southbound on Cameron Boulevard to Venture Way and to northbound Camino Arroyo.

The site plan shows the wheel travel path for the fuel delivery trucks adequately entering, circulating, and exiting the project site. Therefore, the proposed site plan layout and driveway/drive aisle width dimensions would be adequate for fuel delivery truck access (from northbound Camino Arroyo) and on-site circulation.

Solid Waste Collection Trucks Access

A solid waste handling plan was prepared as part of the site design (see Figure 21). The plan shows waste collector trucks entering the project site via each of the project driveways, access the trash enclosure for each of the proposed buildings, and exit the site via the same driveway. As with the emergency vehicle access, because of the limited access at the project driveways along Camino Arroyo, waste collector trucks access would be provided by completing a southbound left-turn movement at Driveway 2 and via Silacci Way or Cameron Boulevard to Holloway Road and Camino Arroyo at the rest of the driveways.

Trash enclosures are shown on the site plan to be located adjacent to or in the immediate vicinity (less than 100 feet) of each of the proposed buildings, with the exception of the north hotel (Residence Inn), which shows the nearest trash enclosure to be located more than 100 feet northeast of the building.

All internal drive aisles are proposed to be a minimum of 24 feet wide, providing adequate on-site circulation for waste collector trucks. Therefore, as shown on the solid waste handling plan, the proposed site plan layout and driveway/drive aisle width dimensions would be adequate for trash collector trucks to access and circulate the project site.

Figure 20
Proposed Fire Truck Circulation Plan

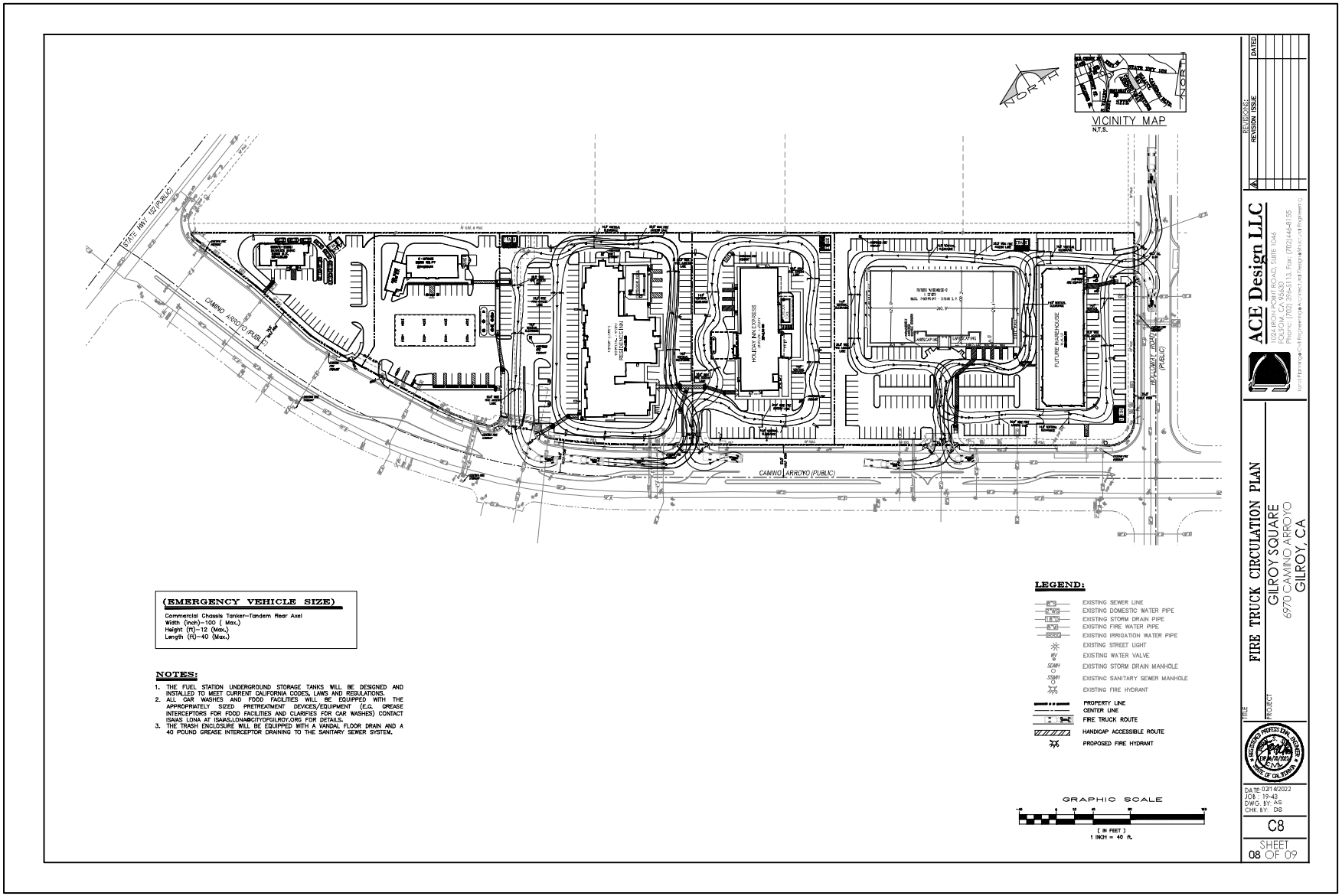
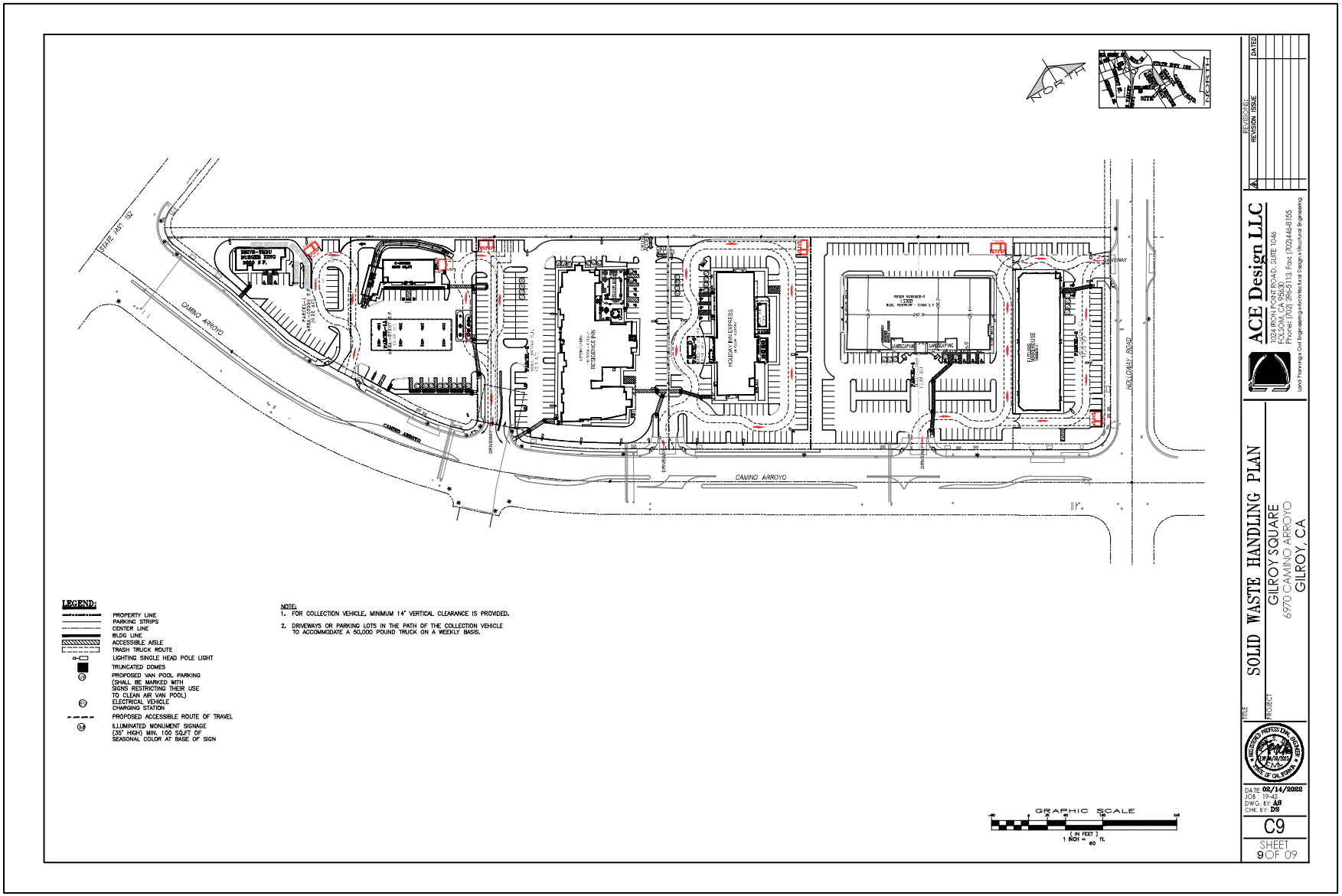


Figure 21
Proposed Solid Waste Truck Collector Circulation Plan



Pedestrian Access

Pedestrian traffic to/from the project site would be able to utilize the existing pedestrian facilities (sidewalks, crosswalks, pedestrian signal phasing at signalized intersections) along the adjacent streets to access the project site. Sidewalks are found along all developed areas within the project area, including along the west side of Camino Arroyo, the north side of Holloway Road (west of Camino Arroyo), the south side of Pacheco Pass Highway (from US 101 to Camino Arroyo and along the McCarthy Business Park, located approximately 1,000 feet east of Camino Arroyo), and along both sides of Camino Arroyo, north of the project site. However, as described earlier in this report, most undeveloped parcels have missing sidewalks, including along the entire project site frontage on Camino Arroyo and Holloway Road, and along most of Pacheco Pass Highway, creating an incomplete pedestrian network.

The project site is required to implement full site frontage improvements, including driveways, curb ramps, and sidewalks. City guidelines require minimum sidewalk width of 10 feet in commercial areas. City guidelines also requires development projects to install (or upgrade existing) pedestrian crossings and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections. By implementing these requirements, additional pedestrian facilities are provided to improve the pedestrian network as part of the city's normal growth process.

The site plan shows new sidewalks along the entire project site frontage, along with curb ramps at all project driveways. With implementation of the proposed sidewalks and curb ramps, pedestrian access between the project site and all adjacent pedestrian destinations, including shopping, dining, and bus stops, would be provided. However, various adjacent roadway segments would continue to have missing sidewalks, which will be installed as undeveloped parcels develop.

On-Site Circulation

The site plan shows 90-degree parking spaces throughout the project served by manly 24- to 26-foot-wide drive aisles. The fast-food restaurant, gas station, and hotels (2) would all be accessible via Driveways 1, 2, and 3. The warehouse sites would be accessible via Driveways 4 and 5, however, no direct vehicular connection would be provided between these sites and the rest of the site.

Fast-Food Restaurant

Direct access to the fast-food restaurant (and drive-through window) would be provided via Driveway 1. Driveway 1 is anticipated to serve fast-food restaurant and gas station traffic only. Drivers would enter the site, park, or access the drive-through window, and exit the site, or would access the fast-food restaurant after (or prior) to accessing the gas station. Overall, on-site circulation within the fast-food restaurant area is anticipated to be adequate.

Drive-Through Window Operations

The proposed drive-through lane entrance would be located along the south side of the building and would wrap around the building in a counter-clockwise direction, ending in front of the building next to the Camino Arroyo project site frontage.

The site plan shows queuing capacity for approximately 9 vehicles within the restaurant's drive-through lane. The queue length at drive-through windows is dependent of the type of establishment and its service rate. For example, drive-through lane lengths for other restaurants in town range from approximately 100 feet/4 vehicles (Wienerschnitzel restaurant on First Street), 250 feet/10 vehicles (McDonald's restaurant on First Street), 170 feet/7 vehicles and 190 feet/7-8 vehicles (Starbucks on Camino Arroyo and Renz Lane, respectively), to approximately 300 feet/12 vehicles (Sonic restaurant

on Pacheco Pass Highway). The City of Gilroy Zoning Ordinance, under section 30.31.20 (Parking Spaces Requirements), states that restaurants with drive-up windows must provide 8 auto waiting spaces for each exterior service window.

Limited published information regarding drive-through window operations and queue lengths is available. However, a study completed by CountingCars.com, a transportation data collection equipment manufacturer located in Minneapolis, Minnesota, provides some information on drive-through window operations for common land uses. "*Drive-Through Queue Generation"*, dated February 2012, provides queuing data for different land uses with drive-through service, based on video recordings conducted at a minimum of six sites per use. All sites surveyed were located in Minneapolis, Minnesota or Kansas City, Kansas and include fast-food restaurants and coffee shops. The report does not provide information on the size of the coffee shops or the fast-food restaurants. Based on the data collected, the report concludes that the 85th percentile maximum queue length for coffee shops is 13 vehicles and 12 vehicles for fast-food restaurants. This information, however, is based on a limited number of studies, none of which were conducted in California, and unknown coffee shop/restaurant size. Thus, the maximum queue length information presented in the study can only be used for comparison purposes. Based on the above queue length information, the proposed queue storage capacity for the proposed restaurant could be exceeded by three vehicles.

Although the anticipated queue length within the proposed drive-through lane cannot be estimated without further research on similar land uses in the area, the proposed length of the drive-through lane would exceed the 8-vehicle waiting spaces required by the City's Zoning Ordinance, and would be in line with the storage capacity provided at similar land use drive-through lanes in town. If the drive-through lane capacity would be exceeded by two to four vehicles, this queue would extend within the restaurant parking area, which although not ideal, would not extend to or create operation issues at Driveway 1 or the gas station.

Gas Station with Convenience Store and Car Wash

The gas station would be directly accessible via Driveways 1 and 2. Drivers would enter the site, access the gas station and/or convenience store, proceed to the car wash, the fast-food restaurant, or exit the site. The entrance to the car wash would be located along the south side of the convenience store and would wrap around behind the building to the car wash tunnel, located along the north side of the store. The gas station area includes wide drive aisles (from 31 to 45 feet wide) that would provide adequate circulation and additional queuing space at the gas pumps without blocking access to adjacent parking spaces. Overall, adequate circulation between the different services within the gas station site and between the gas station and other uses on site would be provided.

Hotels

Direct access to the hotels would be provided via Driveway 3. A row of parking spaces extending directly from Driveway 3 would separate the two hotel buildings, with the main entrance to both hotels facing this row of parking. Circulation within the hotel area would be circular around the proposed buildings, with parking for the south hotel (Holiday Inn Express) located along most sides of the building and parking for the north hotel (Residence Inn) located mainly behind the building. Based on the proposed drive aisle widths (mainly 26 feet wide), circulation within the hotels area would be adequate.

Warehouses

Direct access to the warehouse sites would be provided primarily via Driveway 4, with additional access provided via Driveway 5. Most drive aisles within the warehouse sites parking areas are shown on the site plan to be 26 feet wide. The majority of parking spaces would be located in front of the proposed northerly warehouse building (labeled Warehouse-2 on the site plan), with additional parking spaces

behind the building. Additional parking for the proposed southerly warehouse building (labeled Warehouse-1 on the site plan) would be located adjacent to Holloway Road and the eastern project site boundary. Circulation within the warehouse sites would be continuous allowing drivers to circulate the site and exit via one of the two access driveways. Based on the proposed drive aisle widths and site layout, circulation within the warehouse area would be adequate.

Pedestrian On-Site Circulation

The site plan shows marked pedestrian pathways connecting the parking areas to the proposed buildings and proposed sidewalks along the project site frontage on Camino Arroyo and Holloway Road. However, with the exception of the two hotels, no direct pedestrian connection is shown between adjacent uses. Pedestrians traveling between on-site buildings would have to do so via the sidewalks along the project site frontage. Additionally, some of the north hotel parking spaces would be located next to the gas station, along the Driveway 2 drive aisle, however, a direct pedestrian connection is not shown between these parking spaces and the hotel.

Recommendation: A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

Parking

The projected parking demand for the proposed project was estimated based on the City of Gilroy parking requirements contained within the City of Gilroy Zoning Ordinance (Section 30, Article 31, Off-street parking requirements) and project information.

City of Gilroy Parking Requirements

The City of Gilroy parking code has the following off-street parking requirements for the proposed land uses:

Convenience market (general retail): 1 stall per 250 s.f. of gross floor area
Fast-food restaurant with drive-up window: 1 parking stall for every 100 s.f. of gross floor area plus 1 stall for each shift employee
Hotel: 1 stall for each guest room, plus 6 stalls
Warehouses over 10,000 square feet of gross floor area: 1 stall per five 5,000 square feet of gross floor area; minimum 10 stalls per parcel

It should be noted that City staff requested that the number of parking spaces required to serve the warehouse use be estimated based on a parking rate of 1 parking space per 350 square feet of gross floor area, which is the City's parking rate for industrial land uses. Additionally, the parking rates for the convenience store do not include additional parking requirements for the car wash, which would be part of the gas station.

Based on the City of Gilroy adopted parking rates, the size of the proposed project, information contained on the site plan, and the above assumptions, the proposed project is estimated to require a total of 385 parking spaces (see Table 10), not including the parking spaces required for the gas station car wash. The site plan shows a total of 515 parking stalls on site, which would exceed the City parking requirements.

Table 10
Parking Evaluation

Land Use	Size [1]	Parking Rate [2]	Required Parking Spaces	Provided Parking Spaces	Required ADA Parking[3]
Convenience Store/Gas Station[4]	2,880 s.f.	1 stall per 250 s.f.	12	24	1
Fast-Food Restaurant with Drive-Through Window[5]	2,600 s.f.	1 stall per 100 s.f. + 1 stall per employee	31	30	2
Hotels (2)	200 rooms	1 stall per room + 6 stalls (per hotel)	212	208	7
Warehouses(2)[6]	45,500 s.f.	1 stall per 350 s.f.	130	131	5
		Total:	**385**	**515**	**20**

[1] Information obtained from the project site plan dated February 14, 2022 by ACE Design LLC.
[2] Source: City of Gilroy Zoning Ordinance Section 30.31.
[3] The required number of Americans with Disabilities Act (ADA) parking spaces are based on the number of parking spaces provided.
[4] The parking rates for the convenience store land use do not include additional parking requirements for the car wash, which would be part of the gas station.
[5] The fast-food restaurant would include 5 employees based on information provided by the project applicant.
[6] City staff requested that the number of parking spaces required for the warehouse use be estimated based on a parking rate of 1 parking space per 350 square feet of gross floor area, which is the City's parking rate for industrial land uses.

Americans with Disabilities Act Requirements

The Americans with Disabilities Act (ADA) requires developments to provide one accessible parking space for every 25 parking spaces provided for the first 100 parking spaces, and one additional parking space for every 50 parking spaces provided from 100 up to 200 total parking spaces. Accessible parking spaces shall be at least 96 inches (8 feet) wide and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In addition, one in every 8 accessible spaces, but no less than one, shall be served by an access aisle at least 96 inches wide and shall be designated as "van accessible". It should be noted that the accessible parking spaces are not additional parking spaces but are part of the minimum parking spaces required.

The site plan shows a total of 20 accessible parking spaces are proposed. These consists of two accessible parking spaces at each of the restaurant and gas station sites, a total of nine accessible parking spaces to serve the hotel uses, and a total of seven accessible parking spaces to serve the warehouse uses. Therefore, the proposed project satisfies the minimum ADA parking requirements.

Freeway Ramp Analysis

A freeway ramp analysis was conducted at two freeway interchanges that provides access to the project site. The analysis is based on calculated volume-to-capacity (V/C) ratios and includes freeway ramps that provide access to/from the project site area. The study freeway interchanges include:

1. US 101 at Tenth Street/Pacheco Pass Highway (SR 152)
2. US 101 at Monterey Road

Freeway Interchange Ramp Analysis Methodology

The freeway ramp analysis was performed to evaluate projected interchange operations with implementation of the proposed project and supplements the intersection level of service analysis at the freeway ramp intersections. The study freeway ramps are under the jurisdiction of Caltrans.

The analysis is based on calculated ramp capacity (volume-to-capacity (V/C) ratios) at the study freeway ramps. Evaluation of the ramps' operating levels is based on Caltrans level of service

standards (LOS C or better). The correlation between V/C ratio and level of service for freeway ramps is shown in Table 11.

Table 11
Freeway Ramp Levels of Service Based on Volume-to-Capacity Ratio

Level of Service	V/C Ratio
A	Less than 0.600
B	0.600-0.699
C	0.700-0.799
D	0.800-0.899
E	0.900-0.999
F	1.000 and Greater

Source: Transportation Research Board, *2000 Highway Capacity Manual* . (Washington, D.C., 2000)

Definition of Adverse Operations Effects on Freeway Ramps

The Caltrans level of service standard for freeway ramps is LOS C or better. An adverse effect on traffic conditions on a freeway ramp would occur if for either peak hour:

1. The level of service at the study facility degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under background plus project conditions, or
2. The level of service on the freeway ramp is deficient under background conditions and the project adds traffic to the ramp.

Freeway Ramp Volumes

Peak-hour ramp volumes were interpolated from turning-movement traffic volumes at the adjacent ramp intersections.

Freeway Ramp Capacities

The study freeway off-ramps consist of one or two lanes at the point where they diverge from the freeway mainline and some widen to multiple lanes at the off-ramp intersection. For this ramp analysis, the ramp capacity for the off-ramps is dictated by the number of lanes at the ramps' diverging point from the freeway mainline, since this is the location that dictates how much traffic exits the freeway.

The study on-ramps consist of one or two mixed-flow lanes with or without a separate HOV lane and are controlled by a ramp meter during the peak hours in the peak commute direction only (northbound in the morning and southbound in the evening). All multiple-lane on-ramps studied narrow to a single lane after the ramp meter before the freeway merge point. For metered on-ramps, the constraint point

is at the meter. For non-metered on-ramps, the constraint point is at the ramps' merging point with the freeway.

The typical capacity for a diagonal freeway ramp is 1,800 vehicles per hour per lane (vphpl). Loop ramps have a typical capacity of 1,600 vphpl. For metered on-ramps, the capacity depends on the ramp meter rate. Freeway ramp meter rates for the study on-ramps were assumed to be 900 vph (maximum allowable rate per ramp in Caltrans District 4).

Freeway Ramp Configurations

The *US 101 at Monterey Road* interchange provides full-access to/from US 101 and includes the following ramps:

- US 101 southbound diagonal off-ramp (SB off-ramp) – this ramp is controlled by a traffic signal on Monterey Road and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.
- US 101 southbound diagonal on-ramp (SB on-ramp) – this ramp is controlled by a ramp meter during the PM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (unmetered) – 1,800 vph
  - PM peak hour (metered) – 900 vph
  - SAT peak hour (unmetered) – 1,800 vph
- US 101 northbound diagonal off-ramp (NB off-ramp) – this ramp is controlled by a traffic signal on Monterey Road and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.
- US 101 northbound loop on-ramp (NB on-ramp) – this ramp is controlled by a ramp meter during the AM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (metered) – 900 vph
  - PM peak hour (unmetered) – 1,600 vph
  - SAT peak hour (unmetered) – 1,600 vph

The *US 101 at Tenth Street/Pacheco Pass Highway (SR 152)* interchange consists of a full-access partial cloverleaf interchange and includes the following ramps:

- US 101 southbound diagonal off-ramp (SB off-ramp) – this ramp is controlled by a traffic signal on Tenth Street and consists of two lanes where it diverges from the freeway mainline, for a total capacity of 3,600 vph.
- US 101 southbound loop on-ramp (SB loop on-ramp) – this ramp is controlled by a ramp meter during the PM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (unmetered) – 1,600 vph
  - PM peak hour (metered) – 900 vph
  - SAT peak hour (unmetered) – 1,600 vph
- US 101 northbound diagonal off-ramp (NB off-ramp) – this ramp is controlled by a traffic signal on Pacheco Pass Highway and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.

- US 101 northbound diagonal on-ramp (NB on-ramp) – this ramp is controlled by a ramp meter during the AM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (metered) – 900 vph
  - PM peak hour (unmetered) – 1,800 vph
  - SAT peak hour (unmetered) – 1,800 vph

Freeway Ramp Analysis Results

The results of the freeway ramp analysis under existing and background plus project conditions are summarized in Table 12.

Based on the calculated V/C ratios, all of the study freeway ramps currently operate at acceptable levels. Under background plus project conditions, based on the ramp capacities and traffic volume projections, it is projected that all of the study freeway ramps would continue to operate at acceptable levels.

Bicycle Circulation

Various bicycle facilities exist in the vicinity of the project site, including bike lanes (Class II bikeways) along Camino Arroyo, Sixth Street, Venture Way, and Cameron Boulevard.

The Bicycle Transportation Plan contained in the City of Gilroy General Plan, the City of Gilroy Bicycle/Pedestrian Transportation Plan, and the City of Gilroy Trails Master Plan indicate that a variety of bicycle facilities are planned in the City of Gilroy, some of which would serve the study area.

Of the planned facilities, those relevant to the project include:

Planned Class I multi-use trail:

Along the Miller Slough (Llagas Creek) – between the Sixth Street trailhead west of US 101 to Pacheco Pass Highway/SR 152.

Planned Class II bikeways:

- SR 152 – between the US 101 interchange and Holsclaw Road
- Gilman Road – between Camino Arroyo and Holsclaw Road
- Cameron Boulevard extension – both north and south extensions
- Luchessa Avenue extension – between Monterey Road and Cameron Boulevard
- Holsclaw Road – between SR 152 and Leavesley Road

Project's Effect on Bicycle Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. The potential demand could be served by the various bicycle facilities available in the vicinity of the project site, including the existing bike lanes along Camino Arroyo and Sixth Street, which would provide a connection between the project site and the residential areas on the west side of US 101. Although there are no plans to provide bikeway facilities along Tenth Street between US 101 and Monterey Road, there are planned Class II bikeways along the future Cameron Boulevard extension and Luchessa Avenue extension which would provide a more direct route to residential areas within the southwestern part of Gilroy. Therefore, potential project-generated bicycle traffic could be accommodated by the existing/proposed bicycle facilities in the project area.

Table 12
Freeway Ramps Analysis Results

Interchange/Ramp	Peak Hour	Ramp Type		Constraint Point[1]	Control	Capacity[2] (vph)	Existing Conditions Volume[3] (vph)	Existing Conditions V/C	Existing Conditions LOS[4]	Background Conditions Volume (vph)	Background Conditions V/C	Background Conditions LOS[4]	Background Plus Proj (Existing Roadway Network) Volume (vph)	Background Plus Proj (Existing Roadway Network) V/C	Background Plus Proj (Existing Roadway Network) LOS[4]	Background Plus Proj (Luchessa/Holloway Connection) Volume (vph)	Background Plus Proj (Luchessa/Holloway Connection) V/C	Background Plus Proj (Luchessa/Holloway Connection) LOS[4]
US 101 at Monterey Road																		
Southbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	242	0.134	A	244	0.136	A	244	0.136	A	244	0.136	A
	PM				Signal	1,800	662	0.368	A	685	0.381	A	685	0.381	A	701	0.389	A
	SAT				Signal	1,800	429	0.238	A	455	0.253	A	455	0.253	A	466	0.259	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	1,800	334	0.186	A	339	0.188	A	339	0.188	A	352	0.196	A
	PM				Meter-On	900	536	0.596	A	564	0.627	B	564	0.627	B	638	0.709	C
	SAT				Meter-Off	1,800	517	0.287	A	549	0.305	A	549	0.305	A	564	0.313	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	499	0.277	A	538	0.299	A	538	0.299	A	596	0.331	A
	PM				Signal	1,800	373	0.207	A	469	0.261	A	469	0.261	A	512	0.284	A
	SAT				Signal	1,800	319	0.177	A	403	0.224	A	403	0.224	A	412	0.229	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	900	437	0.486	A	438	0.487	A	438	0.487	A	413	0.459	A
	PM				Meter-Off	1,600	292	0.183	A	321	0.201	A	321	0.201	A	223	0.139	A
	SAT				Meter-Off	1,600	340	0.213	A	372	0.233	A	372	0.233	A	303	0.190	A
US 101 at Tenth Street/Pacheco Pass Highway (SR 152)																		
Southbound Off-Ramp	AM	Diagonal	Off	2	Signal	3,600	839	0.233	A	1,104	0.307	A	1,142	0.317	A	1,141	0.317	A
	PM				Signal	3,600	1,434	0.398	A	1,712	0.476	A	1,746	0.485	A	1,748	0.486	A
	SAT				Signal	3,600	1,483	0.412	A	1,691	0.470	A	1,730	0.481	A	1,732	0.481	A
Southbound On-Ramp	AM	Loop	On	1	Meter-Off	1,600	101	0.063	A	130	0.081	A	149	0.093	A	135	0.084	A
	PM				Meter-On	900	277	0.308	A	432	0.480	A	454	0.504	A	380	0.422	A
	SAT				Meter-Off	1,600	219	0.137	A	255	0.159	A	277	0.173	A	262	0.164	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	325	0.181	A	520	0.289	A	542	0.301	A	482	0.268	A
	PM				Signal	1,800	385	0.214	A	550	0.306	A	570	0.317	A	510	0.283	A
	SAT				Signal	1,800	536	0.298	A	656	0.364	A	677	0.376	A	648	0.360	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	900	592	0.658	B	617	0.686	B	652	0.724	C	652	0.724	C
	PM				Meter-Off	1,800	869	0.483	A	1,038	0.577	A	1,076	0.598	A	1,076	0.598	A
	SAT				Meter-Off	1,800	955	0.531	A	977	0.543	A	1,017	0.565	A	1,017	0.565	A

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
4. The ramp level of service corresponds to the calculated ramp V/C ratios.

Although the City of Gilroy currently does not have requirements for bicycle parking, VTA recommends bicycle-parking rates for new developments in their *Bicycle Technical Guidelines*, revised in February 2022. The recommended bicycle parking rates are shown in Table 13 below. The standards distinguish between Class I (long-term) bicycle parking and Class II (short-term) bicycle parking.

Table 13
Recommended Bicycle Parking

Land Use	Size [1]	Minimum Bicycle Parking Rate [2]		Recommended Bicycle Parking	
		Class I	Class II	Class I	Class II
Convenience Store/Gas Station[3]	2,880 s.f.	1 per 20 employees		1	0
Fast-Food Restaurant with Drive-Through Window[4]	2,600 s.f.	1 per 20 employees	1 per 4ksf	1	1
Hotel[5]	200 rooms	1 per 20 rooms + 1 per 20 employees	1 per 20 rooms	11	10
Warehouse	45,500 s.f.	1 per 10ksf	1 per 5 ksf	5	10
			Total:	**18**	**21**

[1] Information obtained from the project site plan dated September, 2022 by ACE Design LLC.
[2] Source: VTA's Bicycle Parking Supply Recommendations (*Bicycle Technical Guidelines*, February 2022)
[3]The convenience store/gas station use would be served by 3 employees based on information provided by the applicant.
[4]The fast-food use would be served by 5 employees based on information provided by the applicant.
[5]The hotel uses would be served by a maximum of 7 employees per shift based on information provided by the applicant.

Based on the recommended rates for the proposed land uses and the size of the project, a minimum of 18 long-term and 21 short-term bicycle parking spaces should be provided on-site.

The project site plan shows bicycle parking near the convenience store and bicycle lockers near the south hotel. However, the site plan does not specify how many total bicycle parking spaces are being provided.

Recommendation: It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTA's recommended bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

Pedestrian Circulation

Pedestrian traffic between the project site and the surrounding commercial areas would be able to utilize the existing pedestrian facilities (sidewalks, crosswalks, pedestrian signal phasing at signalized intersections) along the adjacent streets. Sidewalks are found along both sides of the street within all commercial areas north, west, and south of the project site.

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The project is proposing 5-foot sidewalks along its entire frontage on Camino Arroyo and Holloway Road, connecting to the existing sidewalks along these roadways.

The project site is located within walking distance (within a half-mile radius) of various restaurants, retail, and service uses. Existing bus stops are located along the project's Camino Arroyo frontage (discussed further below). These existing uses potentially could attract pedestrian traffic from the project site. The existing and proposed sidewalks, along with the crosswalks and pedestrian push buttons, would provide a pedestrian connection between all shopping centers in the study area,

(including those located along the west side of Camino Arroyo and north of SR 152), the bus stops along the project frontage, and the project site.

City guidelines require minimum sidewalk width of 10 feet in commercial areas. They also require development projects to install (or upgrade existing) pedestrian crossings and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections. The existing sidewalks along Camino Arroyo and SR 152 (as well as all proposed sidewalks along the project site frontage) are 5 feet wide.

The northwest corner of the intersection of Camino Arroyo/SR 152 was recently modified to include a pedestrian signal phase to cross the southbound right-turn movement lane (segment between the northwest corner of the intersection and the adjacent pork chop island). The improvement includes ADA-compliant wheelchair access within the pork chop island. However, none of the corners of the intersection currently include ADA-complaint curb ramps.

Recommendation: It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

Recommendation: It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

Transit Service

The project site is directly served by Local Bus Route 84, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital, with bus stops at the intersections of Camino Arroyo/Gilroy Crossing and Camino Arroyo/Holloway Road.

Additional transit services are provided at the Gilroy Transit Center, located in Downtown Gilroy, just over one mile northwest of the project site.

Project's Effect on Transit Services

Although no reduction to the project trip generation estimates was applied due to transit services, it can be assumed that some of the project trips could be made by public transportation. Applying an estimated three percent transit mode share, which is probably the highest that could be expected for the project, to the project trips equates to approximately 6 new transit riders added to the local transit service during the busiest peak-hour. The estimated number of new transit riders to the proposed project could be served by the existing bus line currently serving the project site. However, the limited-service area covered by the existing transit route and the hour-long headways could discourage potential transit users from using public transportation to access the site.

6. Conclusions

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In adherence to SB 743, the effects and impacts on the transportation network as the result of the proposed project were evaluated based on VMT. In addition to the evaluation of VMT, this transportation study also includes level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. The determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Evaluation Results

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPR's small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results

Background Plus Project – With Proposed Luchessa/Holloway Connection

The project would have an operational deficiency at the following intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection:

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

Project Deficiency: PM peak-hour

2040 General Plan Plus Project Conditions

The project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and the planned future roadway network:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   Project deficiency: AM and PM peak hours

2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   Project deficiency: AM and PM peak hours

Intersection Operations Analysis Results

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies for the following turn-movements:

6. Camino Arroyo and SR 152 –
Northbound Left-Turn Movement
Westbound Left-turn movement
Northbound Right-Turn Movement

16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement

Projected Deficiencies and Possible Improvements

Described below are possible improvements to improve operating conditions for the projected deficiencies.

Level of Service Deficiencies – Background Plus Project Conditions

13. Automall Parkway and Luchessa Avenue

Deficiency: Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

Level of Service Deficiencies – General Plan Conditions

7. Silacci Way and Pacheco Pass Highway/SR 152

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

13. Automall Parkway and Luchessa Avenue

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

Queue Storage Deficiencies

6. Camino Arroyo and Pacheco Pass Highway (SR 152)

Movement: Northbound left-turn
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

Movement: Westbound left-turn
Deficiency: 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

Movement: Northbound right-turn
Deficiency: 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

16. Camino Arroyo and Gilroy Crossing

Movement: Southbound left-turn
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

Freeway Segment Evaluation

The proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segments, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

Project Plans

A

APPENDIX

TENTATIVE
SUBDIVISION MAP
6970 CAMINO ARROYO
APN#: 841 - 070 - 049



NORTH

60 0 30 60

SCALE 1" = 60'

LEGEND:

CAB	CABINET
CONC	CONCRETE
CP	CONTROL POINT
CPT	CPTEST
DHH	DETECTOR HANDHOLE
DI	DROP INLET
DWY	DRIVEWAY
EM	ELECTRICAL METER
EP	EDGE OF PAVEMENT
EPB	ELECTRICAL PULLBOX
EVLT	ELECTRICAL VAULT
FH	FIRE HYDRANT
GM	GAS METER
GUY	GUY ANCHOR
JP	JOINT UTILITY POLE
NPS	NO PARKING ANY TIME SIGN
PED	PEDESTAL
PSP	PEDESTRIAN SIGNAL POLE
P.S.E.	PUBLIC SERVICE EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
R.O.W.	RIGHT OF WAY
SSMH	SANITARY SEWER MANHOLE
SDMH	STORM DRAIN MANHOLE
SL	STREET LIGHT
TMH	TELEPHONE MANHOLE
TVLT	TELEPHONE VAULT
TSP	TRAFFIC SIGNAL POLE
TSPB	TRAFFIC SIGNAL PULLBOX
UTILITY	UTILITY
WMH	WATER MANHOLE
WM	WATER METER
WV	WATER VALVE
WVLT	WATER VAULT

Date: JULY 17, 2021

Owner/Applicants: Bhagirath Desai
527 Simas Dr., Milpitas CA 95035
(408) 891-3503
bkd784@gmail.com

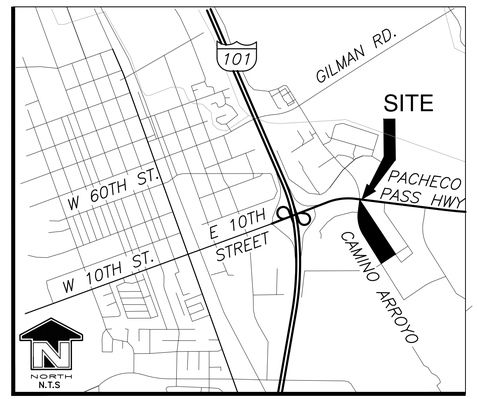
Site Address: 6970 CAMINO ARROYO

Submitted by: ROSE'S ENGINEERING
9612 KENT STREET
ELK GROVE, CA 95624
(916) 837 - 6058

Parcel Description: All that certain real property situate in the City of Gilroy, County of Santa Clara, State of California, being that property described in certificate of compliance no. 2004-12, filed as instrument no. 18163081, official records of said county, said property more particularly described as follows:

All of lots 7, 8, 9, and 10 as said lots are shown on the final map entitled "Tract no. 9487 Gilroy Crossing" filed in book 762 of maps, pages 20 through 25, Santa Clara County Records.

Source of Topo:	Field Survey
Contour Interval:	1 Foot
Existing Sizes:	10.18 Net Acres
Existing Zoning:	COMMERCIAL
Proposed Zoning:	R-1
Proposed Use:	COMMERCIAL
Existing Improvements:	VACANT
F.E.M.A.	Zone X
Roads:	City of Gilroy
Water:	CITY OF GILROY UTILITY DEPARTMENT (408) 846-0420 7351 ROSANNA STREET GILROY, CA 95020
Sewage:	CITY OF GILROY UTILITY DEPARTMENT (408) 846-0420 7351 ROSANNA STREET GILROY, CA 95020
Drainage:	CITY OF GILROY UTILITY DEPARTMENT (408) 846-0420 7351 ROSANNA STREET GILROY, CA 95020
Gas & Electric:	Pacific Gas & Electric (800) 743-500 111 ALMADEN BLVD. SAN JOSE, CA 95115
Telephone:	Verizon (800) 483-5000
Cable:	CHARTER COMMUNICATIONS (866) 731-5420



VICINITY MAP

REVISIONS

NO.	DESCRIPTION	DATE	BY

BENCH MARK BM 965 ELEV. 219.83' (NAVD88)

SCVWD BM 965. USCGS BRASS DISK (C1236 1972); ON TOP OF SIDEWALK AT NE CORNER OF BRIDGE OVERPASS FOR HIGHWAY 152–TENTH STREET OVER HIGHWAY 101; 1 FOOT SOUTH OF NORTH HEADWALL; 16 FEET WEST FROM EAST END OF HEADWALL. CITY OF GILROY.

FIELD BOOK

SCALE: 1" = 60'

CITY OF GILROY

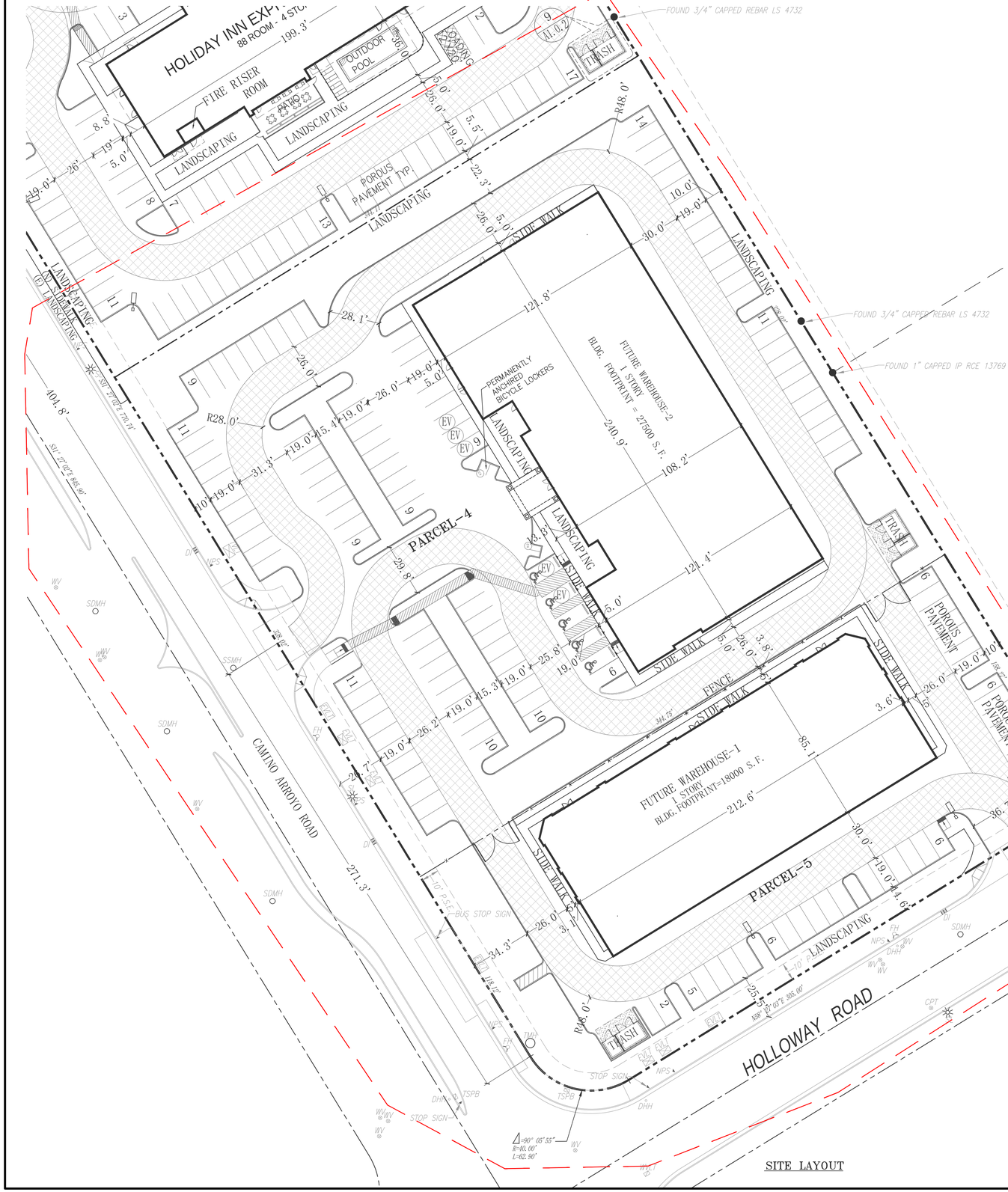
DRAWN BY: J.L./DH DATE 7/17/2022 | DESIGNED BY: DATE | PROJECT MANAGER B.L. | R.C.E. 55812 DATE 7/17/2022

TENTATIVE SUBDIVISION MAP
6970 CAMINO ARROYO
APN#: 841–70–049
CITY OF GIROY

CALL BEFORE YOU DIG 800-227-2600

PREPARED BY:
ROSE'S ENGINEERING
ENGINEERING PLANNING SURVEYING
9612 KENT STREET
ELK GROVE, CA 95624
(916) 837–6058

SHEET 1



PROJECT DATA(FUTURE WAREHOUSE-1)

ASSESSOR'S PARCEL NUMBER : 841-70-049
ADDRESS: FUTURE WAREHOUSE-1, 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION: FUTURE WAREHOUSE
ZONING : COMMERCIAL
JURISDICTION : CITY OF GILROY
DESIGNATION : COMMERCIAL

CODE ANALYSIS

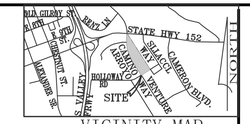
1. OCCUPANCY CLASSIFICATION: M OCCUPANCY
2. TYPE OF CONSTRUCTION: VA
3. FIRE SPRINKLERS: YES(NFPA 13)
4. HEIGHT (MAXIMUM)
   ACTUAL : 29'-10" (TOP OF RIDGE)
   ALLOWABLE: 70' M TABLE 504.3
5. STORIES (MAXIMUM)
   ACTUAL : 1 ALLOWABLE: 4
6. PARCEL-5 AREA:
   PARCEL-5 SITE AREA 54228 S.F. (1.245 AC)
7. LOT COVERAGE (FUTURE WAREHOUSE)
   PARCEL-5 SITE AREA 54228 S.F. (1.245 AC)
   PROVIDED LANDSCAPE AREA 13637 S.F. (25.15%)
   BUILDINGS FOOTPRINT 18000 S.F. (33.19%)
   TOTAL PAVED AREA 22591 S.F. (41.66%)
   BUILDING AREA BREAKDOWN
   FUTURE WAREHOUSE FLOOR AREA 18000 S.F.
8. EXIT ON 1ST FLOOR:
   REQUIRED: 2 PROVIDED: 6 (FOR PRIMARY OCCUPANTS)
9. REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY: NO (TABLE 602)
10. FIRE RESISTIVE CONSTRUCTION REQUIREMENTS: YES
11. SPECIAL INSPECTIONS REQUIRED: YES
12. CODE YEAR/TYPE : 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
13. PROPOSED BUILDING USE: FUTURE WAREHOUSE
14. HOURS OF OPERATION: 24 HOURS
15. F.A.R REQUIRED FOR FUTURE WAREHOUSE-1 : 2
    F.A.R PROVIDED FOR FUTURE WAREHOUSE-1 : GROSS FLOOR AREA/SITE AREA 18000/54228=0.33

PARKING ANALYSIS FOR FUTURE WAREHOUSE:

PARKING REQUIRED FOR FUTURE WAREHOUSE-1 : 1 SPACE PER 350 SQ FT AREA @18000 SQ FT GROSS FLOOR AREA — 52 SPACES
PROPOSED CAR PARKING SPACES — 31 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: — = 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: — = 2 SPACES

LEGEND:

- PROPERTY LINE
- PARKING STRIPS
- CENTER LINE
- BLDG LINE
- ACCESSIBLE AISLE
- FIRE ACCESS ROUTE
- LIGHTING SINGLE HEAD POLE LIGHT
- FDC — FIRE DEPARTMENT CONNECTION
- TRUNCATED DOMES
- TRUCK ROUTE
- VP — PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
- EV — ELECTRICAL VEHICLE CHARGING STATION
- PROPOSED ACCESSIBLE ROUTE OF TRAVEL
- FIRE HYDRANT AS PER CIVIL PLANS
- BOLLARD
- M — ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 S.F.OF SEASONAL COLOR AT BASE OF SIGN



PROJECT DATA(FUTURE WAREHOUSE-2)

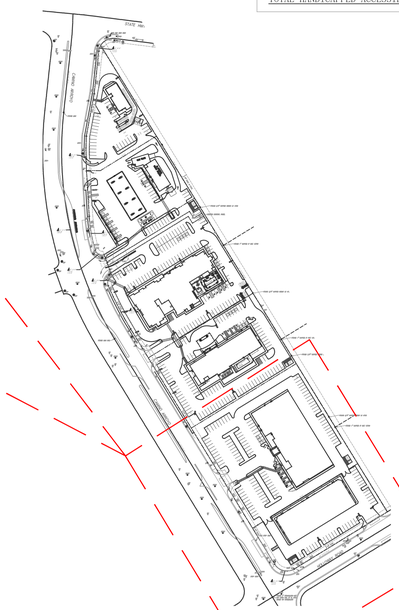
ASSESSOR'S PARCEL NUMBER : 841-70-049
ADDRESS: FUTURE WAREHOUSE-2, 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION: FUTURE WAREHOUSE
EXISTING AND PROPOSED ZONING: COMMERCIAL
JURISDICTION : CITY OF GILROY

CODE ANALYSIS

1. OCCUPANCY CLASSIFICATION: M OCCUPANCY
2. TYPE OF CONSTRUCTION: VA
3. FIRE SPRINKLERS: YES(NFPA 13)
4. HEIGHT (MAXIMUM)
   ACTUAL : 29'-10" (TOP OF RIDGE)
   ALLOWABLE: 70' M TABLE 504.3
5. STORIES (MAXIMUM)
   ACTUAL : 1 ALLOWABLE: 4
6. AREA BREAKDOWN
   PARCEL-4 AREA 112979 S.F. (2.594 AC)
7. LOT COVERAGE
   REQD. LANDSCAPE AREA 5422.8 SQ.FT. (10% OF PARCEL AREA)
   PROVIDED LANDSCAPE AREA 26814 S.F. (23.73%)
   TOTAL BUILDING FOOTPRINT 27500 S.F. (24.32%)
   TOTAL PAVED AREA 58665 S.F. (51.95%)
   BUILDING AREA BREAKDOWN
   FUTURE WAREHOUSE FLOOR AREA 27500 S.F.
8. REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY: YES
9. FIRE RESISTIVE CONSTRUCTION REQUIREMENTS: YES
10. SPECIAL INSPECTIONS REQUIRED: NO
11. CODE YEAR/TYPE : 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
12. PROPOSED BUILDING USE: FUTURE WAREHOUSE
13. HOURS OF OPERATION: 24 HOURS
14. F.A.R REQUIRED FOR FUTURE WAREHOUSE-2: 2
    F.A.R PROVIDED FOR FUTURE WAREHOUSE-2: GROSS FLOOR AREA/SITE AREA 27500/112979=0.24

PARKING ANALYSIS FOR FUTURE WAREHOUSE:

PARKING REQUIRED FOR FUTURE WAREHOUSE-2 — 79 SPACES
1 SPACE PER 350 SQ FT AREA @ 27500 S.F.GROSS FLOOR AREA
PROPOSED CAR PARKING SPACES — 100 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: — = 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: — = 5 SPACES



KEY PLAN

NORTH

GRAPHIC SCALE
-30 0 15 30 60 120
(IN FEET)
1 INCH = 30 ft.

REVISIONS:
NO.	REVISION ISSUE	DATED
1		
2		
3		
4		

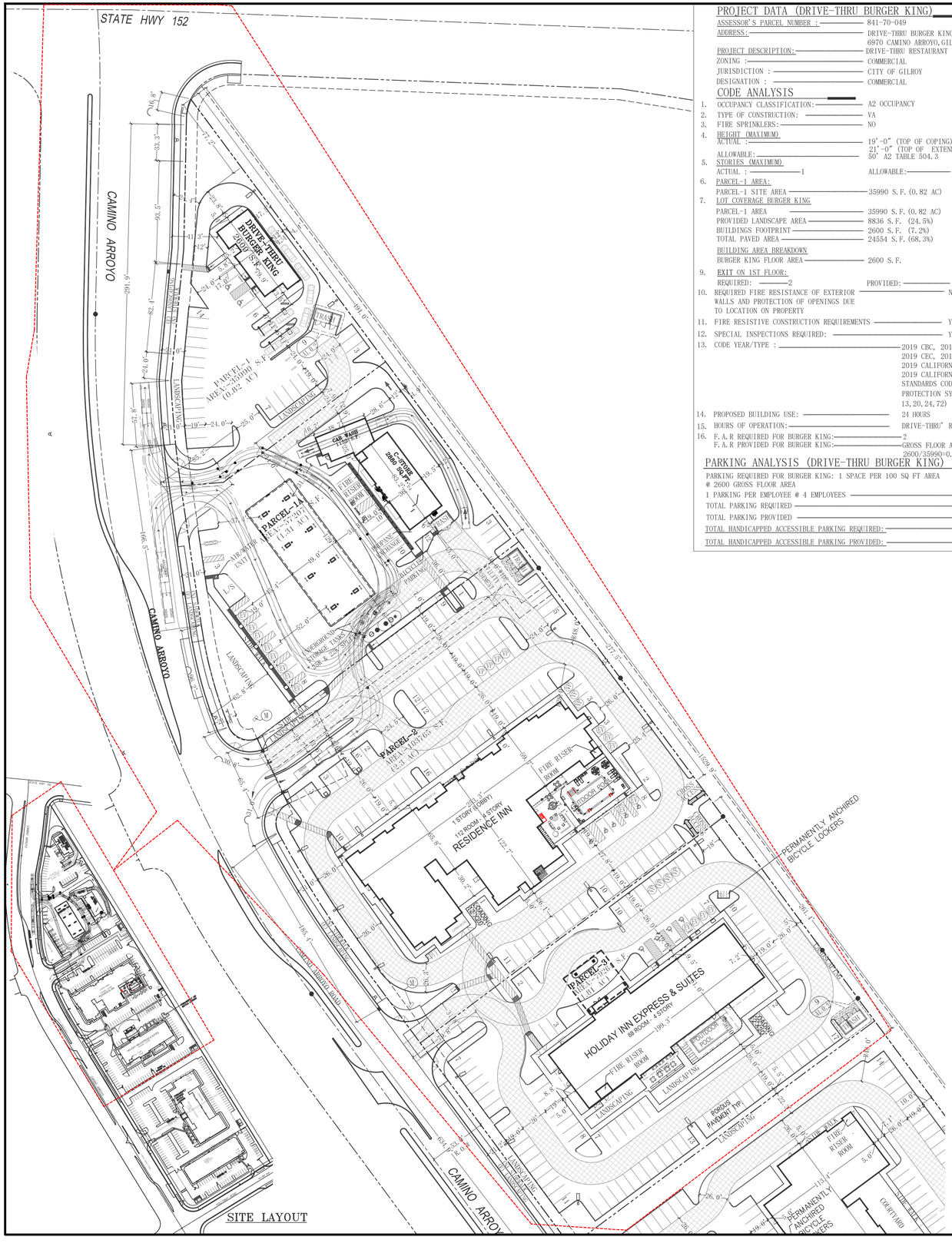
ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
SITE PLAN
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HASSAN S. SHAFIQ
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 10/01/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A1.0.0A
SHEET
1 OF 39



PROJECT DATA (DRIVE-THRU BURGER KING)

ASSESSOR'S PARCEL NUMBER :	841-70-049
ADDRESS:	DRIVE-THRU BURGER KING 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION:	DRIVE-THRU RESTAURANT
ZONING :	COMMERCIAL
JURISDICTION :	CITY OF GILROY
DESIGNATION :	COMMERCIAL

CODE ANALYSIS

1.	OCCUPANCY CLASSIFICATION:	A2 OCCUPANCY
2.	TYPE OF CONSTRUCTION:	VA
3.	FIRE SPRINKLERS:	NO
4.	HEIGHT (MAXIMUM)	
	ACTUAL :	19'-0" (TOP OF COPING) 21'-0" (TOP OF EXTENDED COPING)
	ALLOWABLE:	50' A2 TABLE 504.3
5.	STORIES (MAXIMUM)	
	ACTUAL : 1	ALLOWABLE: 2
6.	PARCEL-1 AREA:	
	PARCEL-1 SITE AREA	35990 S.F. (0.82 AC)
7.	LOT COVERAGE BURGER KING	
	PARCEL-1 AREA	35990 S.F. (0.82 AC)
	PROVIDED LANDSCAPE AREA	8836 S.F. (24.5%)
	BUILDINGS FOOTPRINT	2600 S.F. (7.2%)
	TOTAL PAVED AREA	24554 S.F. (68.3%)
	BUILDING AREA BREAKDOWN	
	BURGER KING FLOOR AREA	2600 S.F.
9.	EXIT ON 1ST FLOOR:	
	REQUIRED: 2	PROVIDED: 3 (FOR PRIMARY OCCUPANTS)
10.	REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY	NO (TABLE 602)
11.	FIRE RESISTIVE CONSTRUCTION REQUIREMENTS	YES
12.	SPECIAL INSPECTIONS REQUIRED:	YES
13.	CODE YEAR/TYPE :	2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
14.	PROPOSED BUILDING USE:	24 HOURS
15.	HOURS OF OPERATION:	DRIVE-THRU" RESTAURANT
16.	F.A.R REQUIRED FOR BURGER KING: F.A.R PROVIDED FOR BURGER KING:	2 GROSS FLOOR AREA/SITE AREA 2600/35990=0.072

PARKING ANALYSIS (DRIVE-THRU BURGER KING)

PARKING REQUIRED FOR BURGER KING: 1 SPACE PER 100 SQ FT AREA @ 2600 GROSS FLOOR AREA	= 26 SPACES
1 PARKING PER EMPLOYEE @ 4 EMPLOYEES	= 4 SPACES
TOTAL PARKING REQUIRED	= 30 SPACES
TOTAL PARKING PROVIDED	= 30 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED:	= 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED:	= 2 SPACES

PROJECT DATA (C-STORE)

ASSESSOR'S PARCEL NUMBER :	841-70-049
ADDRESS:	C-STORE 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION:	C-STORE
ZONING :	COMMERCIAL
JURISDICTION :	CITY OF GILROY
DESIGNATION :	COMMERCIAL

CODE ANALYSIS

1.	OCCUPANCY CLASSIFICATION:	M OCCUPANCY
2.	TYPE OF CONSTRUCTION:	VA
3.	FIRE SPRINKLERS:	YES(NFPA 13)
4.	HEIGHT (MAXIMUM)	
	ACTUAL :	19'-6" (TOP OF PARAPET) 21'-10" (TOP OF PARAPET)
	ALLOWABLE:	70' M TABLE 504.3
5.	STORIES (MAXIMUM)	
	ACTUAL : 1	ALLOWABLE: 4
6.	PARCEL-1A AREA:	
	PARCEL-1A SITE AREA	57207 S.F. (1.31 AC)
7.	LOT COVERAGE C-STORE	
	PARCEL 1A SITE AREA	57207 S.F. (1.31 AC)
	PROVIDED LANDSCAPE AREA	12154 S.F. (21.20%)
	BUILDINGS FOOTPRINT	4242 S.F. (7.41%)
	TOTAL PAVED AREA	40811 S.F. (71.39%)
	BUILDING AREA BREAKDOWN	
	C-STORE FLOOR AREA	2880 S.F.
	CAR WASH AREA	1152 S.F.
	CANOPY AREA	6679 S.F.
9.	EXIT ON 1ST FLOOR:	
	REQUIRED: 2	PROVIDED: 2 (FOR PRIMARY OCCUPANTS)
10.	REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY	YES (TABLE 602)
11.	FIRE RESISTIVE CONSTRUCTION REQUIREMENTS	YES
12.	SPECIAL INSPECTIONS REQUIRED:	YES
13.	CODE YEAR/TYPE :	2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
14.	PROPOSED BUILDING USE:	C-STORE
15.	HOURS OF OPERATION:	24 HOURS
16.	F.A.R REQUIRED FOR C-STORE: F.A.R PROVIDED FOR C-STORE:	2 GROSS FLOOR AREA/SITE AREA 2880/57207=0.05

PARKING ANALYSIS {(N)C-STORE}

PARKING REQUIRED FOR C-STORE: 1 SPACE PER 250 SQ FT AREA @ 2880 SQ FT GROSS FLOOR AREA	= 12 SPACES
PARKING REQUIRED FOR CAR WASH: 1 SPACE PER 250 SQ FT AREA @ 1152 SQ FT GROSS FLOOR AREA	= 5 SPACES
GROSS PARKING REQUIRED	= 17 SPACES
TOTAL PARKING PROVIDED	= 24 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED:	= 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED:	= 2 SPACES

PROJECT DATA (RESIDENCE INN)

ASSESSOR'S PARCEL NUMBER :	841-70-049
ADDRESS:	RESIDENCE INN 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION:	112 ROOM 4 STORY HOTEL
ZONING :	COMMERCIAL
JURISDICTION :	CITY OF GILROY
DESIGNATION :	COMMERCIAL

CODE ANALYSIS

1.	OCCUPANCY CLASSIFICATION:	R1
2.	TYPE OF CONSTRUCTION:	VA
3.	FIRE SPRINKLERS:	YES(NFPA 13)
4.	HEIGHT (MAXIMUM)	
	ACTUAL :	40'-10" (TOP OF PARAPET) 47'-9" (TOP OF TOWER)
	ALLOWABLE:	70' R1, 70' A3 TABLE 504.3
5.	STORIES (MAXIMUM)	
	ACTUAL : 4	ALLOWABLE: 5
6.	PARCEL-2 AREA:	
	PARCEL-2 SITE AREA	103765 S.F. (2.3 AC)
7.	LOT COVERAGE (HOTEL)	
	PARCEL-2 SITE AREA	103765 S.F. (2.3 AC)
	PROVIDED LANDSCAPE AREA	13210 S.F. (12.73%)
	BUILDINGS FOOTPRINT	20642 S.F. (19.90%)
	TOTAL PAVED AREA	69913 S.F. (67.37%)
	BUILDING AREA BREAKDOWN	
	1ST FLOOR AREA	20642 S.F.
	2ND FLOOR AREA	20642 S.F.
	3RD FLOOR AREA	20642 S.F.
	4TH FLOOR AREA	20642 S.F.
	TOTAL BUILDING AREA	82568 S.F. .
9.	EXIT ON 1ST FLOOR:	
	REQUIRED: 2	PROVIDED: 7 (FOR PRIMARY OCCUPANTS)
10.	REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY	NO (TABLE 602)
11.	FIRE RESISTIVE CONSTRUCTION REQUIREMENTS	YES
12.	SPECIAL INSPECTIONS REQUIRED:	YES
13.	CODE YEAR/TYPE :	2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
14.	PROPOSED BUILDING USE:	HOTEL
15.	HOURS OF OPERATION:	A. HOURS OF OPERATION FOR THE BREAKFAST BUFFET WILL BE FROM 6:00 A.M. TO 10:00 P.M. DAILY. B. HOURS OF OPERATION FOR THE POOL SHALL BE 8:00 A.M. TO 9:00 P.M. SUNDAY THROUGH THURSDAY AND 8:00 A.M. TO 10:00 P.M. ON FRIDAY AND SATURDAY.
16.	F.A.R FOR RESIDENCE INN : F.A.R FOR RESIDENCE INN :	4 GROSS FLOOR AREA/SITE AREA 82568/103765=0.79

PARKING ANALYSIS (RESIDENCE INN)

a) PARKING FOR 112 ROOMS 4 STORY HOTEL	(1 SPACE:1 ROOM)
TOTAL PARKING REQUIRED	= 112 SPACES
1 PARKING PER EMPLOYEE @ 6 EMPLOYEES	= 6 SPACES
TOTAL PARKING REQUIRED	= 118 SPACES
STANDARD PARKING PROVIDED	= 111 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: (INCLUDING ONE VAN ACCESSIBLE SPACES)	= 5 SPACES

NORTH

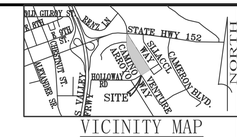
GRAPHIC SCALE

-50 0 25 50 100 200

(IN FEET)
1 INCH = 50 ft.

LEGEND:

	PROPERTY LINE
	PARKING STRIPS
	CENTER LINE
	BLDG LINE
	ACCESSIBLE AISLE
	FIRE ACCESS ROUTE
	LIGHTING SINGLE HEAD POLE LIGHT
FDC	FIRE DEPARTMENT CONNECTION
	TRUNCATED DOMES
	TRUCK ROUTE
VP	PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
EV	ELECTRICAL VEHICLE CHARGING STATION
	PROPOSED ACCESSIBLE ROUTE OF TRAVEL
	FIRE HYDRANT AS PER CIVIL PLANS
	BOLLARD
M	ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 SQ.FT OF SEASONAL COLOR AT BASE OF SIGN



VICINITY MAP

INDEX OF DRAWINGS

ARCHITECTURE

A1.0.0	SITE PLAN
A1.0.0A	SITE PLAN
A1.0.2	TRASH DETAILS
A1.1.0	1ST FLOOR PLAN (HOLIDAY-INN & SUITE)
A1.1.1	2ND FLOOR PLAN (HOLIDAY-INN & SUITE)
A1.1.2	3RD FLOOR PLAN (HOLIDAY-INN & SUITE)
A1.1.3	4TH FLOOR PLAN (HOLIDAY-INN & SUITE)
A1.1.4	ROOF PLAN (HOLIDAY-INN & SUITE)
A1.1.5	EXTERIOR ELEVATIONS (HOLIDAY-INN & SUITE)
A1.1.6	EXTERIOR ELEVATIONS (HOLIDAY-INN & SUITE)
A1.1.7	EXTERIOR VIEW (HOLIDAY-INN & SUITE)
A2.1.0	1ST FLOOR PLAN (RESIDENCE-INN)
A2.1.1	2ND FLOOR PLAN (RESIDENCE-INN)
A2.1.2	3RD FLOOR PLAN (RESIDENCE-INN)
A2.1.3	4TH FLOOR PLAN (RESIDENCE-INN)
A2.1.4	ROOF PLAN (RESIDENCE-INN)
A2.1.5	EXTERIOR ELEVATIONS (RESIDENCE-INN)
A2.1.6	EXTERIOR ELEVATIONS (RESIDENCE-INN)
A3.1.0	FLOOR PLAN C-STORE)
A3.1.1	ROOF PLAN (C-STORE)
A3.1.2	EXTERIOR ELEVATIONS (C-STORE)
A3.2.0	FLOOR PLAN & EXTERIOR ELEVATIONS (CAR WASH)
A3.2.1	EQUPMENT PLAN (CAR WASH)
A3.2.2	ROOF PLAN (CAR WASH)
A3.3.0	FLOOR PLAN (CANOPY)
A3.3.1	EXTERIOR ELEVATION (CANOPY)
A4.1.0	FLOOR & ROOF PLAN (BURGER KING)
A4.1.1	EXTERIOR ELEVATIONS (BURGER KING)
A5.1.0	1ST FLOOR PLAN (SUBSTANCE USAGE DISORDER)
A5.1.1	2ND FLOOR PLAN (SUBSTANCE USAGE DISORDER)
A5.1.2	3RD FLOOR PLAN (SUBSTANCE USAGE DISORDER)
A5.1.3	4TH FLOOR PLAN (SUBSTANCE USAGE DISORDER)
A5.1.4	ROOF PLAN (SUBSTANCE USAGE DISORDER)
A5.1.5	EXTERIOR ELEVATIONS (SUBSTANCE USAGE DISORDER)
A6.1.0	1ST FLOOR PLAN (FUTURE WAREHOUSE)
A6.1.1	ROOF PLAN (FUTURE WAREHOUSE)
A6.1.2	EXTERIOR ELEVATIONS (FUTURE WAREHOUSE)
A7.0.0	SITE PHOTOS
A7.0.1	SITE PHOTOS

CIVIL

C1	COVER SHEET
C2	CIVIL SITE PLAN
C3	PHASING PLAN
C4	GRADING PLAN
C5	UTILITY PLAN
C6	STORMWATER CONTROL PLAN
C7	GRADING SECTIONS
C8	FIRE TRUCK CIRCULATION PLAN
C9	SOLID WASTE HANDLING PLAN

PROJECT DATA (HOLIDAY INN EXPRESS & SUITES)

ASSESSOR'S PARCEL NUMBER :	841-70-049
ADDRESS:	HOLIDAY INN EXPRESS 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION:	88 ROOMS 4 STORY HOTEL
ZONING :	COMMERCIAL
JURISDICTION :	CITY OF GILROY
DESIGNATION :	COMMERCIAL

CODE ANALYSIS

1.	OCCUPANCY CLASSIFICATION:	R1
2.	TYPE OF CONSTRUCTION:	VA
3.	FIRE SPRINKLERS:	YES(NFPA 13)
4.	HEIGHT (MAXIMUM)	
	ACTUAL :	47'-0" (TOP OF PARAPET) 49'-6" (TOP OF PARAPET)
	ALLOWABLE:	70' R1, 70' A3 TABLE 504.3
5.	STORIES (MAXIMUM)	
	ACTUAL : 4	ALLOWABLE: 4
6.	AREA:	
	PARCEL-3 SITE AREA	79264 S.F. (1.81 AC)
7.	LOT COVERAGE (HOTEL)	
	PARCEL-3 SITE AREA	79264 S.F. (1.81 AC)
	PROVIDED LANDSCAPE AREA	14185 S.F. (17.90%)
	BUILDINGS FOOTPRINT	12592 S.F. (15.89%)
	TOTAL PAVED AREA	52487 S.F. (66.21%)
8.	BUILDING AREA BREAKDOWN	
	1ST FLOOR AREA	16772 S.F.
	2ND FLOOR AREA	16772 S.F.
	3RD FLOOR AREA	16772 S.F.
	4TH FLOOR AREA	16772 S.F.
	PORTE COCHERE AREA	692 S.F.
	TOTAL BUILDING AREA	67780 S.F. .
9.	EXIT ON 1ST FLOOR:	
	REQUIRED: 2	PROVIDED: 8 (FOR PRIMARY OCCUPANTS)
10.	REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY	NO (TABLE 602)
11.	FIRE RESISTIVE CONSTRUCTION REQUIREMENTS	NO
12.	SPECIAL INSPECTIONS REQUIRED:	NO (TABLE 602)
13.	CODE YEAR/TYPE :	2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
14.	PROPOSED BUILDING USE:	HOTEL
15.	HOURS OF OPERATION:	A. HOURS OF OPERATION FOR THE BREAKFAST BUFFET WILL BE FROM 6:00 A.M. TO 10:00 P.M. DAILY. B. HOURS OF OPERATION FOR THE POOL SHALL BE 8:00 A.M. TO 9:00 P.M. SUNDAY THROUGH THURSDAY AND 8:00 A.M. TO 10:00 P.M. ON FRIDAY AND SATURDAY.
16.	F.A.R REQUIRED FOR HOLIDAY INN EXPRESS & SUITES : F.A.R PROVIDED FOR HOLIDAY INN EXPRESS & SUITES :	4 GROSS FLOOR AREA/SITE AREA 67780/79264=0.85

PARKING ANALYSIS (HOLIDAY INN EXPRESS & SUITES)

PARKING FOR 88 ROOM 4 STORY HOTEL	(1 SPACE:1 ROOM)
TOTAL PARKING REQUIRED	= 88
1 PARKING PER EMPLOYEE @ 6 EMPLOYEES	= 6 SPACES
TOTAL PARKING REQUIRED	= 94 SPACES
	= 97 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED:	= 4 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED:	= 4 SPACES
TOTAL ELECTRICAL VEHICLE (EV) PARKING PROVIDED:	= 4 SPACES
VAN POOL PARKING PROVIDED	= 4 SPACES
LONG TERM BICYCLE PARKING PROVIDED	= 4 SPACES

REVISIONS:
REVISION ISSUE | DATED
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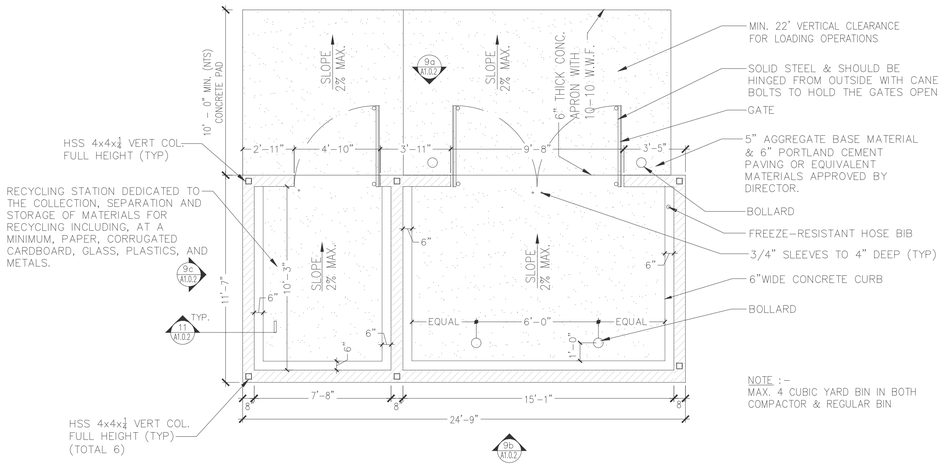
ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
SITE PLAN
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

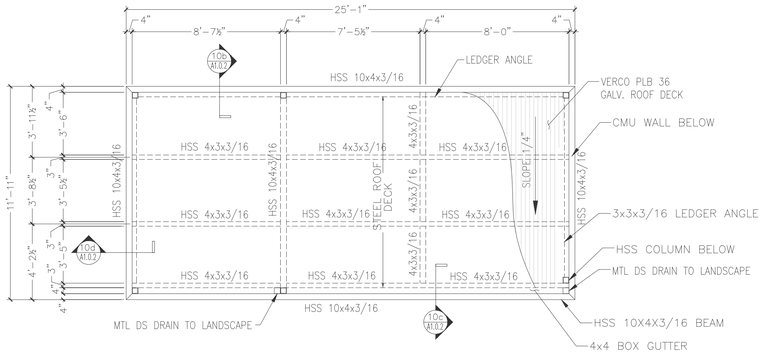
REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. GUMPAD
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

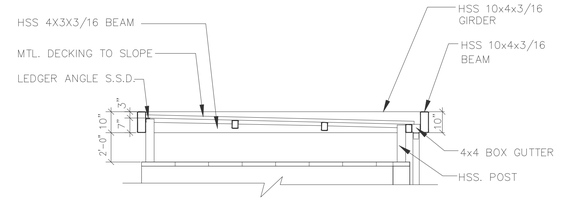
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SHEET
1 OF 39



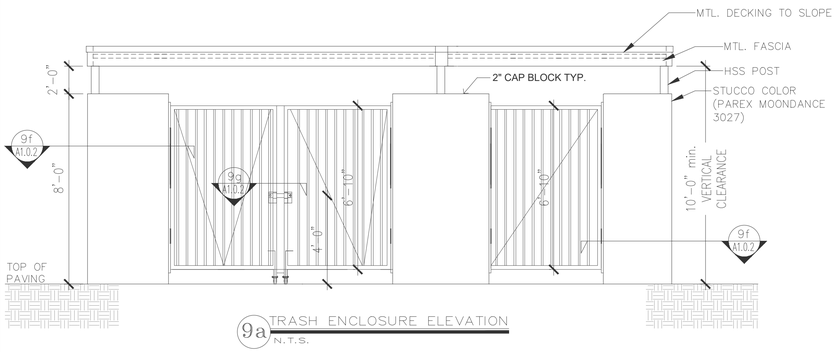
9 TRASH ENCLOSURE PLAN
N.T.S. REF:-A1.0.0



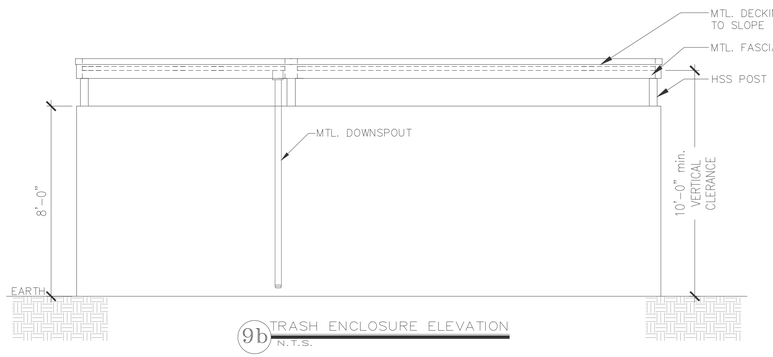
10 ROOF PLAN
N.T.S.



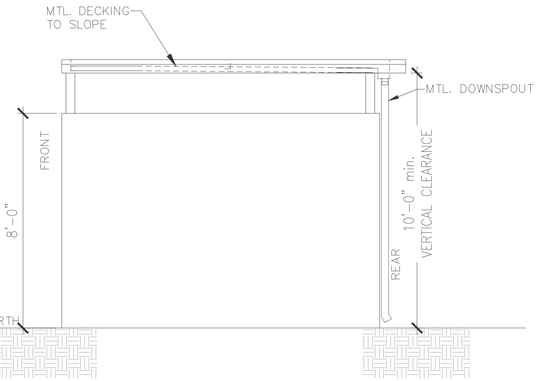
10a ROOF CROSS SECTION
N.T.S.



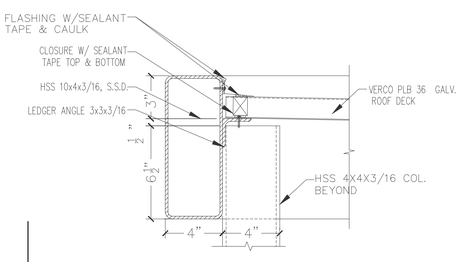
9a TRASH ENCLOSURE ELEVATION
N.T.S.



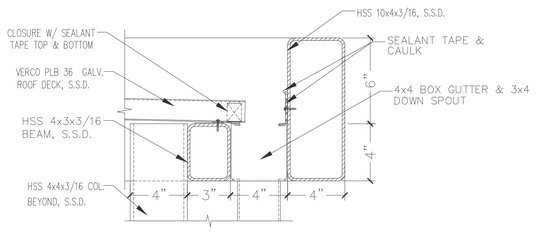
9b TRASH ENCLOSURE ELEVATION
N.T.S.



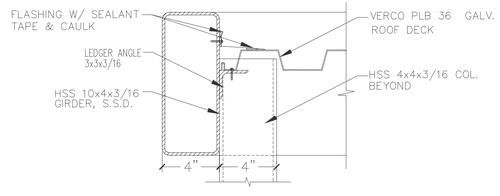
9c TRASH ENCLOSURE ELEVATION
N.T.S.



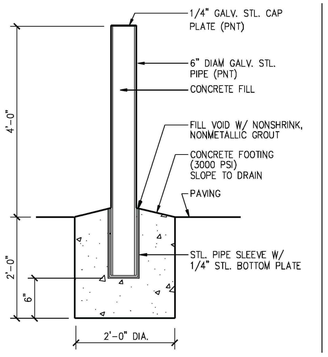
10b DETAIL
3"=1'-0"



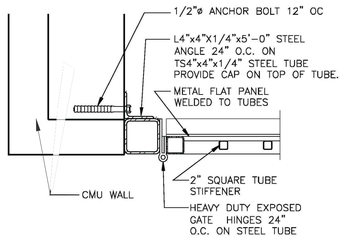
10c DETAIL
3"=1'-0"



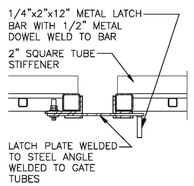
10d DETAIL
3"=1'-0"



9e PIPE BOLLARD DETAIL
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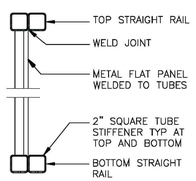


9f GATE HINGE DETAIL
N.T.S.

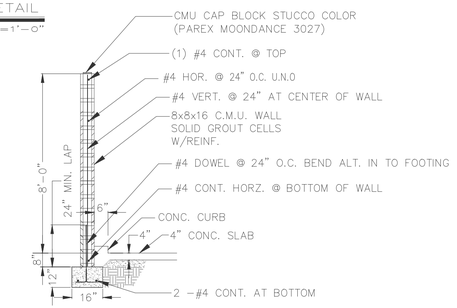


9g HINGE DETAIL
N.T.S.

NOTE: ALL STEEL SHALL BE CLEAN AND RUST FREE. GRIND ALL EDGES SMOOTH TO 1/4" RADIUS CORNER. ALL STEEL MEMBERS PRIMED AND PAINTED.



9h GATE DETAIL
N.T.S.



11 TRASH ENCLOSURE CMU WALL SECTION
N.T.S.

REVISIONS:

#	REVISION ISSUE	DATED
1		
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3		
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5		

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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TRASH DETAILS

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MARK S. GRIFFIN
No. 58524
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A1.0.2
SHEET
3 OF 39

REQUIREMENTS FOR ASSISTIVE LISTENING SYSTEM

(GENERAL CONTRACTOR SHALL PROVIDE FOLLOWING FACILITIES)

RECEIVER JACKS: RECEIVERS REQUIRED FOR USE WITH AN ASSISTIVE LISTENING SYSTEM SHALL INCLUDE A ¼" STANDARD MONO JACK.
receiver HEARING-AID COMPATIBILITY: RECEIVERS REQUIRED TO BE HEARING-AID COMPATIBLE SHALL INTERFACE WITH TELECOILS IN HEARING AIDS THROUGH THE PROVISION OF NECKLOOPS.
SOUND PRESSURE LEVEL: ASSISTIVE LISTENING SYSTEMS SHALL BE CAPABLE OF PROVIDING A SOUND PRESSURE LEVEL OF 110 dB MINIMUM AND 118 dB MAXIMUM WITH A DYNAMIC RANGE ON THE VOLUME CONTROL OF 50 dB.
SIGNAL-TO-NOISE RATIO: THE SIGNAL-TO-NOISE RATIO FOR INTERNALLY GENERATED NOISE IN ASSISTIVE LISTENING SYSTEMS SHALL BE 18 dB MINIMUM.
PEAK CLIPPING LEVEL: PEAK CLIPPING SHALL NOT EXCEED 18 dB OF CLIPPING RELATIVE TO THE PEAKS OF SPEECH.

NOTE:
ASSISTIVE LISTENING SYSTEM IS TO BE OPERABLE AT THE TIME OF FINAL INSPECTION.

FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

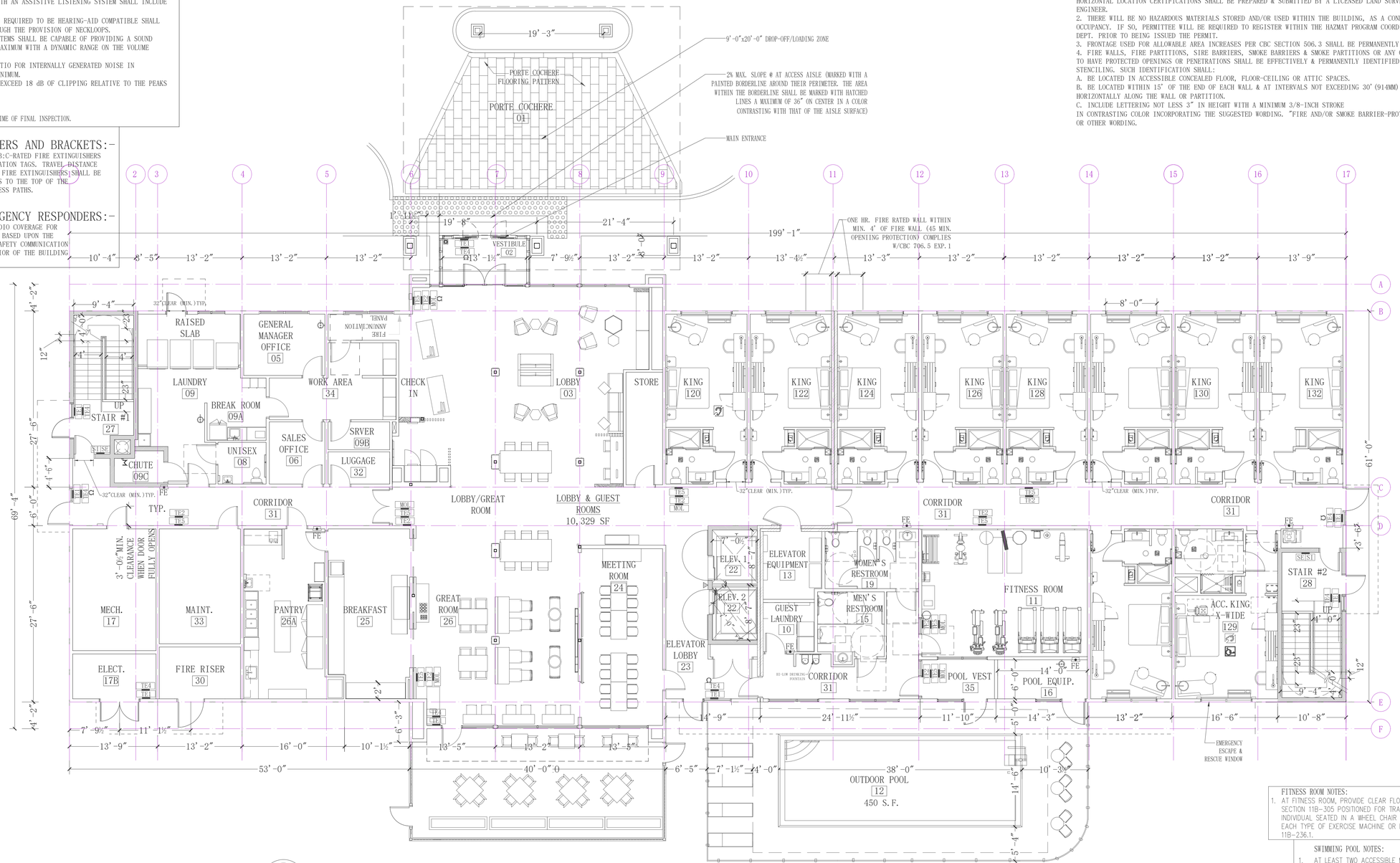
1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

RADIO COVERAGE FOR EMERGENCY RESPONDERS:-

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

Notes to contractor:

1. 27.12.190 TOP OF FORM HEIGHT & HORIZONTAL LOCATION CERTIFICATION
NO INSPECTION OR APPROVAL ON THE BUILDING OR STRUCTURES FOUNDATION SYSTEM SHALL BE GIVEN BY THE BUILDING OFFICIAL UNTIL THE CITY ENGINEER HAS RECEIVED, REVIEWED & APPROVED A CERTIFICATION THAT THE PROPOSED TOP OF FORM HEIGHT & HORIZONTAL LOCATION CONFORM TO THE APPROVED GRADING PLAN. THE REQUIRED TOP OF FORM HEIGHT & HORIZONTAL LOCATION CERTIFICATIONS SHALL BE PREPARED & SUBMITTED BY A LICENSED LAND SURVEYOR OR CIVIL ENGINEER.
2. THERE WILL BE NO HAZARDOUS MATERIALS STORED AND/OR USED WITHIN THE BUILDING, AS A CONDITION OF OCCUPANCY. IF SO, PERMITTEE WILL BE REQUIRED TO REGISTER WITHIN THE HAZMAT PROGRAM COORDINATOR IN THE FIRE DEPT. PRIOR TO BEING ISSUED THE PERMIT.
3. FRONTAGE USED FOR ALLOWABLE AREA INCREASES PER CBC SECTION 506.3 SHALL BE PERMANENTLY MAINTAINED.
4. FIRE WALLS, FIRE PARTITIONS, SIRE BARRIERS, SMOKE BARRIERS & SMOKE PARTITIONS OR ANY OTHER WALL REQUIRED TO HAVE PROTECTED OPENINGS OR PENETRATIONS SHALL BE EFFECTIVELY & PERMANENTLY IDENTIFIED WITH SIGNS & STENCILING. SUCH IDENTIFICATION SHALL:
A. BE LOCATED IN ACCESSIBLE CONCEALED FLOOR, FLOOR-CEILING OR ATTIC SPACES.
B. BE LOCATED WITHIN 15' OF THE END OF EACH WALL & AT INTERVALS NOT EXCEEDING 30' (914MM) MEASURED HORIZONTALLY ALONG THE WALL OR PARTITION.
C. INCLUDE LETTERING NOT LESS 3" IN HEIGHT WITH A MINIMUM 3/8-INCH STROKE
IN CONTRASTING COLOR INCORPORATING THE SUGGESTED WORDING. "FIRE AND/OR SMOKE BARRIER-PROTECT ALL OPENINGS", OR OTHER WORDING.



FIRST FLOOR PLAN

SCALE: - 1/8" = 1'-0"

FITNESS ROOM NOTES:
1. AT FITNESS ROOM, PROVIDE CLEAR FLOOR SPACE COMPLYING WITH SECTION 11B-305 POSITIONED FOR TRANSFER OR FOR USE BY AN INDIVIDUAL SEATED IN A WHEEL CHAIR AT A MINIMUM OF ONE OF EACH TYPE OF EXERCISE MACHINE OR EQUIPMENT PER SECTION 11B-236.1.

SWIMMING POOL NOTES:
1. AT LEAST TWO ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SWIMMING POOLS COMPLYING PER SECTION 11B-242.2.
2. AT LEAST ONE ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SPA COMPLYING PER SECTION 11B-242.4.

FIRE ALARMS & DETECTION SYSTEMS (CFC SECTION 907):

INITIATION:- INITIATION OF THE FIRE ALARM SYSTEM SHALL BE BY AUTOMATIC MEANS. APPROVED AUTOMATIC FIRE DETECTORS SHALL BE PROVIDED IN BOILER AND FURNACE ROOMS, SHOPS, LAUNDRY ROOMS, MECHANICAL AND ELECTRICAL ROOMS, TRASH-COLLECTION ROOMS, STORAGE ROOMS, GIFT SHOPS, LOCKER ROOMS AND SIMILAR AREAS. AUTOMATIC SMOKE DETECTORS SHALL BE PROVIDED IN ALL COMMON AREAS AND INTERIOR CORRIDORS SERVING SLEEPING UNITS AS REQUIRED MEANS OF EGRESS.
NOTIFICATION:- ACTIVATION OF THE FIRE ALARM SYSTEM OR AUTOMATIC SPRINKLER SYSTEM SHALL INITIATE A GENERAL EVACUATION SIGNAL.

1. A FIRE COMMUNICATION AND CONTROL CIRCUIT IS NEEDED AT THE LOBBY, EACH ELEVATOR LOBBY AND STAIRWELL FLOOR LANDING FOR EMERGENCY OPERATIONS.
2. A FIRE ALARM ENUNCIATOR PANEL SHALL BE LOCATED NEAR THE FRONT ENTRANCE. THIS PANEL WILL CONNECT AND INDICATE ALARM FUNCTIONS, ZONE INDICATIONS, AND FIRE SPRINKLER SYSTEM STATUS WITH ALPHA/NUMERIC MESSAGING TO INDICATE SPECIFIC ZONES, LOCATIONS, OR ALARMS
3. A RADIO SIGNAL BOOSTER SYSTEM FOR FIRE AND PD RADIOS SHALL BE INSTALLED FOR SEND AND RECEIVE. A BDA (BI-DIRECTIONAL AMPLIFIER) SYSTEM IS AN IN-BUILDING COMMUNICATION SYSTEM THAT BRINGS WIRELESS SIGNALS INTO A STRUCTURE FROM OUTSIDE, AMPLIFIES THOSE SIGNALS WITH A SIGNAL BOOSTER, AND THEN EVENLY DISTRIBUTES THE AMPLIFIED SIGNALS THROUGHOUT A STRUCTURE VIA A DISTRIBUTED ANTENNA SYSTEM (DAS). CA FIRE CODE 907.2.13.2 DIGITAL ANTENNA SYSTEM (DAS)/BI-DIRECTIONAL AMPLIFICATION (BDA). SYSTEMS.

ELECTRICAL EQUIPMENT, WIRING AND HAZARDS

ABATEMENT OF ELECTRICAL HAZARDS: IDENTIFIED ELECTRICAL HAZARDS SHALL BE ABATED. ELECTRICAL WIRING, DEVICES, APPLIANCES AND OTHER EQUIPMENT THAT IS MODIFIED OR DAMAGED AND CONSTITUTES AN ELECTRICAL SHOCK OR FIRE HAZARD SHALL NOT BE USED.
ILLUMINATION: ILLUMINATION SHALL BE PROVIDED FOR SERVICE EQUIPMENT AREAS, MOTOR CONTROL CENTERS AND ELECTRICAL PANEL BOARDS.
WORKING SPACE AND CLEARANCE: A WORKING SPACE OF NOT LESS THAN 30 INCHES IN WIDTH, 36 INCHES IN DEPTH AND 78 INCHES IN HEIGHT SHALL BE PROVIDED IN FRONT OF ELECTRICAL SERVICE EQUIPMENT. THE WORKING SPACE SHALL NOT BE LESS THAN THE WIDTH OF THE EQUIPMENT. NO STORAGE OF ANY MATERIALS SHALL BE LOCATED WITHIN THE DESIGNATED WORKING SPACE.
LABELING: DOORS INTO ELECTRICAL CONTROL PANEL ROOMS SHALL BE MARKED WITH A PLAINLY VISIBLE AND LEGIBLE SIGN STATING ELECTRICAL ROOM OR SIMILAR APPROVED WORDING. THE DISCONNECTING MEANS FOR EACH SERVICE, FEEDER OR BRANCH CIRCUIT ORIGINATING ON A SWITCHBOARD OR PANELBOARD SHALL BE LEGIBLY AND DURABLY MARKED TO INDICATE ITS PURPOSE UNLESS SUCH PURPOSE IS CLEARLY EVIDENT.
MULTIPLUG ADAPTERS: MULTIPLUG ADAPTERS, SUCH AS CUBE ADAPTERS, UNFUSED PLUG STRIPS OR ANY OTHER DEVICE NOT COMPLYING WITH NFPA 70 SHALL BE PROHIBITED.

SAFETY GLAZING ADJACENT TO DOORS:
* - GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE OF THE GLAZING IS WITHIN A 24" ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 18" ABOVE THE WALKING SURFACE SHALL BE CONSIDERED A HAZARDOUS LOCATION.

LEGEND
- PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL
- Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR
- Ω A SIGN SHALL BE POSTED INDICATING "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED".(CFC 1010.1.9.3)
- GUEST ROOMS WITH COMMUNICATIONS FEATURES
- GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

SI - STAIRWAY IDENTIFICATION TACTILE SIGN
SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.
MOL- MAXIMUM OCCUPANT LOAD

FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING FLANS.

FE FIRE EXTINGUISHER
P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

TE1- INDICATES TACTILE 'EXIT' SIGN
TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN
TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN)
TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN
TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

REVISIONS:
NO.	REVISION / ISSUE	DATED
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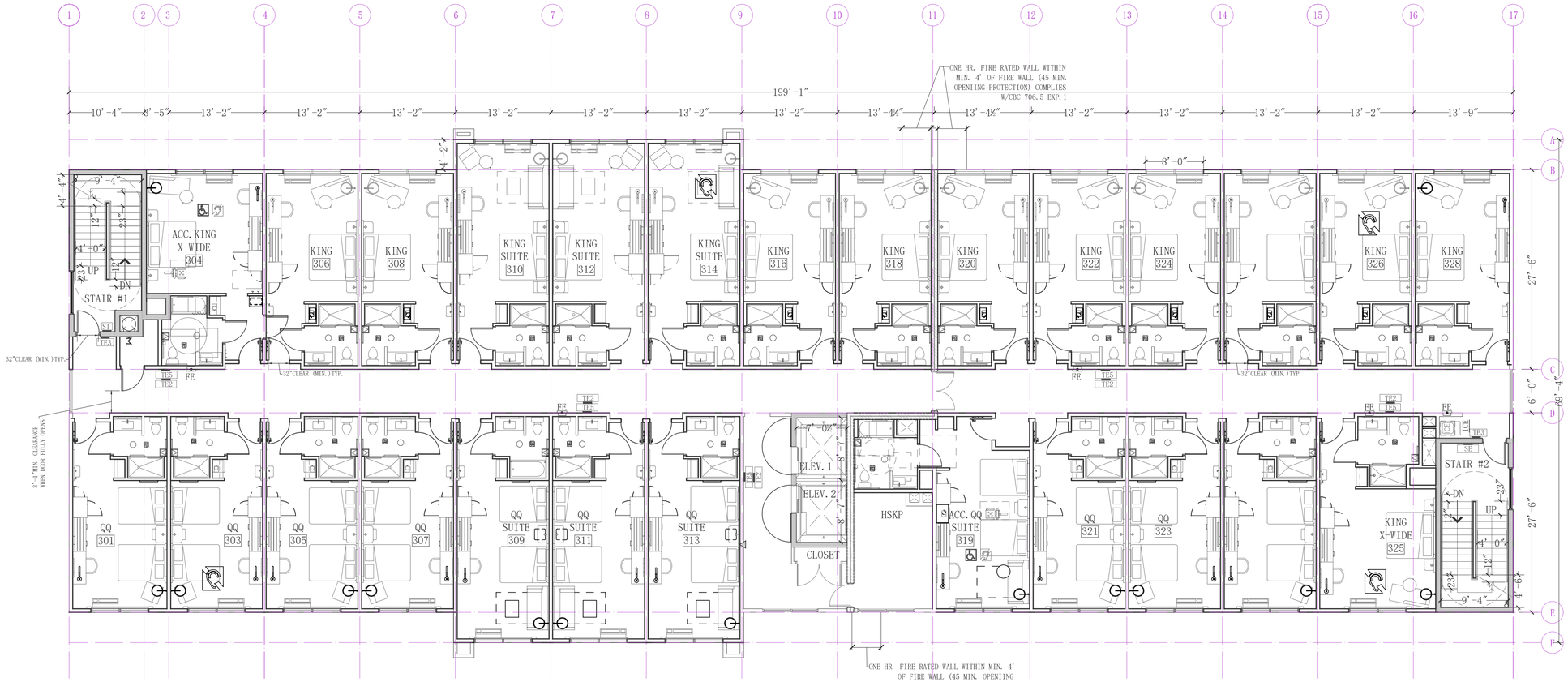
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Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
FIRST FLOOR PLAN (HOLIDAY-INN & SUITES)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — RAJESH S. PATEL — No. 73214 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.0
SHEET 4 OF 39



THIRD FLOOR PLAN

SCALE: - 1/8" = 1'-0"

FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

▷ TWO WAY COMMUNICATION (TELEPHONE OUTLET)

GUEST ROOMS WITH COMMUNICATIONS FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

LEGEND

PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL

Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR

SI - STAIRWAY IDENTIFICATION TACTILE SIGN SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET. MOL- MAXIMUM OCCUPANT LOAD
FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING PLANS.
FE FIRE EXTINGUISHER P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.
TE1- INDICATES TACTILE 'EXIT' SIGN TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN) TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

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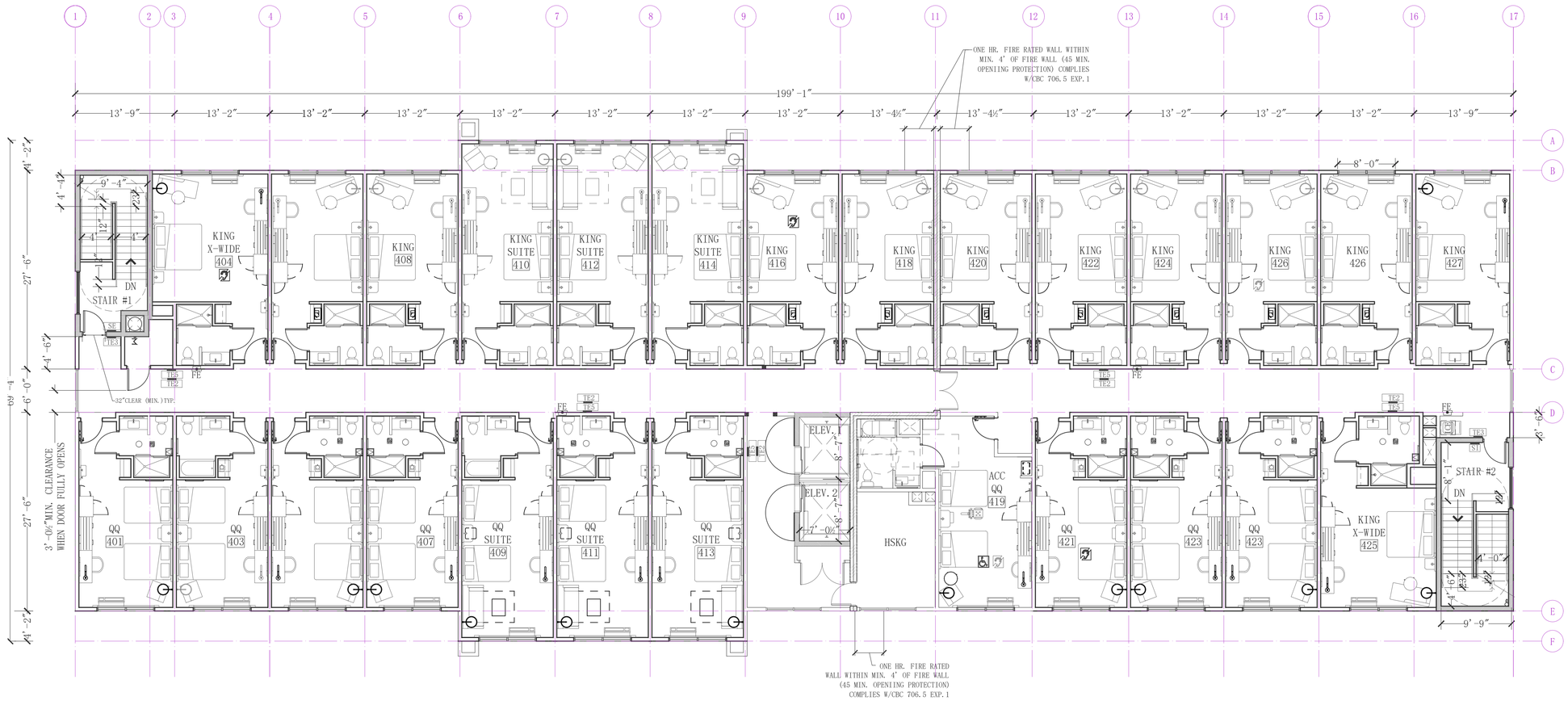
THIRD FLOOR PLAN(HOLIDAY-INN EXPRESS & SUITES)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JASPAL S. SIDHU
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.2
SHEET
6 OF 39



FOURTH FLOOR PLAN

SCALE: - 1/8" = 1'-0"

FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

▷ TWO WAY COMMUNICATION (TELEPHONE OUTLET)

☐ ☒ ⊠ POST & COLUMNS PER STR. PLANS

GUEST ROOMS WITH COMMUNICATION FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

LEGEND

PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL

Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR

SI - STAIRWAY IDENTIFICATION TACTILE SIGN
SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.
MOL- MAXIMUM OCCUPANT LOAD

FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING PLANS.

FE FIRE EXTINGUISHER

P.H. - INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

TE1- INDICATES TACTILE 'EXIT' SIGN
TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN
TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN)
TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN
TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

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PROJECT

FOURTH FLOOR PLAN(HOLIDAY-INN EXPRESS & SUITES)

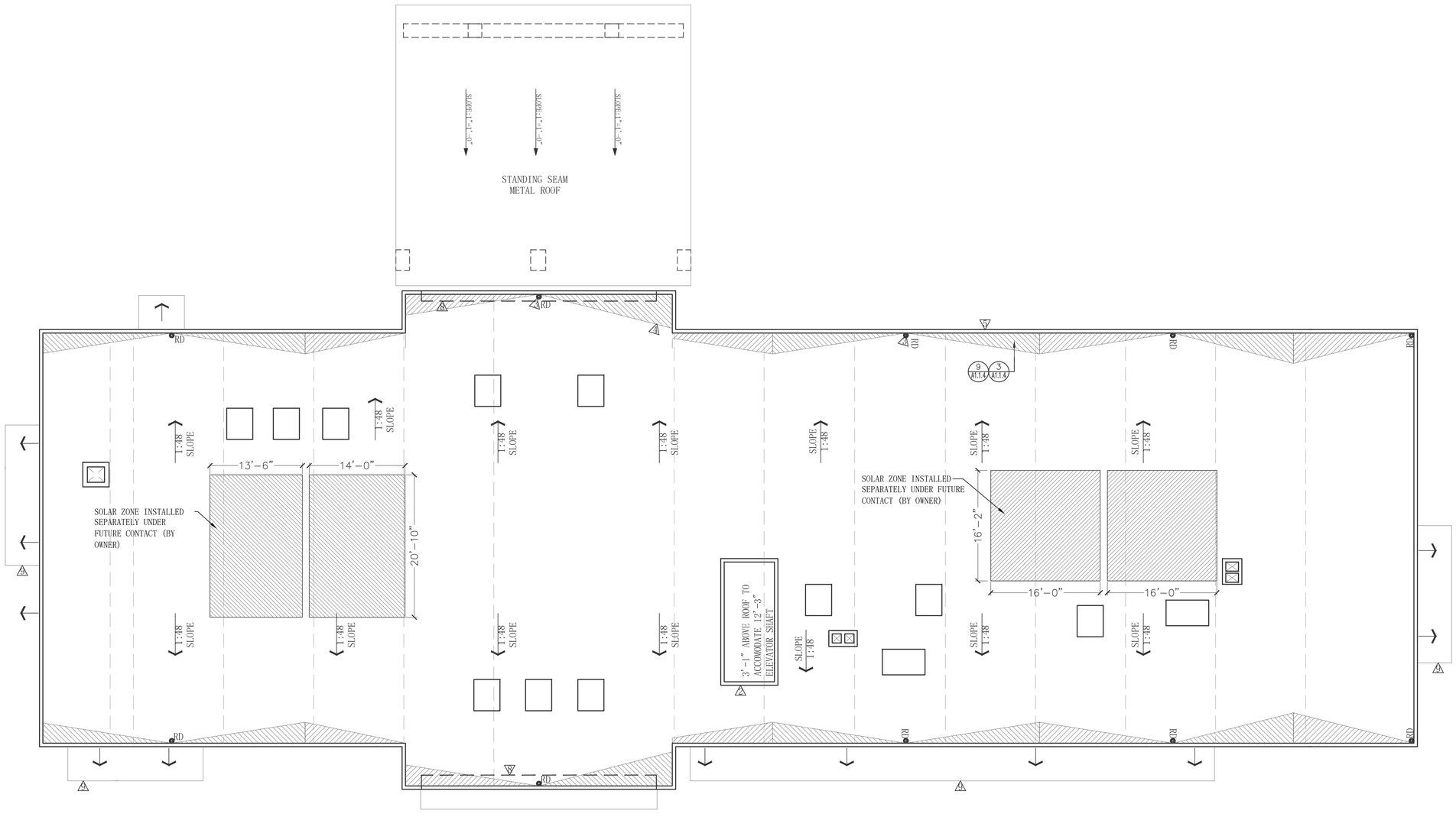
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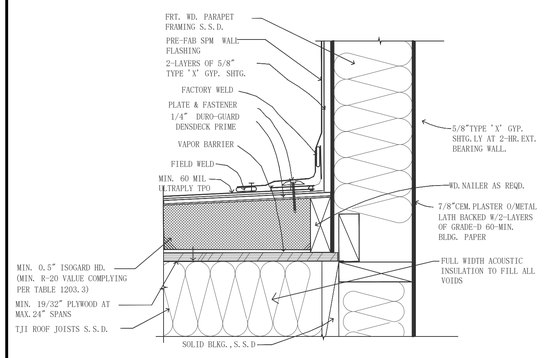
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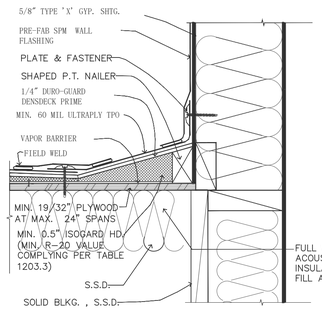
SHEET 7 OF 39



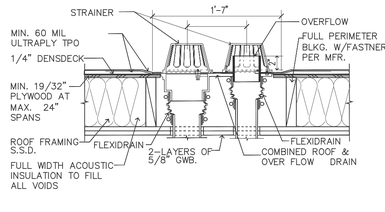
ROOF PLAN
SCALE: 1/8" = 1'-0"



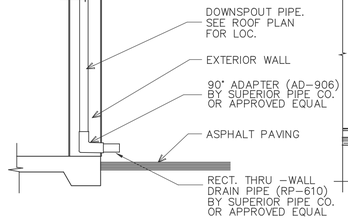
1 ROOF PARAPET FLASHING
SCALE: NTS.



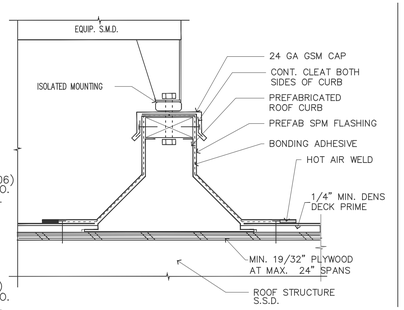
2 CRICKET FLASHING
SCALE: NTS.



3 ROOF DRAIN/OVERFLOW
SCALE: NTS.



9 DOWN SPOUT
SCALE: NTS.



6 MECH. EQUIPMENT SUPPORT
SCALE: NTS.

KEY NOTES

1. LOWER LEVEL ROOF @ FIRST FLOOR. SLOPE TO DOWNSPOUT / OVERFLOW SCUPPER.
2. ELEVATOR OVER RUN ENCLOSURE. SLOPE TO ROOF DRAIN @ 1/2" : 1'-0".
3. 3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
4. 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
5. PREFINISHED METAL COPING.
6. DRAFT STOP SHALL BE PROVIDED IN FLOOR/CEILING SPACES, ATTICS, MANSARDS, OVERHANGS OR OTHER CONCEALED ROOF SPACES. DRAFT STOPPING SHALL BE INSTALLED ABOVE, AND IN LINE WITH WALLS SEPARATING GUESTROOMS FROM EACH OTHER AND FROM OTHER AREAS. DRAFT STOP ALONG WALLS SHALL EXTEND TO THE OTHER SIDE OF CORRIDOR. DRAFT STOP SHALL BE PROVIDED ALONG ONE OF THE CORRIDOR WALLS.
7. REFER TO ROOF DETAILS #6, #7, #8 ON A1.1.4 SHEET FOR EQUIPMENT PLATFORM REQUIREMENT. (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
8. BUILDING LINE BELOW.
9. SUN SCREEN.

NOTE FOR GENERAL CONTRACTOR AND SPRINKLER CONTRACTOR:
THE GENERAL CONTRACTOR AND THE SPRINKLER CONTRACTOR SHALL COORDINATE THE PROTECTION OF ROOF "CRICKETS" OR OTHER CONCEALED COMBUSTIBLE SPACES (WHERE APPLICABLE).

NOTE:
ROOF TO BE CEC CERTIFIED COOL ROOF BY MANSVILLE EPDM.

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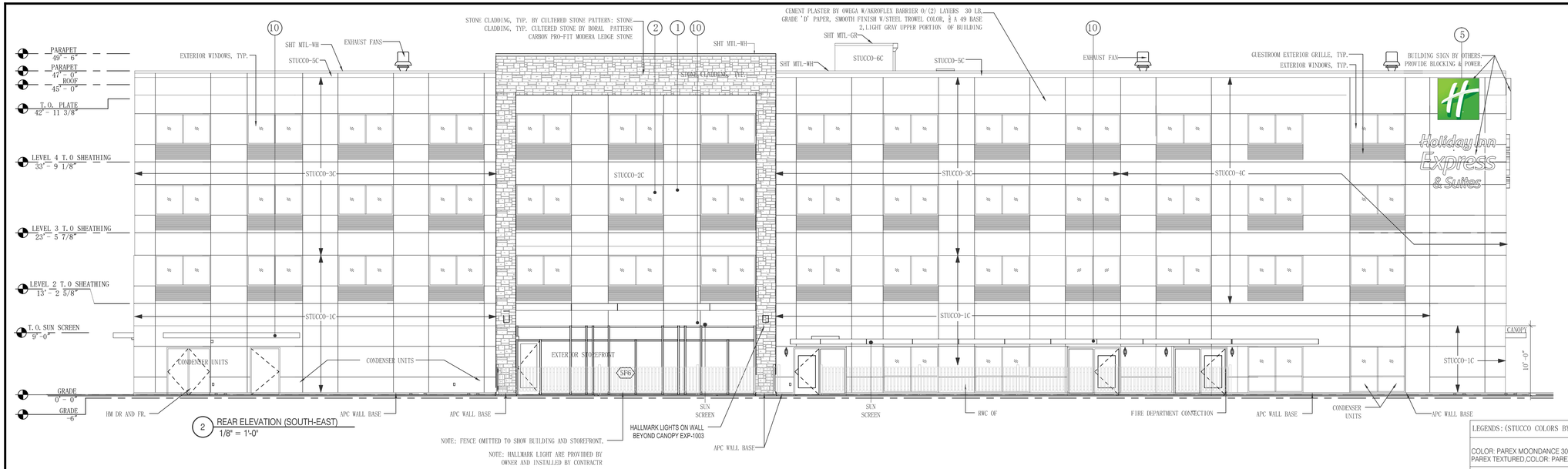
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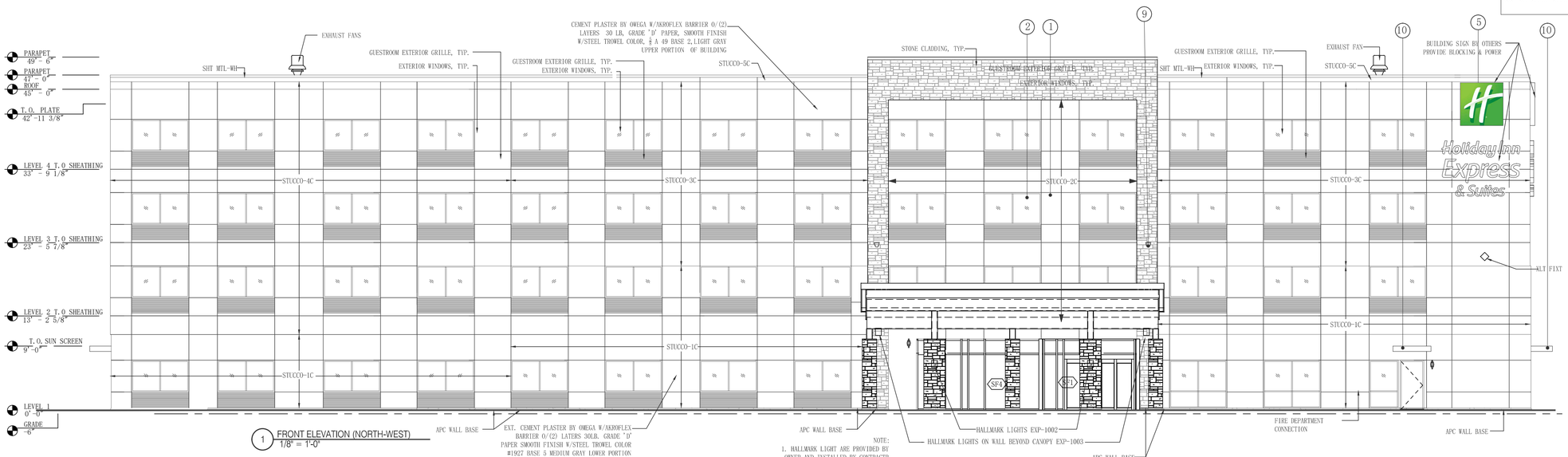
REGISTERED PROFESSIONAL ENGINEER JASPREET S. SINGH 56924 EXP.06/30/2023 CIVIL STATE OF CALIFORNIA

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A1.1.4
SHEET 8 OF 39



2 REAR ELEVATION (SOUTH-EAST)
1/8" = 1'-0"



1 FRONT ELEVATION (NORTH-WEST)
1/8" = 1'-0"

KEY NOTES:

#	
1	(3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THEEXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND
2	WINDOW VINYL (OWNER TO SELECT FINISH.)
5	ILLUMINATED BUILDING SIGN N.I.C.
9	FRONT ENTRY FACADE - HOLIDAY INN EXPRESS BRAND HALLMARK UPLIGHTING (MANDATORY) OWNER PROVIDED THROUGH IHG. .
10	SUN SCREEN.

ABBREVIATIONS
HM :- HOLLOW METAL
DR :- DOOR
FR :- FRAME

LEGENDS: (STUCCO COLORS BY PAREX)

COLOR: PAREX MOONDANCE 3027L. PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH	
STUCCO-2C. PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.	
STUCCO-3C PAREX MEDNUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX TWIG 3021L.	
STUCCO-4C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: SUN DRIED 3011L .	
STUCCO-5C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX SNOWBALL 10400L.	
STUCCO-6C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR:PAREX BASALT 3015L	
STONE CLADDING, LEDGESTONE SOUTHWEST BLEND	
SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: BONE WHITE.	
SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: SLATE GRAY.	

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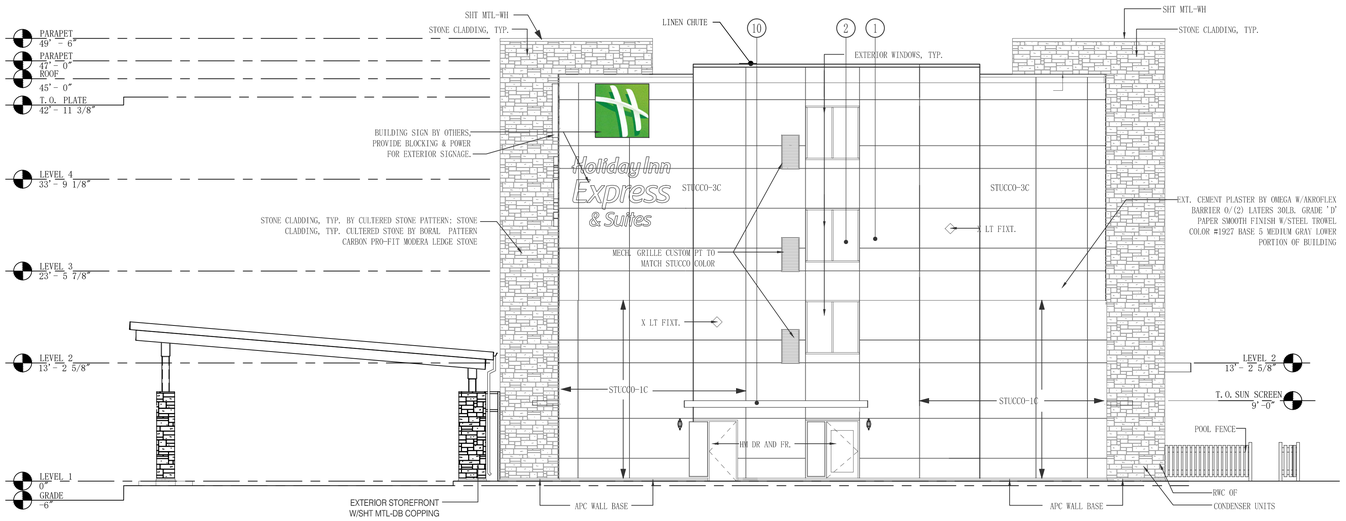
EXTERIOR ELEVATIONS (HOLIDAY-INN EXPRESS & SUITES)

PROJECT
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GILROY, CA

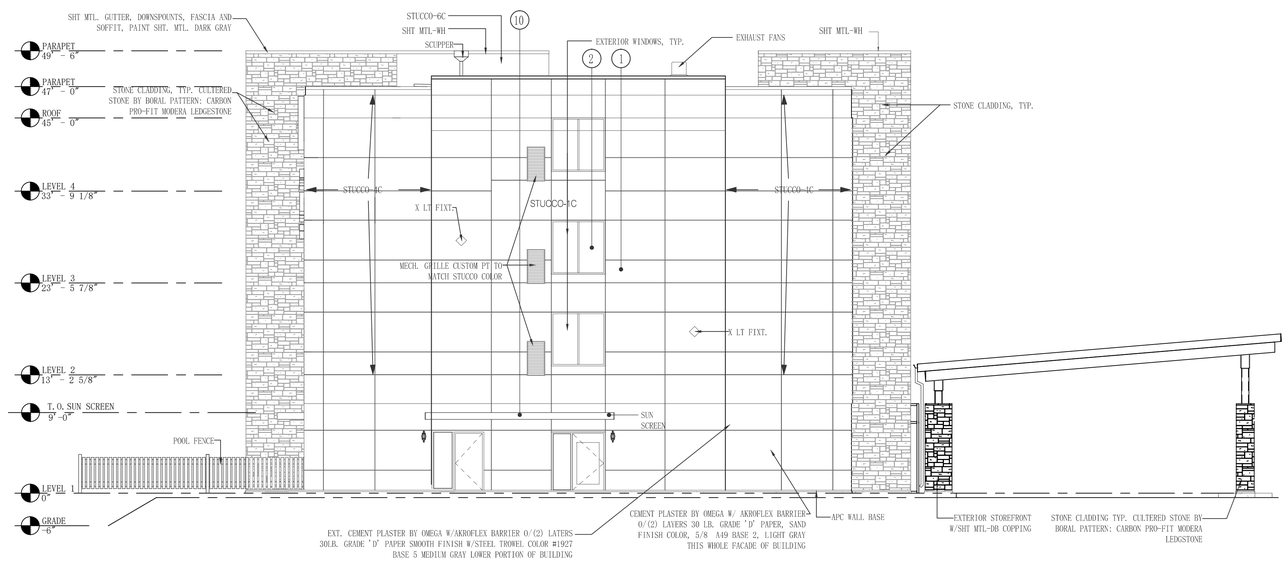
REGISTERED PROFESSIONAL ENGINEER
JASPAL S. HANSPAL
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
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DWG. BY: HS
CHK. BY:

A1.1.5
SHEET
9 OF 39



2 RIGHT ELEVATION (NORTH-EAST)
1/8" = 1'-0"



1 LEFT ELEVATION (SOUTH-WEST)
1/8" = 1'-0"

#	KEY NOTES:
1	(3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THEEXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND
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EXTERIOR ELEVATIONS (HOLIDAY-INN EXPRESS & SUITES)
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A1.1.6
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10 OF 39



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EXTERIOR VIEW (HOLIDAY-INN EXPRESS & SUITES)

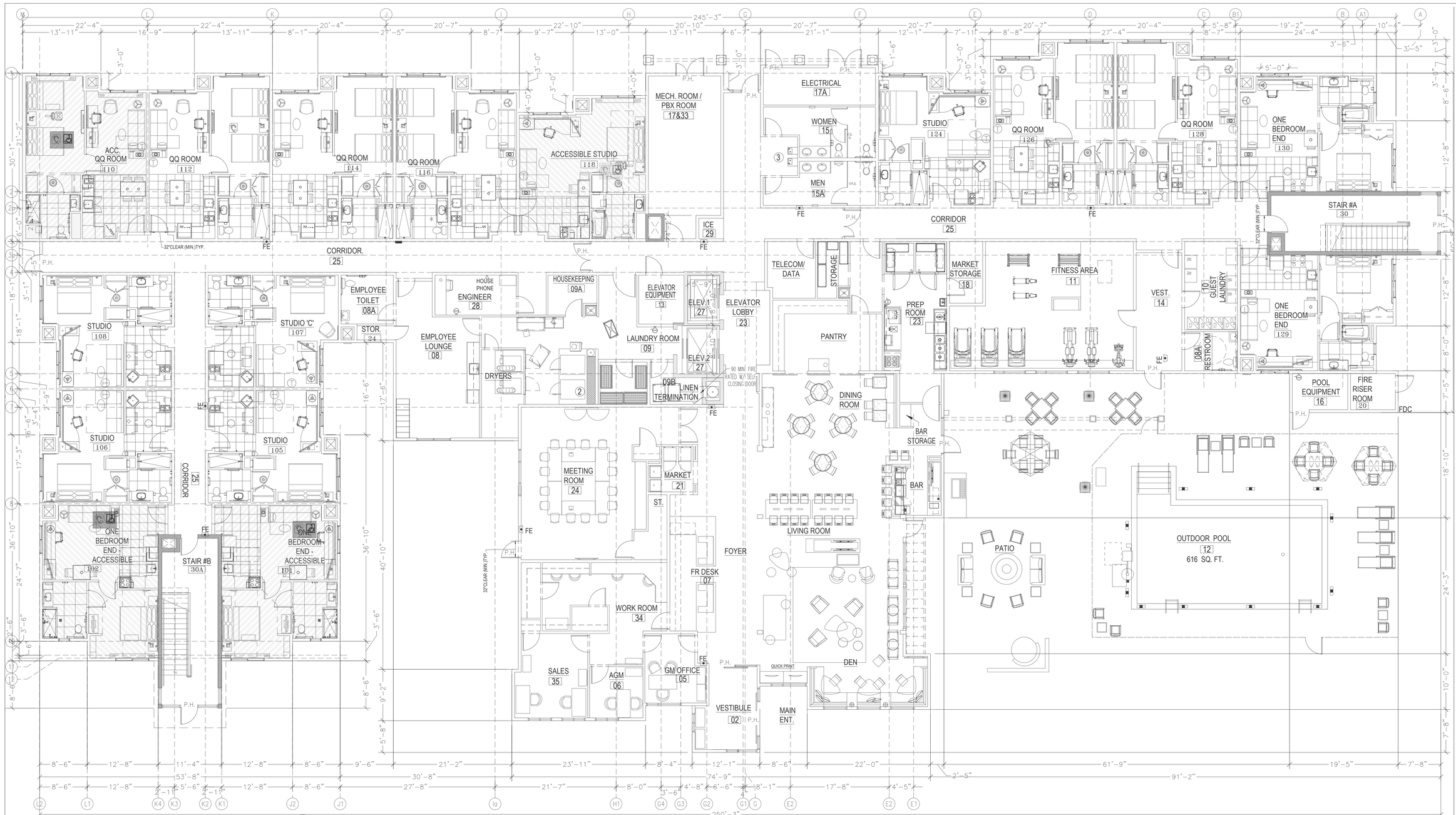
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GILROY SQUARE
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GILROY, CA

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A1.1.7

SHEET
11 OF 39



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

ELECTRICAL EQUIPMENT, WIRING AND HAZARDS

ABATEMENT OF ELECTRICAL HAZARDS: IDENTIFIED ELECTRICAL HAZARDS SHALL BE ABATED. ELECTRICAL WIRING, DEVICES, APPLIANCES AND OTHER EQUIPMENT THAT IS MODIFIED OR DAMAGED AND CONSTITUTES AN ELECTRICAL SHOCK OR FIRE HAZARD SHALL NOT BE USED.
ILLUMINATION: ILLUMINATION SHALL BE PROVIDED FOR SERVICE EQUIPMENT AREAS, MOTOR CONTROL CENTERS AND ELECTRICAL PANEL BOARDS.
WORKING SPACE AND CLEARANCE: A WORKING SPACE OF NOT LESS THAN 30 INCHES IN WIDTH, 36 INCHES IN DEPTH AND 78 INCHES IN HEIGHT SHALL BE PROVIDED IN FRONT OF ELECTRICAL SERVICE EQUIPMENT. THE WORKING SPACE SHALL NOT BE LESS THAN THE WIDTH OF THE EQUIPMENT. NO STORAGE OF ANY MATERIALS SHALL BE LOCATED WITHIN THE DESIGNATED WORKING SPACE.
LABELING: DOORS INTO ELECTRICAL CONTROL PANEL ROOMS SHALL BE MARKED WITH A PLAINLY VISIBLE AND LEGIBLE SIGN STATING ELECTRICAL ROOM OR SIMILAR APPROVED WORDING. THE DISCONNECTING MEANS FOR EACH SERVICE, FEEDER OR BRANCH CIRCUIT ORIGINATING ON A SWITCHBOARD OR PANELBOARD SHALL BE LEGIBLY AND DURABLY MARKED TO INDICATE ITS PURPOSE UNLESS SUCH PURPOSE IS CLEARLY EVIDENT.
MULTIPLUG ADAPTERS: MULTIPLUG ADAPTERS, SUCH AS CUBE ADAPTERS, UNFUSED PLUG STRIPS OR ANY OTHER DEVICE NOT COMPLYING WITH NFPA 70 SHALL BE PROHIBITED.

REQUIREMENTS FOR ASSISTIVE LISTENING SYSTEM

(GENERAL CONTRACTOR SHALL PROVIDE FOLLOWING FACILITIES)

RECEIVER JACKS: RECEIVERS REQUIRED FOR USE WITH AN ASSISTIVE LISTENING SYSTEM SHALL INCLUDE A ⅛" STANDARD MONO JACK.
receiver HEARING-AID COMPATIBILITY: RECEIVERS REQUIRED TO BE HEARING-AID COMPATIBLE SHALL INTERFACE WITH TELECOILS IN HEARING AIDS THROUGH THE PROVISION OF NECKLOOPS.
SOUND PRESSURE LEVEL: ASSISTIVE LISTENING SYSTEMS SHALL BE CAPABLE OF PROVIDING A SOUND PRESSURE LEVEL OF 110 dB MINIMUM AND 118 dB MAXIMUM WITH A DYNAMIC RANGE ON THE VOLUME CONTROL OF 50 dB.
SIGNAL-TO-NOISE RATIO: THE SIGNAL-TO-NOISE RATIO FOR INTERNALLY GENERATED NOISE IN ASSISTIVE LISTENING SYSTEMS SHALL BE 18 dB MINIMUM.
PEAK CLIPPING LEVEL: PEAK CLIPPING SHALL NOT EXCEED 18 dB OF CLIPPING RELATIVE TO THE PEAKS OF SPEECH.

NOTE:
ASSISTIVE LISTENING SYSTEM IS TO BE OPERABLE AT THE TIME OF FINAL INSPECTION.

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

SAFETY GLAZING ADJACENT TO DOORS: *

GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE OF THE GLAZING IS WITHIN A 24" ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 18" ABOVE THE WALKING SURFACE SHALL BE CONSIDERED A HAZARDOUS LOCATION.

SWIMMING POOL NOTES:

1. AT LEAST TWO ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SWIMMING POOLS COMPLYING PER SECTION 11B-242.2.
2. AT LEAST ONE ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SPA COMPLYING PER SECTION 11B-242.4.

FITNESS ROOM NOTES:

1. AT FITNESS ROOM, PROVIDE CLEAR FLOOR SPACE COMPLYING WITH SECTION 11B-305 POSITIONED FOR TRANSFER OR FOR USE BY AN INDIVIDUAL SEATED IN A WHEEL CHAIR AT A MINIMUM OF ONE OF EACH TYPE OF EXEROISE MACHINE OR EQUIPMENT PER SECTION 11B-236.1.

FIRE ALARMS & DETECTION SYSTEMS (IFC SECTION 907):

INITIATION:- INITIATION OF THE FIRE ALARM SYSTEM SHALL BE BY AUTOMATIC MEANS. APPROVED AUTOMATIC FIRE DETECTORS SHALL BE PROVIDED IN BOILER AND FURNACE ROOMS, SHOPS, LAUNDRY ROOMS, MECHANICAL AND ELECTRICAL ROOMS, TRASH-COLLECTION ROOMS, STORAGE ROOMS, GIFT SHOPS, LOCKER ROOMS AND SIMILAR AREAS. AUTOMATIC SMOKE DETECTORS SHALL BE PROVIDED IN ALL COMMON AREAS AND INTERIOR CORRIDORS SERVING SLEEPING UNITS AS REQUIRED MEANS OF EGRESS.
NOTIFICATION:- ACTIVATION OF THE FIRE ALARM SYSTEM OR AUTOMATIC SPRINKLER SYSTEM SHALL INITIATE A GENERAL EVACUATION SIGNAL.

FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. HAND-HELD PORTABLE FIRE EXTINGUISHERS, NOT HOUSED IN CABINETS, SHALL BE INSTALLED ON THE HANGERS OR BRACKETS SUPPLIED. HANGERS OR BRACKETS SHALL BE SECURELY ANCHORED TO THE MOUNTING SURFACE IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
2. THE EXTINGUISHER SHALL BE RATED 4-A COMPLYING PER IFC SECTION 906.3.

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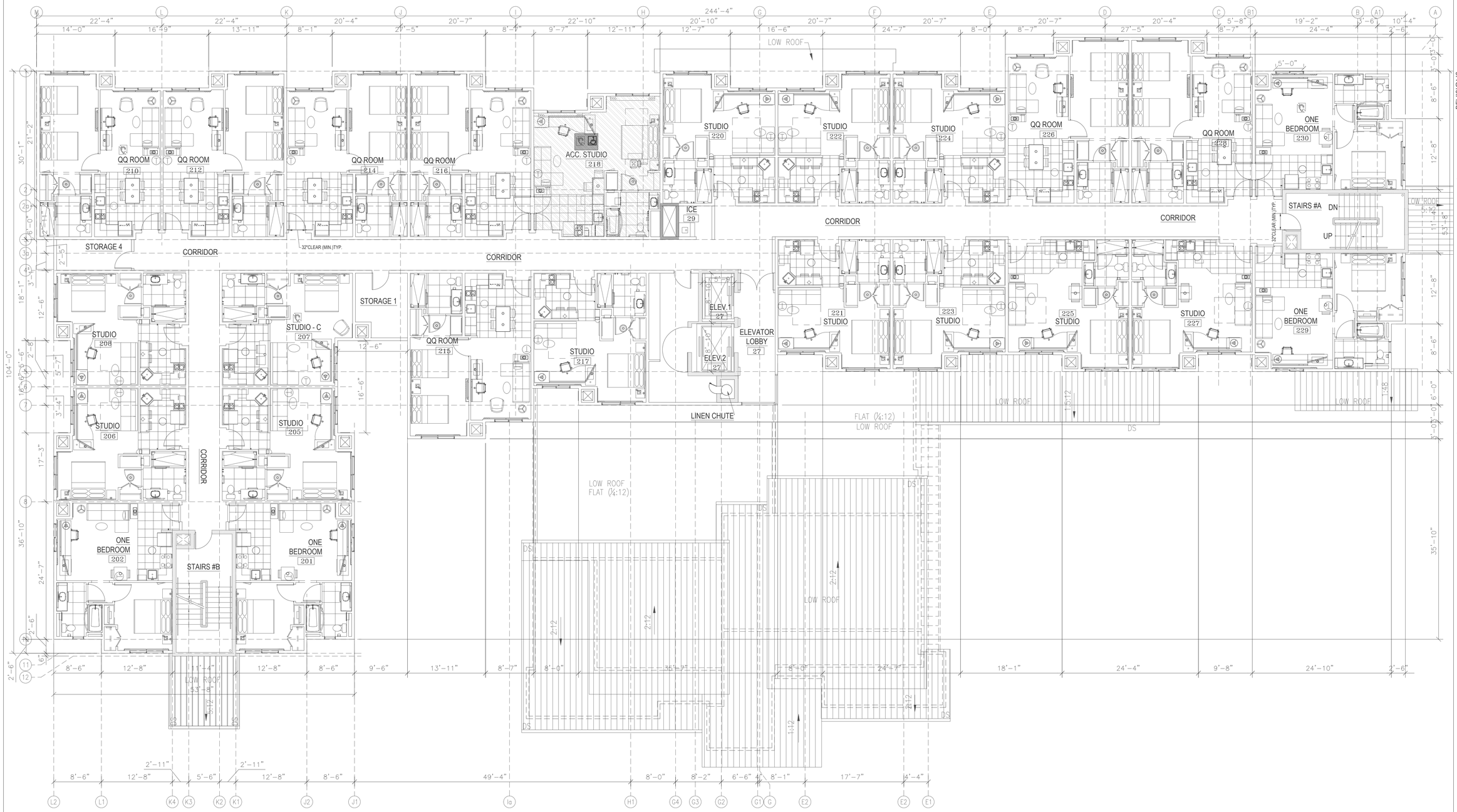
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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
FIRST FLOOR PLAN (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — MARK S. GOLDEN — No. 58924 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.0
SHEET
12 OF 39



SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

GUEST ROOMS WITH COMMUNICATIONS FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

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SECOND FLOOR PLAN (RESIDENCE-INN)

PROJECT

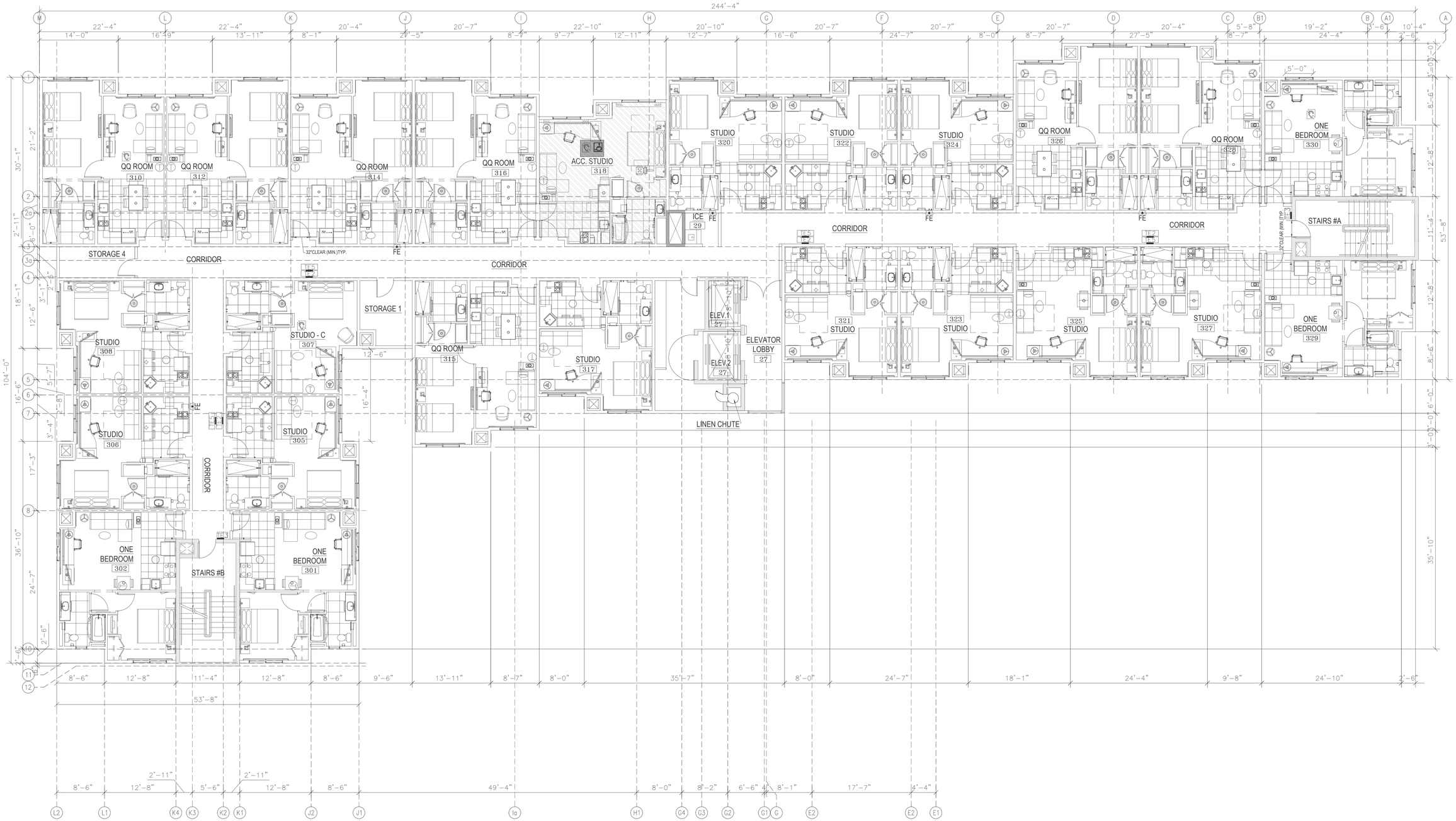
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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HOWARD SHIN
No. 83824
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CIVIL
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DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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SHEET
13 OF 39



THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

REVISIONS:
	REVISION ISSUE	DATED
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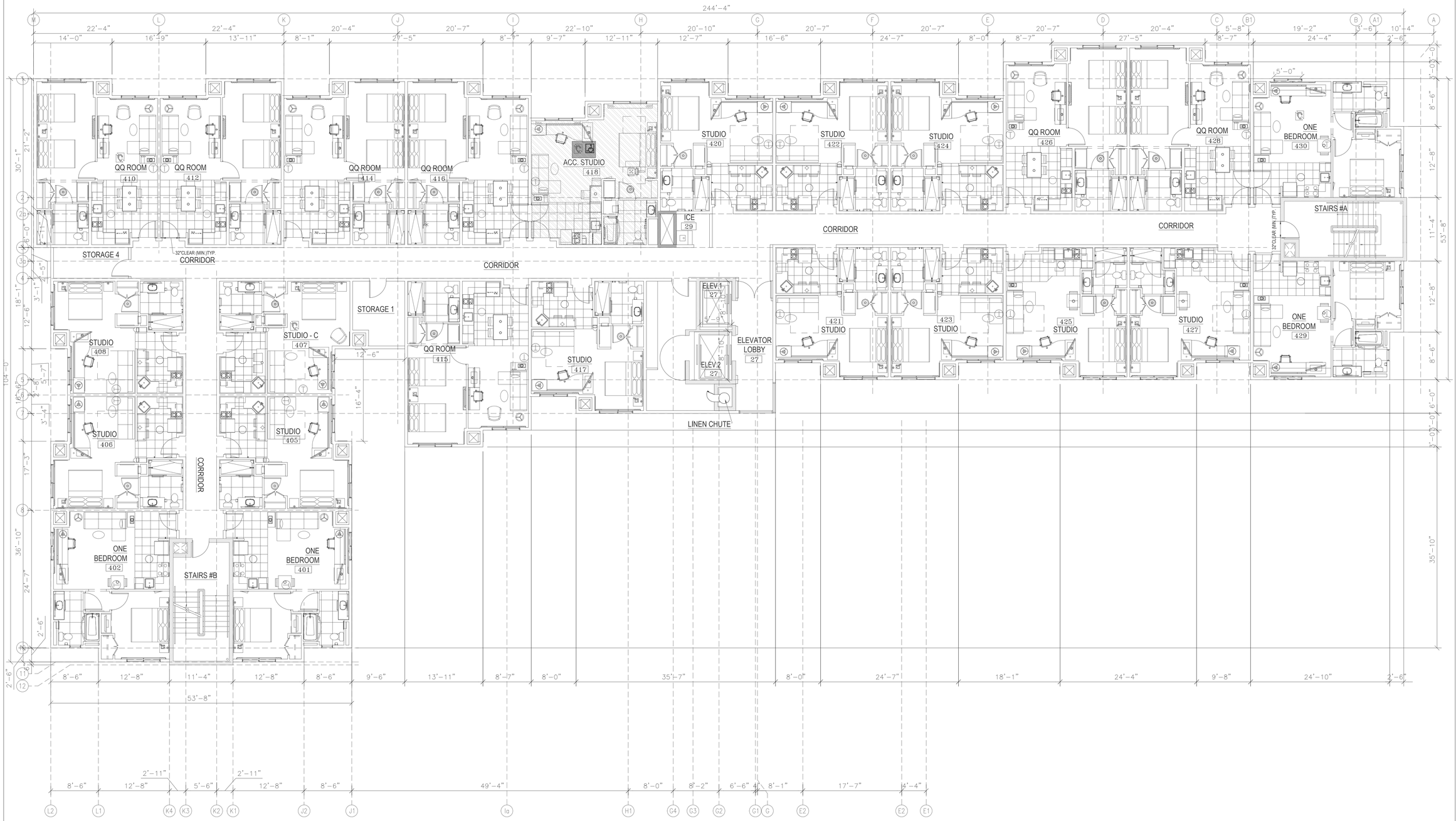
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PROJECT
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CHK. BY: MG

A2.1.2
SHEET
14 OF 39



FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

REVISIONS:

REVISION	ISSUE	DATE
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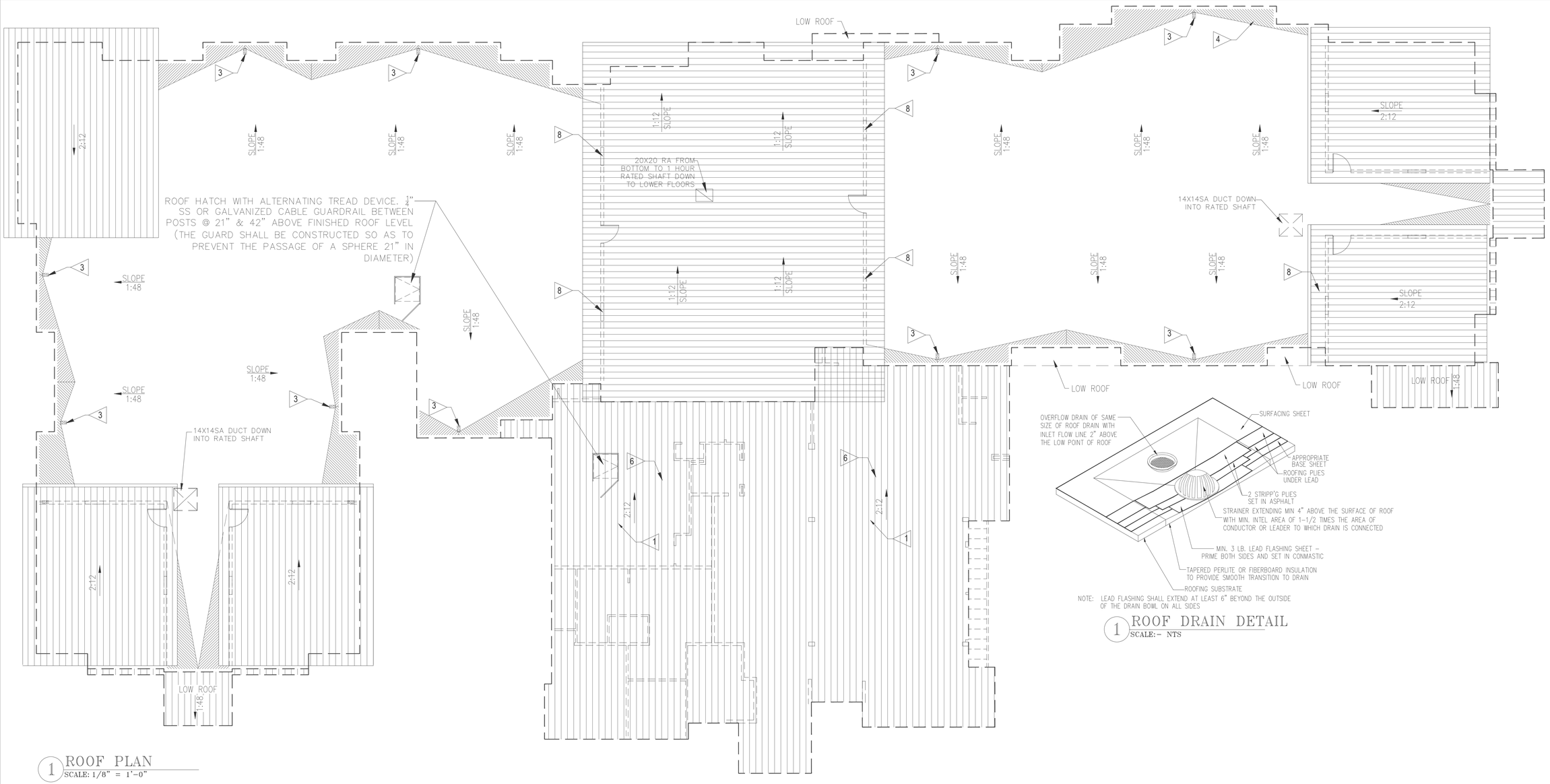
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PROJECT
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DATE: 02/16/2022
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CHK. BY:MG

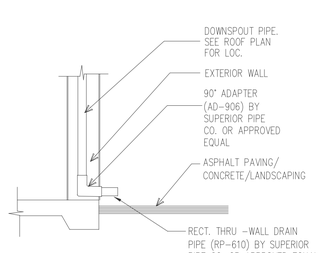
A2.1.3
SHEET
15 OF 39



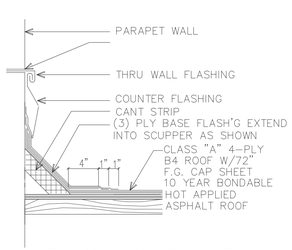
1 ROOF PLAN
SCALE: 1/8" = 1'-0"

NOTE: LEAD FLASHING SHALL EXTEND AT LEAST 6" BEYOND THE OUTSIDE OF THE DRAIN BOWL ON ALL SIDES

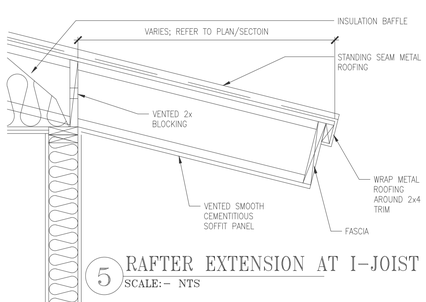
1 ROOF DRAIN DETAIL
SCALE:- NTS



3 DOWN SPOUT
SCALE: NTS.



4 FLASHING BUILT-UP
SCALE: NTS.



5 RAFTER EXTENSION AT I-JOIST
SCALE:- NTS

GENERAL NOTES

REQUIRED R-VALUE OF ROOFS SHALL BE R-30, 2'-0" OVERHANG AT EAVES, TYPICAL.
2. 24 GA. G.I. 'PAINT-LOCK' FLASHING AT ALL BREAKS IN ROOF PLANE. PAINT TO MATCH ROOF TILE.
3. 24 GA. G.I. 'PAINT-LOCK' FLASHING AND COUNTER FLASHING AT ALL ROOF TO WALL CONNECTIONS. PAINT TO MATCH WALL.
4. FIRE SPRINKLER SYSTEM IS REQUIRED THROUGHOUT THE ENTIRE HOTEL, INCLUDING THE ATTIC AREAS (NFPA 13)
5. DRAFT STOPPING SHALL BE INSTALLED ABOVE, AND IN LINE WITH, SLEEPING UNIT AND DWELLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF SHEATHING ABOVE. DRAFTS SHALL ONLY BE REQUIRED ABOVE ONE OF THE CORRIDOR WALLS AS PER SECTION 718.4.2.EXCP.1.

PARAPET NOTES

1. WHEN THE ROOF/CEILING FRAMING ELEMENTS ARE PARALLEL TO THE WALLS, SUCH FRAMING AND ELEMENTS SUPPORTING SUCH FRAMING SHALL NOT BE OF LESS THAN 1 HOUR-FIRE RESISTANCE-RATED CONSTRUCTION FOR A WIDTH OF 4' MEASURED FROM THE INTERIOR SIDE OF WALL.
2. WHERE ROOF-CEILING FRAMING ELEMENTS ARE NOT PARALLEL TO THE WALL, THE ENTIRE SPAN OF SUCH FRAMING AND ELEMENTS SUPPORTING SUCH FRAMING SHALL NOT BE PF LESS THAN 1-HOUR FIRE-RESISTANCE-RATED CONSTRUCTION.
3. OPENINGS IN THE ROOF SHALL NOT BE LOCATED WITHIN 5' OF THE 1 HOUR FIRE RESISTANCE-RATED EXTERIOR WALL MEASURED FROM THE INTERIOR SIDE OF WALL.

KEY NOTES

#	DESCRIPTION
1	LOWER LEVEL ROOF @ FIRST FLOOR. SLOPE TO DOWNSPOUT / OVERFLOW SCUPPER.
2	ELEVATOR OVER RUN ENCLOSURE. SLOPE TO ROOF DRAIN @ 1/2":1'-0".
3	3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
4	1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
5	PREFINISHED METAL COPING.
6	METAL STANDING SEAM ROOFING
7	SHINGLES OVER 15# FELT OVER SHEATHING
8	2'x3' LOUVER VENT. REFER DETAIL #1/A3.4.0

NOTE:

PROVIDE WATER/WEATHER PROOF WALL ACCESS TO CONCEALED SPACE AT VERTICAL WALL FOR EACH CONCEALED SPACE PER DETAIL #6/A1.6.0.

OPENINGS FOR VENTILATION ARE TO BE COVERED WITH CORROSION RESISTANT METAL MESH. MESH OPENINGS @ ¼".

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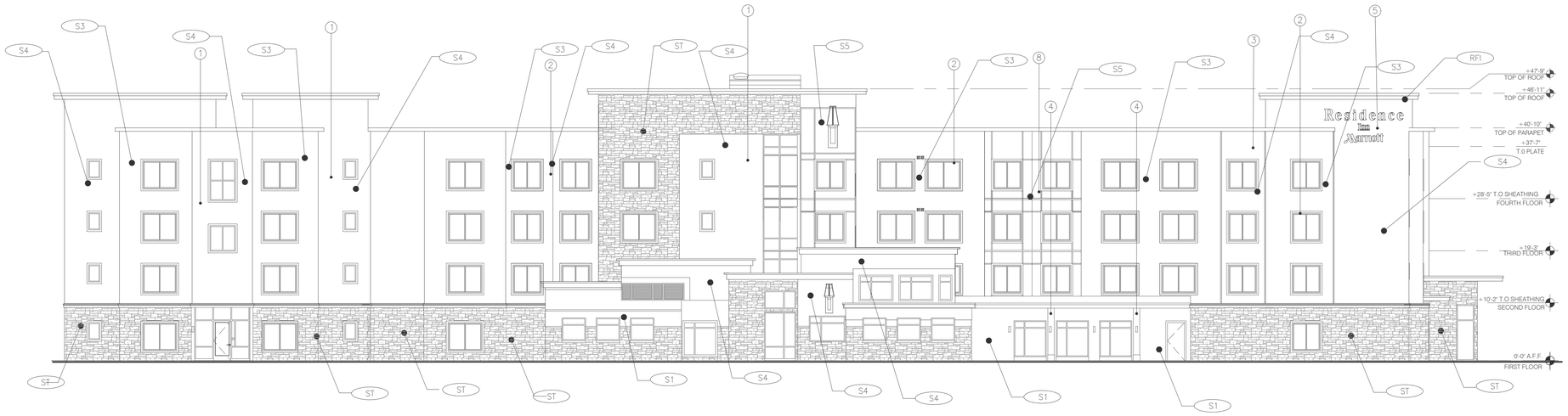
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PROJECT
ROOF PLAN (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

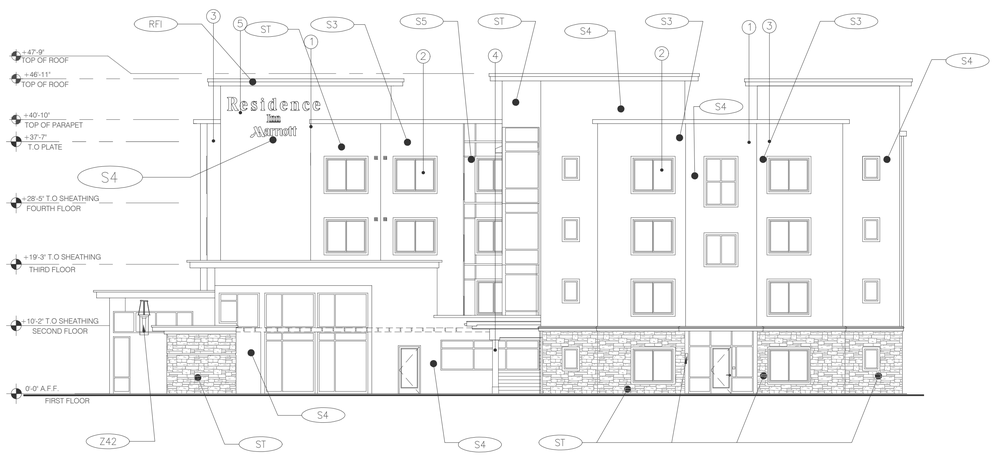
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CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
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DWG. BY: HS
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A2.1.4
SHEET 16 OF 39



FRONT ELEVATION
SCALE: 3/32" = 1'-0"



RIGHT ELEVATION
SCALE: 3/32" = 1'-0"

FINISH LEGEND

S1
S2
STUCCO COLOR
SHERWIN WILLIAMS "HAMMERED SILVER" SW2840

S3
STUCCO COLOR
SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054

S4
STUCCO COLOR
SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054

S5
STUCCO COLOR
MATCH BEHR PAINTS "ROCKY CREEK" PPF-37

S6
STUCCO COLOR
MATCH BEHR PAINTS "ROCKY CREEK" PPF-37

ST
STONE VENEER
"ELDRADO STONE"
PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"

RF1
Sheet Metal Roofing
ATAS, color: "Antique Patina" (SRI = 25)

NOTE:
STREET NUMBERS OF THE BUILDINGS SHALL BE EASILY VISIBLE FROM THE STREET AT ALL TIMES, DAY & NITE.

NOTES:

1. ROOF COLORS ARE BASED ON "BERRIDGE MFG." COLORS
2. PROVIDE BLOCKING AND POWER FOR EXTERIOR SIGNAGE

(#) KEY NOTES:

1	(3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THE EXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND
2	WINDOW VINYL (OWNER TO SELECT FINISH.)
3	25 GA. G.I. MTL. CAP FLASHING.
4	STUCCO COVERED COLUMN
5	ILLUMINATED BUILDING SIGN N.I.C.
6	"SHUNT TRIP" FOR SECONDARY POWER SUPPLY.
7	RED TRIANGLE TO BE PAINTED AROUND "SHUNT TRIP" ON ADJACENT WALL.
8	1" EXPANSION JOINT

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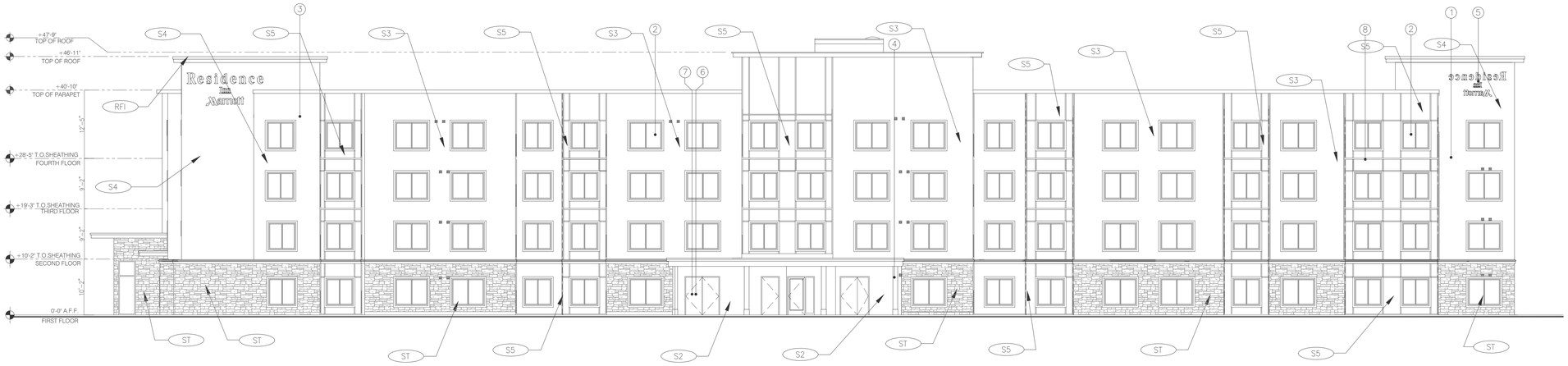
PROJECT
EXTERIOR ELEVATIONS (RESIDENCE-INN)
GILROY SQUARE
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HEIDI S. SHIU
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DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

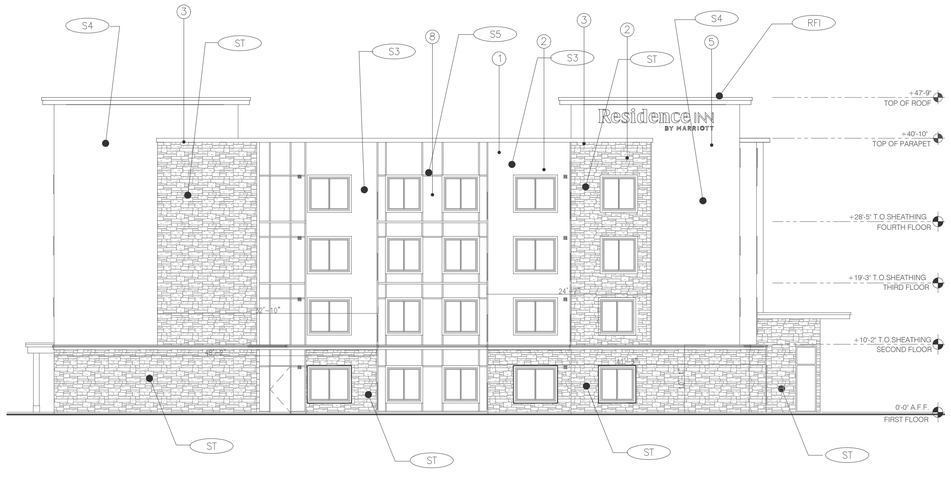
A2.1.5

SHEET
17 OF 39



REAR ELEVATION

SCALE: 3/32" = 1'-0"



LEFT ELEVATION

SCALE: 3/32" = 1'-0"

FINISH LEGEND

S1 S2		STUCCO COLOR SHERWIN WILLIAMS "HAMMERED SILVER" SW2840
S3		STUCCO COLOR SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054
S4		STUCCO COLOR SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054
S5		STUCCO COLOR MATCH BEHR PAINTS "ROCKY CREEK" PPF-37
S6		STUCCO COLOR MATCH BEHR PAINTS "ROCKY CREEK" PPF-37
ST		STONE VENEER "ELDRADO STONE" PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"
RF1		Sheet Metal Roofing ATAS, color: "Antique Patina" (SRI = 25)

NOTE:
STREET NUMBERS OF THE BUILDINGS SHALL BE EASILY VISIBLE FROM THE STREET AT ALL TIMES, DAY & NITE.

NOTES:

1. ROOF COLORS ARE BASED ON "BERRIDGE MFG." COLORS
2. PROVIDE BLOCKING AND POWER FOR EXTERIOR SIGNAGE.

#	KEY NOTES:
1	(3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THE EXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND
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3	25 GA. G.I. MTL. CAP FLASHING.
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8	1" EXPANSION JOINT

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PROJECT

EXTERIOR ELEVATIONS (RESIDENCE-INN)

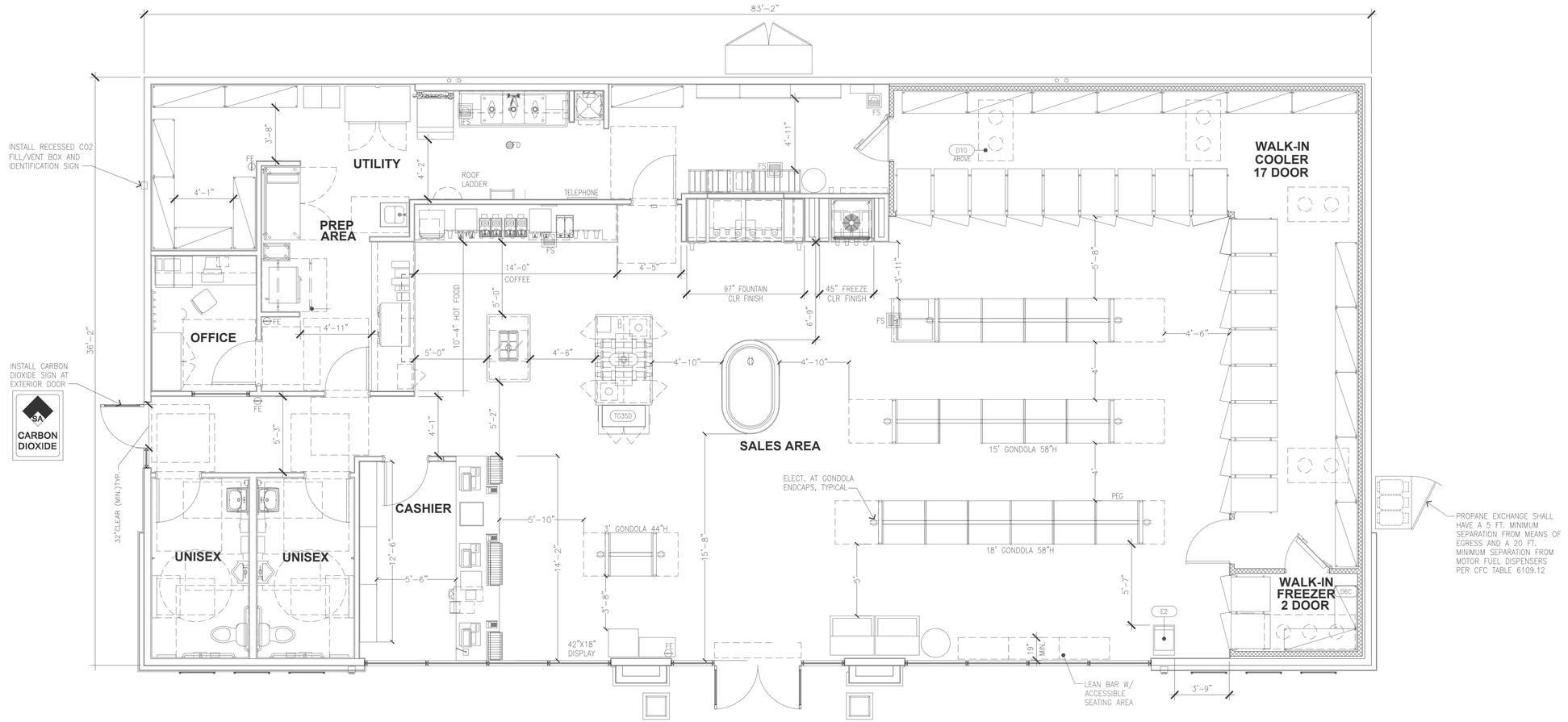
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MICHAEL GUSTAFSON
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STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.6

SHEET
18 OF 39



01 – **EQUIPMENT FLOOR PLAN - SIDE EXIT OPTION**
SCALE: 1/4"=1'-0"

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FLOOR PLAN (C-STORE)

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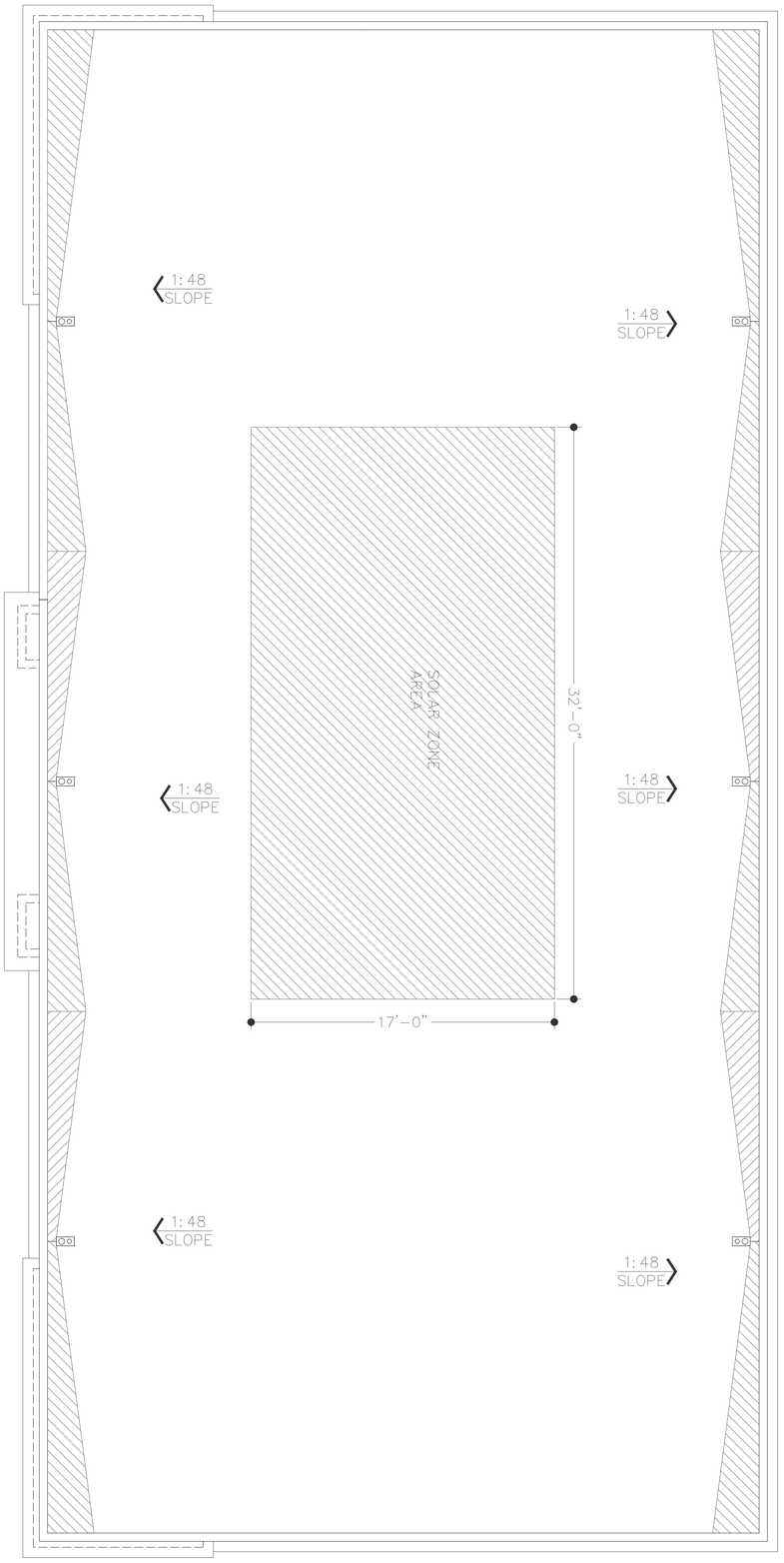
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JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A3.1.0

SHEET
19 OF 39

ROOF PLAN (C-STORE)

SCALE : 1/4"=1'-0"



A3.1.1

SHEET 20 OF 39

DATE: 02/16/2022
JOB #: 19-A-03
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PROJECT

ROOF PLAN (C-STORE)

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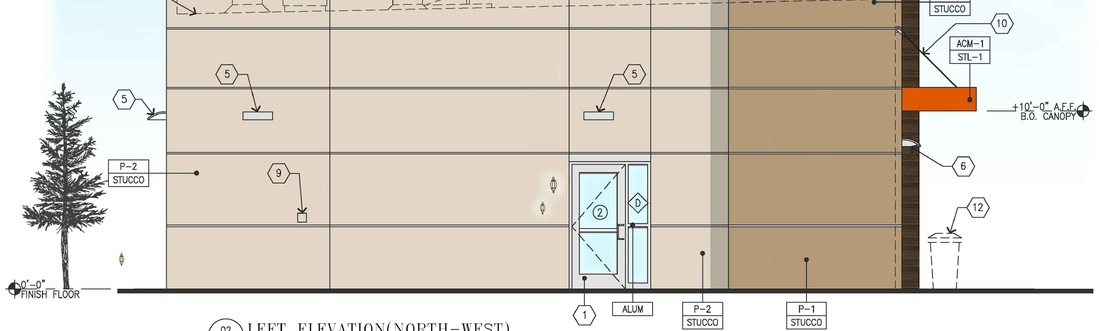
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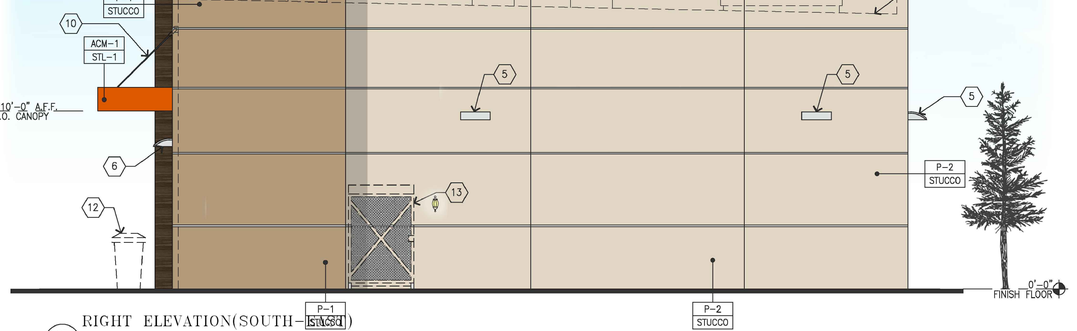
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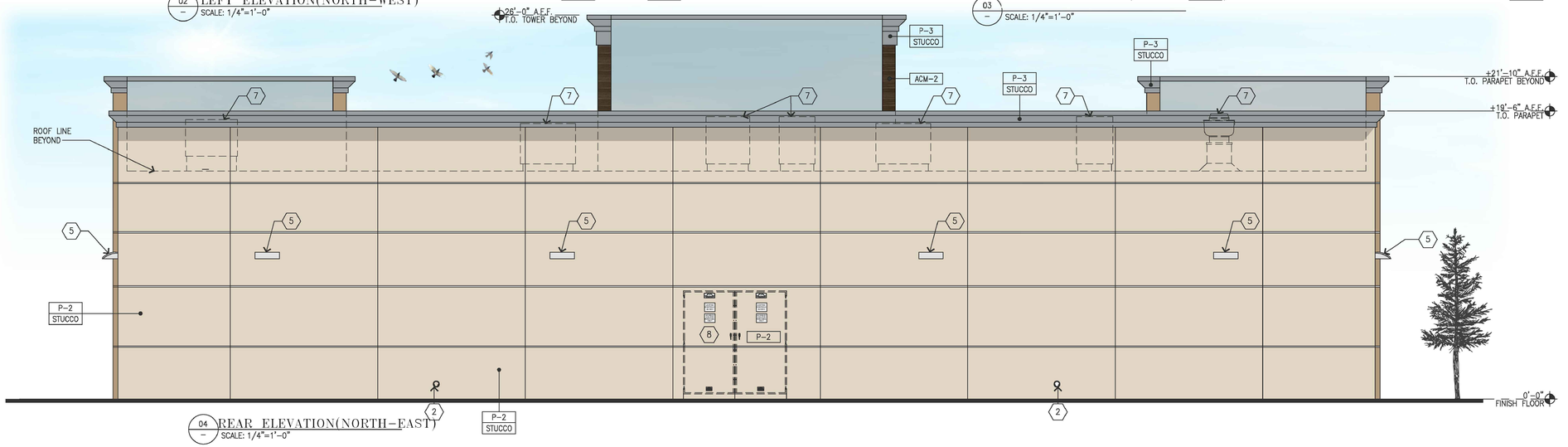
01 RIGHT ELEVATION(SOUTH-WEST)
SCALE: 1/4"=1'-0"



02 LEFT ELEVATION(NORTH-WEST)
SCALE: 1/4"=1'-0"



03 RIGHT ELEVATION(SOUTH-EAST)
SCALE: 1/4"=1'-0"



04 REAR ELEVATION(NORTH-EAST)
SCALE: 1/4"=1'-0"

GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

KEYED NOTES

1. ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET A5.1 FOR SPECIFICATION
2. OVERFLOW DRAIN
3. WALL POSTER
4. LARGE INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN
5. WALL MOUNTED LED FIXTURE
6. WALL MOUNTED SIGN LIGHTING
7. ROOFTOP EQUIPMENT BEYOND
8. MAIN SWITCHGEAR
9. CO2 FILL/VENT BOX, VERIFY LOCATION PRIOR TO INSTALLATION
10. AWNING ROD AND CLEVIS. REFER TO SHEET A1.4 AND STRUCTURAL PLANS FOR DETAILS
11. CANOPY DOWNSPOUT FINISH TO MATCH STOREFRONT, REFER TO CIVIL PLANS FOR CONTINUATION
12. TRADITIONAL CEMENT TRASH RECEPTACLE, REFER TO SHEET Q2.1 FOR SPECIFICATION
13. PORTABLE PROPANE TANK DISPLAY, REFER TO SHEET Q2.1 FOR SPECIFICATION
14. EMERGENCY SHUT OFF SWITCH, VERIFY LOCATION PRIOR TO INSTALLATION. REFER TO ELECTRICAL SHEETS FOR SPECIFICATIONS
15. AIR CURTAIN BEYOND, REFER TO SHEET A2.3 AND MECHANICAL PLANS

COLOR LEGEND

- P-1 BENJAMIN MOORE, 1077 "GREAT PLAINS GOLD", SATIN FINISH
- P-2 BENJAMIN MOORE, 1030 "BRANDY CREAM", SATIN FINISH
- P-3 BENJAMIN MOORE, 2121-30 "PEWTER", HIGH GLOSS FINISH

MATERIAL LEGEND

- ACM-1 ALUMINUM COMPOSITE MATERIAL, PANTONE PMS 166c, "ORANGE"
- ACM-2 ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT"
- STUCCO ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH
- ALUM CLEAR ANODIZED ALUMINUM
- STL-1 STEEL AWNING

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EXTERIOR ELEVATION (C-STORE)

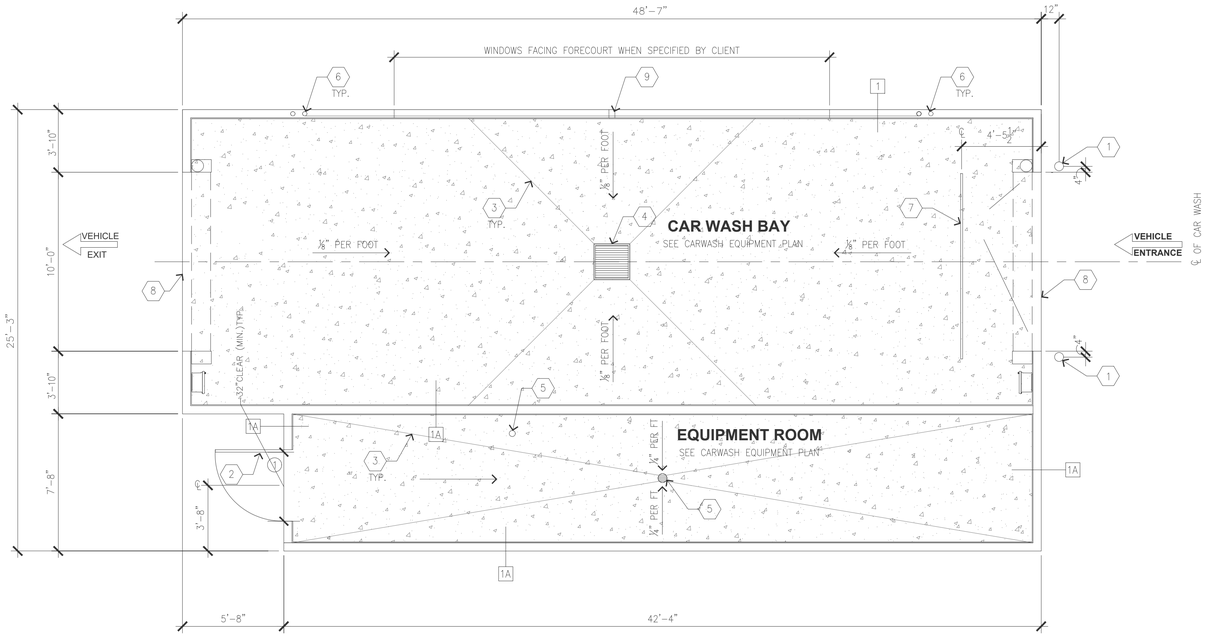
PROJECT
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GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
M. GRIGSBY
No. 69524
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EXP. 06/30/2023
STATE OF CALIFORNIA

DATE: 02/16/2022
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DWG. BY: HS
CHK. BY: MG

A3.1.2

SHEET 21 OF 39



01 — **CONSTRUCTION FLOOR PLAN**
SCALE: 1/4"=1'-0"

DOOR SCHEDULE

TYPE	SIZE	QTY	MFR/MODEL	MATERIAL	FRAME	RATING	HARDWARE	REMARKS
(1)	4'-0"x7'-0"x1-3/4"	1		18 GA. INSULATED METAL	16 GA. INSULATED METAL	N/A	1	DOOR AND FRAME FACTORY PRIMED

DOOR NOTES / HARDWARE

(1) EQUIPMENT EXTERIOR DOOR:

- 1-1/2 PAIR FULL MORTISED STAINLESS STEEL BUTT HINGES (4-1/2"x4-1/2" NRP)
- HEAVY DUTY OVERHEAD CLOSER, LCN 4040
- KICK DOWN DOOR HOLDER, HAGER 270C S1
- 12"x40" EXTERIOR STAINLESS STEEL KICK PLATE
- 30"x40" INTERIOR STAINLESS STEEL KICK PLATE
- LEVER HANDLE WITH KEY OUTSIDE AND PUSH BUTTON INSIDE LOCKSET (ANSI F82/SCHLAGE D50BD LESS CORE, RHODES LEVER 625, BEST CORE W/ 625 FINISH

WALL LEGEND

WOOD FRAMED WALL

1 — 2x6 STUDS @ 16"o.c.

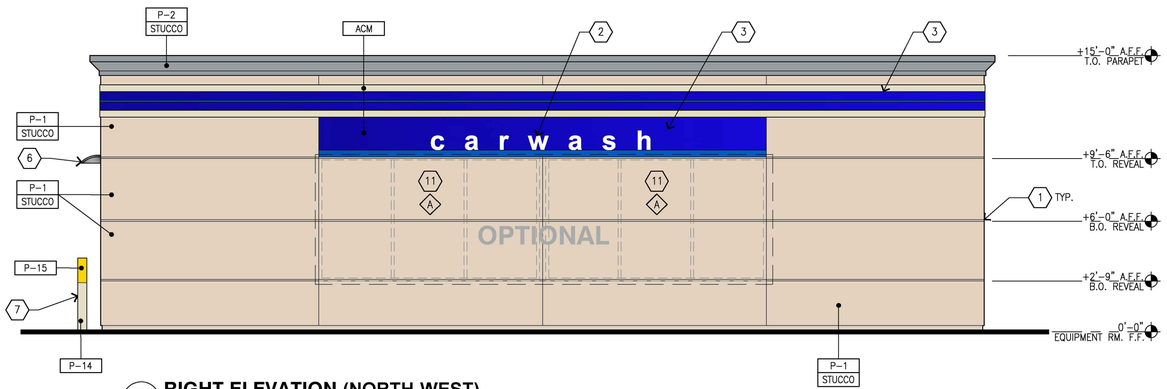
1A — 2x6 STUDS @ 16"o.c. W/ R-21 BATT INSULATION

GENERAL NOTES

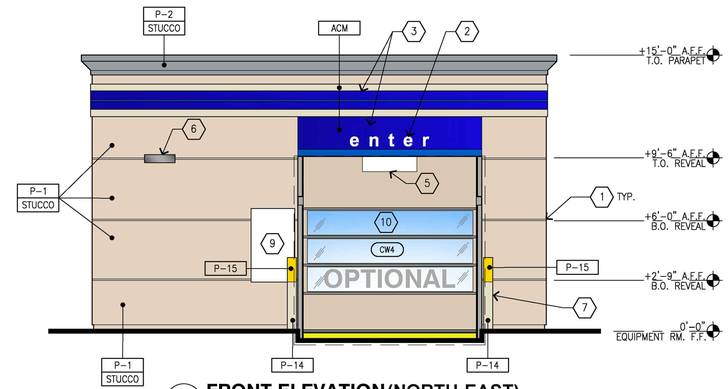
A. ALL DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.
B. ALL DENOTED DIMENSIONS ARE TO BE USED. PLANS SHALL NOT BE SCALED.
C. EXTERIOR WALL ARE 2x6, SEE STRUCTURAL PLANS FOR FRAMING REQUIREMENTS.
D. FLAME SPREAD CLASSIFICATIONS FOR INTERIOR WALLS SHALL COMPLY WITH LOCAL CODES.
E. FIRE EXTINGUISHERS (2A:10B:C) SHALL BE INSTALLED AT CAR WASH BAY AND MECHANICAL ROOM. CONFIRM FINAL DETAILS WITH LOCAL FIRE INSPECTOR.

KEYED NOTES

1. 6"ø x 48" HIGH BOLLARD FILLED WITH CONCRETE, REFER TO DETAIL 05/CWA4.2
2. EQUIPMENT ROOM DOOR, REFER TO DOOR SCHEDULE
3. DEPRESSED SLAB, REFER TO STRUCTURAL SLAB PLAN
4. CATCH BASIN, REFER TO PLUMBING PLANS
5. FLOOR DRAIN, REFER TO PLUMBING PLANS
6. ROOF DRAINS, REFER TO PLUMBING PLANS
7. TRENCH BY GC FOR UNDER CAR MANIFOLD, REFER TO EQUIPMENT & STRUCTURAL PLANS
8. CAR WASH BAY DOOR, REFER TO EQUIPMENT SCHEDULE ON CWQ1.1
9. STEEL COLUMN, WHEN WASH BAY WINDOWS SPECIFIED



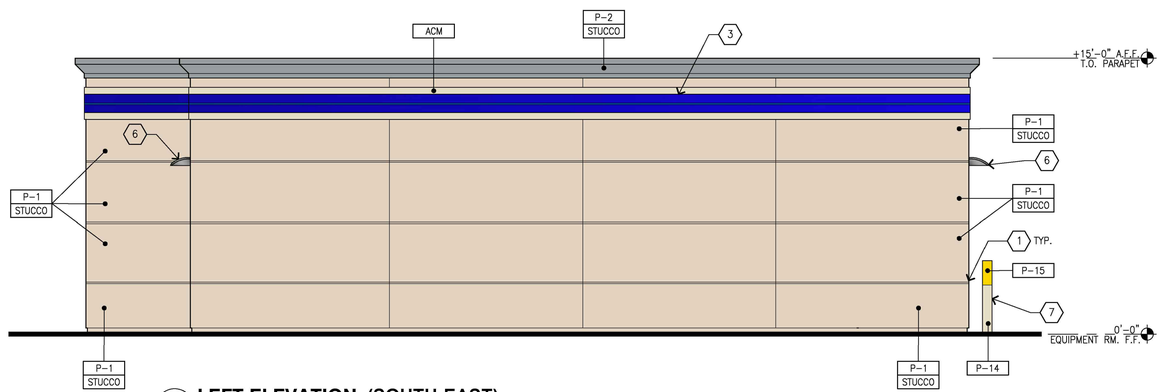
01 — **RIGHT ELEVATION (NORTH-WEST)**
SCALE: 1/4"=1'-0"



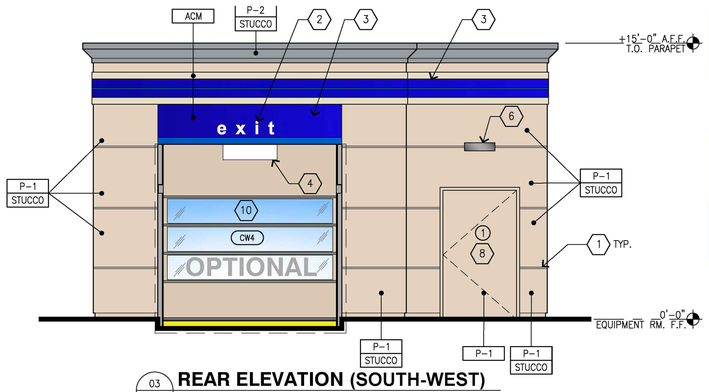
02 — **FRONT ELEVATION (NORTH-EAST)**
SCALE: 1/4"=1'-0"

KEYED NOTES

1. 1" REVEAL
2. VINYL LETTERS APPLIED TO ACM
3. VINYL DECAL APPLIED TO ACM
4. "NO ENTRY" SIGN
5. OVERHEAD CLEARANCE BAR
6. WALL MOUNTED LED FIXTURE
7. CONCRETE FILLED BOLLARD, REFER TO DETAIL 5/CWA4.2
8. METAL DOOR & FRAME
9. INSTRUCTIONAL SIGN PANEL
10. VINYL ROLL UP DOOR, COLOR: BEIGE, REFER TO SHEET CWQ1.1
11. WASH BAY WINDOWS



04 — **LEFT ELEVATION (SOUTH-EAST)**
SCALE: 1/4"=1'-0"



03 — **REAR ELEVATION (SOUTH-WEST)**
SCALE: 1/4"=1'-0"

COLOR LEGEND

P-1 — BENJAMIN MOORE, 1030, "BRANDY CREAM", SATIN FINISH

P-2 — BENJAMIN MOORE, 2121-30, "PEWTER", HIGH GLOSS

P-14 — BP PEARL – BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"

P-15 — BP YELLOW – BENJAMIN MOORE, 2022-10, "YELLOW"

MATERIAL LEGEND

STUCCO — ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH

ACM — ALUMINUM COMPOSITE MATERIAL

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FLOOR PLAN & EXTR. ELEVATIONS (CAR WASH)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — HARRY SIDHU — 18924 — CIVIL — EXP 06/30/2023 — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A3.2.0

SHEET
22 OF 39

EQUIPMENT SCHEDULE

NO.	ITEM / DESCRIPTION	REMARKS
CW1	ENTRANCE ARCH WITH CLEARANCE BAR	REFER TO SITE PLAN FOR LOCATION
CW2	UNITEC PORTAL TI ACTIVATION	
CW3	3 MESSAGE LIGHTED ENTRANCE SIGN	J-BOX FURNISHED AND INSTALLED BY G.C.
CW4	OPTIONAL (NOT REQUIRED FOR VINYL ROLL UP DOOR LOCATIONS)	ELECTRIC OPERATOR, COLOR: BEIGE IF REQUIRED
CW5	UNDERCAR ENTRANCE ACTIVATION FLOOR MOUNT PHOTOEYE	J-BOX FURNISHED AND INSTALLED BY G.C.
CW6	HIGH PRESSURE TRENCH MOUNTED UNDERCAR MANIFOLD	TRENCH MEASURES 1-1/2" WIDE x 2" DEEP x 10'-2" LENGTH BY G.C.
CW7	UNDERCAR ENTRANCE ACTIVATION BOX WITH FLOOR MOUNT PHOTOEYE	
CW8	SOFTGLOSS FLOOR TRACKS	
CW9	SOFTGLOSS FLOOR MOUNT BOOM STAND	
CW10	SOFTGLOSS CABLE MOUNT BRACKET	
CW11	REMOTE BAY BUZZER KIT	
CW12	LOW PROFILE GUIDE RAILS (2 PLCS)	
CW13	SOFTGLOSS WASH MACHINE	
CW14	WALL MOUNTED 8 SEGMENT LIGHTED SIGN	J-BOX FURNISHED AND INSTALLED BY G.C.
CW15	SLIMLINE DRYER PNEUMATIC CONTROL BOX	
CW16	SLIMLINE DRYER ELECTRICAL CONTROL BOX	
CW17	SLIMLINE DRYER (3 FAN)	
CW18	COMMUNICATION INTERFACE BOX (WITH TOUCH SCREEN AND E-STOP)	
CW19	OPTIONAL	

NO.	ITEM / DESCRIPTION	REMARKS
CW20	AUTO DOOR PHOTOEYE W/ BRACKET	
CW21	OPTIONAL AUTO DOOR PHOTOEYE W/ BRACKET	J-BOX FURNISHED AND INSTALLED BY G.C.
CW22	DUAL THERMOSTAT ASSY	LOCATE THE THERMOSTAT BULBS ON THE OUTSIDE OF THE NORTH WALL OUT OF DIRECT SUNLIGHT. THIS WILL THEN LOCATE THE POSITION OF THE POSITION OF THE THERMOSTAT ASSY APPROXIMATELY 4 FT AWAY. TAKE CARE NOT TO CRIMP CAPILLARY TUBES LEADING TO THE THERMOSTAT BULBS.
CW23	SLIMLINE DRYER COUNT DOWN TIMER SIGN	
CW24	FRESH WATER BACKUP VALVE ASSY	J-BOX FURNISHED AND INSTALLED BY G.C.
CW25	EV ULTRACLEAR RECLAIM SYSTEM 40 GPM W/ OZONE	
CW26	OFFBOARD CHEMICAL INJECTION PUMP/ WITH CHEMICAL CONTAINERS	
CW27	ONBOARD HP PUMP W/ CONTROL BOX	
CW28	HP DIVERTER VALVES	
CW29	WASH BAY TERMINAL BOX	
CW30	OFFBOARD RINSE VALVE/R.O.	J-BOX FURNISHED AND INSTALLED BY G.C.
CW31	OPTIONAL BOOSTER PUMP	IF REQUIRED
CW32	165 GALLON R.O. STORAGE TANK	
CW33	CARBON FILTER	
CW34	RAINMAKER III R.O. SYSTEM	
CW35	AIR COMPRESSOR, 5 HP, 3 PH	
CW36	UNITEC P.O.S. INTERFACE	ACTUAL LOCATION OF ITEM WILL BE NEAR POINT OF SALE IN C-STORE.
CW37	UNDERGROUND RECLAIM TANKS	REFER TO SITE PLAN FOR LOCATION

1. CONTRACTOR SHALL RESPONSIBLE TO HARD PIPE PLUMBING AND ELECTRICAL TO ALL CAR WASH EQUIPMENT. VERIFY SCOPE OF WORK WITH RYKO PRIOR TO CONSTRUCTION.

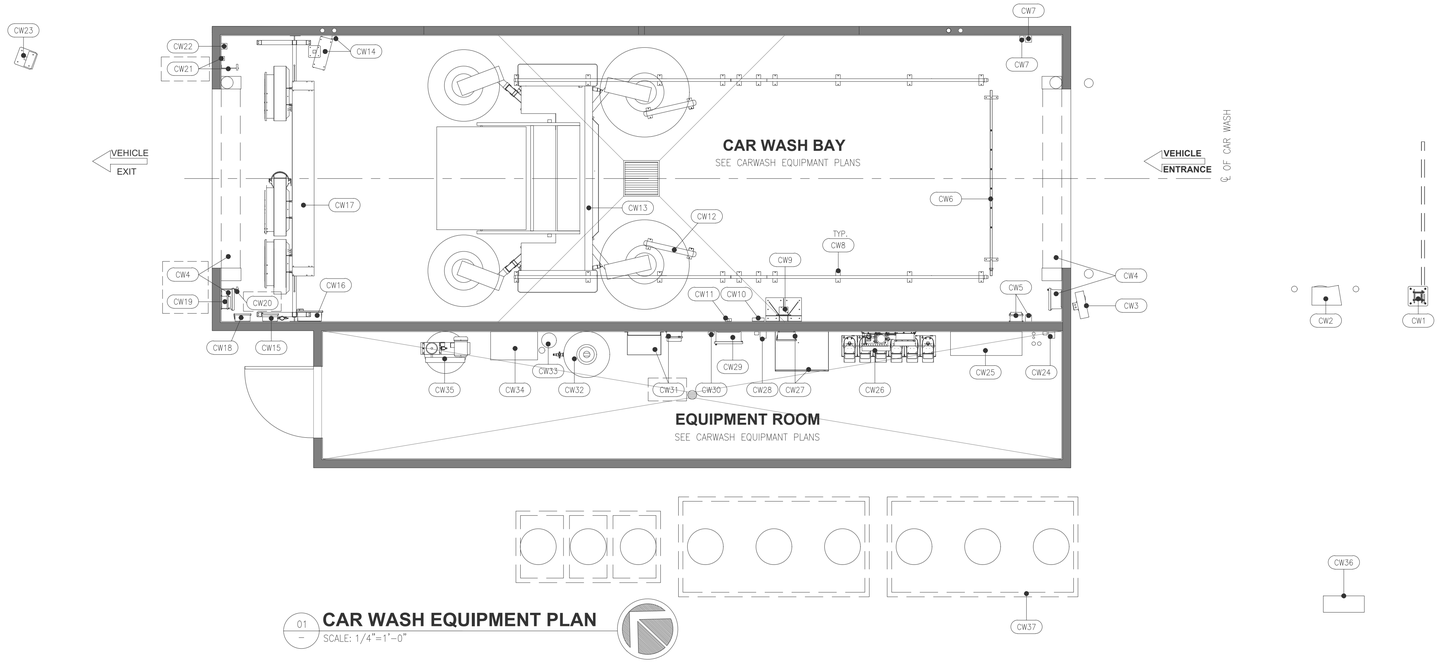
2. VINYL ROLL UP DOORS NOT REQUIRED IN CALIFORNIA, UNLESS REQUIRED BY THE AUTHORITY HAVING JURISDICTION OR, IF NEEDED FOR SECURITY PURPOSES.

3. BOOSTER PUMP IS ONLY REQUIRED WHEN THE WATER PRESSURE TO THE SITE IS LESS THAN 40 PSI. CONFIRM WATER PRESSURE WITH WATER DISTRICT PRIOR TO REQUESTING PLANS FROM RYKO. REFER TO THE WATER REQUIREMENTS NOTED ON THIS SHEET AND PLUMBING SHEET CWP2.0

WATER REQUIREMENTS

MINIMUM 1" SERVICE AT 40 PSI WITH 35 GPM FLOW RATE.

MAXIMUM 1" SERVICE AT 150 PSI WITH 40 GPM FLOW RATE.



01 — CAR WASH EQUIPMENT PLAN
SCALE: 1/4"=1'-0"

REVISIONS:

NO.	REVISION ISSUE	DATED
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PROJECT

EQUIPMENT PLAN (CAR WASH)

GILROY SQUARE
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GILROY, CA

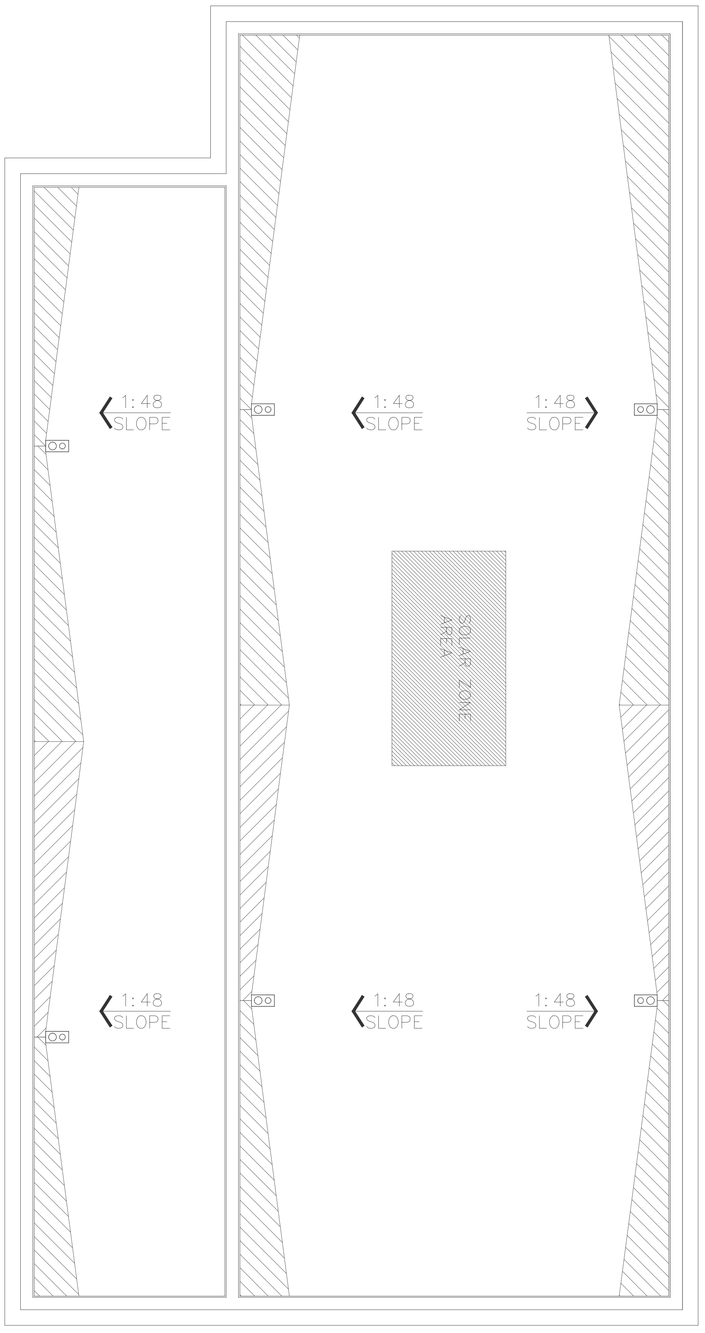
REGISTERED PROFESSIONAL ENGINEER — MARK GREGORY — No. 69934 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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SHEET
23 OF 39

ROOF PLAN (CAR WASH)
SCALE : 1/4"=1'-0"



DATE: 19.43
JOB#:
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ROOF PLAN (CAR WASH)

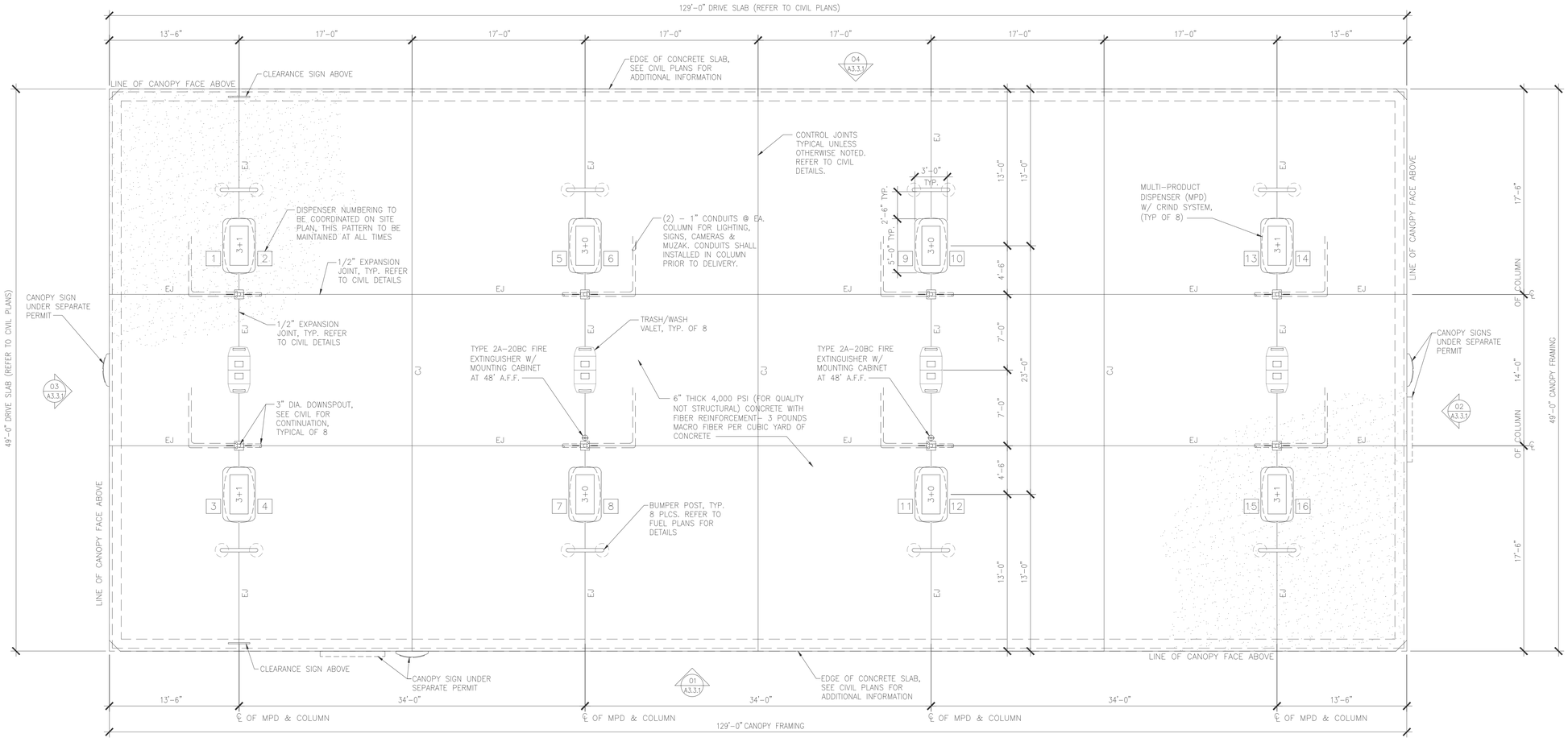
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GILROY, CA

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BUILDING SIDE



01 – **CANOPY SLAB PLAN**
SCALE: 3/16"=1'-0"

NOTES:

1. DOWNSPOUTS ARE DESIGNED TO BE TIGHTLINED TO THE SITES UNDERGROUND STORM DRAINAGE SYSTEM.
2. REINFORCED CONCRETE DRIVE SLAB SHALL BE OVER 6" CRUSHED ROCK OR AS SPECIFIED IN SOILS REPORT. FINISH SHALL BE A MEDIUM BROOM PERPENDICULAR TO ISLAND LAYOUT w/ EXPANSION AND CONTROL JOINTS AS SHOWN.
3. CANOPY FABRICATOR SHALL PROVIDE DOWNSPOUTS AND CONDUITS FOR LIGHTING, SIGN, MUSIC SYSTEM, CCTV AND SOLAR IN COLUMNS WHERE SPECIFIED. COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION OF CONDUITS, AND HAND HOLES PRIOR TO FABRICATION. SEE ELECTRICAL DRAWINGS.
4. ISLAND FUEL SHALL BE PAINTED GRAY.
5. SEE SHEET CA-3 AND ELECTRICAL DRAWINGS FOR ADDITIONAL NOTES AND IN COLUMN ELECTRICAL CONDUIT AND LIGHTING INFORMATION.
6. GRADE BREAKS AT CONCRETE DRIVE SLAB SHALL OCCUR WITHIN DRIPLINE OF CANOPY. SEE GRADING PLAN FOR SLAB DRAINAGE ISOLATION AND OIL/WATER SEPARATOR.
7. TRASH/WASH VALET ORDERS- BIG RED ROOSTER FLOW: 847-866-0761.

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FLOOR PLAN (CANOPY)

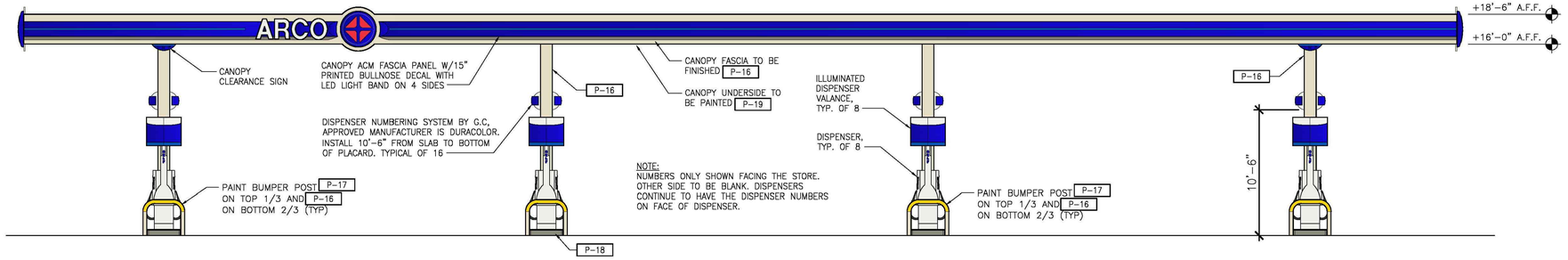
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MICHAEL S. GIANG
No. 69324
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

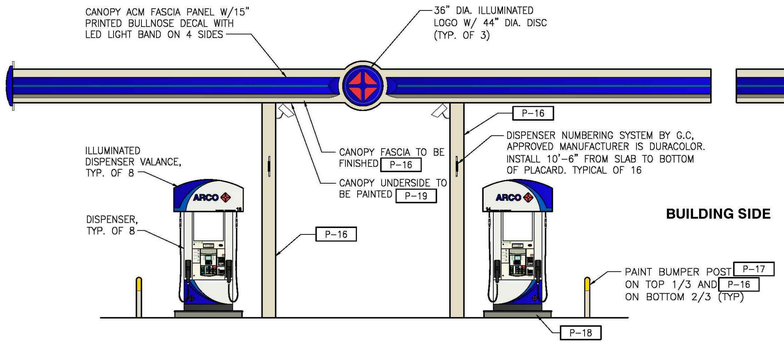
DATE: 02/16/2022
JOB : 19-43
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SHEET
25 OF 39

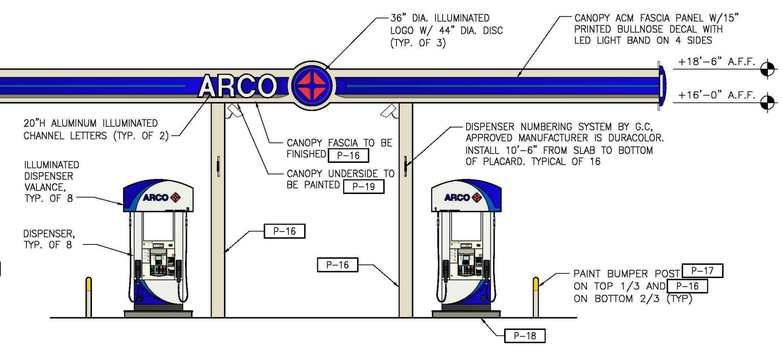


01 — **FRONT ELEVATION**
SCALE: 3/16"=1'-0"



02 — **RIGHT SIDE ELEVATION**
SCALE: 3/16"=1'-0"

BUILDING SIDE



03 — **LEFT SIDE ELEVATION**
SCALE: 3/16"=1'-0"

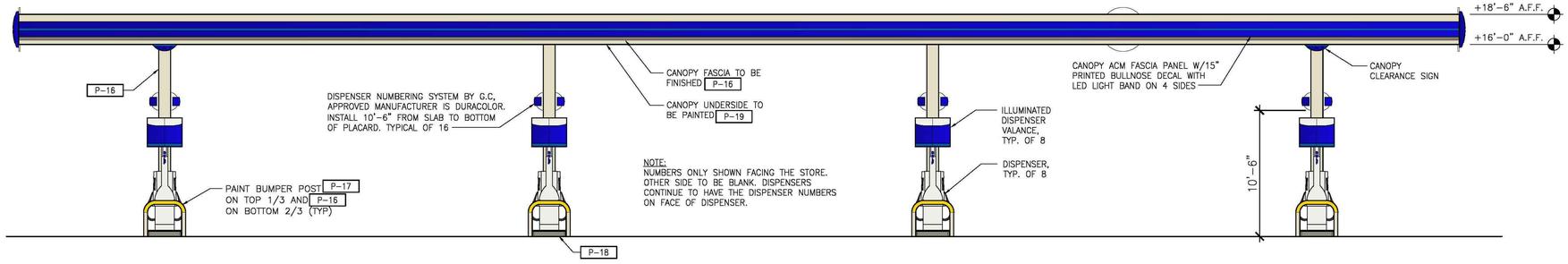
EXTERIOR PAINTS

P-16 BP PEARL
- -BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"
- -SHERWIN WILLIAMS, SW6119, "ANTIQUE WHITE"
- -ICI PAINTS, #A00B3- 38YY 72/117, "INDIAN LEGEND"

P-17 BP YELLOW
- -BENJAMIN MOORE, 2022-10, "YELLOW"
- -SHERWIN WILLIAMS, SW6903, "CHEERFUL"
- -ICI PAINTS, #A0775- 37YY 61/867, "OMEGA YELLOW"

P-18 BP WARM GRAY
- -BENJAMIN MOORE, 2137-40, "DESERT TWILIGHT"
- -SHERWIN WILLIAMS, SW7053, "ADAPTIVE SHADE"
- -ICI PAINTS, #A1860- 40YY 25/074, "GRAY MOUNTAIN"

P-19 HIGH HIDING WHITE
- -BENJAMIN MOORE, OC-67, "ICE MIST"
- -SHERWIN WILLIAMS, SW7006, "EXTRA WHITE"
- -ICI PAINTS, #A0128- 50GY 83/010, "WHITE WING"



04 — **REAR ELEVATION**
SCALE: 3/16"=1'-0"
FACING BUILDING

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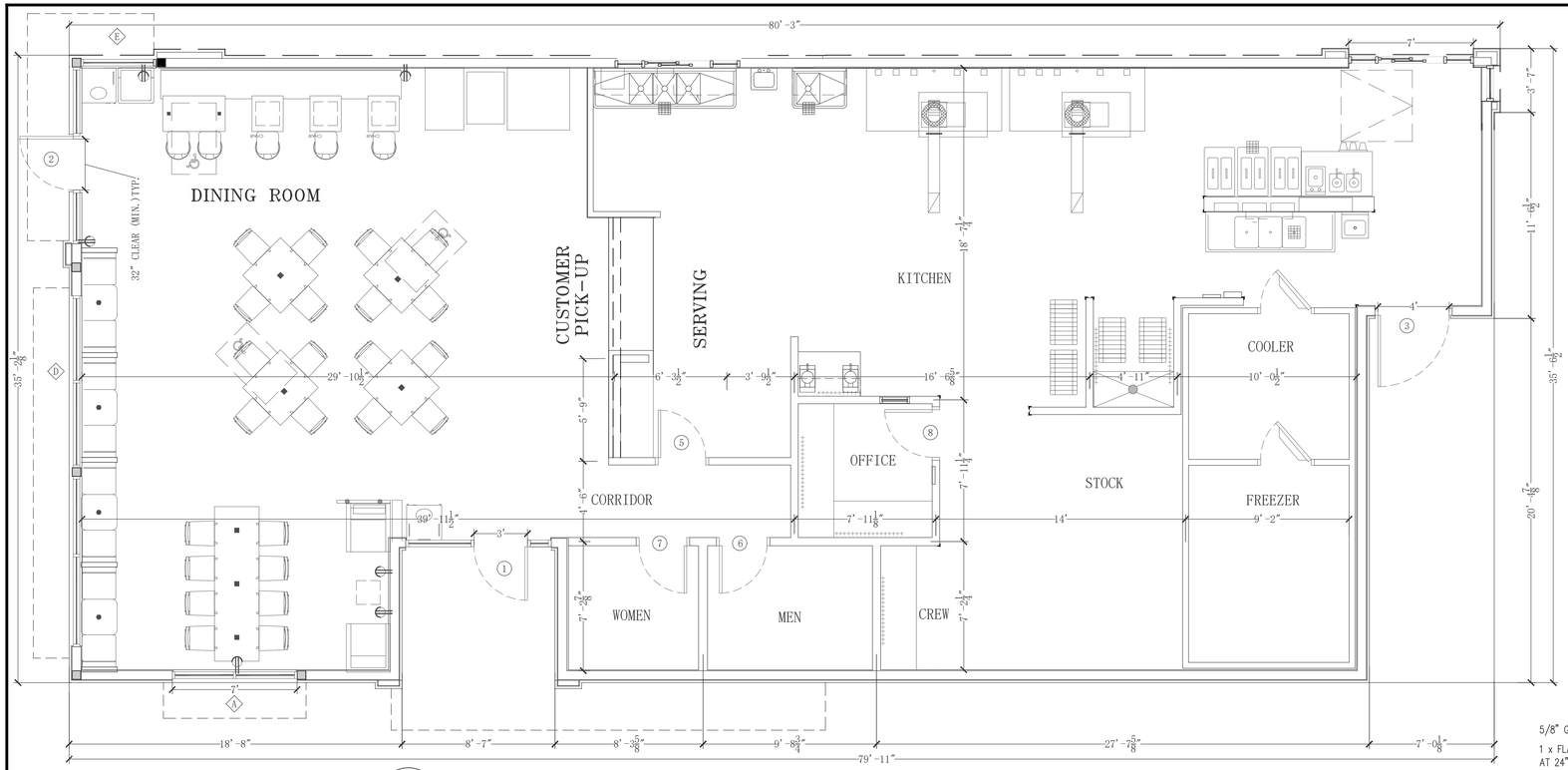
EXTERIOR ELEVATIONS (CANOPY)

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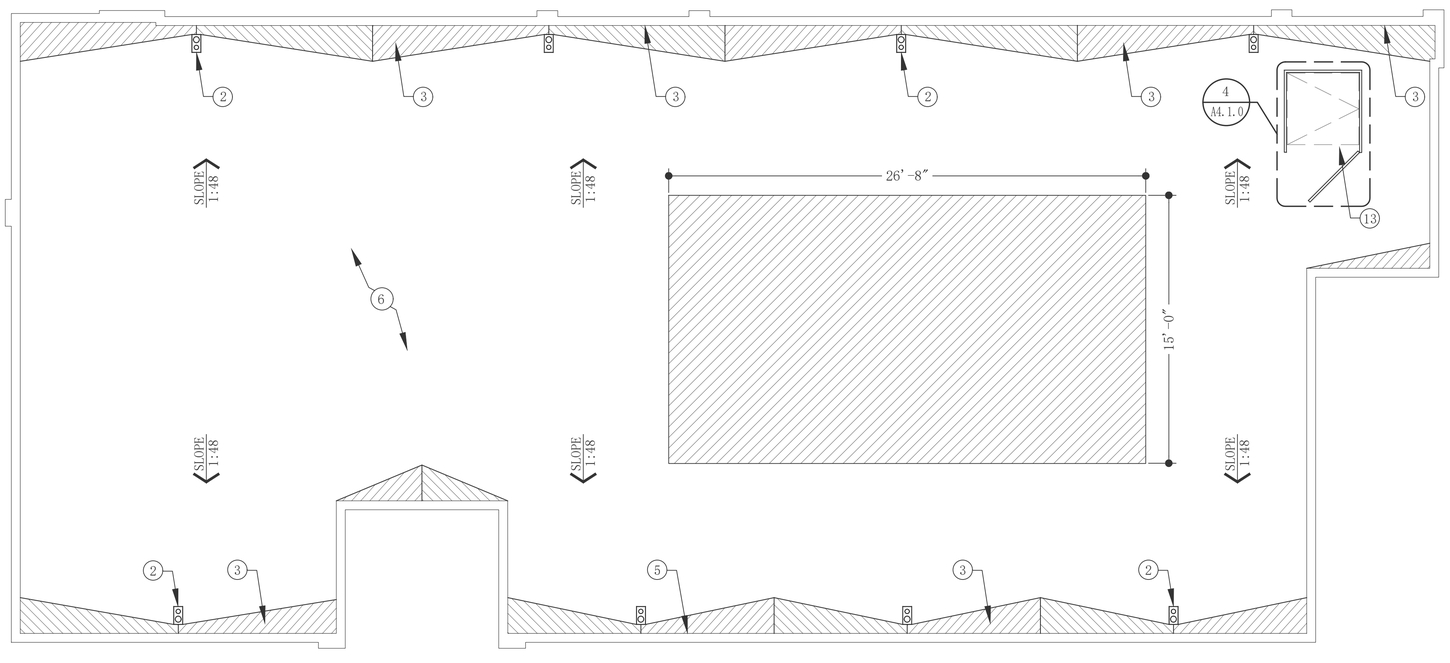
REGISTERED PROFESSIONAL ENGINEER
MICHAEL S. GIBSON
58924
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26 OF 39

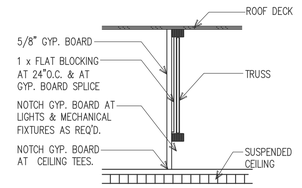


1 FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"



2 ROOF PLAN
SCALE: 1/4"=1'-0"

#	KEY NOTES
1.	REFER TO ROOF DETAILS ON AD-1 SHEET FOR EQUIPMENT PLATFORM REQUIREMENTS (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
2.	3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
3.	1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
4.	DASHED LINE INDICATES BUILDING LINE BELOW
5.	AT JUNCTION OF ROOF AND VERTICAL SURFACE, FLASHING AND COUNTER FLASHING SHALL BE PROVIDED PER ROOFING MANUFACTURER'S INSTRUCTIONS. ALL METAL SHALL BE NOT LESS THAN #26 GAUGE CORROSION-RESISTANT METAL.
6.	ROOFING 4GNC BY JOHN MANSVILLE OR APPROVED EQUAL
7.	DRAFT STOPPING SHALL BE INSTALLED IN ATTICS AND CONCEALED ROOF SPACES, SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 3,000 S.F.
8.	CONCRETE TILE (OWNER TO SELECT) OVER 1/2" PLYWOOD OVER PRE-MANUFACTURED ROOF TRUSSES @ 24"O.C. VERIFY ATTACHMENT WITH TRUSS MANUFACTURER. PROVIDE CONTINUOS STUCCO SCREEN. (#ESR-1647)
9.	LV24RD ROUND LOUVER VENT.
10.	3"x22" EAVE VENT
11.	SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER. VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
12.	CLOAKED VENT TILE-INSTALL PER MANUFACTURER'S SPECIFICATIONS.
13.	ROOF HATCH WITH ALTERNATING TREAD DEVICE. 1/4" SS OR GALVANIZED CABLE GUARDRAIL BETWEEN POSTS @ 21" & 42" ABOVE FINISHED ROOF LEVEL (THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21" IN DIAMETER)

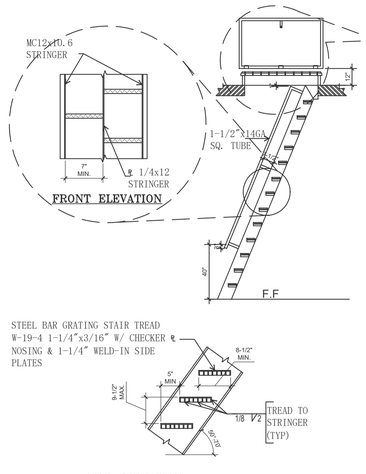


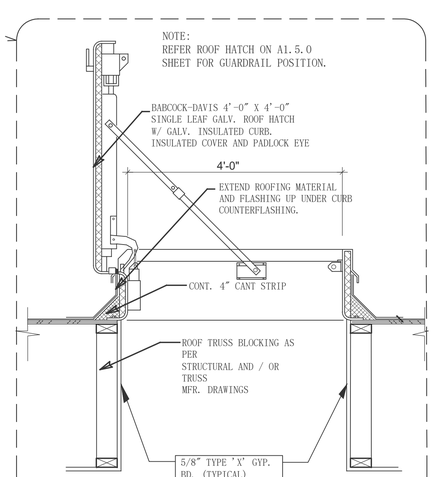
3 DRAFT STOP DETAIL
SCALE: N.T.S.

NOTE:-
1. DRAFT STOPPING MATERIALS SHALL NOT BE LESS THAN 0.5-INCH GYPSUM BOARD, 0.375-INCH WOOD STRUCTURAL PANEL, 0.375-INCH PARTICLEBOARD OR OTHER APPROVED MATERIALS.

NOTES FOR CONTRACTOR:

1. CBC 1015.6/7 - GUARDS SHALL BE PROVIDED WHERE APPLIANCES, EQUIPMENT, FANS, ROOF HATCH OPENINGS OR OTHER ITEMS THAT REQUIRE SERVICE ARE LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR, ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER. THE GUARD SHALL EXTEND NOT LESS THAN 30 INCHES BEYOND EACH END OF SUCH APPLIANCE, EQUIPMENT, FAN, ROOF HATCH OR COMPONENT.
2. AUTOMATIC SHUTOFFS - AIR-MOVING SYSTEMS SUPPLYING IN EXCESS OF 2000 CUBIC FEET PER MINUTE TO ENCLOSED SPACES WITHIN BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC SHUTOFF. SHUTOFFS SHALL STOP THE AIR-MOVING EQUIPMENT WHEN SMOKE IS DETECTED IN ROOMS SERVED BY THE SYSTEM. EXCEPTIONS: (1) ROOMS HAVE A DIRECT EXIT TO THE EXTERIOR OF THE BUILDING, OR (2) SYSTEMS ARE DESIGNED FOR SMOKE CONTROL. CMC § 608.1
3. CMC 604.1.2 - INSULATION APPLIED TO THE EXTERIOR SURFACE OF DUCTS SHALL HAVE A FLAME-SPREAD RATING OF NOT MORE THAN 25 AND A SMOKE-DENSITY RATING OF NOT MORE THAN 50 WHEN TESTED AS A COMPOSITE ASSEMBLY INCLUDING INSULATION, FACING MATERIALS, TAPES AND ADHESIVES AS NORMALLY APPLIED.





4 ROOF HATCH W/ALTERNATING TREAD DEVISE
SCALE: N.T.S.

REVISIONS:
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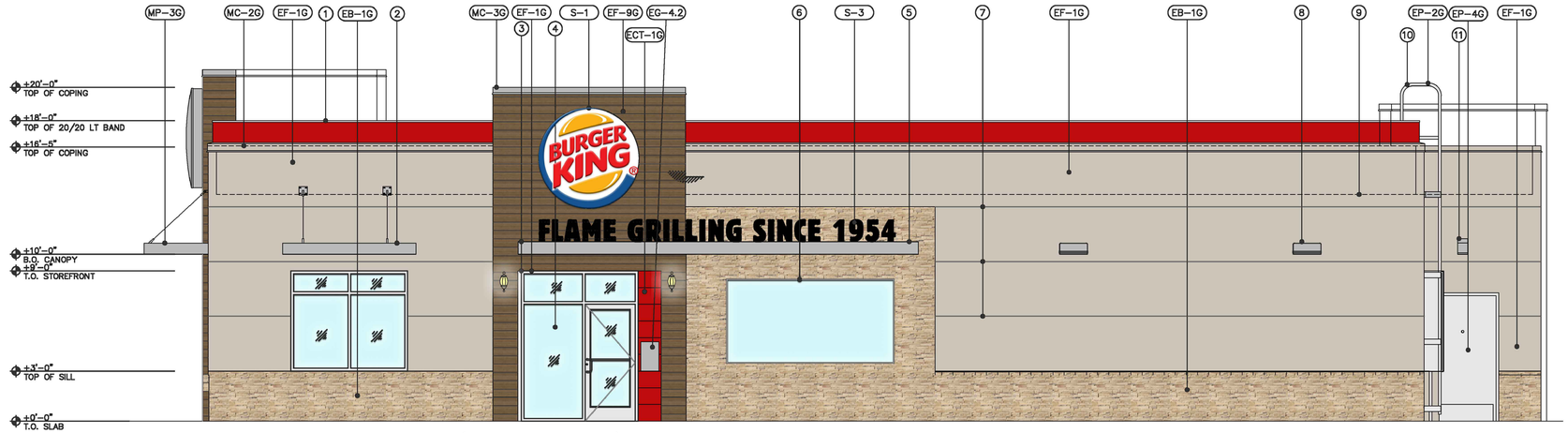
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PROJECT
FLOOR & ROOF PLAN (BURGER KING)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

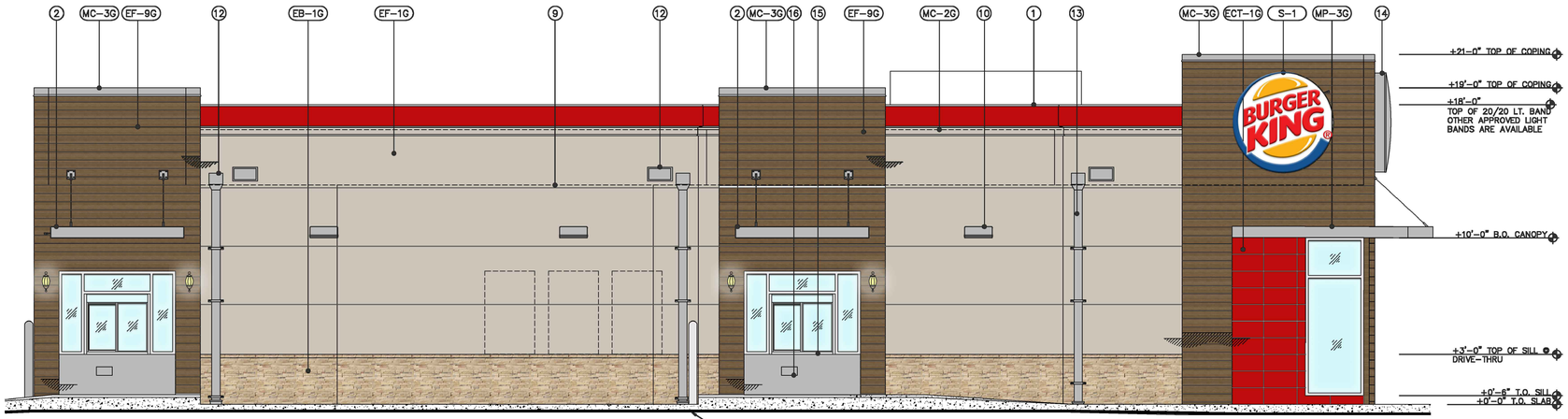
REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. GAGE
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A4.1.0
SHEET
27 OF 39



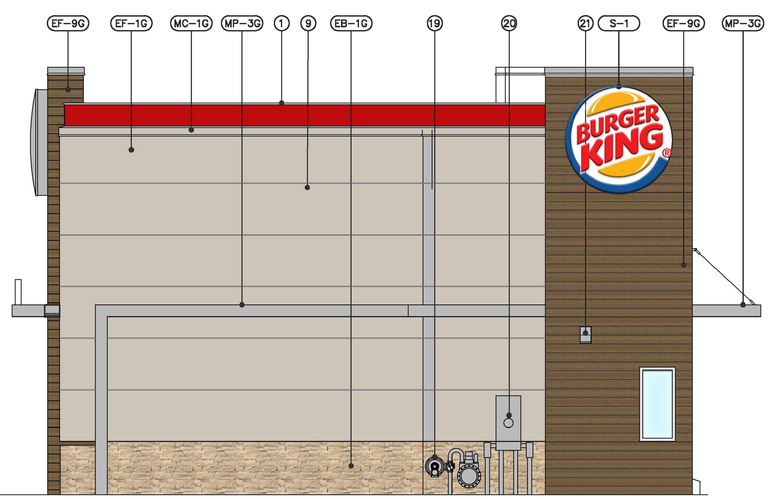
1 FRONT ELEVATION (SOUTH-WEST)
SCALE: 1/4"=1'-0"



2 REAR ELEVATION (NORTH-EAST)
SCALE: 1/4"=1'-0"



3 LEFT ELEVATION (NORTH-WEST)
SCALE: 1/4"=1'-0"



4 RIGHT ELEVATION (SOUTH-EAST)
SCALE: 1/4"=1'-0"

KEY NOTES:-

1. LIGHT BAND BY SIGN MANUFACTURER.
2. AWNINGS MAY BE USED AT THIS LOCATION.
3. ALIGN CANOPY.
4. REFERENCE SHEET A-1 FOR VESTIBULE OPTION.
5. CANOPY LENGTH 24'±: COORDINATE WITH "FGS 1954" SIGN.
6. MERCHANDISING.
7. (3) REVEALS EQUALLY SPACED FROM BOTTOM OF COPING TO TOP OF BRICK (TYPICAL ALL SIDES) REFER TO DETAIL 'A', THIS SHEET.
8. BOTTOM OF FIXTURES @ 10'-0" A.F.F. (TYPICAL).
9. LINE OF ROOF DECK.
10. PAINTED STEEL LADDER – REFERENCE SECTION 10/A-5.
11. SECURITY LIGHT.
12. OVERFLOW SCUPPER AND DOWNSPOUT. PAINT TO MATCH EP-2G (TYP.).
13. ROOF DRAIN: CONNECT TO CATCH BASIN. COORDINATE WITH CIVIL DRAWINGS. (TYP.).
14. 72"ø LOGO SIGN(TYP.).
15. SELF-CLOSING DRIVE-THRU WINDOW: REFERENCE WINDOW SCHEDULE, SHEET A-10 (TYP.).
16. OPTION PASS-THRU OPENING FOR BURGER KING McLAMORE FOUNDATION COLLECTION BOX. REFER TO DETAIL, SHEET A-1.1 (TYP.).
17. STEEL COLUMN CLAD WITH BRAKE METAL TO MATCH STOREFRONT.
18. ALUMINUM AND GLASS STOREFRONT.
19. GAS SERVICE ENTRANCE.
20. ELECTRICAL SERVICE ENTRANCE.
21. SECURITY LIGHT @ 9'-0" AFF.

EXTERIOR FINISH SCHEDULE

CALLOUT	MATERIAL	MANUFACTURER	PRODUCT	COLOR
EB1G	LEDGESTONE SOUTHWEST	BORAL	CULTURED STONE	MOJAVE
ECT-1G	EXTERIOR CERAMIC TILE	GRANITE/FIANDRE EURO	SENSIBLE STONE ED5052	RED NATURAL
EF-1G	STUCCO	STO OR APPRD EQUAL	STO POWERWALL, FINE	TWILIGHT GRAY
EP-2G	EXTERIOR PAINT	SHERWIN WILLIAMS	SW 7633 LRV 36	TANNER TAUPE
EP-4G	EXTERIOR PAINT	PPG	6-2045XI	MONTEREY CLIFFS
EF-9G	EXTERIOR FIBER CEMENT	NACHIHA FIBER CEMENT PANELS	VINTAGE WOOD EF762	CEDAR
MC-3G	METAL CANOPY	CANOPY SUPPLIER	WP HICKMAN SYSTEMS	SILVER
MP-3G	METAL CANOPY	CANOPY SUPPLIER	CUSTOM METAL CANOPY	CLEAR ANODIZED
MC-2G	METAL COPING	SEE DETAIL OF LIGHT BAND ABOVE		TWILIGHT GRAY

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2	

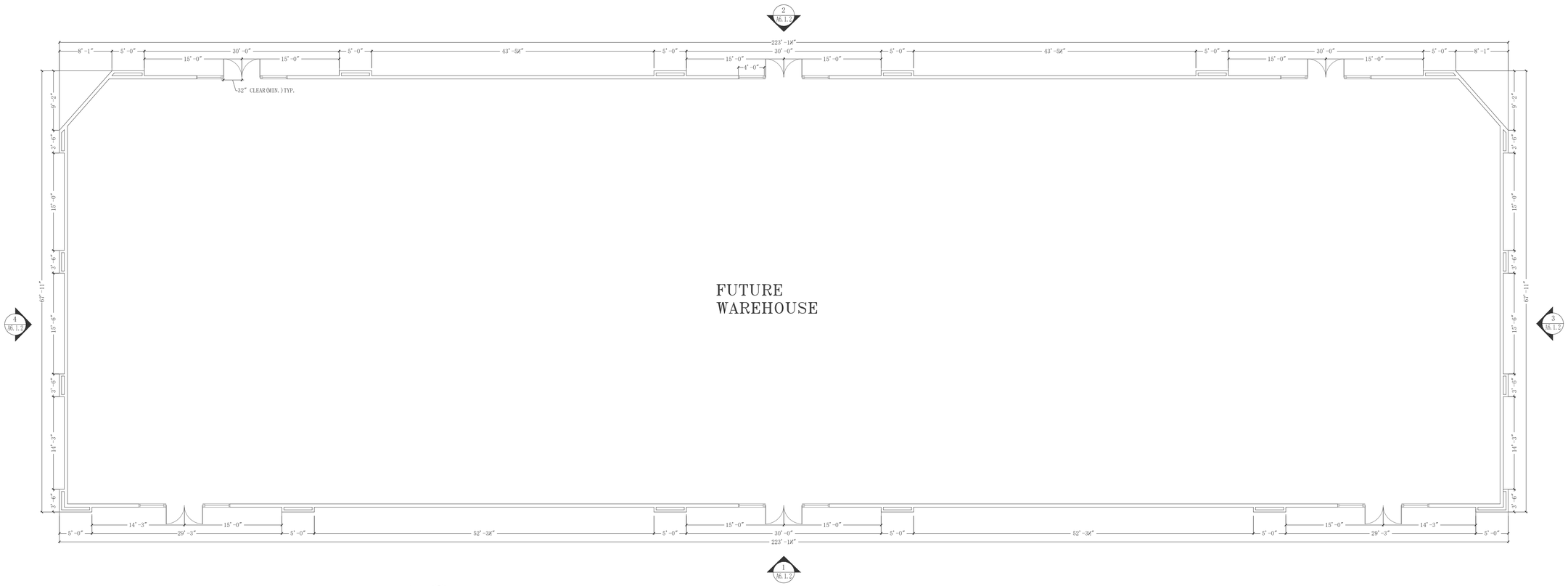
ACE Design LLC
1024 Iron Point Road, Suite 1046
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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
EXTERIOR ELEVATIONS (BURGER KING)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JASSAL S. SIDHU
56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
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A4.1.1
SHEET
28OF 39



FLOOR PLAN (FUTURE WAREHOUSE)

SCALE: 1/8" = 1'-0"

REVISIONS:

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FIRST FLOOR PLAN (FUTURE WAREHOUSE)

PROJECT

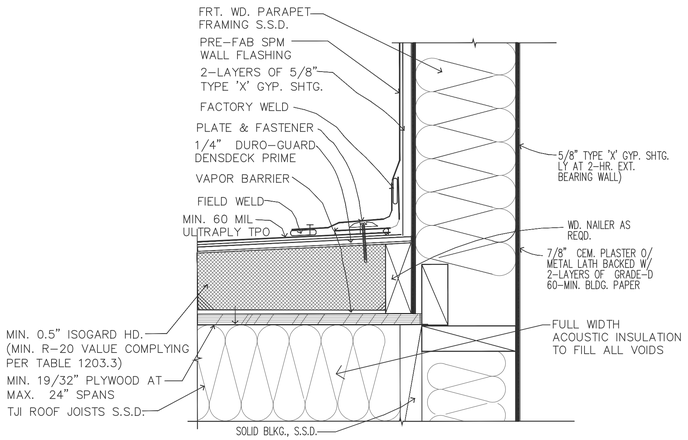
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MICHAEL S. STEVENS
56924
CIVIL
EXP. 06/30/2023
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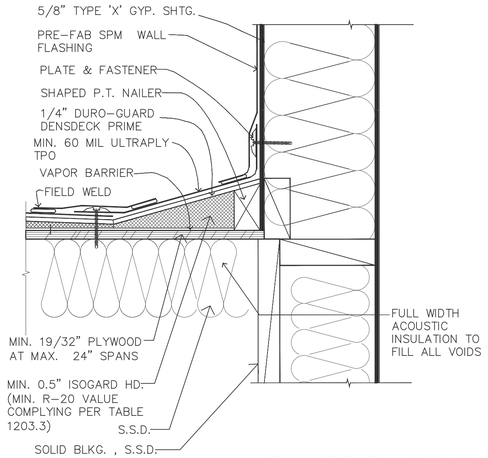
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SHEET
35 OF 39



2 ROOF PARAPET FLASHING
SCALE: NTS.

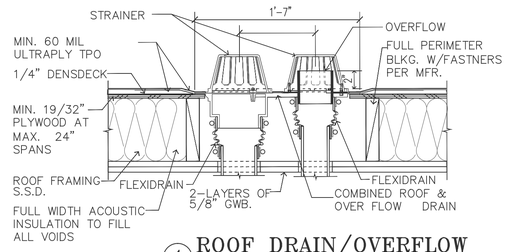


3 CRICKET FLASHING
SCALE: NTS.

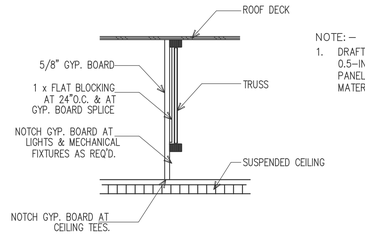
NOTES FOR CONTRACTOR:

1. CBC 1015.6/7 – GUARDS SHALL BE PROVIDED WHERE APPLIANCES, EQUIPMENT, FANS, ROOF HATCH OPENINGS OR OTHER ITEMS THAT REQUIRE SERVICE ARE LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR, ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER. THE GUARD SHALL EXTEND NOT LESS THAN 30 INCHES BEYOND EACH END OF SUCH APPLIANCE, EQUIPMENT, FAN, ROOF HATCH OR COMPONENT.
2. AUTOMATIC SHUTOFFS – AIR-MOVING SYSTEMS SUPPLYING IN EXCESS OF 2000 CUBIC FEET PER MINUTE TO ENCLOSED SPACES WITHIN BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC SHUTOFF. SHUTOFFS SHALL STOP THE AIR-MOVING EQUIPMENT WHEN SMOKE IS DETECTED IN ROOMS SERVED BY THE SYSTEM. EXCEPTIONS: (1) ROOMS HAVE A DIRECT EXIT TO THE EXTERIOR OF THE BUILDING, OR (2) SYSTEMS ARE DESIGNED FOR SMOKE CONTROL. CMC §608.1
3. CMC 604.1.2 – INSULATION APPLIED TO THE EXTERIOR SURFACE OF DUCTS SHALL HAVE A FLAME-SPREAD RATING OF NOT MORE THAN 25 AND A SMOKE-DENSITY RATING OF NOT MORE THAN 50 WHEN TESTED AS A COMPOSITE ASSEMBLY INCLUDING INSULATION, FACING MATERIALS, TAPES AND ADHESIVES AS NORMALLY APPLIED.

#	KEY NOTES
1.	REFER TO ROOF DETAILS ON AD-1 SHEET FOR EQUIPMENT PLATFORM REQUIREMENTS (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
2.	3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
3.	1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
4.	DASHED LINE INDICATES BUILDING LINE BELOW
5.	AT JUNCTION OF ROOF AND VERTICAL SURFACE, FLASHING AND COUNTER FLASHING SHALL BE PROVIDED PER ROOFING MANUFACTURER'S INSTRUCTIONS. ALL METAL SHALL BE NOT LESS THAN #26 GAUGE CORROSION-RESISTANT METAL.
6.	ROOFING 4GNC BY JOHN MANSVILLE OR APPROVED EQUAL
7.	DRAFT STOPPING SHALL BE INSTALLED IN ATTICS AND CONCEALED ROOF SPACES, SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 3,000 S.F.
8.	CONCRETE TILE (OWNER TO SELECT) OVER 1/2" PLYWOOD OVER PRE-MANUFACTURED ROOF TRUSSES @ 24"O.C. VERIFY ATTACHMENT WITH TRUSS MANUFACTURER. PROVIDE CONTINUOS STUCCO SCREEN. **(#ESR-1647)**
9.	LV24RD ROUND LOUVER VENT.
10.	3"x22" EAVE VENT
11.	SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER. VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
12.	CLOAKED VENT TILE-INSTALL PER MANUFACTURER'S SPECIFICATIONS.
13.	ROOF HATCH WITH ALTERNATING TREAD DEVICE. 1" SS OR GALVANIZED CABLE GUARDRAIL BETWEEN POSTS @ 21" & 42" ABOVE FINISHED ROOF LEVEL (THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21" IN DIAMETER)



4 ROOF DRAIN/OVERFLOW
SCALE: NTS.

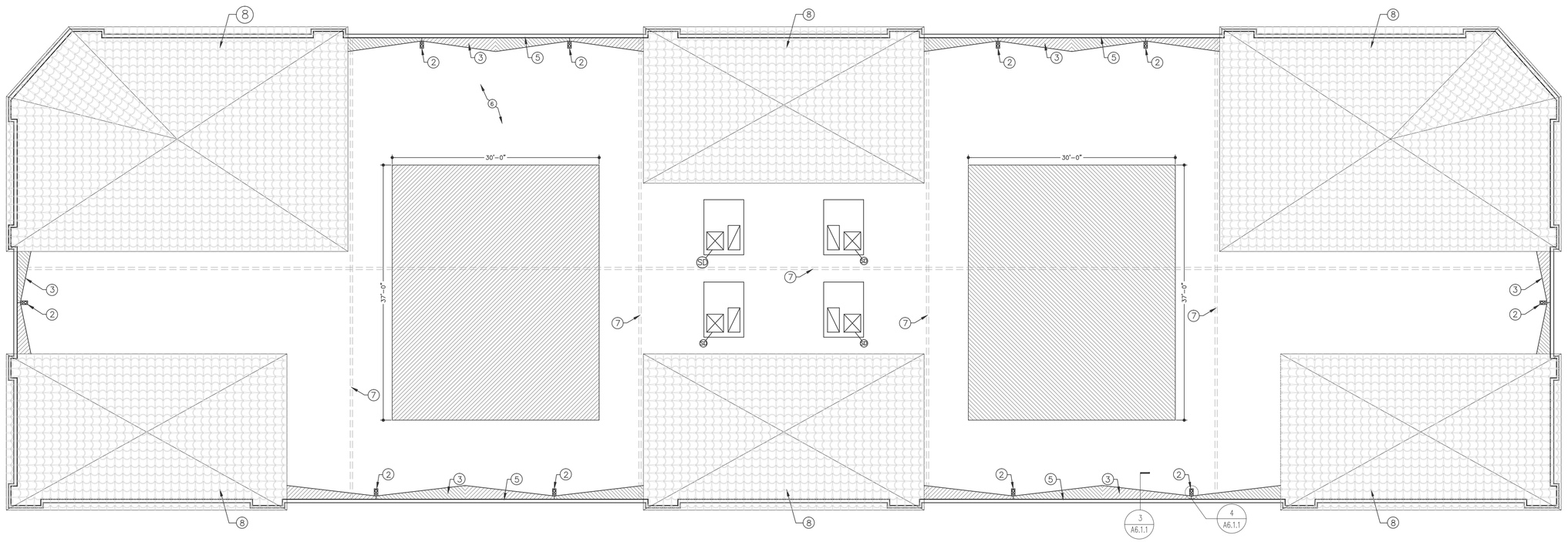


NOTE: –

1. DRAFT STOPPING MATERIALS SHALL NOT BE LESS THAN 0.5-INCH GYPSUM BOARD, 0.375-INCH WOOD STRUCTURAL PANEL, 0.375-INCH PARTICLEBOARD OR OTHER APPROVED MATERIALS.

1 DRAFT STOP DETAIL
SCALE: NTS.

SOLAR ZONE CALCULATION:
GROSS ROOF AREA = 15160 sq.ft
SOLAR ZONE SHOULD BE MIN. 15% OF GROSS ROOF AREA
SO, 15160 X 15/100 = 2274 sq.ft (REQUIRED)
= 2220 SQ.FT. (PROVIDED)
SOLAR ZONE AREA



ROOF PLAN (FUTURE WAREHOUSE)
SCALE: 1/8" = 1'-0"

REVISIONS:

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PROJECT
ROOF PLAN (FUTURE WAREHOUSE)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MUKESH S. GUPTA
56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

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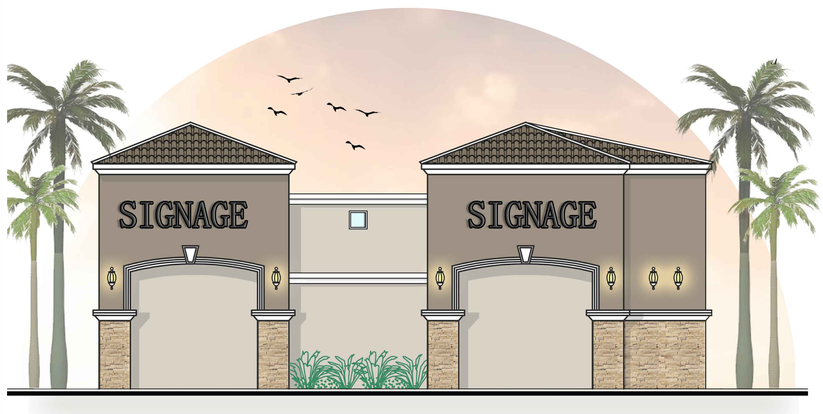
A6.1.1
SHEET
36 OF 39



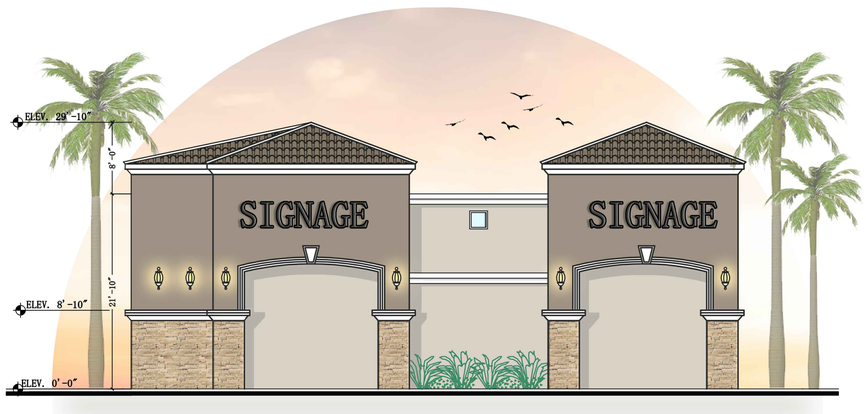
1 FRONT ELEVATION (NORTH-WEST)
SCALE:- 1/8" = 1'-0"



2 REAR ELEVATION (SOUTH-EAST)
SCALE:- 1/8" = 1'-0"



3 RIGHT ELEVATION (SOUTH-WEST)
SCALE:- 1/8" = 1'-0"



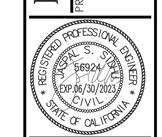
4 LEFT ELEVATION (NORTH-EAST)
SCALE:- 1/8" = 1'-0"

EXTERIOR MATERIAL BOARD	COLOR
COLOR 3– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7504 KEYSTONE GRAY	
COLOR 2– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 6140 MODERATE WHITE	
E STONE MATERIAL: CULTURED STONE (DRY STACK) MANUFACTURER: BORAL PRODUCT: LEDGESTONE SOUTHWEST COLOR/FINISH: MOJAVE TRIM: MATCHING WAINSCOT STILL AT STONE TERMINATION	
COLOR 1– MONOLITHIC APPEARING MATERIAL MATERIAL: EIFS MANUFACTURER: BASF CORPORATION (MUST MEET NFPA 285) COLOR/FINISH: SW 7037 BALANCED BEIGE	
MATERIAL–ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP–BARKWOOD	

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EXTERIOR ELEVATIONS (FUTURE WAREHOUSE)
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA



DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A6.1.2
SHEET
37 OF 39



1 LOOKING TOWARDS OPPOSITE BUILDING FROM SOUTH-WEST DIRECTION OF THE PROJECT SITE



2 LOOKING TOWARDS SOUTH-EAST DIRECTION FROM THE DRIVEWAY ALONG THE PROJECT SITE



3 LOOKING TOWARDS PROJECT SITE FROM THE NORTH-EAST ENTRANCE



4 LOOKING TOWARDS OPPOSITE BUILDING FROM SOUTH-WEST CORNER OF THE PROJECT SITE

REVISIONS:

	REVISION	ISSUE	DATED
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2			
3			
4			

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SITE PHOTOS

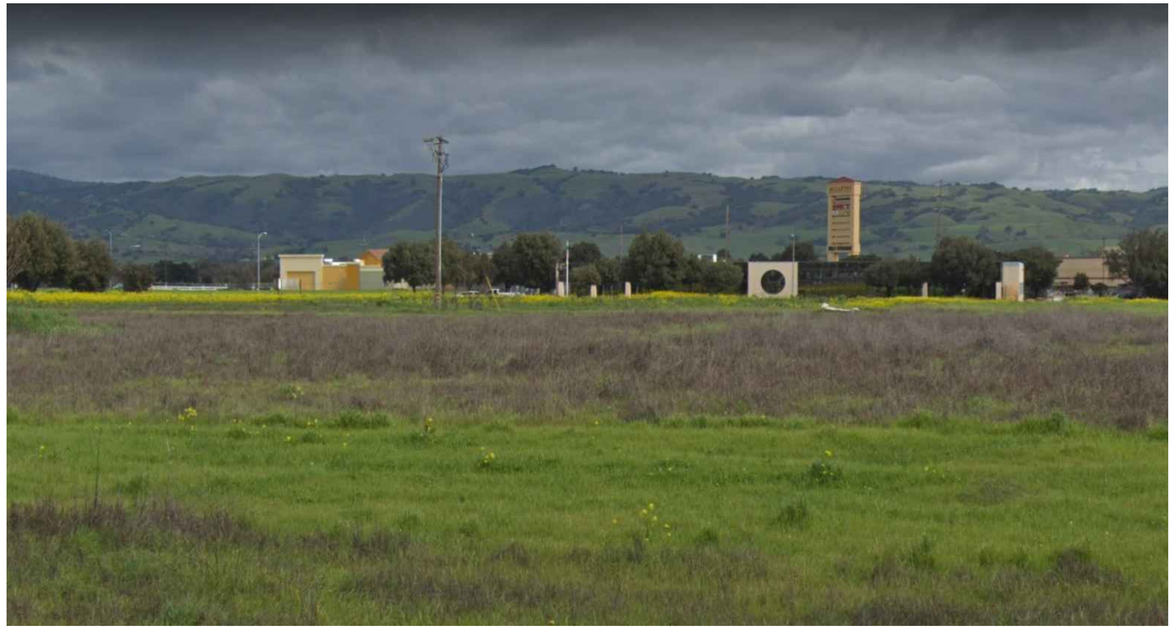
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JAGDEEP S. SIDHU
66924
EXP. 06/30/2023
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STATE OF CALIFORNIA

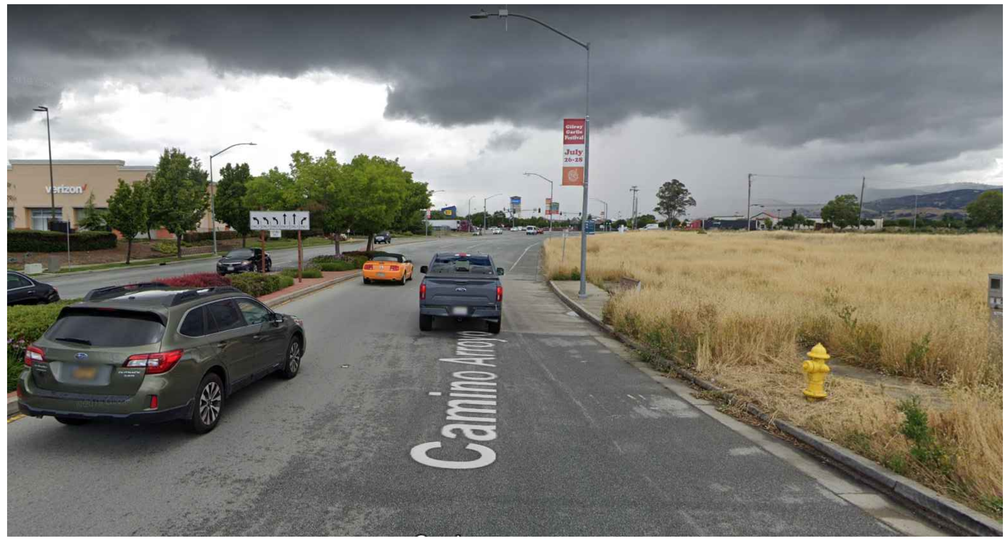
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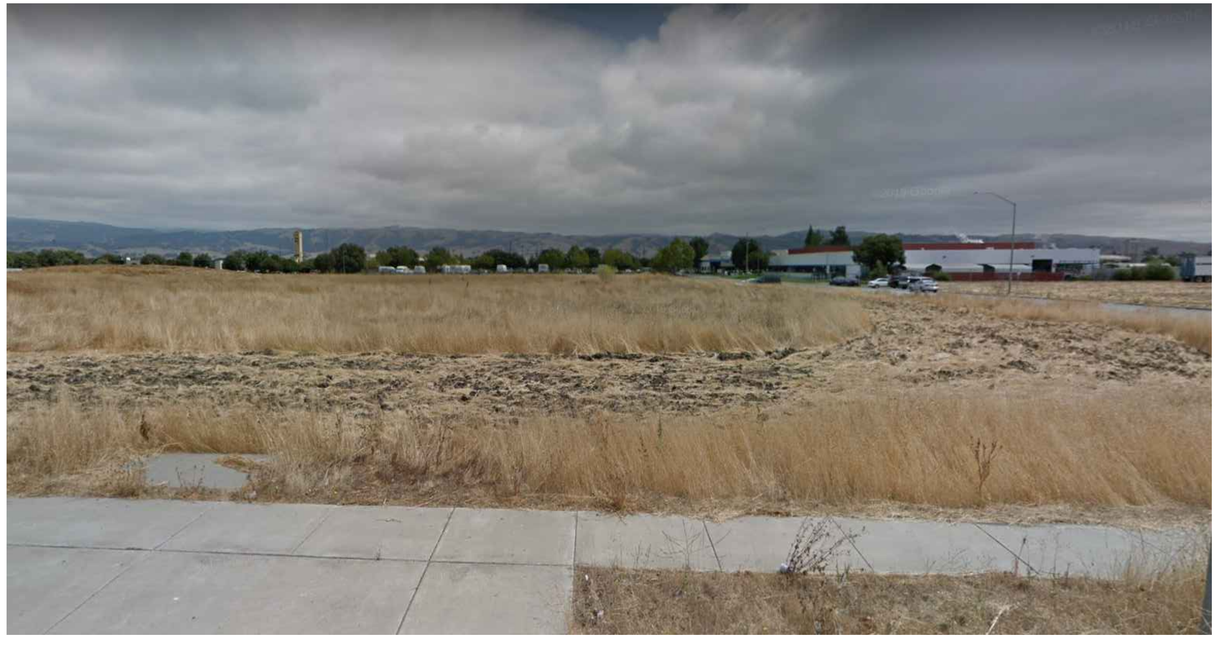
SHEET
38 OF 39



5 LOOKING TOWARDS PROJECT SITE FROM THE NORTH-EAST CORNER OF SITE



6 LOOKING TOWARDS CAMINO ARROYO DRIVEWAY ALONG NORTH-WEST DIRECTION OF THE PROJECT SITE.



5 LOOKING TOWARDS NORTH-EAST DIRECTION OF THE PROJECT SITE FROM CAMINO ARROYO

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			
6			

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SITE PHOTOS

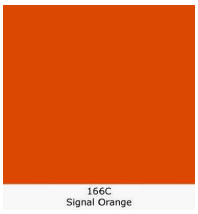
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

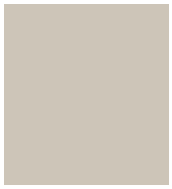
REGISTERED PROFESSIONAL ENGINEER
HARSH S. GUPTA
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

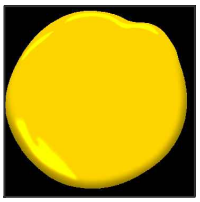
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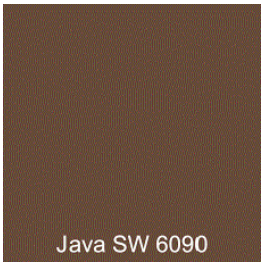
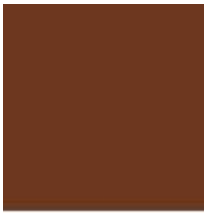
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SHEET
39 OF 39

Gilroy Square at City of Gilroy Commercial Zoning Regulations Comparison Commercial District Requirements		
Regulations	**Requirements**	**Proposed**
Lot	none	443343 SF
Yard Requirements (Minimum in Feet)		
Front (Measured from FOC)	41'	Min. 41'-3" at burger king from Camino Arroyo street
Side (Adjacent to Street from FOC)	31'	Min. 93.7' at Warehouse from Holloway Road
Side (All other Side Yards)	0	N/A
Rear	0	Min. 17.5' from Burger King
Height Requirements (Maximum)	55'	Max. 55' (top of tower)
Additional Regulations		
Off-Street Parking, Article XXXI	Parking required for hotel 1 space= 1room, for drive thru 1 space=100 sq.ft , for C store 1 space = 250 sq.ft, warehouse 1 space=350 sq.ft.	. Parking provided for hotel 1 space= 1room, for drive thru 1 space=100 sq.ft , for C store 1 space = 250 sq.ft, warehouse 1 space=350 sq.ft.
Fences , Article XXXIV	None	None
Landscaping, Article XXXVIII (from FOC)	Min. 8% of gross site area	15.66% of gross site area
Perimeter Landscaping Required (from FOC)	21' required	21' provided
Screen Outdoor Areas		Landscape plans will provide a visual screen from less pleasing features of development.
Meet Water Efficiency & Stormwater Management Standards		Refer to Landscape plans for Preliminary SWCP.
Landscaping Areas Located Adjacent to the Street Right-Of-Way	21' Wide Minimum (Measured from FOC)	21' Minimum

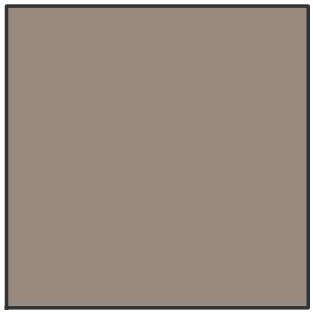
EXTERIOR MATERIAL BOARD (C-STORE)	COLOR
P-1 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1077 GREAT PLAINS GOLD (SATIN FINISH) LRV: 31.67	
P-2 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1030 BRANDY CREAM (SATIN FINSH) LRV: 67.51	
P-3 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2121-30 "PEWTER" (HIGH GLOSS FINISH) LRV: 33	
ACM-1 MATERIAL: ALUMINIUM COMPOSITE MANUFACTURER: PANTONE COLOR: PMS 166c "ORANGE"	
ACM-1 MATERIAL: ALUMINIUM COMPOSITE MANUFACTURER: ALUCOBOND COLOR: RUSTIC WALNUT	

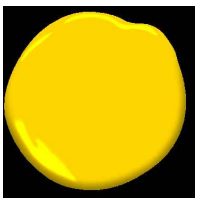
EXTERIOR MATERIAL BOARD (BURGER KING)	COLOR
EB1G MATERIAL: LEDGESTONE SOUTHWEST MANUFACTURER: BORAL COLOR: MOJAVE PRODUCT: CULTURED STONE	
ECT-1G MATERIAL: EXTERIOR CERAMIC TILE COLOR: RED NATURAL MANUFACTURER: GRANITE/FIANDRE EURO PRODUCT: SENSIBLE STONE ED5052	
EF1G MATERIAL: STUCCO MANUFACTURER: STO/APRO EQUAL COLOR: TWILIGHT GRAY PRODUCT: STO POWERWALL, FINE	
EP2G MATERIAL: EXTERIOR PAINT MANUFACTURER: SHERWIN WILLIAMS COLOR: TANNER TAUPE PRODUCT: SW 7633 LRV 36	
EP4G MATERIAL: EXTERIOR PAINT MANUFACTURER: PPG COLOR: MONTEREY CLIFFS PRODUCT: 6-2045XI	
EF9G MATERIAL: EXTERIOR FIBER CEMENT MANUFACTURER: NACHIHA FIBER CEMENT PANELS COLOR: CEDAR PRODUCT: VINTAGE WOOD EF762	
MC3G MATERIAL: METAL CANOPY MANUFACTURER: CANOPY SUPPLIER COLOR: SILVER PRODUCT: WP HICKMAN SYSTEMS	
MP3G MATERIAL: METAL CANOPY MANUFACTURER: CANOPY SUPPLIER COLOR: CLEAR ANODIZED PRODUCT: CUSTOM METAL CANOPY	
MC2G MATERIAL: METAL COPING COLOR: TWILIGHT GRAY	

EXTERIOR MATERIAL BOARD (CANOPY)	COLOR
P-16 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-8 ELEPHANT TUSK (BP-PEARL) LRV: 69.99	
P-17 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2022-10 YELLOW LRV: 63.74	
P-18 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2137-40 DESERT TWILIGHT LRV: 25.48	
P-19 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-67 ICE MIST LRV: 89.65	

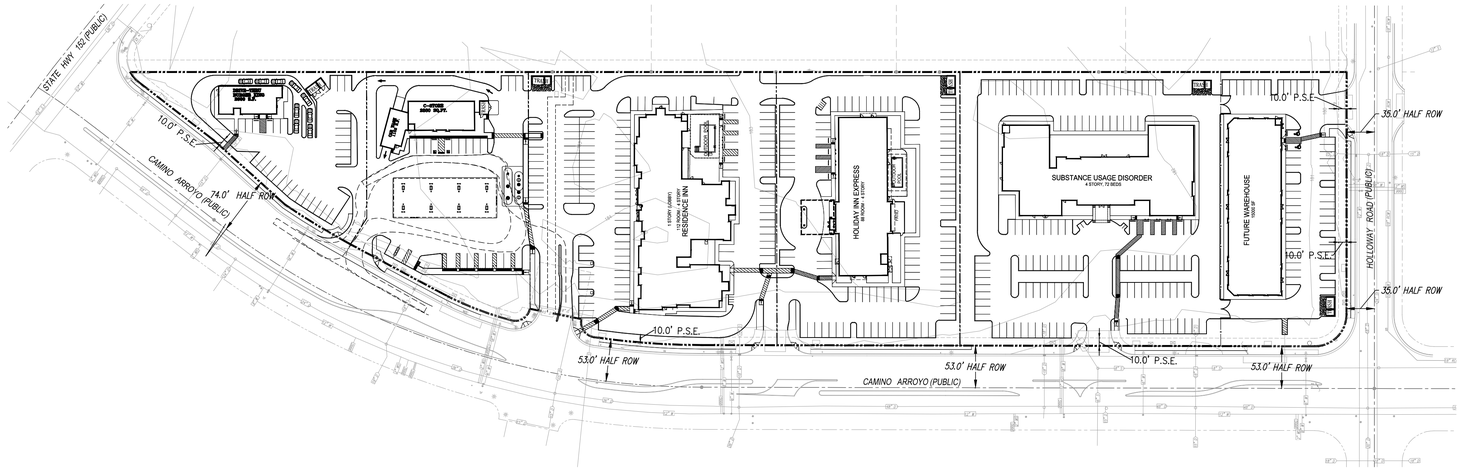
EXTERIOR MATERIAL BOARD (FUTURE WAREHOUSE)	COLOR
EF1 MATERIAL: STUCCO MANUFACTURER: SHERWIN WILLIAMS COLOR: "INCREDIBLE WHITE" SW 7028 TEXTURE: FINE LRV: 73.38	
EF2 MATERIAL: STUCCO MANUFACTURER: SHERWIN WILLIAMS COLOR: "INDIGO BATIK" SW 7602 W/STRATOTONE COLORANT TEXTURE: SANDPEBBLE FINE LRV: 6	
EF5 MATERIAL: STUCCO MANUFACTURER: DRYVIT COLOR: "JAVA" SW 6090 TEXTURE: SANDPEBBLE FINE LRV: 8.10	
ST1 MATERIAL: LEDGESTONE SOUTHWEST MANUFACTURER: BORAL COLOR: MOJAVE PRODUCT: CULTURED STONE	
E3 MATERIAL: ALUMINIUM-F-FRAMED CONTROL COLOR: AAMA 2604(CUSTOM COLOR TO MATCH ALUMINUM WINDOW COLOR, AS APPROVED BY MARRIOTT REPRESENTATIVE) POWDER COAT: AAMA 2605	
G MATERIAL-ASHPHALT SHINGLE TIMBERLINE 30,GAF MATERIALS CORP-BARKWOOD	

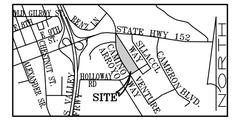
LEGENDS:(STUCCO COLORS BY PAREX)	
COLOR: PAREX MOONDANCE 3027L. PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH	
STUCCO-2C, PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.	
STUCCO-3C PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX TWIG 3021L.	
STUCCO-4C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: SUN DRIED 3011L .	
STUCCO-5C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. COLOR: PAREX SNOWBALL 10400L.	
STUCCO-6C PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH COLOR:PAREX BASALT 3015L	
STONE CLADDING, LEDGESTONE SOUTHWEST BLEND	
SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: BONE WHITE.	
SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT. PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA. COLOR: SLATE GRAY.	

EXTERIOR MATERIAL BOARD (RESIDENCE-INN)	COLOR
S1 S2 STUCCO COLOR SHERWIN WILLIAMS "HAMMERED SILVER" SW2840 LRV 26.91	
S3 S4 STUCCO COLOR SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054 LRV 55	
S5 S6 STUCCO COLOR MATCH BEHR PAINTS "ROCKY CREEK" PPF-37 LRV 22	
ST STONE VENEER "ELDRADO STONE" PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"	

EXTERIOR MATERIAL BOARD (CAR WASH)	COLOR
P-1 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 1030 BRANDY CREAM (SATIN FINSH) LRV: 67.51	
P-2 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2121-30 "PEWTER" (HIGH GLOSS FINISH) LRV: 33	
P-14 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: OC-8 ELEPHANT TUSK (BP-PEARL) LRV: 69.99	
P-15 MATERIAL: STUCCO MANUFACTURER: BENJAMIN MOORE COLOR: 2022-10 YELLOW LRV: 63.74	

CIVIL PLANS
GILROY SQUARE
6970 CAMINO, ARROYO
GILROY, CA
APN: 841-70-049





VICINITY MAP
N.T.S.

SHEET INDEX:

1. C1 COVER SHEET
2. C2 CIVIL SITE PLAN
3. C3 PHASING PLAN
4. C4 GRADING PLAN
5. C5 UTILITY PLAN
6. C6 STORMWATER CONTROL PLAN
7. C7 GRADING SECTIONS
8. C8 FIRE TRUCK CIRCULATION PLAN
9. C9 SOLID WASTE HANDLING PLAN

CUT/FILL QUANTITIES:
CUT – 7405 CY
FILL – 5485 CY

BENCHMARK:

BENCH MARK : BM 965
ELEVATION : 219.83' (NAVD88)

SCVWD BM 965. USCGS BRASS DISK (C1236 1972); ON TOP OF SIDEWALK AT NE CORNER OF BRIDGE OVERPASS FOR HIGHWAY 152–TENTH STREET OVER HIGHWAY 101; 1 FOOT SOUTH OF NORTH HEADWALL; 16 FEET WEST FROM EAST END OF HEADWALL. CITY OF GILROY.

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOWS FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.0'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.

ZONING:
COMMERCIAL

ASSESSOR PARCEL NUMBER:
APN: 841-70-049

PROJECT AREA:
TOTAL PROJECT SITE AREA : 10.11 ACRE

OWNER:
BOB DESAI
6970 CAMINO ARROYO
GILROY, CALIFORNIA, 95020
P.H.: (408)891-3503

SOIL REPORT:
KRAZAN & ASSOCIATES, INC.
GEOTECHNICAL ENVIRONMENTAL DIVISION
1051 SERPENTINE LANE SUITE F
PLEASANTON, CALIFORNIA, 94566
PH: (925)307-1160

ARCHITECTURE,STRUCTURE & CIVIL ENGINEERING FIRM:
JASPAL S. SIDHU P.E
ACE DESIGN, LLC.
1024 IRON POINT ROAD
FOLSOM, CA 95630
(702)396-5113

SURVEYOR:
ROSES ENGINEERING
ENGINEERING PLANNING SURVEYING
1015 NORTH MARKET BLVD. SUITE 2B
SACRAMENTO, CA 95834
P.H.: (916)837-6058

UTILITY REPRESENTATIVES

UTILITY	REPRESENTATIVE	PHONE
GAS	P.G. & E.	800-743-5000
ELECTRICITY	GILROY ELECTRIC INCORPORATED	408-842-2649
TELEPHONE	AT&T	408-846-0744
WATER	GILROY WATER DIVISION	408-846-0270
SEWER	SOUTH COUNTY REGIONAL WASTEWATER AUTHORITY	408-848-0480
FIRE	GILROY FIRE DEPARTMENT	408-846-0370
CABLE	SPECTRUM	866-874-2389

I, JASPAL SINGH SIDHU, CERTIFY THAT THIS TENTATIVE MAP WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH THE CITY OF GILROY SUBDIVISION ORDINANCE AND THE STATE MAP ACT.

NAME & DATE _____ SIGNATURE _____

A SOILS REPORT ON THIS PROPERTY HAS BEEN PREPARED BY, KRAZAN & ASSOCIATES, INC., ENTITLED "GEOTECHNICAL ENGINEERING INVESTIGATION " JANUARY 30, 2020 , WHICH HAS BEEN FILED WITH THE CITY OF GILROY.

NAME & DATE _____ SIGNATURE _____

I, ROSE'S ENGINEERING, A LICENSED LAND SURVEYOR IN THE STATE OF CALIFORNIA, HEREBY STATE THAT THIS TENTATIVE MAP IS BASED UPON SURVEY UNDER MY DIRECT SUPERVISION AND THAT IT COMPLIES WITH CITY OF GILROY SUBDIVISION ORDINANCE AND STATE MAP ACT.

NAME & DATE _____ SIGNATURE _____

GRAPHIC SCALE

-90 0 45 90 180 360

(IN FEET)
1 INCH = 90 ft.

REVISIONS:
REVISION ISSUE DATED

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE
COVER SHEET

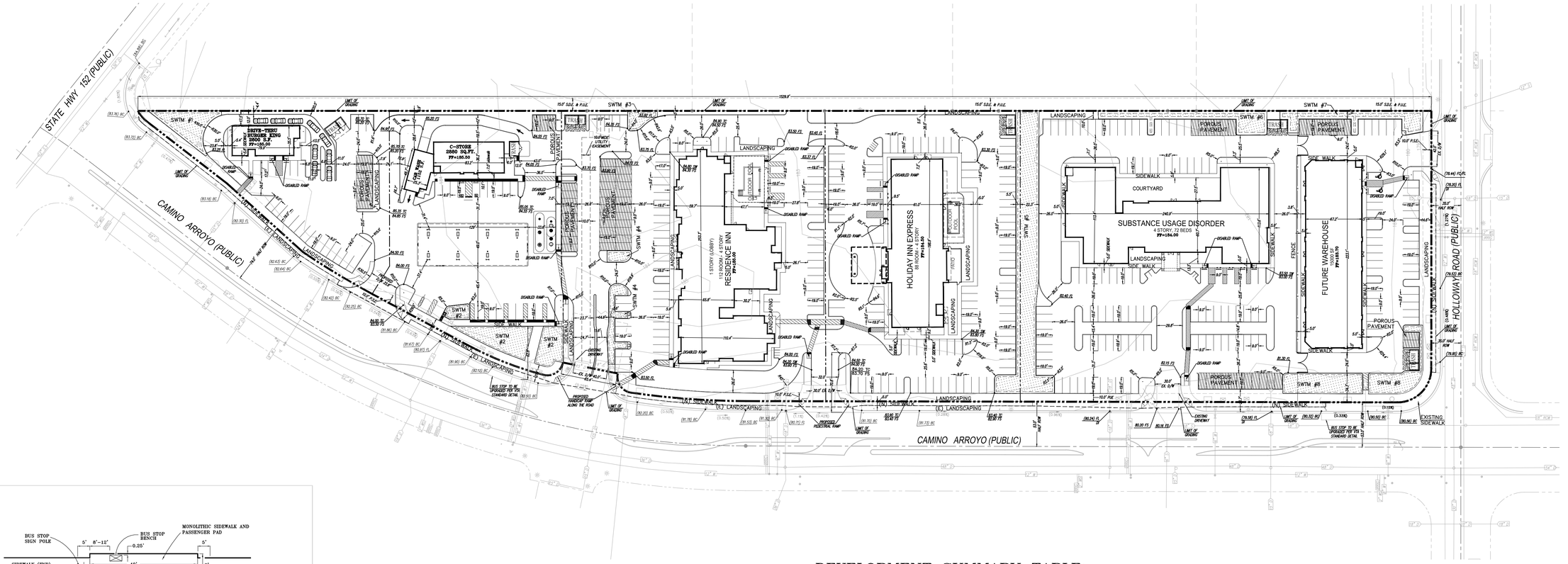
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

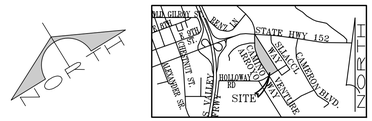
REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/14/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

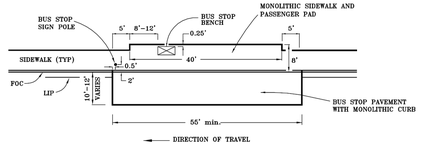
C1

SHEET
01 OF 09

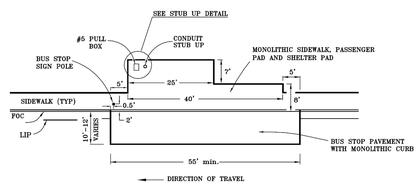




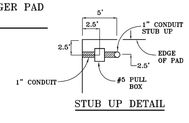
VICINITY MAP
N.T.S.



BUS STOP AND PASSENGER PAD
WITHOUT SHELTER



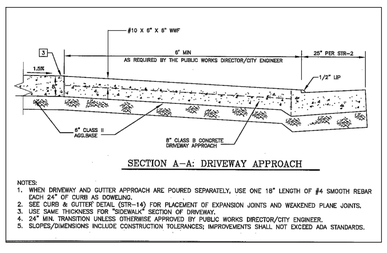
BUS STOP AND PASSENGER PAD
WITH SHELTER



STUB UP DETAIL

BUS STOP AND PASSENGER FACILITIES STANDARD DETAILS

Valley Transportation Authority	BUS STOP CONFIGURATION	FIGURE 3
CAD FILE NAME 2008_FSD0301.DWG		DATE AUG 2008



SECTION A–A: DRIVEWAY APPROACH

NOTES:
1. WHEN DRIVEWAY AND GUTTER APPROACH ARE POURED SEPARATELY, USE ONE 18" LENGTH OF #4 SMOOTH REBAR EACH 24" OF CURB AS DOWELING.
2. SEE CURB & GUTTER DETAIL (STR-14) FOR PLACEMENT OF EXPANSION JOINTS AND WEAKENED PLANE JOINTS.
3. USE SAME THICKNESS FOR "SIDEWALK" SECTION OF DRIVEWAY.
4. 24" MIN. TRANSITION UNLESS OTHERWISE APPROVED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.
5. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

TYPICAL DRIVEWAY DETAIL
N.T.S.

NOTE:

1. EXISTING PEDESTRIAN RAMPS ADJACENT TO THE PROJECT SITE WILL BE VERIFIED AND AS REQUIRED, UPGRADED TO COMPLY WITH CURRENT TITLE 24 REQUIREMENTS.

DEVELOPMENT SUMMARY TABLE:

#	DESCRIPTION	DRIVE - THRU BURGER KING	C-STORE	RESIDNCE INN	HOLIDAY INN EXPRESS	SUBSTANCE USAGE DISORDER	FUTURE WAREHOUSE
1	OCCUPANCY CLASSIFICATION	A2	M	R1	R1	M	I-3
2	TYPE OF CONSTRUCTION	VA	VA	VA	VA	VA	VA
3	FIRE SPRINKLER	NO	YES	YES	YES	YES	YES
4	HEIGHT OF BUILDING	21.0' (TOP OF EXTENDED COPING)	21'-10" (TOP OF PARAPET)	47'-9" (TOP OF TOWER)	49'-6" (TOP OF TOWER)	29'-10" (TOP OF RIDGE)	46'-0" TOP OF PARAPET
5	STORIES	1	1	4	4	1	4
6	BUILDING FOOTPRINT IN SF	2600	4242	20642	12592	14807	19857
7	GROSS BUILDING AREA IN SF	2600	4242	82568	67780	15000	79928
8	TOTAL NO. OF UNITS/ROOMS/BEDS	1	1	112	88	72	
9	PROVIDED PARKING SPACES	30	24	116	97	49	122
10	FLOOR AREA RATIO (F.A.R.)	0.072	0.05	0.79	0.85	0.7	0.27

LEGEND:

	CENTER LINE
	EASEMENT LINE
	LIMIT OF GRADING
	PROPERTY LINE
	HANDICAP ACCESSIBLE ROUTE
	POROUS PAVEMENT (SDM)
84.00 SW	SIDE WALK
84.00 FS	FINISHED SURFACE ELEVATION
84.00 FL	FLOW LINE ELEVATION
84.00 TC	TOP OF CURB ELEVATION
	HANDICAP PARKING SIGN
SWTM	STORM WATER TREATMENT MEASURE
SDE	STORM DRAIN EASEMENT
PSE	PUBLIC SERVICE EASEMENT
SDM	SITE DESIGN MEASURE
184	EXISTING CONTOUR
8"S	EXISTING SEWER LINE
2"WS	EXISTING DOMESTIC WATER PIPE
18"D	EXISTING STORM DRAIN PIPE
8"W	EXISTING FIRE WATER PIPE
IRRIG	EXISTING IRRIGATION WATER PIPE
(0.96%)	EXISTING SLOPE
	EXISTING STREET LIGHT

GRAPHIC SCALE

-60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: CIVIL SITE PLAN

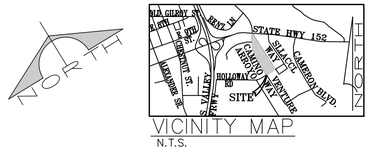
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
PRAVEEN S. KUMAR
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

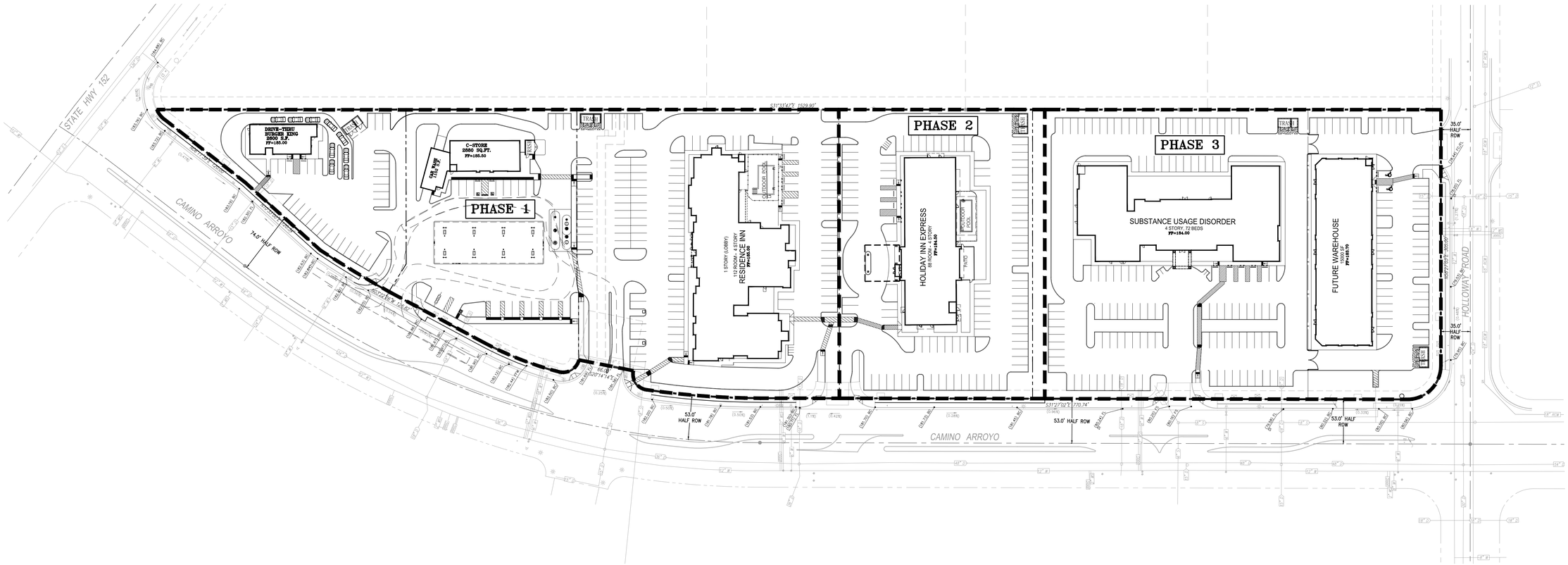
DATE: 07/15/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

C2

SHEET
02 OF 09



VICINITY MAP
N.T.S.



LEGEND:

- EASEMENT LINE
- PROPERTY LINE
- HANDICAP ACCESSIBLE ROUTE
- PHASE BOUNDARY

GRAPHIC SCALE

-50 0 25 50 100 200

(IN FEET)
1 INCH = 50 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: PHASING PLAN

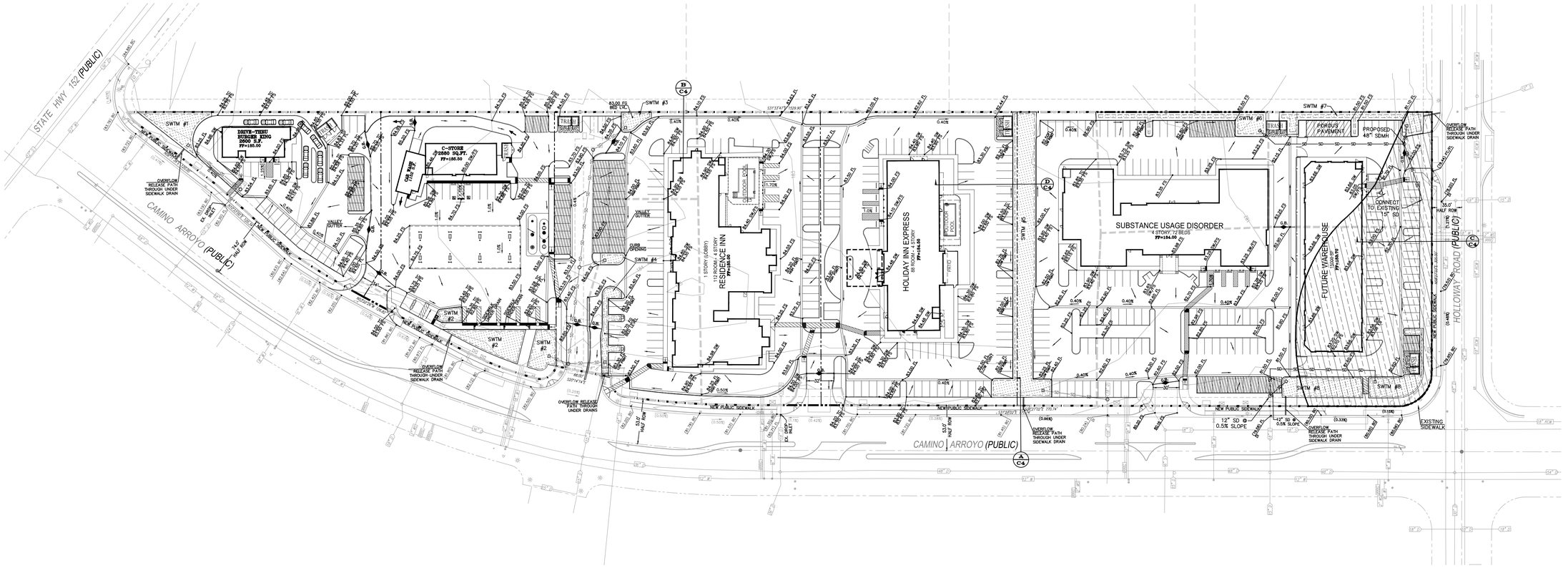
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

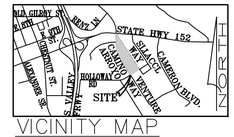
REGISTERED PROFESSIONAL ENGINEER
DAVID S. SMITH
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C3

SHEET
03 OF 09





VICINITY MAP
N.T.S.

LEGEND:

- PROPERTY LINE
- OVERFLOW CHAMBER
- STORM DRAIN MANHOLE
- EASEMENT LINE
- SD — STORM DRAIN PIPE
- HANDICAP ACCESSIBLE ROUTE
- POROUS PAVEMENT
- BIO RETENTION AREA
- AREA UNDER FLOOD ZONE FLOOD ELEVATION
- GRADE BREAK
- DMA BOUNDARY
- 12.35 FF — FINISHED FLOOR ELEVATION
- 12.35 CL — CENTER LINE ELEVATION
- 12.35 TC — TOP OF CURB ELEVATION
- 12.35 FL — FLOW LINE ELEVATION
- 12.35 FS — FINISHED SURFACE ELEVATION
- 12.35 FG — FINISHED GRADE ELEVATION
- 12.35 HP — HIGH POINT ELEVATION
- 12.35 EP — EDGE OF PAVEMENT ELEVATION
- 12.35 AC — TOP OF ASPHALT CONC.
- TRW — TOP OF RETAINING WALL
- TF — TOP OF FLOOR
- TOW — TOP OF WALL(TOE WALL)
- CG & SW — CURB GUTTER AND SIDEWALK

- (12.35) TRW — EXISTING TOP OF RETAINING WALL
- (12.35) EP — EXISTING EDGE OF PAVEMENT ELEVATION
- (12.35)FL — EXISTING FLOW LINE ELEVATION
- (12.35) FG — EXISTING FINISH GRADE ELEVATION
- (12.35) CL — EXISTING CENTER LINE ELEVATION
- (12.35) TC — EXISTING TOP OF CURB ELEVATION
- (12.35) AC — EXISTING ASPHALT CONC. ELEVATION
- (12.35) HP — HIGH POINT ELEVATION
- EXISTING POWER POLE
- EXISTING FENCE
- 468 — EXISTING CONTOUR
- EXISTING FIRE HYDRANT
- EXISTING FENCE
- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- (0.96%) — EXISTING SLOPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE

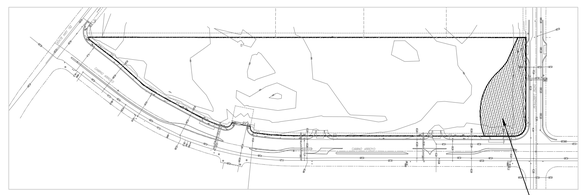
CUT/FILL QUANTITIES:

CUT – 6605 CY
FILL – 6285 CY

FLOOD ZONE INFORMATION:

FIRM PANEL NUMBER: 06085C0643H
MAJORITY OF THE PROJECT FALLS IN ZONE X (AREA OF MINIMAL FLOOD HAZARD), SOUTHEAST PORTION OF THE SITE FALLS UNDER ZONE AE WITH BASE FLOOD ELEVATION AROUND 178'

PER CITY OF GILROY 1995 UVAS CREEK OVERFLOW FLOODPLAIN MANAGEMENT STUDY, FLOOD ELEVATION AT THE SOUTHEAST PORTION OF THE SITE IS 182.70'. PROPOSED FINISH FLOOR LEVELS OF ALL THE BUILDINGS IS MINIMUM 1.0' ABOVE THE BASE FLOOD ELEVATION.



FLOOD ZONE AREA

GRAPHIC SCALE

–60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
2			
3			
4			
5			
6			

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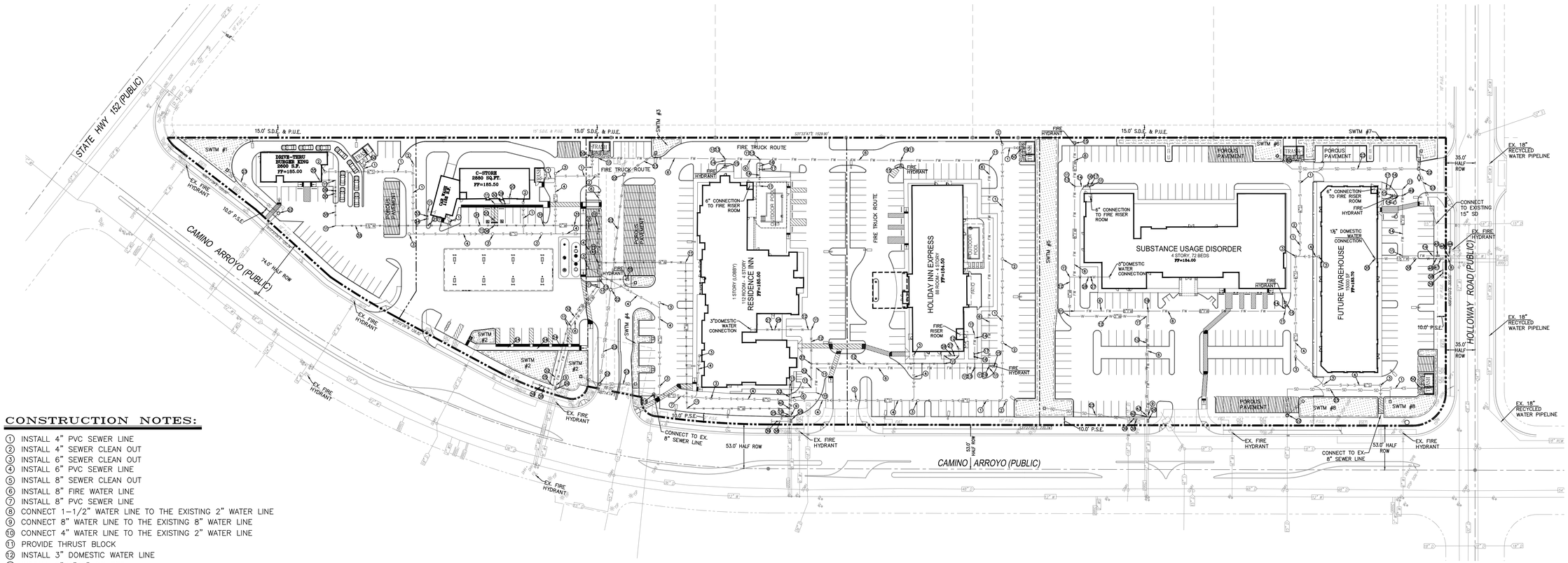
TITLE: GRADING PLAN
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

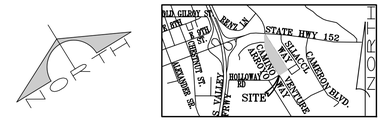
REGISTERED PROFESSIONAL ENGINEER
DANIEL S. SHIN
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C4

SHEET
04 OF 09





VICINITY MAP
N.T.S.

CONSTRUCTION NOTES:

1. INSTALL 4" PVC SEWER LINE
2. INSTALL 4" SEWER CLEAN OUT
3. INSTALL 6" SEWER CLEAN OUT
4. INSTALL 6" PVC SEWER LINE
5. INSTALL 8" SEWER CLEAN OUT
6. INSTALL 8" FIRE WATER LINE
7. INSTALL 8" PVC SEWER LINE
8. CONNECT 1-1/2" WATER LINE TO THE EXISTING 2" WATER LINE
9. CONNECT 8" WATER LINE TO THE EXISTING 8" WATER LINE
10. CONNECT 4" WATER LINE TO THE EXISTING 2" WATER LINE
11. PROVIDE THRUST BLOCK
12. INSTALL 3" DOMESTIC WATER LINE
13. INSTALL 8"X6"X8" 90° TEE
14. INSTALL 6" FIRE WATER LINE
15. INSTALL FIRE HYDRANT AS PER CITY STANDARDS
16. INSTALL POST INDICATOR VALVE
17. INSTALL FIRE DEPARTMENT CONNECTION
18. INSTALL 48" SANITARY SEWER MANHOLE
19. INSTALL 8"X8"X8" 90° TEE
20. INSTALL 1" DOMESTIC WATER LINE
21. INSTALL 2"X1-1/2"X1-1/2" 90° TEE
22. PROPOSED 48" STORM DRAIN MANHOLE
23. PROPOSED 12" STORM DRAIN LINE
24. PROPOSED SIDEWALK UNDERAIN
25. INSTALL 2"X4" REDUCER
26. INSTALL 8" DCDA
27. INSTALL 3" RPPA
28. INSTALL 3" WATER METER
29. INSTALL 1" RPPA
30. INSTALL 1" WATER METER
31. INSTALL 2" DOMESTIC WATER LINE
32. INSTALL 4" DOMESTIC WATER LINE
33. INSTALL 1-1/2" RPPA
34. INSTALL 1-1/2" WATER METER
35. INSTALL 1-1/2" DOMESTIC WATER LINE
36. INSTALL 2"X1"X2" 90° TEE
37. INSTALL 4"X3"X3" 90° TEE
38. INSTALL 1" IRRIGATION WATER METER
39. INSTALL 1" IRRIGATION RPPA
40. INSTALL 4"X4"X4" 90° TEE
41. INSTALL 4"X4"X2" 90° TEE
42. INSTALL 2"X3" REDUCER
43. CONNECT 3" WATER LINE TO THE EXISTING 2" WATER LINE
44. INSTALL 8"X6" REDUCER
45. INSTALL 6" DCDA
46. INSTALL 1" RPPA
47. INSTALL 1" WATER METER
48. CONNECT 6" WATER LINE TO THE EXISTING 8" WATER LINE
49. INSTALL 6"X6"X6" 90° TEE
50. 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

FIRE FLOW CALCULATIONS: (FOR RESIDENCE INN)

FIRE FLOW REQUIREMENTS IS 2,625 GALLONS PER MINUTE AT 20 PSI RESIDUAL PRESSURE.

BASED ON;

SQUARE FOOTAGE OF BUILDING	82,568 SQFT
BUILDING HEIGHT	47'-9" (TOP OF TOWER)
NUMBER OF STORIES	4 FLOORS
TYPE OF CONSTRUCTION	V-A
OCCUPANCY	R-1
FULL AUTOMATIC FIRE SPRINKLER SYSTEM	YES

(FOR HOLIDAY INN EXPRESS)

FIRE FLOW REQUIREMENTS IS 2,375 GALLONS PER MINUTE AT 20 PSI RESIDUAL PRESSURE.

BASED ON;

SQUARE FOOTAGE OF BUILDING	67,780 SQFT
BUILDING HEIGHT	49'-6" (TOP OF TOWER)
NUMBER OF STORIES	4 FLOORS
TYPE OF CONSTRUCTION	V-A
OCCUPANCY	R-1
FULL AUTOMATIC FIRE SPRINKLER SYSTEM	YES

APPROVED FOR CONSTRUCTION

BY _____

APPROVAL OF THESE PLANS SHALL NOT BE CONSTRUED TO BE A PERMIT FOR OR AN APPROVAL OF ANY VIOLATION OF ANY OF THE PROVISIONS OF THE STATE OR COUNTY LAWS.

LEGEND:

- EXISTING STREET LIGHT
- EXISTING FIRE HYDRANT
- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- 18"RCW — EXISTING 18" RECYCLED WATER PIPELINE
- (0.96%) — EXISTING SLOPE
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE
- EASEMENT LINE
- SD — PROPOSED STORM DRAIN LINE
- W — PROPOSED DOMESTIC WATER LINE
- FW — PROPOSED FIRE WATER LINE
- S — PROPOSED SEWER LINE
- PROPERTY LINE
- CENTER LINE
- FIRE TRUCK ROUTE
- HANDICAP ACCESSIBLE ROUTE
- POROUS PAVEMENT (SDM)
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED POST INDICATIVE VALVE
- PROPOSED CHECK VALVE
- PROPOSED WATER METER
- PROPOSED RPPA
- PROPOSED DCDA
- SDE — STORM DRAIN EASEMENT
- PSE — PUBLIC SERVICE EASEMENT
- SDM — SITE DESIGN MEASURE
- SWTM — STORM WATER TREATMENT MEASURE

NOTES:

1. THE FUEL STATION UNDERGROUND STORAGE TANKS WILL BE DESIGNED AND INSTALLED TO MEET CURRENT CALIFORNIA CODES, LAWS AND REGULATIONS.
2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT Isaias.lona@cityofgilroy.org FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.
4. PUBLIC EASEMENTS AND RIGHT OF WAY WILL REMAIN CLEAR OF AND NOT ALLOW PRIVATE STRUCTURES, CANOPIES, SIGNS, FENCES, WALLS, ETC.
5. ALL UTILITIES WITHIN PRIVATE PROPERTY MUST BE PRIVATELY OWNED AND MAINTAINED.
6. ALL EXISTING AND PROPOSED UTILITY SERVICES TO THE SITE MUST BE UNDERGROUND.

GRAPHIC SCALE

-60 0 30 60 120 240

(IN FEET)
1 INCH = 60 ft.

REVISIONS:

	REVISION ISSUE	DATED
1		
2		
3		
4		
5		
6		

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TITLE: UTILITY PLAN

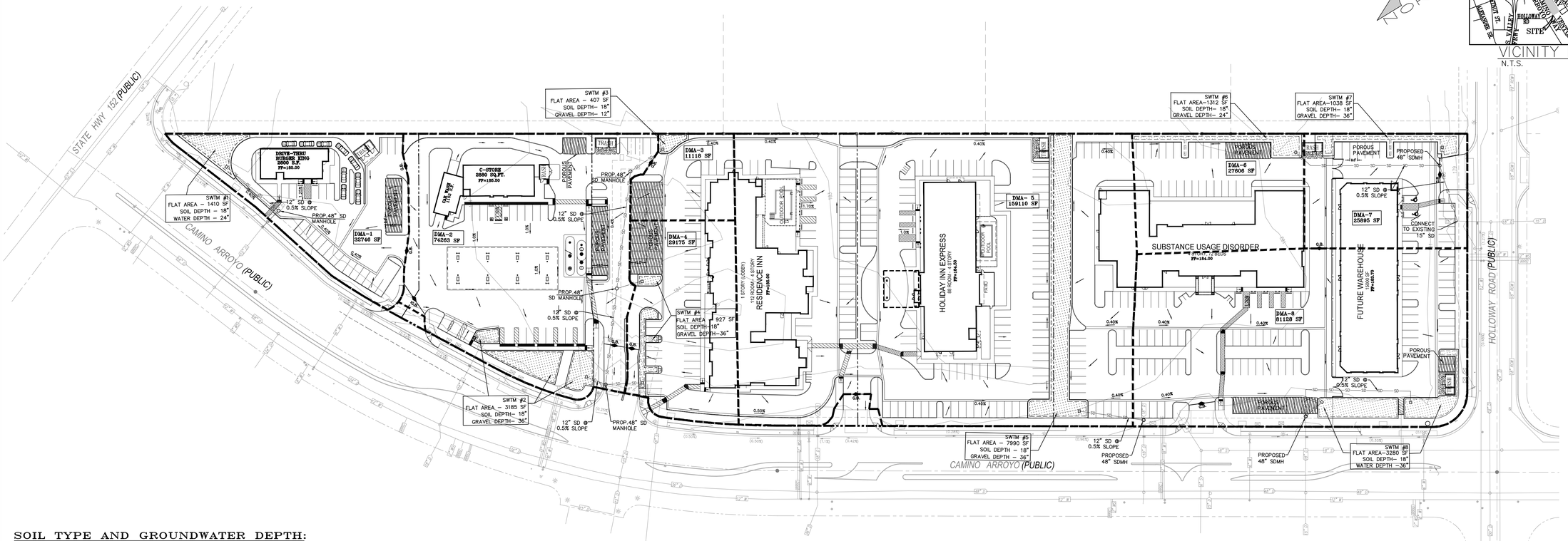
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

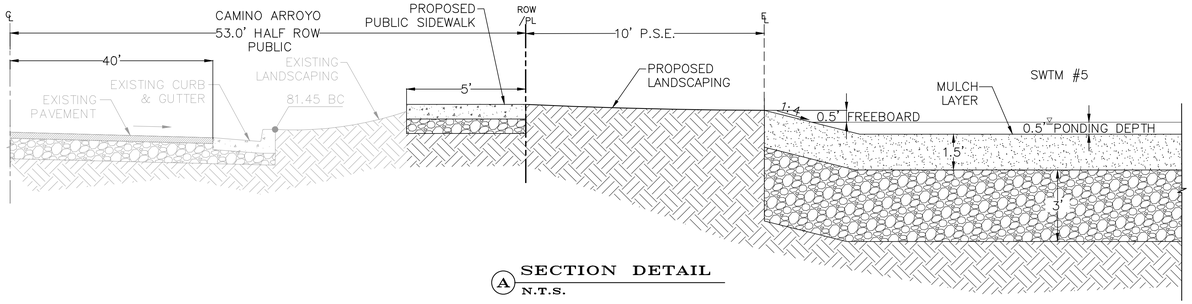
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EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

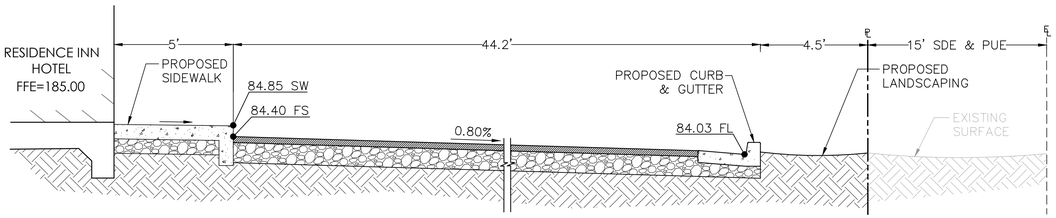
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SHEET 05 OF 09

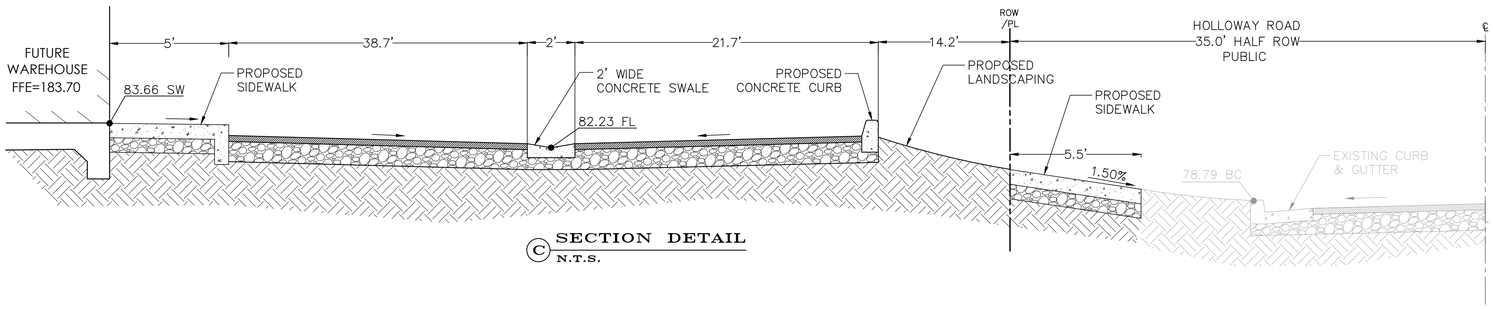

STATE HWY 152 (PUBLIC)
CAMINO ARROYO (PUBLIC)
HOLLOWAY ROAD (PUBLIC)
SWTM #1
FLAT AREA = 1410 SF
SOIL DEPTH = 18"
WATER DEPTH = 24"
SWTM #2
FLAT AREA = 3185 SF
SOIL DEPTH= 18"
GRAVEL DEPTH= 36"
SWTM #3
FLAT AREA = 407 SF
SOIL DEPTH= 18"
GRAVEL DEPTH= 12"
SWTM #4
FLAT AREA = 927 SF
SOIL DEPTH=18"
GRAVEL DEPTH=36"
SWTM #5
FLAT AREA = 7990 SF
SOIL DEPTH = 18"
GRAVEL DEPTH = 36"
SWTM #6
FLAT AREA=1312 SF
SOIL DEPTH= 18"
GRAVEL DEPTH= 24"
SWTM #7
FLAT AREA=1038 SF
SOIL DEPTH= 18"
GRAVEL DEPTH= 36"
SWTM #8
FLAT AREA=3280 SF
SOIL DEPTH= 18"
WATER DEPTH =36"
DRIVE-THRU HAMBURGER RESTAURANT 2000 S.F. FF=185.00
C-STORE 2680 SQ.FT. FF=180.50
TRASH ENCLOSURE
TRASH ENCLOSURE 1000 SF
RESIDENCE INN 103 ROOM 4 STORY FF=185.00
HOLIDAY INN EXPRESS 80 ROOM 4 STORY FF=184.50
SUBSTANCE USAGE DISORDER 2 STORY 10000 SF FF=184.00
FUTURE WAREHOUSE 15000 SF FF=185.70
DMA-1 32746 SF
DMA-2 74263 SF
DMA-3 11118 SF
DMA-4 29175 SF
DMA- 5 159110 SF
DMA-6 27606 SF
DMA-7 25895 SF
DMA-8 81128 SF
POROUS PAVEMENT
PROP.48" SD MANHOLE
PROPOSED 48" SDMH
12" SD @ 0.5% SLOPE
CONNECT TO EXISTING 15" SD
PROPOSED 48" SDMH
PROPOSED 48" SDMH
PROP.48" SD MANHOLE
PROP.48" SD MANHOLE
PROP.48" SD MANHOLE
TRUCK WELL
TRUCK WELL
TRUCK WELL



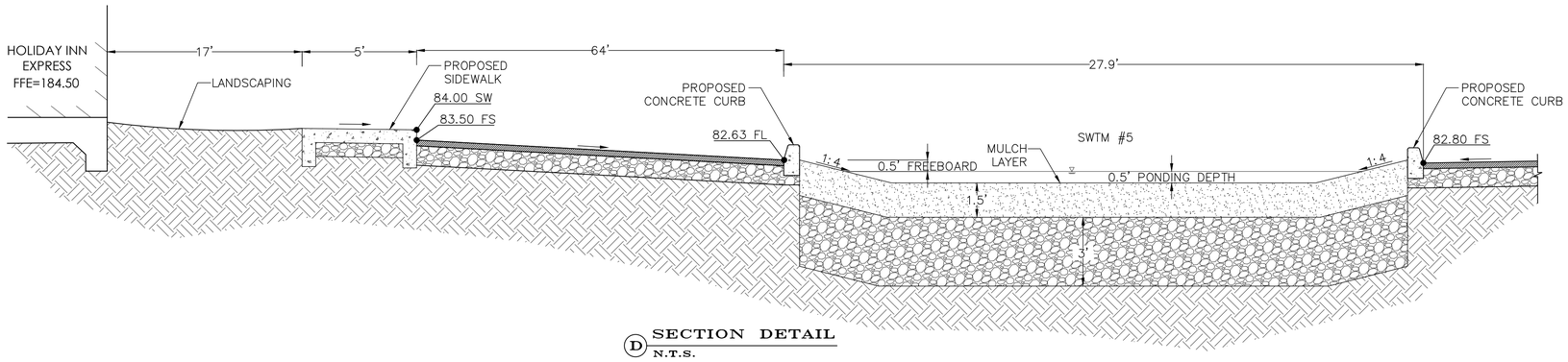
Ⓐ SECTION DETAIL
N.T.S.



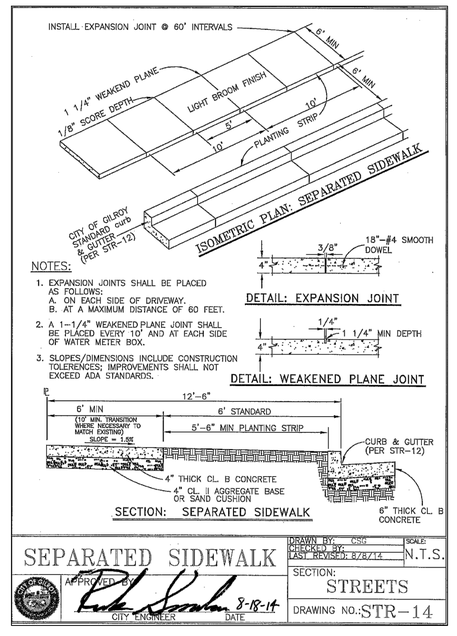
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Ⓒ SECTION DETAIL
N.T.S.



Ⓓ SECTION DETAIL
N.T.S.



NOTES:

1. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. ON EACH SIDE OF DRIVEWAY.
   B. AT A MAXIMUM DISTANCE OF 60 FEET.
2. A 1-1/4" WEAKENED PLANE JOINT SHALL BE PLACED EVERY 10' AND AT EACH SIDE OF WATER METER BOX.
3. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERENCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

SEPARATED SIDEWALK

CITY OF GILROY

APPROVED BY: 8-18-14
CITY ENGINEER DATE

DRAWN BY: CSG
CHECKED BY:
LAST REVISED: 8/8/14
SCALE: N.T.S.
SECTION: STREETS
DRAWING NO.: STR-14

REVISIONS:

NO.	REVISION ISSUE	DATED
1		
2		
3		
4		

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TITLE: GRADING SECTIONS & DETAILS

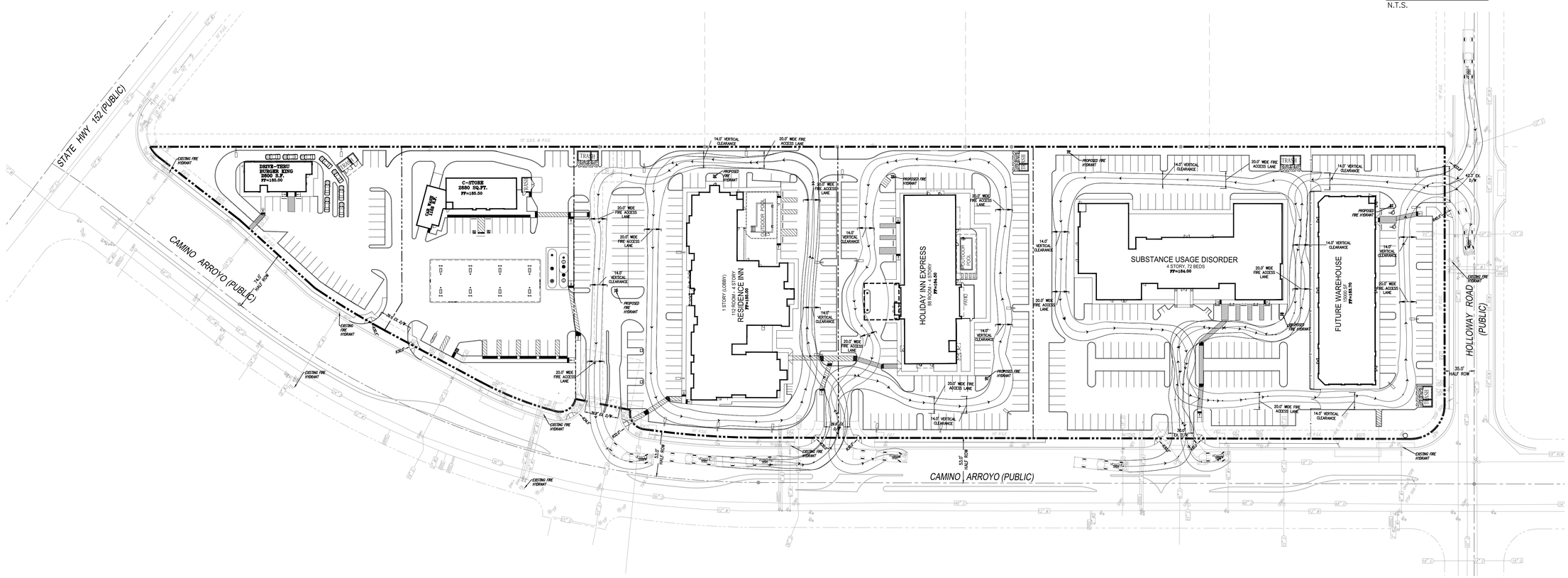
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

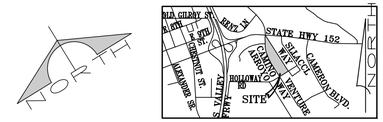
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CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C7

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07 OF 09





VICINITY MAP
N.T.S.

(EMERGENCY VEHICLE SIZE)

Commercial Chassis Tanker–Tandem Rear Axel
Width (inch)–100 (Max.)
Height (ft)–12 (Max.)
Length (ft)–40 (Max.)

NOTES:

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2. ALL CAR WASHES AND FOOD FACILITIES WILL BE EQUIPPED WITH THE APPROPRIATELY SIZED PRETREATMENT DEVICES/EQUIPMENT (E.G. GREASE INTERCEPTORS FOR FOOD FACILITIES AND CLARIFIES FOR CAR WASHES) CONTACT ISAIAS LONA AT ISAIAS.LONA@CITYOFGILROY.ORG FOR DETAILS.
3. THE TRASH ENCLOSURE WILL BE EQUIPPED WITH A VANDAL FLOOR DRAIN AND A 40 POUND GREASE INTERCEPTOR DRAINING TO THE SANITARY SEWER SYSTEM.

LEGEND:

- 8"S — EXISTING SEWER LINE
- 2"WS — EXISTING DOMESTIC WATER PIPE
- 18"D — EXISTING STORM DRAIN PIPE
- 8"W — EXISTING FIRE WATER PIPE
- IRRIG — EXISTING IRRIGATION WATER PIPE
- EXISTING STREET LIGHT
- WV — EXISTING WATER VALVE
- SDMH — EXISTING STORM DRAIN MANHOLE
- SSMH — EXISTING SANITARY SEWER MANHOLE
- EXISTING FIRE HYDRANT
- PROPERTY LINE
- CENTER LINE
- FIRE TRUCK ROUTE
- HANDICAP ACCESSIBLE ROUTE
- PROPOSED FIRE HYDRANT

GRAPHIC SCALE

-40 0 20 40 80 160

(IN FEET)
1 INCH = 40 ft.

REVISIONS:

NO.	REVISION ISSUE	DATED
1		
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TITLE: FIRE TRUCK CIRCULATION PLAN

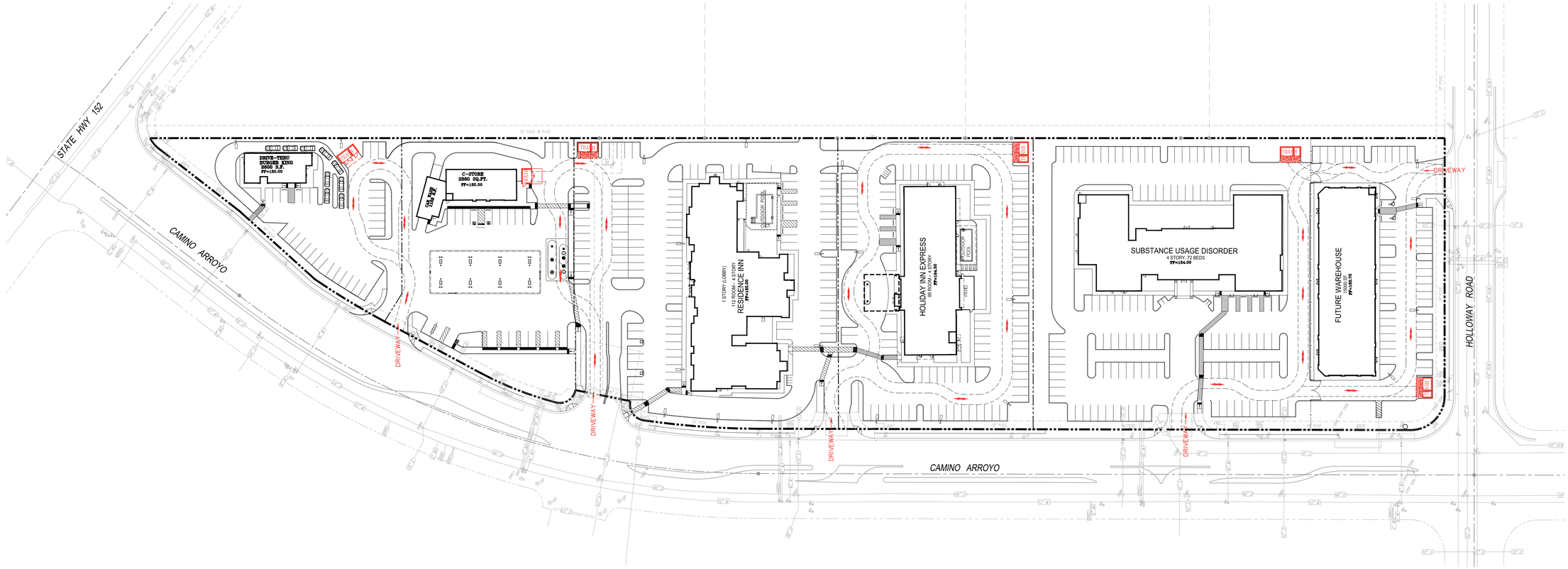
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

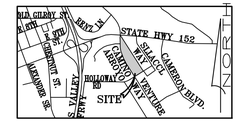
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STATE OF CALIFORNIA

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JOB : 19-43
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C8

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08 OF 09





VICINITY MAP
N.T.S.

LEGEND:

- PROPERTY LINE
- PARKING STRIPS
- CENTER LINE
- BLDG LINE
- ACCESSIBLE AISLE
- TRASH TRUCK ROUTE
- LIGHTING SINGLE HEAD POLE LIGHT
- TRUNCATED DOMES
- (VP) PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
- (EV) ELECTRICAL VEHICLE CHARGING STATION
- PROPOSED ACCESSIBLE ROUTE OF TRAVEL
- (M) ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 SQ.FT OF SEASONAL COLOR AT BASE OF SIGN

NOTE:
1. FOR COLLECTION VEHICLE, MINIMUM 14' VERTICAL CLEARANCE IS PROVIDED.
2. DRIVEWAYS OR PARKING LOTS IN THE PATH OF THE COLLECTION VEHICLE TO ACCOMMODATE A 50,000 POUND TRUCK ON A WEEKLY BASIS.

GRAPHIC SCALE

-40 0 20 40 80 160

(IN FEET)
1 INCH = 40 ft.

REVISIONS:

	REVISION	ISSUE	DATED
1			
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3			
4			
5			
6			

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FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
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TITLE: SOLID WASTE HANDLING PLAN

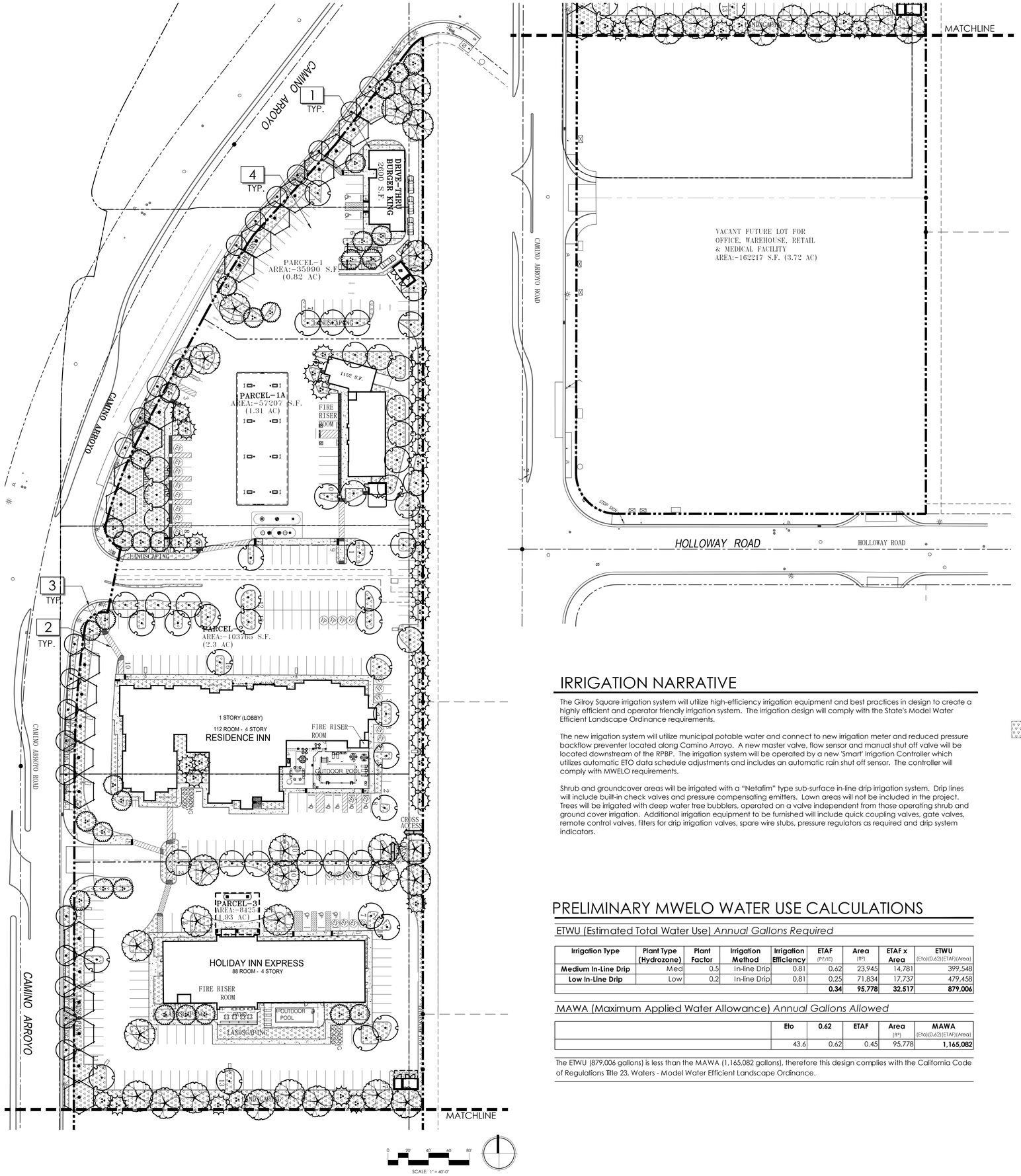
PROJECT: GILROY SQUARE
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GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C9

SHEET
9 OF 09



REFERENCE_NOTES_SCHEDULE

SYMBOL	DESCRIPTION
1	Concrete Paving
2	Crosswalk
3	ADA ramp with detectable warnings
4	AC Paving

CANDIDATE TREE SCHEDULE

TREES	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE
		EVERGREEN ACCENT TREES		
	CER DES	Cercidium x `Desert Museum` / Thornless Palo Verde	24"box	Low
	ARB MUL	Arbutus x `Marina` / Arbutus Multi-Trunk	24"box	Low
		DECIDUOUS ACCENT TREES		
	CER CMO	Cercis canadensis texensis `Oklahoma` / Oklahoma Redbud	24"box	Med
	LAG NAT	lagerstroemia 'Natchez' / Natchez Crape Myrtle	24"box	Low
		MEDIUM SHADE TREE		
	PIS KEI	Pistacia chinensis `Keith Davey` / Keith Davey Chinese Pistache	24"box	Low
	NYS SYL	Nyssa sylvatica / Sour Gum	24"box	Med
	KOU PAN	Koulreuteria paniculata / Golden Rain Tree	24"box	Low
	ULM FRO	Ulmus 'Frontier' / Frontier Elm	24"box	Med
		LARGE STREET TREE		
	PLA COL	Platanus x acerifolia `Columbia` / London Plane Tree	24"box	Med
		MEDIUM STREET TREE		
	GIN AUT	Ginkgo 'Autumn Gold' / Autumn Gold Gingko	24"box	Med
		LARGE SHADE TREE		
	CED DEO	Cedrus Deodarar / Deodar Cedar	24"box	Low
	QUE SHU	Quercus shumardii / Shumard Red Oak	24"box	Med
	ULM DRA	Ulmus parvifolia `Drake` / Drake Chinese Elm	24"box	Med
	ZEL GRE	Zelkova 'Green Vase' / Green Vase Zelkova	24"box	Med

CANDIDATE PLANT SCHEDULE

SITE PLANTING	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE
	ACH M20	Achillea millefolium `Moonshine` / Yarrow	1 gal	Low
	CAL SPE	Calandrinia spectabilis / Pink Calandrinia	1 gal	Low
	CAL DWA	Callistemon viminalis `Little John` / Dwarf Weeping Bottlebrush	5 gal	Low
	CAR PR2	Carex testacea `Prairie Fire` / Prairie Fire Sedge	1 gal	Medium
	CHO TEC	Chondropetalum tectorum / Cape Rush	5 gal	Low
	DIA LRS	Dianella revoluta `Little Rev` / Little Rev Flax Lily	1 gal	Low
	HES BR2	Hesperaloe parviflora `Perpa` TM / Brakelights Red Yucca	1 gal	Low
	LEY CAN	Leymus condensatus `Canyon Prince` / Canyon Prince Blue Rye	1 gal	Low
	LOM IRA	Lomandra longifolia `Breeze` TM / Breeze Mat Rush	1 gal	Low
	MYR CO3	Myrtus compacta / Compact Myrtle	1 gal	Low
	OLE LIT	Olea europaea `Little Ollie` TM / Little Ollie Olive	5 gal	Low
	PRU MON	Prunus caroliniana `Monus` / Bright `N Tight Carolina Cherry Laurel	5 gal	Low
	SAL BAR	Salvia leucantha `Santa Barbara` / Mexican Bush Sage	1 gal	Low
	SED AN3	Sedum x `Angelina` / Angelina Sedum	1 gal	Low
	SEN SER	Senecio serpens / Blue Chalksticks	1 gal	Low
	VIB TIN	Viburnum tinus / Laurustinus	5 gal	Medium
BIORETENTION PLANTINGS	CODE	BOTANICAL / COMMON NAME	SIZE	WATER USE
	BAC PIG	Baccharis pilularis `Pigeon Point` / Coyote Brush	1 gal	Low
	CAR DIV	Carex divulsa / Berkeley Sedge	1 gal	Low
	JUN ELK	Juncus patens `Elk Blue` / Spreading Rush	1 gal	Low
	MIM CAR	Mimulus cardinalis / Scarlet Monkey Flower	1 gal	High
	RUD CAL	Rudbeckia californica / California Coneflower	1 gal	Medium
	SIS BEL	Sisyrinchium bellum / Blue Eyed Grass	1 gal	Very Low

IRRIGATION NARRATIVE

The Gilroy Square irrigation system will utilize high-efficiency irrigation equipment and best practices in design to create a highly efficient and operator friendly irrigation system. The irrigation design will comply with the State's Model Water Efficient Landscape Ordinance requirements.

The new irrigation system will utilize municipal potable water and connect to new irrigation meter and reduced pressure backflow preventer located along Camino Arroyo. A new master valve, flow sensor and manual shut off valve will be located downstream of the RPBP. The irrigation system will be operated by a new 'Smart' Irrigation Controller which utilizes automatic ETO data schedule adjustments and includes an automatic rain shut off sensor. The controller will comply with MWELO requirements.

Shrub and groundcover areas will be irrigated with a "Netafim" type sub-surface in-line drip irrigation system. Drip lines will include built-in check valves and pressure compensating emitters. Lawn areas will not be included in the project. Trees will be irrigated with deep water tree bubblers, operated on a valve independent from those operating shrub and ground cover irrigation. Additional irrigation equipment to be furnished will include quick coupling valves, gate valves, remote control valves, filters for drip irrigation valves, spare wire stubs, pressure regulators as required and drip system indicators.

PRELIMINARY MWELO WATER USE CALCULATIONS

ETWU (Estimated Total Water Use) *Annual Gallons Required*

Irrigation Type	Plant Type (Hydrozone)	Plant Factor	Irrigation Method	Irrigation Efficiency	ETAF (PF/IE)	Area (ft²)	ETAF x Area	ETWU (Eto)(0.62)(ETAF)(Area)
Medium In-Line Drip	Med	0.5	In-line Drip	0.81	0.62	23,945	14,781	399,548
Low In-Line Drip	Low	0.2	In-line Drip	0.81	0.25	71,834	17,737	479,458
					0.34	**95,778**	**32,517**	**879,006**

MAWA (Maximum Applied Water Allowance) *Annual Gallons Allowed*

	Eto	0.62	ETAF	Area (ft²)	MAWA (Eto)(0.62)(ETAF)(Area)
	43.6	0.62	0.45	95,778	**1,165,082**

The ETWU (879,006 gallons) is less than the MAWA (1,165,082 gallons), therefore this design complies with the California Code of Regulations Title 23, Waters - Model Water Efficient Landscape Ordinance.

QUADRIGA
landscape architecture and planning, inc.
SACRAMENTO | SANTA ROSA
916.441.2129 | www.quadriga-inc.com

Gilroy Square Development

Schematic Design

6970 Camino Arroyo
Gilroy, CA 95020

Stamp

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Issuances & Revisions

No.	Description	Date

Key Plan/Consultant Stamp

SCHEMATIC SITE PLAN

Date: 2021/07/09
Project Number: 20-2650
Scale: 1"=40'-0"

L1.00



GENERAL PHOTOMETRIC SCHEDULE	
AVERAGE FOOT-CANDLES	3.62
MAXIMUM FOOT-CANDLES	9.4
MINIMUM FOOT-CANDLES	1.0
MINIMUM TO MAXIMUM FC RATIO	0.10
MAXIMUM TO MINIMUM FC RATIO	9.76
AVERAGE TO MINIMUM FC RATIO	3.74

LUMINAIRE SCHEDULE

SYMBOL	QTY	CATALOG NUMBER	DESCRIPTION	LAMP	FILE	LUMENS	LLF	WATTS
	44	KAX2 LED P3 30K R5 MVOLT	KAX AREA SERIES SIZE 2, PERFORMANCE PACKAGE 3, 3000 K, TYPE 5	LED	KAX2_LED_P3_30K_R5_MVOLT.IES	20312.5	1.00	150

PHOTOMETRIC PLAN

SCALE:- 1"= 40'-0"

REVISIONS:

	REVISION ISSUE	DATED
1		

ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: SITE PHOTOMETRIC PLAN

PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER M. HANK ACE
No. 7300
Exp. 09/30/22
ELECTRICAL
STATE OF CALIFORNIA

DATE: 07/12/2021
JOB : 19-43
DWG. BY:
CHK. BY:

E-1

SHEET
1 OF 1

CalEEMod Memo and Results

APPENDIX B

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM
601 Abrego Street, Monterey,CA 93940
Tel: 831-649-1799 / Fax: 831-649-8399
www.emcplanning.com

To: **Teri Wissler Adam, Principal in Charge**

From: **Zane Mortensen, Assistant Planner**

Cc: **File**

Date: **September 27, 2022**

Re: **Camino Arroyo Development Project – Emissions Modeling Methodology, Assumptions, and Results**

PROJECT DESCRIPTION

This memorandum describes the methodology and assumptions used in the emissions modeling prepared for the Camino Arroyo Development Project. The project site is located at the intersection of Pacheco Pass Highway (State Route 152) and Camino Arroyo Road, in the City of Gilroy, California. The proposed development is within the San Francisco Bay Area Air Basin, which is under the jurisdiction of the Bay Area Air Quality Management District ("air district"). As shown on the project plans (ACE Design 2022) the proposed project intends to subdivide the 10.07-acre property into five lots to be developed in three phases:

- Phase 1a – a 2,600 square-foot drive-thru Burger King and 4,242 square-foot convenience store gas station with car wash on approximately 2.1 acres;
- Phase 1b – an 82,568 square-foot Residence Inn and 67,780 square-foot Holiday Inn on approximately 4.1 acres; and
- Phase 2 – two industrial warehouse buildings with a combined footprint of 46,000 square-feet on 3.8 acres;

The project site is vacant and consists of unmaintained grasslands.

SCOPE OF ASSESSMENT

This assessment provides methodology, assumptions and an estimate of the proposed project construction and operational criteria air pollutant emissions and construction and operational greenhouse gas (GHG) emissions at buildout of all three phases. Emissions are quantified using the California Emissions Estimator Model (CalEEMod) version 2020.4 software, a modeling platform recommended by the California Air Resources Board (CARB) and accepted by the air district. Model results are attached to this assessment.

METHODOLOGY

Emissions Model

CalEEMod estimates construction emissions associated with land use development projects and allows for the input of project-specific construction information including phasing and equipment information. CalEEMod was used to estimate annual emissions for on-site and off-site construction activity. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The CalEEMod software utilizes emissions models USEPA AP-42 emission factors, CARB vehicle emission models studies and studies commissioned by other California agencies.

The CalEEMod platform allows calculations of both construction and operational criteria pollutant and GHG emissions from land use projects. The model also calculates indirect emissions from processes "downstream" of the proposed project such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

CalEEMod is capable of estimating changes in the carbon sequestration potential of a site based on changes in natural vegetation communities and the net number of new trees that would be planted as part of the project. The model calculates a one-time only loss in the carbon sequestration potential of the site that would result from changes in land use such as converting vegetation to built or paved surfaces, and can provide an estimate of the change in the carbon sequestration potential that would result from planting new trees in an amount that is greater than the number of trees to be removed (net number of new trees).

Project Characteristics

For modeling purposes, data inputs to the model take into account the type and size of proposed uses utilizing CalEEMod default land uses based on the size metrics shown on the project plans, construction data information provided by the project applicant and trip generation provided by the traffic engineer. Model results are attached to this memorandum. The three proposed project phases were modeled separately.

The size and type of proposed sources of criteria air pollutant and GHG emissions during construction and operations of Phase 1a, Phase 1b, and Phase 2 are categorized by the CalEEMod land use default categories as shown in Table 1, Project Characteristics. Unless otherwise noted, model inputs are derived from project designs and specifications (ACE Design 2022). Construction and operational criteria air pollutant and operational GHG emissions estimates are modeled for each phase based on the project characteristics information presented in Table 1.

Modeling Scenario

Unmitigated modeling scenarios were prepared for each of the three phases of the proposed project to estimate the potential criteria air pollutant and GHG emissions.

Unmitigated Emissions Scenario

The "unmitigated" emissions scenario provides an estimate of operational emissions that would be generated by the proposed land uses in compliance with uniformly applied regulatory measures that reduce GHG emissions and have criteria air emission reduction co-benefits. This scenario shows modeled operational criteria air pollutant emissions and GHG emissions that would be generated during construction and operational activities. Regulatory compliance consistent with California Pollution Control Officers Association (CAPCOA) emissions reduction measures already included in the model are referenced here parenthetically.

Table 1 Project Characteristics

Project Components	CalEEMod Default Land Use[1]	Proposed[2,3]
Phase 1a		
Drive-thru Fast Food	Fast Food Restaurant with Drive-thru	2,600
Convenience Store Gas Station with Carwash	Convenience Market with Gas Pumps	4,242 8 pumps
Parking Lot	Parking Lot	54 spaces
Concrete/paving	Other Asphalt Surfaces	46,436
Landscaping	City Park	20,990
Phase 1b		
Hotel	Hotel	82,568 112 rooms
Hotel	Hotel	67,780 88 rooms
Parking Lot	Parking Lot	208 spaces
Concrete/paving	Other Asphalt Surfaces	63,158
Landscaping	City Park	27,395
Phase 2 (Future Development)		
Industrial Warehouse	Unrefrigerated Warehouse – No Rail	46,000
Parking Lot	Parking Lot	52,400 131 spaces
Concrete/paving	Other Asphalt Surfaces	28,860
Landscaping	City Park	39,951

SOURCE: Ace Design LLC, 2022
NOTES:
1. CalEEMod default land use subtype. Descriptions of the model default land use categories and subtypes are found in the User's Guide for CalEEMod Version 2020.4available online at: http://www.aqmd.gov/caleemod/user's-guide.
2. Expressed in units of square feet unless otherwise noted.
3. Numbers are rounded and may vary.

Compliance with the following regulations during operations is assumed:

- State Model Water Efficient Landscape Ordinance (MWELO) (CAPCOA WUW-4);
- Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346). It is assumed that these or similar requirements will be in effect at buildout (CAPCOA A-1); and

- Solid waste diversion of 75 percent is applied consistent with waste diversion targets identified in AB 341. It is assumed that these or similar requirements will be in effect at buildout (CAPCOA SW-1).

Assumptions

Unless otherwise noted, data inputs for the model scenarios are based on the following primary assumptions:

1. Construction and operational criteria air pollutant and GHG emissions generated by the proposed project were estimated using the following CalEEMod default land use subtypes:
2. Emissions generated by the convenience store and fueling stations are assumed to be similar to emissions generated by the CalEEMod default land use category of Convenience market with Gas Pumps;
3. Emissions generated by landscaping are assumed to be similar to emissions generated by the CalEEMod default land use subtype "City Park".
4. The estimated construction start date for Phase 1a and Phase 1b is January, 2023;
5. The estimated operational year for Phase 1a and Phase 1b is 2025;
6. The estimated construction start date for Phase 2 is January, 2026
7. The estimated operational year for Phase 2 is 2028;
8. Changes to carbon sequestration potential were estimated based on the conversion of 10.07 acres of grassland.

Operational Emissions Data Input

Each air district (or county) assigns trip lengths for urban and rural settings, which are incorporated into the CalEEMod defaults. The model's defaults were set to "urban" and the jurisdictional authority parameters are based on the model defaults for the air district. Model defaults for mobile operational sources are adjusted based on the trip generation information provided by the project traffic engineer (Hexagon Transportation Consultants 2022).

Construction Emissions Data Inputs

Construction-related GHG emissions are quantified. CalEEMod default construction parameters allow estimates of short-term construction GHG emissions based upon empirical data collected and analyzed by the CARB. CalEEMod estimates construction emissions associated with land use development projects and allows for the input of project-specific construction information including phasing and equipment information, if known. Construction information in detail sufficient to adjust model defaults was not available; therefore, the model's default construction emissions factors were used in this assessment. GHG emissions are amortized over a 30-year time period to yield an annual emissions volume.

Carbon Sequestration Potential Data Inputs

CalEEMod estimates a one-time only change in sequestration potential resulting from changes in natural communities. The proposed project would replace approximately 10.07-acres of grassland with development. Grassland is identified as a natural community with carbon sequestration value in the model; therefore, an estimate of the one-time loss in carbon sequestration value attributable to the loss of cropland is included in this assessment.

A landscaping plan was not available at the time of modeling; therefore, an estimate of the change in sequestration potential from tree planting was not modeled.

CRITERIA AIR POLLUTANTS RESULTS

Construction Emissions

Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Based on the applicant construction schedule and default construction equipment values, CalEEMod estimated emissions over 220 construction workdays for each phase. Unmitigated construction emissions are presented in Table 2, Unmitigated Annualized Daily Construction Emissions.

Table 2 Unmitigated Annualized Daily Construction Emissions

Emissions	ROG[1]	NOx[1]	Total PM_{10}[1,2]	Exhaust PM_{10}[3]	Total $PM_{2.5}$[1,2]
Phase 1a					
Maximum	0.23	1.84	0.15	0.08	0.10
Annualized Average Daily[4]	<0.001	0.004	<0.001	<0.001	<0.001
Phase 1b					
Maximum	0.83	2.28	0.34	0.10	0.18
Annualized Average Daily[4]	0.002	0.005	0.001	<0.001	<0.001
Phase 2					
Maximum	0.27	1.87	0.24	0.074	0.13
Annualized Average Daily[4]	0.001	0.004	0.001	<0.001	<0.001

Source: EMC Planning Group 2022,
Note:
1, Emissions amounts are expressed in pounds per day and rounded.
2. Total PM emissions include exhaust particles and fugitive dust.
3. Exhaust PM_{10} is assumed to be DPM.
4. CalEEMod assumes 220 construction days per phase.

Operational Emissions

Unmitigated operational criteria air pollutant emissions are summarized in Table 3, Unmitigated Operational Criteria Air Pollutant Emissions.

Table 3 Unmitigated Operational Criteria Air Pollutant Emissions

Emissions	Nitrogen Oxides (NO_X)	Sulfur Oxides (SO_2)	Suspended Particulate Matter (PM_{10})	$PM_{2.5}$	Carbon Monoxide (CO)
Phase 1a					
Unmitigated Annual	0.67	0.008	0.85	0.23	5.74
Average Daily Emissions	0.002	<0.001	0.002	0.001	0.016
Phase 1b					
Unmitigated Annual	0.91	0.01	1.21	0.35	5.45
Average Daily Emissions	0.002	<0.001	0.003	0.001	0.015

Phase 2					
Unmitigated Annual	0.09	0.002	0.21	0.06	0.73
Average Daily Emissions	<0.001	<0.001	0.001	<0.001	0.002
Buildout Average Daily Emissions	**0.005**	**<0.001**	**0.006**	**0.002**	**0.032**

SOURCE: EMC Planning Group 2020
NOTES:
1. Results may vary due to rounding.
2. Expressed in tons.

GHG Emissions Results

Construction GHG Emissions

Construction GHG emissions would be 333.69 MT CO_2e for Phase 1a, 564.31 MT CO_2e for Phase 1b, and 447.42 MT CO_2e for Phase 2 for a total of 1,345.43 MT CO_2e. When averaged over a 30-year operational lifetime, the annual amortized emissions equal 44.85 MT CO_2e per year.

Operational GHG Emissions

At buildout of all phases, the proposed project would generate annual unmitigated operational GHG emissions of 2,467.46 MT CO_2e as summarized in Table 3, Unmitigated Operational GHG Emissions.

Carbon Sequestration Potential

The change in carbon sequestration potential is shown in Section 2.3 of the model results for each phase. Phase 1a would result in a loss of 9.18 MT CO_2e; Phase 1b would result in a loss of 17.71 MT CO_2e; Phase 2 would result in a loss of 16.46 MT CO_2e for a total net loss of 43.35 MT CO_2e sequestration potential. Averaged over a 30-year lifetime, the annual loss in carbon sequestration potential would be 1.45 MT CO_2e per year.

Table 3 Unmitigated Operational GHG Emissions

Emissions Sources	CO_2e		
	Phase 1a	Phase 1b	Phase 2
Area	0.001	0.001	0.002
Energy[1]	42.10	461.07	25.25
Mobile	747.15	975.23	153.00
Waste	3.77	13.78	5.45
Water[2]	1.36	7.10	14.38
Total by Phase	**794.38**	**1,475.18**	**198.08**
Buildout	**2,467.46**		

SOURCE: EMC Planning Group 2022
NOTES:
Results may vary due to rounding.
Expressed in MT CO_2e per year.
1. Results include emissions reductions from compliance with State thresholds for the MWELO

Total Unmitigated GHG Emissions at Buildout

GHG emissions at buildout of all phases consist of amortized construction emissions added to the operational emissions and the amortized annual loss in carbon sequestration potential as presented in Table 4, Total Unmitigated Annual GHG Emissions.

Table 4 Total Unmitigated Annual GHG Emissions

Operational Emissions	Amortized Construction Emissions	Loss of Carbon Sequestration Potential	Total Project Emissions
2,467.46	44.85	1.45	2,513.76

SOURCE: EMC Planning Group 2022
NOTE:
Results may vary due to rounding.

SOURCES

1. Breeze Software, a Division of Trinity Consultants. California Emissions Estimator (CalEEMod) Version 2020.4. May 2021. Available online at: http://www.aqmd.gov/caleemod/home

2. ----. 2021. *CalEEMod User's Guide (Version 2020.4)*. Available online at: http://www.aqmd.gov/caleemod/user's-guide
3. Bay Area Air Quality Management District. May 2017. *California Environmental Quality Act Air Quality Guidelines.* Available online at: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en
4. Hexagon Transportation Consultants. *Gilroy Square Development Transportation Analysis.* July 5, 2022.
5. ACE Design LLC. *Site Plan Gilroy Square 6970 Camino Arroyo, Gilroy CA*, September 9, 2022.

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Camino Arroyo Phase 1a Proposed Emissions Unmitigated

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	46.45	1000sqft	1.07	46,446.00	0
Parking Lot	54.00	Space	0.49	21,600.00	0
City Park	0.48	Acre	0.48	20,990.00	0
Fast Food Restaurant with Drive Thru	2.60	1000sqft	0.06	2,600.00	0
Convenience Market with Gas Pumps	8.00	Pump	0.03	4,242.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Land Use - Square footage adjusted to match project site plan.

Demolition - No infrastructure located on project site

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic system - Wastewater service provided by South County Regional Wastewater Authority.

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Table Name	Column Name	Default Value	New Value

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblLandUse	LandUseSquareFeet	20,908.80	20,990.00
tblLandUse	LandUseSquareFeet	1,129.40	4,242.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	322.50	265.12
tblVehicleTrips	ST_TR	616.12	467.48
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	322.50	265.12
tblVehicleTrips	SU_TR	472.58	467.48
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	322.50	265.12
tblVehicleTrips	WD_TR	470.95	467.48
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2343	1.8368	1.9268	3.8500e-003	0.0721	0.0797	0.1518	0.0237	0.0761	0.0998	0.0000	329.1822	329.1822	0.0554	5.9200e-003	332.3315
2024	0.0458	5.5400e-003	8.9000e-003	2.0000e-005	2.9000e-004	2.8000e-004	5.6000e-004	8.0000e-005	2.8000e-004	3.5000e-004	0.0000	1.3594	1.3594	7.0000e-005	1.0000e-005	1.3628
Maximum	**0.2343**	**1.8368**	**1.9268**	**3.8500e-003**	**0.0721**	**0.0797**	**0.1518**	**0.0237**	**0.0761**	**0.0998**	**0.0000**	**329.1822**	**329.1822**	**0.0554**	**5.9200e-003**	**332.3315**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0363	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1300e-003
Energy	2.9600e-003	0.0269	0.0226	1.6000e-004		2.0400e-003	2.0400e-003		2.0400e-003	2.0400e-003	0.0000	41.8039	41.8039	2.5900e-003	7.8000e-004	42.1017
Mobile	0.8629	0.6382	5.7253	7.9000e-003	0.8401	6.7800e-003	0.8469	0.2242	6.2900e-003	0.2305	0.0000	729.1279	729.1279	0.0872	0.0532	747.1527
Waste						0.0000	0.0000		0.0000	0.0000	1.5219	0.0000	1.5219	0.0899	0.0000	3.7705
Water						0.0000	0.0000		0.0000	0.0000	0.3088	0.6418	0.9506	8.1800e-003	6.8000e-004	1.3589
Total	**0.9022**	**0.6651**	**5.7485**	**8.0600e-003**	**0.8401**	**8.8200e-003**	**0.8489**	**0.2242**	**8.3300e-003**	**0.2326**	**1.8307**	**771.5747**	**773.4054**	**0.1879**	**0.0546**	**794.3849**

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-9.1803
Total	**-9.1803**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8629	0.6382	5.7253	7.9000e-003	0.8401	6.7800e-003	0.8469	0.2242	6.2900e-003	0.2305	0.0000	729.1279	729.1279	0.0872	0.0532	747.1527
Unmitigated	0.8629	0.6382	5.7253	7.9000e-003	0.8401	6.7800e-003	0.8469	0.2242	6.2900e-003	0.2305	0.0000	729.1279	729.1279	0.0872	0.0532	747.1527

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT
City Park	0.00	0.00	0.00	
Convenience Market with Gas Pumps	2,120.96	2,120.96	2120.96	1,137,692
Fast Food Restaurant with Drive Thru	1,215.45	1,215.45	1215.45	1,135,623
Other Asphalt Surfaces	0.00	0.00	0.00	
Parking Lot	0.00	0.00	0.00	
Total	3,336.41	3,336.41	3,336.41	2,273,315

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Convenience Market with Gas Pumps	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive Thru	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Convenience Market with Gas Pumps	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Fast Food Restaurant with Drive Thru	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

5.0 Energy Detail

5.2 Energy by Land Use - NaturalGas

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Convenience Market with Gas Pumps	9926.28	5.0000e-005	4.9000e-004	4.1000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5297	0.5297	1.0000e-005	1.0000e-005	0.5329
Fast Food Restaurant with Drive Thru	538902	2.9100e-003	0.0264	0.0222	1.6000e-004		2.0100e-003	2.0100e-003		2.0100e-003	2.0100e-003	0.0000	28.7579	28.7579	5.5000e-004	5.3000e-004	28.9288
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.9600e-003**	**0.0269**	**0.0226**	**1.6000e-004**		**2.0500e-003**	**2.0500e-003**		**2.0500e-003**	**2.0500e-003**	**0.0000**	**29.2876**	**29.2876**	**5.6000e-004**	**5.4000e-004**	**29.4616**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Convenience Market with Gas Pumps	44074.4	4.0779	6.6000e-004	8.0000e-005	4.1183
Fast Food Restaurant with Drive Thru	83642	7.7389	1.2500e-003	1.5000e-004	7.8154
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	7560	0.6995	1.1000e-004	1.0000e-005	0.7064
Total		**12.5163**	**2.0200e-003**	**2.4000e-004**	**12.6401**

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0313					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	1.0000e-005	5.9000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1300e-003
Total	**0.0364**	**1.0000e-005**	**5.9000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0700e-003**	**1.0700e-003**	**0.0000**	**0.0000**	**1.1300e-003**

7.0 Water Detail

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.537024	0.1739	3.0000e-005	0.0000	0.1756
Convenience Market with Gas Pumps	0.0836574 / 0.0481462	0.0871	7.8000e-004	7.0000e-005	0.1262
Fast Food Restaurant with Drive Thru	0.789188 / 0.0473009	0.6896	7.3700e-003	6.2000e-004	1.0571
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.9506**	**8.1800e-003**	**6.9000e-004**	**1.3589**

8.0 Waste Detail

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

City Park	0.01	2.0300e-003	1.2000e-004	0.0000	5.0300e-003
Fast Food Restaurant with Drive Thru	7.4875	1.5199	0.0898	0.0000	3.7655
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**1.5219**	**0.0899**	**0.0000**	**3.7705**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-9.1803	0.0000	0.0000	-9.1803

11.1 Vegetation Land Change

Vegetation Type

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Grassland	2.13 / 0	-9.1803	0.0000	0.0000	-9.1803
Total		**-9.1803**	**0.0000**	**0.0000**	**-9.1803**

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Camino Arroyo Phase 1b Proposed Emissions Unmitigated

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	63.16	1000sqft	1.45	63,158.00	0
Parking Lot	208.00	Space	1.87	83,200.00	0
City Park	0.63	Acre	0.63	27,442.80	0
Hotel	112.00	Room	0.10	82,568.00	0
Hotel	88.00	Room	0.06	67,780.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Land Use - Area adjusted to match project description

Other asphalt surfaces estimated based on total paved area and parking lot

Demolition - No existing infrastructure located on the property.

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic systems - Wastewater service provided by South County Regional Wastewater Authority.

Area Mitigation - Phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Table Name	Column Name	Default Value	New Value

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblLandUse	LandUseSquareFeet	162,624.00	82,568.00
tblLandUse	LandUseSquareFeet	127,776.00	67,780.00
tblLandUse	LotAcreage	3.73	0.10
tblLandUse	LotAcreage	2.93	0.06
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	8.19	8.42
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	5.95	8.42
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	8.36	8.42
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Year	tons/yr										MT/yr					
2023	0.2605	2.2834	2.5794	5.9200e-003	0.2415	0.0979	0.3394	0.0835	0.0919	0.1754	0.0000	530.2248	530.2248	0.0834	0.0202	538.3331
2024	0.8322	0.1101	0.1647	2.9000e-004	5.5000e-003	5.1000e-003	0.0106	1.4700e-003	4.7700e-003	6.2500e-003	0.0000	25.7402	25.7402	5.7200e-003	3.3000e-004	25.9804
Maximum	**0.8322**	**2.2834**	**2.5794**	**5.9200e-003**	**0.2415**	**0.0979**	**0.3394**	**0.0835**	**0.0919**	**0.1754**	**0.0000**	**530.2248**	**530.2248**	**0.0834**	**0.0202**	**538.3331**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6785	2.0000e-005	2.5100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5400e-003	4.5400e-003	1.0000e-005	0.0000	4.7800e-003
Energy	0.0356	0.3236	0.2718	1.9400e-003		0.0246	0.0246		0.0246	0.0246	0.0000	457.9301	457.9301	0.0238	8.5300e-003	461.0682
Mobile	0.5785	0.5847	5.1778	0.0104	1.1823	7.5200e-003	1.1898	0.3156	6.9900e-003	0.3226	0.0000	959.4425	959.4425	0.0664	0.0474	975.2328
Waste						0.0000	0.0000		0.0000	0.0000	5.5594	0.0000	5.5594	0.3286	0.0000	13.7732
Water						0.0000	0.0000		0.0000	0.0000	1.7950	2.9396	4.7346	0.0474	3.9600e-003	7.0999
Total	**1.2926**	**0.9084**	**5.4521**	**0.0123**	**1.1823**	**0.0321**	**1.2144**	**0.3156**	**0.0316**	**0.3472**	**7.3544**	**1,420.3168**	**1,427.6712**	**0.4662**	**0.0599**	**1,457.1789**

2.3 Vegetation

Vegetation

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	CO2e
Category	MT
Vegetation Land Change	-17.7141
Total	**-17.7141**

4.0 Operational Detail - Mobile

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT
City Park	0.00	0.00	0.00	
Hotel	943.04	943.04	943.04	1,791,711
Hotel	740.96	740.96	740.96	1,407,773
Other Asphalt Surfaces	0.00	0.00	0.00	
Parking Lot	0.00	0.00	0.00	
Total	1,684.00	1,684.00	1,684.00	3,199,483

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Hotel	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Other Asphalt Surfaces	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720
Parking Lot	0.573651	0.055882	0.186012	0.115369	0.020252	0.005158	0.008030	0.006377	0.000893	0.000372	0.024386	0.000900	0.002720

5.0 Energy Detail

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	2.97622e+006	0.0161	0.1459	0.1226	8.8000e-004		0.0111	0.0111		0.0111	0.0111	0.0000	158.8224	158.8224	3.0400e-003	2.9100e-003	159.7662
Hotel	3.62556e+006	0.0196	0.1777	0.1493	1.0700e-003		0.0135	0.0135		0.0135	0.0135	0.0000	193.4737	193.4737	3.7100e-003	3.5500e-003	194.6235
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0356**	**0.3236**	**0.2718**	**1.9500e-003**		**0.0246**	**0.0246**		**0.0246**	**0.0246**	**0.0000**	**352.2962**	**352.2962**	**6.7500e-003**	**6.4600e-003**	**354.3897**

5.3 Energy by Land Use - Electricity

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Hotel	501572	46.4073	7.5100e-003	9.1000e-004	46.8662
Hotel	611003	56.5323	9.1500e-003	1.1100e-003	57.0913
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	29120	2.6943	4.4000e-004	5.0000e-005	2.7209
Total		**105.6339**	**0.0171**	**2.0700e-003**	**106.6785**

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0815					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Consumer Products	0.5969					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	2.5100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5400e-003	4.5400e-003	1.0000e-005	0.0000	4.7800e-003
Total	**0.6785**	**2.0000e-005**	**2.5100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.5400e-003**	**4.5400e-003**	**1.0000e-005**	**0.0000**	**4.7800e-003**

7.0 Water Detail

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.704845	0.2283	4.0000e-005	0.0000	0.2305
Hotel	5.07335 / 0.52932	4.5063	0.0474	3.9600e-003	6.8694
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.7346**	**0.0474**	**3.9600e-003**	**7.1000**

8.0 Waste Detail

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.0125	2.5400e-003	1.5000e-004	0.0000	6.2900e-003
Hotel	27.375	5.5569	0.3284	0.0000	13.7669
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**5.5594**	**0.3286**	**0.0000**	**13.7732**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-17.7141	0.0000	0.0000	-17.7141

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Grassland	4.11 / 0	-17.7141	0.0000	0.0000	-17.7141
Total		**-17.7141**	**0.0000**	**0.0000**	**-17.7141**

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Camino Arroyo Phase 2 Proposed Emissions Unmitigated

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	46.00	1000sqft	1.06	46,000.00	0
Other Asphalt Surfaces	28.86	1000sqft	0.66	28,860.00	0
Parking Lot	131.00	Space	1.18	52,400.00	0
City Park	0.92	Acre	0.92	39,951.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2028
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Land Use - Area adjusted to match project description.
Other asphalt surfaces estimated based on total paved area and parking lot.
Demolition - No existing infrastructure on the property.

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic systems - Wastewater service provided by South County Regional Wastwater Authority.

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Water Mitigation - State Model Water Efficient Landscape Ordinance (MWELO) (CAPCOA WUW-4)

Waste Mitigation - 75 percent is applied consistent with waste diversion targets identified in AB 341.

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	39,951.01	39,951.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	1.74	4.13
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	1.74	4.13
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	1.74	4.13
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2026	0.2079	1.8703	2.3061	4.7300e-003	0.1623	0.0744	0.2368	0.0620	0.0698	0.1318	0.0000	417.3279	417.3279	0.0795	9.5700e-003	422.1655

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2027	0.2718	0.1059	0.1666	2.9000e-004	3.8900e-003	4.7200e-003	8.6100e-003	1.0400e-003	4.4200e-003	5.4600e-003	0.0000	25.0533	25.0533	5.9200e-003	2.1000e-004	25.2625
Maximum	**0.2718**	**1.8703**	**2.3061**	**4.7300e-003**	**0.1623**	**0.0744**	**0.2368**	**0.0620**	**0.0698**	**0.1318**	**0.0000**	**417.3279**	**417.3279**	**0.0795**	**9.5700e-003**	**422.1655**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2110	1.0000e-005	1.1000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9900e-003	1.9900e-003	0.0000	0.0000	2.0900e-003
Energy	8.5000e-004	7.7600e-003	6.5200e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	25.0375	25.0375	2.8500e-003	4.8000e-004	25.2518
Mobile	0.0710	0.0784	0.7252	1.6400e-003	0.2049	1.0800e-003	0.2060	0.0547	1.0000e-003	0.0557	0.0000	150.8197	150.8197	8.6100e-003	6.6100e-003	153.0042
Waste						0.0000	0.0000		0.0000	0.0000	2.1984	0.0000	2.1984	0.1299	0.0000	5.4464
Water						0.0000	0.0000		0.0000	0.0000	3.7636	5.6589	9.4225	0.0993	8.3000e-003	14.3771
Total	**0.2829**	**0.0862**	**0.7328**	**1.6900e-003**	**0.2049**	**1.6700e-003**	**0.2066**	**0.0547**	**1.5900e-003**	**0.0563**	**5.9620**	**181.5181**	**187.4801**	**0.2407**	**0.0154**	**198.0816**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	-16.4642

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total	**-16.4642**

4.0 Operational Detail - Mobile

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT
City Park	0.00	0.00	0.00	
Other Asphalt Surfaces	0.00	0.00	0.00	
Parking Lot	0.00	0.00	0.00	
Unrefrigerated Warehouse-No Rail	189.98	189.98	189.98	554,649
Total	189.98	189.98	189.98	554,649

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.576295	0.056490	0.183529	0.114985	0.020137	0.005304	0.008188	0.006136	0.000868	0.000349	0.024273	0.000862	0.002585
Other Asphalt Surfaces	0.576295	0.056490	0.183529	0.114985	0.020137	0.005304	0.008188	0.006136	0.000868	0.000349	0.024273	0.000862	0.002585
Parking Lot	0.576295	0.056490	0.183529	0.114985	0.020137	0.005304	0.008188	0.006136	0.000868	0.000349	0.024273	0.000862	0.002585
Unrefrigerated Warehouse-No Rail	0.576295	0.056490	0.183529	0.114985	0.020137	0.005304	0.008188	0.006136	0.000868	0.000349	0.024273	0.000862	0.002585

5.0 Energy Detail

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	158240	8.5000e-004	7.7600e-003	6.5200e-003	5.0000e-005		5.9000e-004	5.9000e-004		5.9000e-004	5.9000e-004	0.0000	8.4443	8.4443	1.6000e-004	1.5000e-004	8.4945
Total		**8.5000e-004**	**7.7600e-003**	**6.5200e-003**	**5.0000e-005**		**5.9000e-004**	**5.9000e-004**		**5.9000e-004**	**5.9000e-004**	**0.0000**	**8.4443**	**8.4443**	**1.6000e-004**	**1.5000e-004**	**8.4945**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	18340	1.6969	2.7000e-004	3.0000e-005	1.7137

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Unrefrigerated Warehouse-No Rail	161000	14.8963	2.4100e-003	2.9000e-004	15.0436
Total		**16.5932**	**2.6800e-003**	**3.2000e-004**	**16.7573**

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0257					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1853					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	1.1000e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.9900e-003	1.9900e-003	0.0000	0.0000	2.0900e-003
Total	**0.2110**	**1.0000e-005**	**1.1000e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.9900e-003**	**1.9900e-003**	**0.0000**	**0.0000**	**2.0900e-003**

7.0 Water Detail

7.2 Water by Land Use

Unmitigated

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 1.0293	0.3333	5.0000e-005	1.0000e-005	0.3366
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	10.6375 / 0	9.0892	0.0993	8.2900e-003	14.0405
Total		**9.4225**	**0.0993**	**8.3000e-003**	**14.3771**

8.0 Waste Detail

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	10.81	2.1943	0.1297	0.0000	5.4364

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Total		**2.1984**	**0.1299**	**0.0000**	**5.4464**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	-16.4642	0.0000	0.0000	-16.4642

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Grassland	3.82 / 0	-16.4642	0.0000	0.0000	-16.4642
Total		**-16.4642**	**0.0000**	**0.0000**	**-16.4642**

EMFAC Results

C

APPENDIX

APPENDIX C
EMFAC2021
Gilroy Square
Fuel Demand

2028 Fuel Demand

Vehicle Class	Fuel	Process	Kgal/day	Fuel Type	Demand
All Other Buses	Dsl	IDLEX	1.77E-05	Diesel	
All Other Buses	Dsl	RUNEX	0.00191	Kgal/day	0.09
LDA	Dsl	RUNEX	0.000257	KGal/yr	34.41
LDT1	Dsl	RUNEX	6.55E-07		
LDT2	Dsl	RUNEX	0.000385	Gas	
LHD1	Dsl	IDLEX	4.67E-05	Kgal/day	0.52
LHD1	Dsl	RUNEX	0.008929	KGal/yr	188.11
LHD2	Dsl	IDLEX	3.58E-05		
LHD2	Dsl	RUNEX	0.004929	Hybrid	
MDV	Dsl	RUNEX	0.001052	kgal/day	0.006
MH	Dsl	RUNEX	0.000362	Kgal/yr	2.33
Motor Coach	Dsl	IDLEX	3.31E-05		
Motor Coach	Dsl	RUNEX	0.000689	TOTAL	
PTO	Dsl	RUNEX	0.001653	KGal/yr	224.85
SBUS	Dsl	IDLEX	4.96E-05	Gal/yr	224847.3
SBUS	Dsl	RUNEX	0.000569		
T6 CAIRP Class 4	Dsl	IDLEX	6.35E-08		
T6 CAIRP Class 4	Dsl	RUNEX	7.87E-06		
T6 CAIRP Class 5	Dsl	IDLEX	8.32E-08	Mileage	
T6 CAIRP Class 5	Dsl	RUNEX	1.09E-05	Check:	
T6 CAIRP Class 6	Dsl	IDLEX	2.94E-07		
T6 CAIRP Class 6	Dsl	RUNEX	2.74E-05	VMT/yr	6027447
T6 CAIRP Class 7	Dsl	IDLEX	4.72E-07	mpg	26.81
T6 CAIRP Class 7	Dsl	RUNEX	0.000164		
T6 Instate Delivery Class 4	Dsl	IDLEX	4.34E-05		
T6 Instate Delivery Class 4	Dsl	RUNEX	0.000816		
T6 Instate Delivery Class 5	Dsl	IDLEX	4.99E-05		
T6 Instate Delivery Class 5	Dsl	RUNEX	0.000954		
T6 Instate Delivery Class 6	Dsl	IDLEX	9.55E-05		
T6 Instate Delivery Class 6	Dsl	RUNEX	0.001809		
T6 Instate Delivery Class 7	Dsl	IDLEX	1.41E-05		
T6 Instate Delivery Class 7	Dsl	RUNEX	0.000398		
T6 Instate Other Class 4	Dsl	IDLEX	8.21E-05		
T6 Instate Other Class 4	Dsl	RUNEX	0.001697		
T6 Instate Other Class 5	Dsl	IDLEX	0.000166		
T6 Instate Other Class 5	Dsl	RUNEX	0.003563		
T6 Instate Other Class 6	Dsl	IDLEX	0.000159		
T6 Instate Other Class 6	Dsl	RUNEX	0.003329		
T6 Instate Other Class 7	Dsl	IDLEX	6.90E-05		
T6 Instate Other Class 7	Dsl	RUNEX	0.001413		
T6 Instate Tractor Class 6	Dsl	IDLEX	6.02E-07		

APPENDIX C
EMFAC2021
Gilroy Square
Fuel Demand

T6 Instate Tractor Class 6	Dsl	RUNEX	1.52E-05
T6 Instate Tractor Class 7	Dsl	IDLEX	2.14E-05
T6 Instate Tractor Class 7	Dsl	RUNEX	0.000546
T6 OOS Class 4	Dsl	IDLEX	3.65E-08
T6 OOS Class 4	Dsl	RUNEX	4.49E-06
T6 OOS Class 5	Dsl	IDLEX	4.75E-08
T6 OOS Class 5	Dsl	RUNEX	6.19E-06
T6 OOS Class 6	Dsl	IDLEX	1.69E-07
T6 OOS Class 6	Dsl	RUNEX	1.57E-05
T6 OOS Class 7	Dsl	IDLEX	2.42E-07
T6 OOS Class 7	Dsl	RUNEX	0.000108
T6 Public Class 4	Dsl	IDLEX	1.43E-05
T6 Public Class 4	Dsl	RUNEX	0.000186
T6 Public Class 5	Dsl	IDLEX	2.46E-05
T6 Public Class 5	Dsl	RUNEX	0.000323
T6 Public Class 6	Dsl	IDLEX	1.31E-05
T6 Public Class 6	Dsl	RUNEX	0.000175
T6 Public Class 7	Dsl	IDLEX	3.07E-05
T6 Public Class 7	Dsl	RUNEX	0.00053
T6 Utility Class 5	Dsl	IDLEX	5.17E-06
T6 Utility Class 5	Dsl	RUNEX	0.000145
T6 Utility Class 6	Dsl	IDLEX	9.76E-07
T6 Utility Class 6	Dsl	RUNEX	2.73E-05
T6 Utility Class 7	Dsl	IDLEX	1.09E-06
T6 Utility Class 7	Dsl	RUNEX	3.76E-05
T7 CAIRP Class 8	Dsl	IDLEX	0.000798
T7 CAIRP Class 8	Dsl	RUNEX	0.010172
T7 NNOOS Class 8	Dsl	IDLEX	0.000871
T7 NNOOS Class 8	Dsl	RUNEX	0.012093
T7 NOOS Class 8	Dsl	IDLEX	0.000384
T7 NOOS Class 8	Dsl	RUNEX	0.004496
T7 Other Port Class 8	Dsl	IDLEX	2.83E-05
T7 Other Port Class 8	Dsl	RUNEX	0.001195
T7 POAK Class 8	Dsl	IDLEX	0.000178
T7 POAK Class 8	Dsl	RUNEX	0.003865
T7 POLA Class 8	Dsl	IDLEX	2.66E-13
T7 POLA Class 8	Dsl	RUNEX	7.26E-12
T7 Public Class 8	Dsl	IDLEX	6.95E-05
T7 Public Class 8	Dsl	RUNEX	0.001744
T7 Single Concrete/Transit Mix Class 8	Dsl	IDLEX	5.65E-05
T7 Single Concrete/Transit Mix Class 8	Dsl	RUNEX	0.001466
T7 Single Dump Class 8	Dsl	IDLEX	0.000113
T7 Single Dump Class 8	Dsl	RUNEX	0.002225
T7 Single Other Class 8	Dsl	IDLEX	0.000158

APPENDIX C
EMFAC2021
Gilroy Square
Fuel Demand

T7 Single Other Class 8	Dsl	RUNEX	0.002763
T7 SWCV Class 8	Dsl	IDLEX	2.85E-05
T7 SWCV Class 8	Dsl	RUNEX	0.001913
T7 Tractor Class 8	Dsl	IDLEX	0.000729
T7 Tractor Class 8	Dsl	RUNEX	0.009045
T7 Utility Class 8	Dsl	IDLEX	3.98E-06
T7 Utility Class 8	Dsl	RUNEX	0.000186
UBUS	Dsl	RUNEX	0.001656
LDA	Gas	RUNEX	0.222551
LDA	Gas	STREX	0.007111
LDT1	Gas	RUNEX	0.018995
LDT1	Gas	STREX	0.000688
LDT2	Gas	RUNEX	0.134045
LDT2	Gas	STREX	0.004515
LHD1	Gas	IDLEX	9.06E-05
LHD1	Gas	RUNEX	0.024046
LHD1	Gas	STREX	0.000298
LHD2	Gas	IDLEX	1.33E-05
LHD2	Gas	RUNEX	0.003317
LHD2	Gas	STREX	3.67E-05
MCY	Gas	RUNEX	0.001249
MCY	Gas	STREX	0.000104
MDV	Gas	RUNEX	0.087153
MDV	Gas	STREX	0.002998
MH	Gas	RUNEX	0.001585
MH	Gas	STREX	2.63E-07
OBUS	Gas	IDLEX	5.86E-06
OBUS	Gas	RUNEX	0.001119
OBUS	Gas	STREX	9.69E-06
SBUS	Gas	IDLEX	1.95E-05
SBUS	Gas	RUNEX	0.000299
SBUS	Gas	STREX	1.73E-06
T6TS	Gas	IDLEX	2.86E-05
T6TS	Gas	RUNEX	0.004868
T6TS	Gas	STREX	4.82E-05
T7IS	Gas	RUNEX	1.20E-05
T7IS	Gas	STREX	5.78E-08
UBUS	Gas	RUNEX	0.000165
UBUS	Gas	STREX	2.62E-07
LDA	Phe	RUNEX	0.00479
LDA	Phe	STREX	0.000231
LDT1	Phe	RUNEX	4.30E-05
LDT1	Phe	STREX	2.27E-06
LDT2	Phe	RUNEX	0.000778

APPENDIX C
EMFAC2021
Gilroy Square
Fuel Demand

LDT2	Phe	STREX	4.57E-05
MDV	Phe	RUNEX	0.000463
MDV	Phe	STREX	3.42E-05

CNDDB Results

APPENDIX D

Appendix D Special-Status Species with Potential to Occur in the Project Vicinity

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Plants			
Alkali milk-vetch *(Astragalus tener* var. *tener)*	--/--/1B.2	Alkaline sites in playas, valley and foothill grassland (on adobe clay), and vernal pools; elevation 1-60m. Blooming Period: March - June	Unlikely. Suitable grassland habitat not found at the project site.
Anderson's manzanita *(Arctostaphylos andersonii)*	--/--/1B.2	Broadleaved upland forest, chaparral, and North Coast coniferous forest. Known only from the Santa Cruz Mountains. Prefers open sites in redwood forest; elevation 180-800m. Blooming Period: November - April	Unlikely. Suitable forest habitat not found at the project site. Species known from higher elevations.
Arcuate bush-mallow *(Malacothamnus arcuatus)*	--/--/1B.2	Chaparral, in gravelly alluvium; elevation 80-355m. Blooming Period: April - September	Unlikely. Suitable chaparral habitat not found at the project site.
Big-scale balsamroot *(Balsamorhiza macrolepis)*	--/--/1B.2	Valley and foothill grassland, and cismontane woodland; sometimes on serpentine; elevation 35-1000m. Blooming Period: March - June	Unlikely. Suitable habitat not found at the project site.
California alkali grass *(Puccinellia simplex)*	--/--/1B.2	Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools. Alkaline, vernally mesic. Sinks, flats, and lake margins; elevation 1-915m. Blooming Period: March - May	Unlikely. Suitable mesic habitat not found at the project site.
Chaparral harebell *(Campanula exigua)*	--/--/1B.2	Chaparral (rocky, usually serpentine); elevation 275-1250m. Blooming Period: May - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Congdon's tarplant *(Centromadia parryi* spp. *congdonii)*	--/--/1B.1	Valley and foothill grassland (alkaline); elevation 1-230m. Known to occur on various substrates, and in disturbed and ruderal (weedy) areas. Blooming Period: June - November	Unlikely. Suitable habitat not found at the project site.
Eastwood's goldenbush *(Ericameria fasciculata)*	--/--/1B.1	Closed cone coniferous forest, chaparral (maritime), coastal dunes, and coastal scrub/sand; elevation 30 - 275 meters. Blooming Period: July - October	Unlikely. Suitable habitat not found at the project site.
Fragrant fritillary *(Fritillaria liliacea)*	--/--/1B.2	Coastal scrub, valley and foothill grassland, and coastal prairie. Often on serpentine, various soils reported though usually clay in grassland; elevation 3-410m. Blooming Period: February - April	Unlikely. Suitable habitat not found at the project site.
Hairless popcorn flower *(Plagiobothrys glaber)*	--/--/1A	Meadows and seeps (alkaline), marshes and swamps (coastal salt); elevation 15-180m. Blooming Period: March - May	Unlikely. Suitable mesic habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Hall's tarplant *(Deinandra halliana)*	--/--/1B.1	Cismontane woodland, chenopod scrub, valley and foothill grassland. Variety of substrates, including clay, sand, and alkaline soils; elevation 300-950m. Blooming Period: April - May	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Hooker's manzanita *(Arctostaphylos hookeri* ssp. *hookeri)*	--/--/1B.2	Sandy soils in coastal scrub, chaparral, and closed-cone forest habitats; evergreen; elevation 45-215m. Blooming Period: February - April	Unlikely. Suitable habitat not found at the project site.
Hoover's button-celery *(Eryngium aristulatum* var. *hooveri)*	--/--/1B.1	Vernal pools. Alkaline depressions, roadside ditches, and other wet places near the coast; elevation 5-45m. Blooming Period: July	Unlikely. Suitable habitat not found at the project site.
Hospital Canyon larkspur *(Delphinium californicum* ssp. *interius)*	--/--/1B.2	Cismontane woodland and chaparral, in wet, boggy meadows, openings in chaparral, and in canyons; elevation 225-1060m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Indian Valley bush-mallow *(Malacothamnus aboriginum)*	--/--/1B.2	Chaparral and cismontane woodland; rocky, often burned areas. Prefers granitic outcrops and sandy bare soil; elevation 150-1700m. Blooming Period: April - October	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Legenere *(Legenere limosa)*	--/--/1B.1	In beds of vernal pools; elevation 1-880m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site.
Loma Prieta hoita *(Hoita strobilina)*	--/--/1B.1	Wet areas on serpentine substrate in chaparral, cismontane woodland, and riparian woodland; elevation 30-860m. Blooming Period: May - October	Unlikely. Suitable habitat not found at the project site.
Monterey spineflower *(Chorizanthe pungens* var. *pungens)*	FT/--/1B.2	Sandy openings in maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland; elevation 3-450m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site.
Most beautiful jewel-flower *(Streptanthus albidus* ssp. *peramoenus)*	--/--/1B.2	Chaparral, valley and foothill grassland, and cismontane woodland; serpentine outcrops, on ridges and slopes; elevation 120-730m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Mt. Hamilton thistle *(Cirsium fontinale* var. *campylon)*	--/--/1B.2	Serpentine seeps in chaparral, cismontane woodland, and valley and foothill grassland; elevation 100-890m. Blooming Period: February - October	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Pajaro manzanita *(Arctostaphylos pajaroensis)*	--/--/1B.1	Sandy soils in chaparral habitat; evergreen; elevation 30-760m. Blooming Period: December - March	Unlikely. Suitable habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Pine rose *(Rosa pinetorum)*	--/--/1B.2	Closed-cone coniferous forest; elevation 2-300m. Blooming Period: May - July	Unlikely. Suitable habitat not found at the project site.
Pink creamsacs *(Castilleja rubicundula* ssp. *rubicundula)*	--/--/1B.2	Chaparral, meadows and seeps, and valley and foothill grassland. Openings in chaparral or grasslands on serpentine soils; elevation 20-900m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site.
Pinnacles buckwheat *(Eriogonum nortonii)*	--/--/1B.3	Sandy sites in chaparral and valley and foothill grassland, often on recent burns; elevation 300-975m. Blooming Period: May - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Prostrate vernal pool navarretia *(Navarretia prostrata)*	--/--/1B.1	Coastal scrub, valley and foothill grassland, and vernal pools. Alkaline soils in grassland, or in vernal pools; elevation 15-700m. Blooming Period: April - July	Unlikely. Suitable habitat not found at the project site.
Saline clover *(Trifolium hydrophilum)*	--/--/1B.2	Marshes and swamps, valley and foothill grassland, and vernal pools. Prefers wet, alkaline sites; elevation 0-300m. Blooming Period: April - June	Unlikely. Suitable mesic habitat not found at the project site.
San Francisco popcornflower *(Plagiobothrys diffusus)*	--/SE/1B.1	Valley and foothill grassland, and coastal prairie. Historically from grassy slopes with marine influence; elevation 60-485m. Blooming Period: March - June	Unlikely. Suitable habitat not found at the project site.
San Joaquin spearscale *(Extriplex joaquinana)*	--/--/1B.2	Alkaline sites in chenopod scrub, meadows and seeps, playas, and valley and foothill grassland; elevation 1-320m. Blooming Period: April - October	Unlikely. Suitable habitat not found at the project site.
Santa Clara Valley dudleya *(Dudleya abramsii* ssp. *setchellii)*	FE/--/1B.1	Valley and foothill grassland, and cismontane woodland. Endemic to serpentine outcrops and on rocks within grassland or woodland in Santa Clara County; elevation 80-335m. Blooming Period: April - June	Unlikely. Suitable habitat not found at the project site.
Santa Cruz Mountains beardtongue *(Penstemon rattanii* var. *kleei)*	--/--/1B.2	Chaparral and lower montane coniferous forest. Sandy shale slopes in transition zone between forest and chaparral; elevation 400-1100m. Blooming Period: May - June	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Santa Cruz tarplant *(Holocarpha macradenia)*	FT/SE/1B.1	Coastal prairie, coastal scrub, and valley and foothill grassland; often on clay or sandy soils; elevation 10-220m. Blooming Period: June - October	Unlikely. Suitable habitat not found at the project site.
Seaside bird's-beak *(Cordylanthus rigidus* ssp. *littoralis)*	--/SE/1B.1	Closed-cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy often disturbed sites; elevation 0-215m. Blooming Period: May - October	Unlikely. Suitable habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Smooth lessingia *(Lessingia micradenia* var. *glabrata)*	--/--/1B.2	Chaparral; endemic to Santa Clara County. Serpentine, often on roadsides; elevation 120-485m. Blooming Period: July - November	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Woodland woollythreads *(Monolopia gracilens)*	--/--/1B.2	Serpentine, open sites in broadleaved upland forest, chaparral, cismontane woodland, North Coast coniferous forest, and valley and foothill grassland; elevation 100-1200m. Blooming Period: March – July	Unlikely. Suitable habitat not found at the project site. Species known from higher elevations.
Yadon's rein orchid *(Piperia yadonii)*	FE/--/1B.1	Sandy sites in coastal bluff scrub, closed cone coniferous forest, maritime chaparral; elevation 10-510m. Blooming Period: May - August	Unlikely. Suitable habitat not found at the project site.
Wildlife			
American badger *(Taxidea taxus)*	--/SSC	Most abundant in drier, open stages of most shrub, forest, and herbaceous habitats. Need sufficient food and open, uncultivated ground with friable soils to dig burrows. Prey on burrowing rodents.	Unlikely. Suitable open grassland habitat not found at the project site.
Bank swallow *(Riparia riparia)*	--/ST	Highly colonial species that nests in alluvial soils along rivers, streams, lakes, and ocean coasts. Nesting colonies only occur in vertical banks or bluffs of friable soils at least one meter tall, suitable for burrowing with some predator deterrence values. Breeding colony present in Salinas River.	Unlikely. Suitable bank habitat not found at the project site.
Bay checkerspot butterfly *(Euphydryas editha bayensis)*	FT/--	Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. *Plantago erecta* is the primary host plant; *Castilleja densiflora* and *C. exserta* are secondary host plants.	Unlikely. Suitable host plants not found at the project site.
Burrowing owl *(Athene cunicularia)*	--/SSC	Open, dry, annual or perennial grasslands, desert, or scrubland, with available small mammal burrows.	Possible. Suitable open habitats with available burrows found at the project site.
California brackishwater snail *(mimic tryonia) (Tryonia imitator)*	--/SSC	Aquatic, found on rocks and in gravel of riffles in cool, swift, clear streams.	Unlikely. Suitable aquatic habitat not found at the project site.
California giant salamander *(Anodonta californiensis)*	--/SSC	Known from wet coastal forests near streams ad seeps from Mendocino County south to Monterey County and east to Napa County. Aquatic larvae found in cold, clear streams, occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes.	Unlikely. Suitable aquatic habitat not found at the project site.
California linderiella *(Linderiella occidentalis)*	FSC/--	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools typically has very low alkalinity, conductivity, and total dissolved solids.	Unlikely. Suitable aquatic habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
California red-legged frog *(Rana draytonii)*	FT/SSC	Rivers, creeks, and stock ponds with pools and overhanging vegetation. Requires dense, shrubby or emergent riparian vegetation, and prefers short riffles and pools with slow-moving, well-oxygenated water. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter.	Unlikely. Suitable aquatic habitat not found at the project site.
California Ridgway's rail *(Rallus obsoletus obsoletus)*	FE/SE	Found in saltwater and brackish marshes, traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs.	Unlikely. Suitable aquatic habitat not found at the project site.
California tiger salamander *(Ambystoma californiense)*	FT/ST	Grasslands and oak woodlands near seasonal pools and stock ponds in central and coastal California. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. Requires seasonal water sources that persist into late March for breeding habitat.	Unlikely. Suitable aquatic habitat not found at the project site.
Coast horned lizard *(Phrynosoma blainvillii)*	--/SSC	Arid grassland and scrubland habitats; prefers lowlands along sandy washes with scattered low bushes. Requires open areas for sunning, bushes for cover, patches of loose soil for burrowing, and abundant supply of ants and other insects for feeding.	Unlikely. Suitable arid grassland habitat not found at the project site.
Coast Range newt *(Taricha torosa)*	--/SSC	Coastal drainages; lives in terrestrial habitats and can migrate over 1 km to breed in ponds, reservoirs, and slow-moving streams.	Unlikely. Suitable aquatic habitat not found at the project site.
Crotch bumble bee (*Bombus crotchii*)	--/SCE	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and Eriogonum.	Unlikely. Suitable food plants and habitat not found at the project site.
Foothill yellow-legged frog *(Rana boylii)*	--/SE	Partly shaded, shallow streams and riffles with rocky substrate in a variety of habitats. Requires at least some cobble-sized substrate for egg-laying and 15 weeks of available water to attain metamorphosis.	Unlikely. Suitable aquatic habitat not found at the project site.
Golden eagle *(Aquila chrysaetos)*	--/SFP	Rolling foothill mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range. Also uses large trees in open areas.	Unlikely. Suitable nesting habitat not found at the project site.
Hoary bat *(Lasiurus cinereus)*	--/SSC	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.	Unlikely. Suitable nearby aquatic habitat not present.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Least Bell's vireo *(Vireo bellii pusillus)*	FE/SE	Summer resident of southern and central California in riparian habitats below 2,000 feet in elevation. Often nests in large shrubs, along margins of bushes or on twigs projecting into pathways.	Unlikely. Suitable riparian habitat not found at the project site.
Loggerhead shrike *(Lanius ludovicianus)*	--/SSC	(Nesting) Broken woodlands, savannah, pinyon-juniper, Joshua tree and riparian woodlands, desert oases, scrub and washes. Prefers open country for hunting, with perches for scanning and fairly dense shrubs and brush for nesting.	Possible. Suitable perching areas present adjacent to parcel and foraging habitat within open fields.
Merlin *(Falco columbarius)*	--/--/WL	Seacoast, tidal estuaries, open woodlands, savannahs, edges of grassland and deserts, farms and ranches, clumps of trees or windbreaks are required for roosting in open county.	Unlikely. Suitable natural open habitats not found at the project site.
Monterey hitch (*Lavinia exilicauda harengus*)	--/SSC	Widely distributed in the Pajaro and Salinas river systems. Most abundant in lowland areas with large pools or in small reservoirs.	Unlikely. Suitable aquatic habitat not found at the project site.
Mountain lion *(Puma concolor)*	--/SC	Southern California and central coast evolutionarily significant unit. Steep, rocky canyons or mountainous terrain. Deserts, coastal forest, from sea level to 10,000 feet. May encroach into developed areas at the edge of habitat area or along migratory corridors.	Unlikely. Suitable mountainous, forested, or desert habitat or migratory corridors not found at the project site.
Northern California legless lizard *(Anniella pulchra)*	--/SSC	Sandy or loose loamy soils under sparse vegetation, moist soils. Anniella pulchra is traditionally split into two subspecies: *A. pulchra pulchra* (silvery legless lizard) and *A. pulchra nigra* (black legless lizard), but these subspecies are typically no longer recognized.	Unlikely. Suitable aquatic habitat not found at the project site.
Pallid bat *(Antrozous pallidus)*	--/SSC	Deserts, grasslands, scrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures.	Unlikely. Suitable rocky areas or potential roosting sites absent from project site.
San Joaquin coachwhip *(Masticophis flagellum ruddocki)*	--/SSC	Open, dry habitats with little or no tree cover. Found in valley grassland and saltbush scrub in the San Joaquin Valley. Requires mammal burrows for refuge and oviposition sites.	Unlikely. Suitable grassland or scrub habitats not found at the project site.
San Joaquin kit fox *(Vulpes macrotis mutica)*	FE/ST	Annual grasslands or grassy open stages with scattered shrubby vegetation. Needs loose-textured sandy soils for burrowing, and suitable prey base.	Unlikely. Suitable open habitats not found at the project site.
Santa Cruz black salamander *(Aneides flavipunctatus niger)*	--/SSC	Mixed deciduous and coniferous woodlands and coastal grasslands in San Mateo, Santa Cruz, and Santa Clara Counties. Adults found under rocks, talus, and damp woody debris.	Unlikely. Suitable aquatic habitat not found at the project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Santa Cruz long-toed salamander *(Ambystoma macrodactylum croceum)*	FE/SE	Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey Counties. Aquatic larvae prefer shallow (<12 inches) water; use clumps of vegetation or debris for cover. Adults use mammal burrows.	Unlikely. Suitable aquatic habitat not found at the project site.
Southern coastal roach *(Hesperoleucus venustus subditus)*	--/SSC	Found in the drainages of Tomales Bay and northern San Francisco Bay in the north, and drainages of Monterey Bay in the south.	Unlikely. Suitable aquatic habitat not found at the project site.
Steelhead *(Oncorhynchus mykiss irideus)*	FT/--	Coastal stream with clean spawning gravel. Requires cool water and pools. Needs migratory access between natal stream and ocean.	Unlikely. Suitable aquatic habitat not found at the project site.
Swainson's hawk *(Buteo swainsoni)*	--/ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas, such as grasslands or agricultural fields supporting rodent populations.	Unlikely. Not known from immediate vicinity and suitable nesting habitat with adjacent small mammal activity not found at the project site.
Townsend's big-eared bat *(Corynorhinus townsendii)*	--/SSC	Inhabits a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance.	Unlikely. Suitable rocky areas or potential roosting sites absent from project site.
Tricolored blackbird *(Agelaius tricolor)*	--/ST	Areas adjacent to open water with protected nesting substrate, which typically consists of dense, emergent freshwater marsh vegetation.	Unlikely. Suitable emergent freshwater marsh habitat not found at the project site.
Western bumble bee (*Bombus occidentalis*)	--/SCE	Historically known to occur throughout the mountains and northern coast of California. Prefers meadows and grasslands with abundant floral resources, including those from Fabaceae, Asteraceae, Rhamnaceae and Rosaceae families.	Unlikely. Suitable food plants and meadow habitat not found at the project site.
Western mastiff bat *(Eumops perotis californicus)*	--/SSC	Many open, semi-arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels.	Unlikely. Suitable rocky areas or potential roosting sites absent from project site.
Western pond turtle *(Emys marmorata)*	--/SSC	Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs basking sites (such as rocks or partially submerged logs) and suitable upland habitat for egg-laying (sandy banks or grassy open fields).	Unlikely. Suitable aquatic habitat not found at the project site.
Western red bat *(Lasiurus blossevillii)*	--/SSC	Roosts primarily in trees, 2-40 feet above the ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	Unlikely. Suitable rocky areas or potential roosting sites absent from project site.

Species	Status (Federal/State/ CNPS)	Suitable Habitat Description	Potential to Occur on Project Site
Western spadefoot *(Spea hammondii)*	--/SSC	Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands, breeds in winter and spring (January - May) in quiet streams and temporary pools.	Unlikely. Suitable aquatic habitat not found at the project site.
White-tailed kite *(Elanus leucurus)*	--/SFP	Rolling foothills and valley margins with scattered oaks, and river bottomlands or marshes next to deciduous woodlands. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	Possible. Suitable perching areas present adjacent to parcel and foraging habitat within open fields.

SOURCE: CDFW 2022, CNPS 2022, USFWS 2022

NOTE: Status Codes:

Federal (USFWS)

FE: Listed as Endangered under the Federal Endangered Species Act.

FT: Listed as Threatened under the Federal Endangered Species Act.

FC: A Candidate for listing as Threatened or Endangered under the Federal Endangered Species Act.

FSC: Species of Special Concern.

FD: Delisted under the Federal Endangered Species Act.

State (CDFW)

SE: Listed as Endangered under the California Endangered Species Act.

ST: Listed as Threatened under the California Endangered Species Act.

SR: Listed as Rare under the California Endangered Species Act.

SC: A Candidate for listing as Threatened or Endangered under the California Endangered Species Act.

SSC: Species of Special Concern.

SFP: Fully Protected species under the California Fish and Game Code.

SD: Delisted under the California Endangered Species Act.

CNPS Rare Plant Ranks and Threat Code Extensions

1B: Plants that are considered Rare, Threatened, or Endangered in California and elsewhere.

2B: Plants that are considered Rare, Threatened, or Endangered in California, but more common elsewhere.

.1: Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat).

.2: Fairly endangered in California (20-80% occurrences threatened).

.3: Not very endangered in California (<20% of occurrences threatened or no current threats known).

Phase I Environmental Site Assessment

E

APPENDIX

ERAS Environmental, Inc.

1533 B Street
Hayward, CA 94541

Phone (510) 247-9885 Facsimile: (510) 886-5399 info@eras.biz

PHASE I ENVIRONMENTAL SITE ASSESSMENT
6970 Camino Arroyo
Gilroy, California 95020
ERAS Project Number 18136

Prepared for:

Mr. Bob Desai
Temple Gilroy, LLC
527 Sima Drive
Milpitas, California 95035

Prepared by:

ERAS Environmental, Inc.
October 12, 2018

ERAS Environmental, Inc.

1533 B Street
Hayward, CA 94541

(510) 247-9885 Facsimile: (510) 886-5399 info@eras.biz

October 12, 2018

Mr. Bob Desai
Temple Gilroy, LLC
527 Sima Drive
Milpitas, California 95035

Re: **PHASE I ENVIRONMENTAL SITE ASSESSMENT**
6970 Camino Arroyo, Gilroy, California 95020
ERAS Project Number 18136

Dear Mr. Desai:

ERAS Environmental (ERAS) is pleased to provide you with the attached Phase I Environmental Site Assessment (ESA) for the above referenced Property. The assessment included a visual reconnaissance of the Property, a review of environmental databases for nearby sites, a review of historical maps, city directories and aerial photographs, an interview with the owner, and review of available files regarding the Property with the Gilroy Building Department and county health department. Conclusions and recommendations presented in our report were based upon the completion of these activities.

If you have any questions regarding the information in this report, please don't hesitate to call us. It has been a pleasure working with you on this project.

Sincerely,
ERAS Environmental, Inc.

David Siegel
Senior Program Manager

Andrew Savage
Project Geologist

TABLE OF CONTENTS

PAGE

1.0 INTRODUCTION 4

1.1 Purpose and Scope 4
1.2 Authorization 4
1.3 Limitations and Exceptions 4

2.0 PROPERTY DESCRIPTION 6

2.1 Location and Jurisdiction 6
2.2 Property Description 6
2.3 Property Use 6
2.4 Suspect ACM/PCBs/Lead Paint/Lead in Drinking Water 7
2.5 Physical Setting 7
2.6 Geologic and Soil Conditions 7
2.7 Groundwater Conditions 8

3.0 REGULATORY AGENCY RECORDS REVIEW 9

3.1 Standard Federal and State Environmental Record Sources 9
3.2 Findings from Database Review 10
3.3 Off-site Sources and Agency File Reviews 12

4.0 HISTORICAL USE INFORMATION 14

4.1 Historical Information Review 14
4.2 Interview 14
4.3 Building and Health Department File Review 15
4.4 Synopsis of Previous Environmental Investigations 15
4.5 Environmental Liens 15

5.0 RECONNAISSANCE 16

5.1 Visual Reconnaissance of the Property 16
5.2 Adjacent and Nearby Site Uses 17

6.0 CONCLUSIONS AND RECOMMENDATIONS 18

6.1 Conclusions 18
6.2 Recommendations 19

7.0 REFERENCES AND APPENDICES 20

APPENDICES

A Environmental Professional's Resume
B Location and Site Maps
C Property Photographs
D ERIS Database Report
E ASTM Transaction Screen and Environmental Site Assessment Questionnaire
F Case Closure and Monitoring Information for 850 Pacheco Pass Highway

1.0 INTRODUCTION

1.1 Purpose and Scope

This Phase I Environmental Site Assessment (ESA) was performed to identify, to the extent feasible, recognized environmental conditions in connection with the subject site (cited hereinafter as the "Property"). The protocol utilized for this assessment is in general accordance with the requirements of ASTM Standard E 1527-13.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part (40 CFR Part 312). We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

The environmental professional's resume is included in **Appendix A**.

The assessment included four main components: Records Review, Historical Use Information Review, Visual Reconnaissance of the Property, and Report Preparation. The purpose of the records review is to obtain and review records that will help identify recognized environmental conditions in connection with the Property. The objective of the visual reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the Property. The objective of the interviews is to obtain additional information indicating recognized environmental conditions in connection with the Property. The report includes documentation to support the analysis, opinions and conclusions as presented.

1.2 Authorization

Authorization to perform this assessment was provided by Mr. Bob Desai of Temple Gilroy, LLC on September 25, 2018 in response to ERAS proposal dated the same day.

1.3 Limitations and Exceptions

ERAS has performed the services for this project in accordance with our proposal, and in accordance with current standards of the American Society for Testing and Materials (ASTM) for Phase I Environmental Site Assessments (ASTM standard E1527-13). No guarantees are either expressed or implied.

The investigation was limited to a search for *recognized environmental conditions*. The term *recognized environmental condition* means the presence or likely presence of any hazardous substances or petroleum products on the Property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the Property or into the ground, groundwater, or surface water of the Property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

There is no investigation, which is thorough enough to preclude the presence of hazardous

materials, which presently, or in the future, may be considered hazardous at the Property. Because regulatory evaluation criteria are constantly changing, concentrations of constituents presently considered low may, in the future, fall under more stringent regulatory standards that require remediation.

The visual reconnaissance was limited to observation of surface conditions at the Property. *Reasonably ascertainable* information was obtained. This information is publicly available and obtainable from its source within reasonable time and cost constraints and is reasonably reviewable. This approach reflects current ASTM standards unless the information obtained as part of this work suggests the need for further investigation. No warranty or guarantee of Property conditions is intended.

The investigation addressed recognized environmental conditions at the Property. However, certain conditions, such as those listed below, may not be revealed:

1) naturally occurring toxic materials in the subsurface soils, rocks, water, or toxicity of on-site flora;

2) toxicity of substances common in current habitable environments, such as stored household products, building materials, and consumables;

3) biological pathogens;

4) contaminant plumes below sampled or observed surface levels, originating from a remote source;

5) constituents or constituent concentrations that do not violate present regulatory standards, but may violate future standards;

6) unknown impact to the Property, such as "midnight" dumping and/or accidental spillage which may occur following the visual reconnaissance of the Property by ERAS.

Opinions and judgments expressed herein, which are based upon our understanding and interpretation of current regulatory standards, should not be construed as legal opinions.

2.0 PROPERTY DESCRIPTION

2.1 Location and Jurisdiction

The subject property (hereinafter the "Property") is located at 6970 Camino Arroyo in the southeastern portion of the City of Gilroy. This Property consists of an undeveloped dirt lot of approximately 10 acres identified by parcel number 841-70-049.

The 1 Mile Radius Map included as a site location map in **Appendix B** shows the location of the Property. Current photographs showing important details of the Property are included in **Appendix C**.

2.2 Property Description

An ERAS representative visited the Property on October 4, 2018. The Property was a long linear lot approximately 300 feet wide and 1,500 feet long.

The Property was located in an area of commercial land uses. It was bounded on the southwest by Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center along the remainder. To the southeast was Holloway Road and across the street was a vacant undeveloped lot. Along the northeast side was mostly contiguous vacant undeveloped land except at the southeast corner where a paved and fenced parking lot used by Cintas was located. The Property comes to a point close to the intersection of Pacheco Pass Highway (Highway 152) and Camino Arroyo.

The Property was vacant except for a soil stockpile near the middle toward the southeast end of the Property. The pile was approximately 100 feet by 40 feet by an estimated 10-15 feet high. Another much smaller pile was near the northwest end. A gravel road extended from near the northwest corner along the center of the Property and exits at Camino Arroyo not far from Holloway Road. A pile of debris and refuse was located along the road near the large soil stockpile. The debris consisted mostly of residential type garbage including books, clothes, a car bumper and miscellaneous car parts, a small trailer and household garbage. A wrecked couch was on the opposite site of the large soil stockpile.

No hazardous materials were used on the Property. No indication of spills or improper storage of hazardous materials were noted on or near the Property at the time of the site visit. Groundwater production wells, monitoring wells, septic systems, drywells, or pits were not observed on the Property by ERAS. No evidence of the current or former presence of aboveground storage tanks (ASTs) or underground storage tanks (USTs) were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on or near the Property by ERAS.

A Site Plan (**Figure 2**) illustrating important features of the Property is included in **Appendix B**. Observations made by ERAS at the time of the site visit are shown on the site reconnaissance checklist in **Appendix E**.

2.3 Property Use

Based on the historical information reviewed for this assessment the Property has never been

developed since at least 1915.

Additional historical detail regarding the uses of the Property is provided in **Section 4.0**.

2.4 Suspect ACM/PCBs/Lead Paint/Lead in Drinking Water

Asbestos

No building was present, therefore, no asbestos containing materials were present.

PCBs

No electrical transformers were observed on the Property. Oil containing electrical transformers are usually owned and serviced by Pacific Gas and Electric Company who would be responsible to remedy any releases. There were no indications of hydraulic equipment on the Property that would be likely to contain oil or PCBs.

Lead Paint

No building was present; therefore, no lead-based paint was likely to be present.

Lead in Drinking Water

No building was present, therefore, lead in drinking water is not an issue.

2.5 Physical Setting

The Property is in the southwest part of the City of Gilroy, in the Santa Clara Valley, south of the San Francisco Bay Area. The Santa Clara Valley occupies a broad alluvial valley that slopes gently northward toward San Francisco Bay and southward toward the San Juan and Bolsa Valleys and is flanked by alluvial fans deposited at the foot of the Gavilan Range to the east and the Santa Cruz Mountains to the west.

Elevation of the Property is approximately 180 feet above mean sea level (MSL), according to the United States Geological Survey (USGS) Chittenden 7.5 Minute Series Topographic Map. Regionally, the topography slopes down to the southeast toward the Llagas Creek and Pajaro River, which flows to the Pacific Ocean at Monterey Bay. The topography in the vicinity of the Property is nearly flat with a very gentle slope down to the southeast.

2.6 Geologic and Soil Conditions

The southernmost portion of the Santa Clara Valley, where the Property is located, contains mostly fine-grained with some beds of coarse-grained sands and gravel that represent alluvial sediments deposited on alluvial fans formed by rivers draining upland surfaces to the west and east of the Property. Beneath the Quaternary age alluvium, at estimated depths of approximately 300 feet, are older alluvial fan deposits of Upper Pliocene to Lower Pleistocene age (0.5 - 5 million years old) known as the Santa Clara Formation. The sediments comprising this unit are poorly-sorted, lenticular beds of gravel, sand, silt and clay (Goldman, 1967). Franciscan Formation rocks of probable Cretaceous age (70 - 150 million years old) form the bedrock surface beneath the sediments filling the Santa Clara Valley. These rocks consist of interbedded sandstone and shale, limestone, chert and metavolcanic rock.

2.7 Groundwater Conditions

The subject site is located in the southern part of the Llagas sub-basin, a sub-area of the Santa Clara Valley Groundwater Basin. Principal recharge in the Llagas Sub-basin occurs in the forebay zone, located along the edge of the sub-basin (David Keith Todd, 1987). Lenses of sand and gravel are the principal aquifers, separated by finer textured materials that form discontinuous or leaky aquitards. In the sub-basin interior, water table conditions are present in the shallow aquifer zone, while artesian conditions are present in the deeper aquifer (usually greater than 150 feet). The regional groundwater flow follows the topography, moving from areas of higher elevation to areas of lower elevation. The regional groundwater flow direction in the area of the Property is estimated to be toward the south.

Based on groundwater monitoring on and near the Property, the depth to water was reported to be approximately 11-43 feet below ground surface (bgs) with a flow direction toward the east (SCVWD, 2000).

3.0 REGULATORY AGENCY RECORDS REVIEW

3.1 Standard Federal and State Environmental Record Sources

Groundwater provides the primary migration route for subsurface contamination from off-site sources to the Property. The groundwater flow direction in the vicinity of the Property is estimated to be variable. Note that under these conditions' contamination does not migrate long distances but rather remains near its source.

Only the sites that are directly up-gradient or in close proximity (adjacent) are usually considered to pose a threat to subsurface environmental conditions under the Property. The potential impact of off-site contaminants to the Property are based on the type of chemical released, the severity of the release, status of remediation or cleanup, and nature of the groundwater in the area of impact and area of the Property.

Sites where groundwater is known to be impacted are listed on a variety of Federal and State databases and are the cases most likely to affect other nearby parcels. These databases are listed below. Databases searched for specified radii around the Property also include reported spills of hazardous materials (ERNS).

Fuel hydrocarbons generally do not migrate as readily as other chemicals such as certain solvents; consequently, reported fuel leak sites at distances greater than ½ mile from the Property are not considered imminent threats and are not plotted on database maps. Leaks from underground storage tank sites are the most common source of local contamination. Leaks of this type generally do not extend down-gradient more than approximately 500 feet (approximately 1/10 mile) except under unusual conditions. All toxic sites within a 1-mile radius are plotted and reviewed to determine potential threats to the Property.

Information from standard Federal and State environmental databases was provided to ERAS by Environmental Risk Information Services (ERIS) of Toronto. Data from governmental agency lists are updated and integrated into one database, which is updated as these data are released. This integrated database also contains postal service data in order to enhance matching of street addresses. Records from one government source are compared to records from another to clarify any address ambiguities. The demographic and geographic information available provides assistance in identifying and managing risk. The accuracy of the geo-coded locations is +/- 300 feet.

Maps in the ERIS report shows the locations of all sites identified relative to the location of the Property. The following databases represent the known and likely leak sites that could potentially pose a threat to environmental conditions under the Property. These represent the databases that are consistent with the ASTM-standard environmental databases.

The database includes a large number of supplemental, proprietary and non-ASTM standard databases that include many duplicate listings of sites that are already listed in the below-listed databases. ERAS reviewed all the listings provided in the databases as part of the process of evaluation of risk to the Property and further evaluates any site listings that ERAS considers significant.

List Type	Approximate Search Distance in Miles
NPL	1.0
CERCLIS	0.5
CORRACTS	1.0
CONTROLS	0.5
ERNS	Property
ENVIRONSTOR	1.0
LUST	0.5
SLIC	0.5
VCP	0.5
Brownfields	0.5

3.2 Findings from Database Review

The Property was not listed on the databases searched for this assessment.

An adjacent site at 850 Pacheco Pass Highway was listed as a leaking underground storage tank (LUST) site. Based on its proximity, files were reviewed, and the results discussed in **Section 3.3**.

A number of sites across Camino Arroyo were listed on various other database lists for the permitted use, storage, and disposal of hazardous materials. These sites are not listed on databases that indicate chemical leaks, spills or releases occurred at these facilities. The proper use of hazardous materials and disposal of hazardous waste during normal business operation is not considered to pose a threat to subsurface environmental conditions beneath the Property.

The locations of the other identified sites, relative to the Property, are shown on the **1 Mile Radius, .5 Mile Radius and .25 Mile Radius** maps in the ERIS Report in **Appendix D**.

NPL

NPL National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, ERIS provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices. State listed NPL equivalent sites (Response) are also included in this search.

No NPL sites were listed within 1 mile of the Property.

CERCLIS

CERCLIS is the Comprehensive Environmental Response, Compensation, and Liability Information System. CERCLIS contains information on hazardous waste sites, potential hazardous waste sites, and remedial activities across the nation, including sites that are on the National Priorities List (NPL) or being considered for the NPL. This database contains a listing of NPL Sites.

Three CERCLIS sites were listed within ½ mile of the Property. The nearest identified site, South Bay Chemical at 721-731 Renz Lane, was located approximately a ½ mile to the west-northwest of the Property in a cross-gradient direction.

Based on the distance and location this site and the other identified sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

CORRACTS
This database contains Investigation or cleanup activities at Resource Conservation and Recovery Act (RCRA) or state-only hazardous waste reported by the California Department of Toxic and Substance Control.

One CORRACTS site was listed within 1 mile of the Property. The identified site, Hazcontrol Inc. at 731 Renz Lane, was located approximately a ½ mile to the northwest of the Property in a cross-gradient direction. Based on the distance and location this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

CONTROLS
Controls, this database identifies sites that have liens reported by the California Department of Toxic and Substance Control, land use control information pertaining to the former Navy base realignment and closure properties, engineering controls sites, and sites with institutional controls.

No Controls sites were listed in this database within ½ mile of the Property.

ERNS
The primary function of the National Response Center is to serve as the sole national point of contact for reporting all oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database contains a listing of discharge locations. Agency: National Response Center

The Property was not identified on this database.

ENVIROSTOR
This database identifies confirmed release sites where DTSC is involved in remediation, either in a lead role or oversight capacity.

Eight ENVIROSTOR sites were listed within 1.0 miles of the Property. The nearest identified site, South Bay Chemical at 721-731 Renz Lane, was located approximately a ½ mile to the west-northwest of the Property in a cross-gradient direction. Based on the distance and location this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

Based on distance, and/or direction the remaining sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

LUST
The California State Water Resources Control Board's Underground Storage Tank Program keeps a list of all underground storage tanks which have been reported as having had a release. These sites include those that have not yet been cleaned up and now have a status of Case Open and those

which have been cleaned up and have a case status of Closed. Fuel leak sites rarely affect an area more than 1/8 mile from its source except under unusual conditions. Most contamination from these sites is confined to areas within 500-700 feet of the leak source.

Three LUST sites were listed within ½ mile of the Property. The nearest identified site, Shell at 850 Pacheco Pass Road, was located approximately 150 feet to the northwest of the Property in an up-gradient direction and is discussed further below in **Section 3.3**.

Based on distance and/or direction the remaining sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

SLIC

The Spills, Leaks, Investigation & Cleanup (SLIC) Program deals with site investigation and corrective action involving sites not overseen by the Underground Tank Program and the Well Investigation Program. Sites listed as "closed" have had remediation completed and are now considered closed by the agency. These listings include SLIC sites that are listed on Federal, state and county listings.

No SLIC sites were listed within ½ mile of the Property.

VCP

This database contains a listing of sites with either confirmed or unconfirmed releases, and the project proponents have requested that DTSC oversee evaluation, investigation, and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

No VCP sites were listed within ½ mile of the Property.

BROWNFIELDS, A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provide information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

No US Brownfields sites were listed on the database within ½ mile.

Only sites that are listed as potentially contaminated and are near or in a direction directly up-gradient are considered as potential threats to the Property. No additional sites, other than those leak sites identified above, were identified on these databases.

3.3 Off-site Sources and Agency File Reviews

The site adjacent to the northwest across Camino Arroyo at 850 Pacheco Pass Highway, a Shell gasoline station, was listed as a closed leak case. Based on the proximity, records were reviewed for the site.

Information regarding the site was obtained from a Case Closure Summary prepared by the Santa Clara Valley Water District in 2000. A total of 14 groundwater monitoring wells were installed on and near the site to assess the presence and extent of contamination in groundwater. A Site Plan that was included with the case closure information indicated three of the groundwater wells (S-5,

S-6, and S-7) were along the street near the Property and two wells (S-8, S-14) were located on the Property.

Review of tables of analytical data indicated these off-site wells contained concentrations of contaminants in 1992 but subsequent sampling did not indicate detectable concentrations of contaminants. The Santa Clara Valley Water District determined that contamination from the site did not pose a threat to human health and safety and the environment and closed the case in 2000. Copies of selected information from the case closure is included in **Appendix F.**

Based on the removal of the source of contamination the concentrations of contamination in groundwater will continue to decrease. Based on the information obtained, contamination from this site is not considered likely to pose a threat to subsurface environmental conditions under the Property.

4.0 HISTORICAL USE INFORMATION

Available historical data were researched to obtain information regarding the past uses of the Property and adjacent sites, especially as the information may pertain to environmental conditions or concerns.

4.1 Historical Information Review

The United States Geological Survey Chittenden, California 7.5 Minute Series Topographic Maps, 1980, shows the Property elevation at approximately 180 feet.

Historical USGS Topographic Maps

ERAS reviewed topographic maps which include the location of the Property dated 1915, 1917, 1939, 1955, 1968, 1973, 1980, 1981, 1993 and 2015 provided by ERIS.

From 1915 through 1955, no development was present on and near the Property. In 1968 and 1980 several buildings were present adjacent to the southwest of the Property, most of the surrounding area was still undeveloped and most of the current roads in the area were not yet present.

In 1993 Camino Arroyo was present as a dirt road that ended at the adjacent buildings noted in earlier photographs. The Property was shown to be undeveloped on all the maps reviewed.

Historical Aerial Photographs

ERAS reviewed historical aerial photographs provided by ERIS dated in 1937, 1952, 1963, 1968, 1974, 1981, 1987, 1998, 2003, 2004, 2005, 2006, 2009, 2010, 2012, 2014, and 2016.

The northwest portion of the Property was used for orchard land in 1937 and 1952. From 1963 to 1987 a farm complex was located adjacent to the Property to the southwest. The Property was bounded on three sides by agricultural land. In 1993-2003 the Property and area to southwest was agricultural land, the only development was the farm complex adjacent to the southwest and a commercial building across Holloway to the southeast.

From 2004-2016 the Property and nearby area was generally in its current state of development with a line of commercial buildings to the southeast and the current shopping center to the northwest.

Historical City Directories

Historical Business, Polk, and Haines Directories were provided by ERIS. Directories dated in 1970, 1975, 1980, 1985, 1990, 1995, 1999, 2006, 2012 and 2018 were reviewed. There was no listing for the Property address in the directories.

4.2 Interview

ERAS reviewed an interview form completed by manager Mr. Jim Stockhausen on October 5, 2018. Mr. Stockhausen indicated that the Property has always been vacant land.

Mr. Stockhausen was not aware of: 1) the existence of environmental liens on the Property; 2) any

notifications by government of violations of current or historic environmental laws; 3) any existing or historic violations by occupants of environmental laws, or 4) the current presence of underground or aboveground storage tanks on the Property.

These responses were compiled on ERAS Environmental Questionnaire along with observations made by ERAS at the time of the site visit. The Environmental Questionnaire is included as **Appendix E**.

4.3 Building and Health Department File Review

Gilroy Building and Planning Department

ERAS requested the Gilroy Building Department records for the Property. The only information on file was an entry from 2007 that indicated Land Capital Group was planning a 20,953 square foot retail building.

The Planning Department indicated the Property is part of an area of redevelopment that includes the shopping center across Camino Arroyo to the northwest. There are restrictions to the development of the Property and one of the requirements for development would be to widen the nearby Pacheco Pass overcrossing. The complete requirements are contained in the Regency Centers Property Final Mitigation Monitoring Program.

Santa Clara County Department of Environmental Health

ERAS requested available records for the Property. On September 28, 2018 ERAS was informed that there were no available records for the Property.

4.4 Synopsis of Previous Environmental Investigations

There was no evidence discovered during this assessment, which indicates that any previous subsurface environmental investigations had been performed on the Property.

4.5 Environmental Liens

There was no indication that the Property was the site of any ongoing subsurface investigations or remedial activities related to any additional release of hazardous materials on the Property, therefore a search for environmental liens for the Property was not considered likely to add additional information for this assessment.

5.0 RECONNAISSANCE

Photographs were taken during the reconnaissance to document the features observed and any environmental conditions of concern. Photographs are included in **Appendix C**.

5.1 Visual Reconnaissance of the Property

ERAS conducted a visual reconnaissance of the Property on October 4, 2018 to identify potential indications of environmental concern. The items listed in this section, if any, are representative of those which could pose recognized environmental conditions as indicated in the ASTM standard for conducting environmental site assessments.

Drums, Containers, and Storage Tanks

The on-site reconnaissance addressed containers, drums, above ground storage tanks, and other storage units containing materials, which may pose an environmental threat at the Property.

No such items were noted.

Evidence of Waste Disposal

The on-site reconnaissance addressed dumps, pits, ponds, landfills, borrow pits and lagoons, which may have been used for disposal purposes at the Property. No such items were observed on the Property.

Surface Fill

The on-site reconnaissance did not reveal any evidence of surface fill. Soil stockpiles were located on the Property.

Surface Staining and Stressed Vegetation

No surface staining or stressed vegetation was observed on the Property during the on-site reconnaissance.

Transformers

No transformers were observed on the Property.

Air Stacks, Vents, and Odors

The on-site reconnaissance addressed air stacks, vents, and strong, pungent or noxious odors at the Property. No such items were noted.

Evidence of Underground or Aboveground Storage Tanks

No USTs or ASTs were observed.

Conduits to Groundwater

Groundwater production wells or dry wells were not discovered on the Property.

Evidence of Improper Waste Discharge

Pipes and/or vents, indicating improper discharge of wastes, were not found at the Property.

On-Site Environmental Management Practices

The on-site reconnaissance addressed the following environmental management practices.

Solid Waste

Waste items were observed to have been dumped on the Property. These items included mostly household garbage and debris and a few pieces of furniture. No hazardous items were noted.

Hazardous Materials and Waste

No hazardous materials and waste were observed on the Property.

Treatment Facilities

No indications of wastewater disposal or treatment facilities were observed at the Property during the on-site reconnaissance.

Application of Pesticides, Herbicides or Fertilizers

No evidence of the application of pesticides, herbicides, or fertilizers was indicated during the on-site reconnaissance.

General Environmental Practices

No indications of adverse environmental practices were observed on the Property during the on-site reconnaissance.

5.2 Adjacent and Nearby Site Uses

The following observations were made of parcels adjacent to the Property:

Southwest	Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center
Southeast	Holloway Road and across the street was a vacant undeveloped lot
Northeast	Vacant undeveloped land and paved fenced parking lot
Northwest	Pacheco Pass Highway (Highway 152)

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

ERAS has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 for the Property. Any exceptions to, or deletions from this Practice are described in the report.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all of the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Data failures occurred for the Property for the periods 1917-1937, 1939-1952 and 1963-1973. The Property was undeveloped during these periods. Based on the non-hazardous uses of the Property, these data gaps are not considered likely to change the conclusions of this assessment.

Site Visit

An ERAS representative visited the Property on October 4, 2018. The Property was a long linear lot approximately 300 feet wide and 1,500 feet long.

The Property was located in an area of commercial land uses. It was bounded on the southwest by Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center along the remainder. To the southeast was Holloway Road and across the street was a vacant undeveloped lot. Along the northeast side was mostly contiguous vacant undeveloped land except at the southeast corner where a paved and fenced parking lot used by Cintas was located. The Property comes to a point close to the intersection of Pacheco Pass Highway (Highway 152) and Camino Arroyo.

The Property was vacant except for a soil stockpile near the middle toward the southeast end of the Property. The pile was approximately 100 feet by 40 feet by an estimated 10-15 feet high. Another much smaller pile was near the northwest end. A gravel road extended from near the northwest corner along the center of the Property and exits at Camino Arroyo not far from Holloway Road. A pile of debris and refuse was located along the road near the large soil stockpile. The debris consisted mostly of residential type garbage including books, clothes, a car bumper and miscellaneous car parts, a small trailer and household garbage. A wrecked couch was on the opposite site of the large soil stockpile.

No hazardous materials were used on the Property. No indication of spills or improper storage of hazardous materials were noted on or near the Property at the time of the site visit. Groundwater production wells, monitoring wells, septic systems, drywells, or pits were not observed on the Property by ERAS. No evidence of the current or former presence of USTs or ASTs were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on or near the Property by ERAS.

Historical Uses

Based on the historical information reviewed for this assessment the Property has never been developed since at least 1915.

Database Review

The Property was not listed on any of the databases searched for this assessment.

The site adjacent to the northwest across Camino Arroyo at 850 Pacheco Pass Highway, a Shell gasoline station, was listed as a closed leak case. Two monitoring wells had been installed on the Property and monitored. Review of tables of analytical data indicated these off-site wells contained concentrations of contaminants in 1992 but subsequent sampling did not indicate detectable concentrations of contaminants. The Santa Clara Valley Water District determined that contamination from the site did not pose a threat to human health and safety and the environment and closed the case in 2000.

Based on the removal of the source of contamination the concentrations of contamination in groundwater will continue to decrease. Based on the information obtained, contamination from this site is not considered likely to pose a threat to subsurface environmental conditions under the Property.

Based on distance, locations or current site status, none of the remaining identified sites are considered threats to the current environmental status of the Property or subsurface soil and groundwater beneath it.

There was no indication that the Property was the site of ongoing subsurface investigations or remedial activities related to any additional release of hazardous materials on the Property, therefore a search for environmental liens for the Property was not considered likely to add additional information for this assessment.

Recognized Environmental Conditions

No recognized environmental conditions (REC), historical recognized environmental conditions (HREC), controlled recognized environmental condition (CREC), or de minimis conditions were identified for the Property.

6.2 Recommendations

No evidence was discovered during this assessment to indicate that activities currently conducted on or near the Property have contributed contamination to soil or groundwater in the surrounding area.

ERAS recommends no further actions pertaining to subsurface environmental conditions at the Property at 6970 Camino Arroyo in Gilroy, California.

7.0 REFERENCES AND APPENDICES

Maps, Aerial Photographs, and Other Geographic References

Historical Topographic maps

United States Geological Survey Topographic Maps dated 1915, 1917, 1939, 1955, 1968, 1973, 1980, 1981, 1993 and 2015 provided by ERIS.

Historical Aerial Photographs: Historical aerial photographs provided by ERIS dated in 1937,1952, 1963, 1968, 1974, 1981, 1987, 1998, 2003, 2004, 2005, 2006, 2009, 2010, 2012, 2014, and 2016.

Polk and Haines City Directories provided by ERIS dated 1970, 1975, 1980, 1985, 1990, 1995, 1999, 2006, 2012 and 2018.

Published References

California Department of Water Resources, Evaluation of Ground Water Resources South Bay, Appendix A: Geology, Bulletin 118-1, August 1967.

David Keith Todd Consulting Engineers, Inc., Groundwater Management in Santa Clara Valley, April 1987.

ERIS, Database Report, 6970 Camino Arroyo, Gilroy, CA Job Number 18136, dated September 27, 2018.

Goldman, Harold B., Geology of San Francisco Bay prepared for San Mateo Bay Conservation and Development Commission, July 1967.

Helley, E.J., La Joie, K.R., Spangle, W.E., and Blair, M.L., Flatland Deposits of the San Francisco Bay Region, California - their geology and engineering properties and their importance to comprehensive planning, U.S. Geological Survey Professional Paper 943, 1974.

Santa Clara Valley Water District, Case Closure Summary, Shell, 850 Pacheco Pass Highway, Gilroy, California, August 22, 2000.

Records Review, Interviews and Agency Contacts

Gilroy Building Department file review, October 4, 2018.

Santa Clara County Department of Environmental Health file review request, September 28, 2018.

Interview with Mr. Jim Stockhausen, manager, October 5, 2018.

APPENDIX A

ENVIRONMENTAL PROFESSIONALS RESUME

David Siegel

David Siegel is president of ERAS Environmental, Inc., an environmental consulting company formed in October 1998. Prior to that, Mr. Siegel was principle of Siegel Environmental Consulting Services, formed in February 1994, an environmental consulting company providing due diligence services, geological and hydrogeological research, Phase 2 field services such as groundwater well installation and sampling, waste disposal, project management and remediation planning and permitting.

Before involvement with management of these environmental consulting firms, Mr. Siegel was a Project Hydrogeologist, Project Geologist, and Staff Geologist with three San Francisco Bay Area environmental consulting companies from 1987 to 1998. Mr. Siegel holds a master's degree in geology from California State University East Bay and was a State of California Registered Environmental Assessor II.

QUALIFICATIONS

Experience since 1987 in hazardous materials consulting including due diligence projects, soil and groundwater investigations and remediation, and asbestos surveying. Strong organizational background in project management including budget development and management and client contact and service. Strong technical background in groundwater well design and installation, soil and groundwater chemical data evaluation and hydrogeological assessment. Inspection experience with thousands of commercial sites including retail, office, industrial and residential. Experience providing management, business development, technical oversight, client contact and regulatory agency negotiation and interaction for environmental case closures.

WORK HISTORY

1994-Present: ***President of ERAS Environmental, Inc. and Principle of Siegel Environmental***
Management and completion of due diligence projects for a wide variety of commercial properties throughout California. Management and completion of Phase 2 soil and groundwater and asbestos sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight. Responsible for business development, client contact and local and state regulatory agency compliance for ongoing investigation, cost recovery and case closures.

1987-1994: ***Project Hydrogeologist (McCulley, Frick & Gilman, San Francisco; 1992-1994), Project Manager (Converse Environmental, San Francisco; 1989-1992), Project Manager (Exceltech, Inc., Fremont; 1987-1989)***
Management and completion of environmental and geotechnical investigations involving soil and groundwater contamination. Responsible for project planning, budgeting and operation, professional staff supervision and report completion. Interface with engineers for site remediation planning.

EDUCATION AND LICENCES

1995 to Present - EPA Certified Asbestos Building Inspector

1990 to 2012 - California Registered Environmental Assessor II

1988 - M.S. Geological Sciences, California State University, East Bay

Andrew Savage

Andrew Savage is a Project Geologist for ERAS Environmental, Inc. Prior to joining ERAS, Mr. Savage was a Geologic Intern at Chevron and a Biological Aide for the Bureau of Reclamations. Mr. Savage holds a Bachelors of Science in Geology from California State University in Chico.

QUALIFICATIONS

Involved in environmental consulting since 2003. Strong technical background in investigative methods, geological and hydrogeological assessment, installation and development of numerous types of monitoring and remediation wells, and data interpretation and evaluation. Proficient in borehole logging, field methods, data collection, and design of subsurface hydrogeological investigations.

Project experience in hazardous material facility closure, soil and groundwater assessment, delineation, monitoring, and remediation, soil gas studies, health and safety plan preparation, permitting, work plan preparation, offsite right of entry issues, and regulatory contact and negotiation for investigations and remediation.

WORK HISTORY

2003-Present: ***Project Geologist for ERAS Environmental, Inc., Hayward, California***

Managed and conducted Phase 1 Environmental Site Assessments, Transaction Screens and Phase 2 Assessments for commercial properties throughout Northern California. Management and completion of Phase 2 soil and groundwater sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight.

2001-2002: ***Biological Aid for the Bureau of Reclamations, Red Bluff, California***

Provided field services for the collection of data.

2001-2003: ***Geological Intern for Chevron, San Ramon, California***

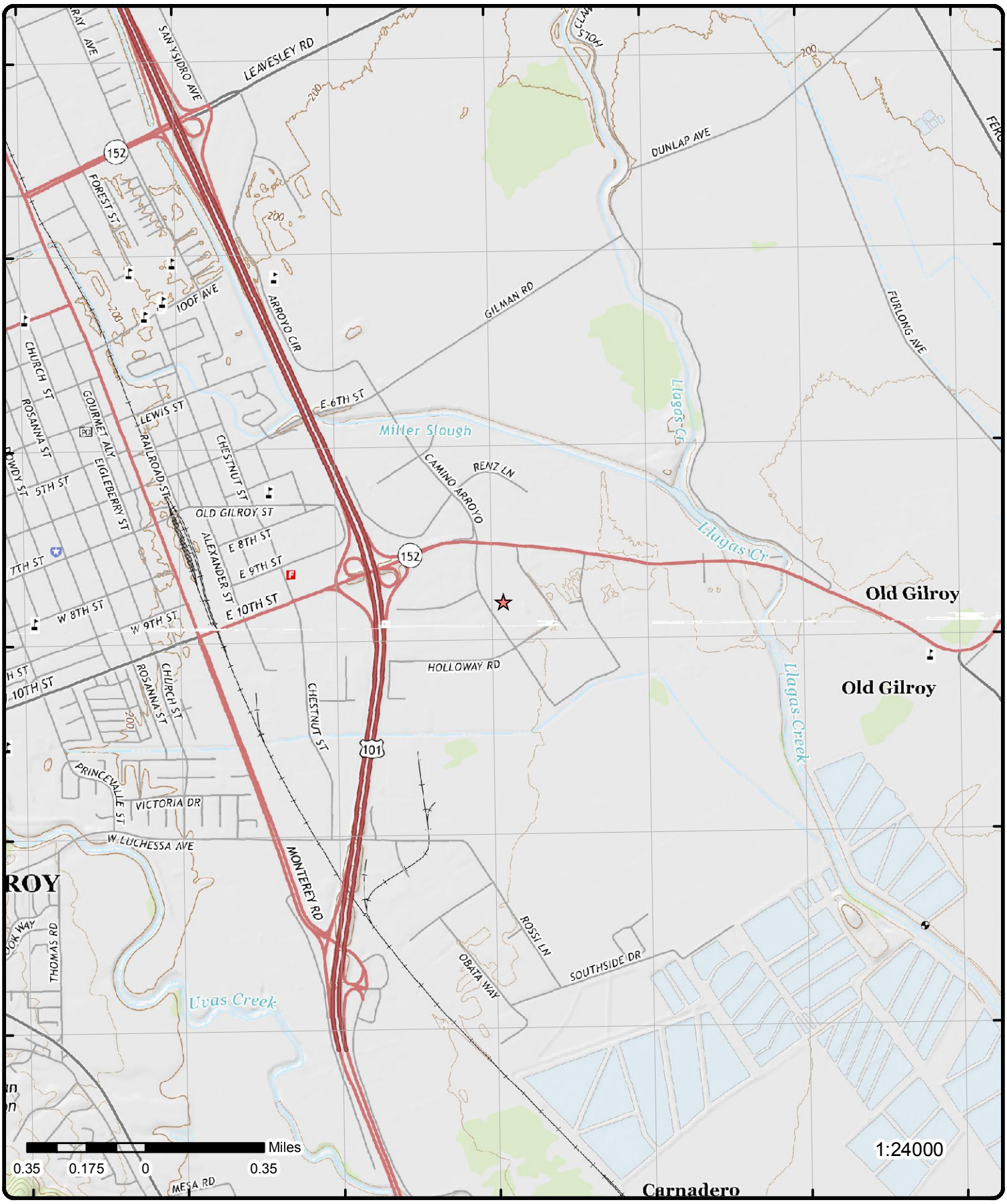
Was in charge of managing geologic research information including well logs and reports. Duties also involved working closely with geologists and assisting them with research and gathering data.

EDUCATION AND LICENCES

- ◊ 2002 B.S. Geological Sciences, California State University, Chico
- ◊ 2002 Hazwoper Certification, California State University, Chico
- ◊ 2003-2009 Hazwoper Certification Refresher Courses
- ◊ 2009 Self Performance Self Assessment Training (SPSA)

APPENDIX B

LOCATION AND SITE MAPS



Topographic Map (2015)

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

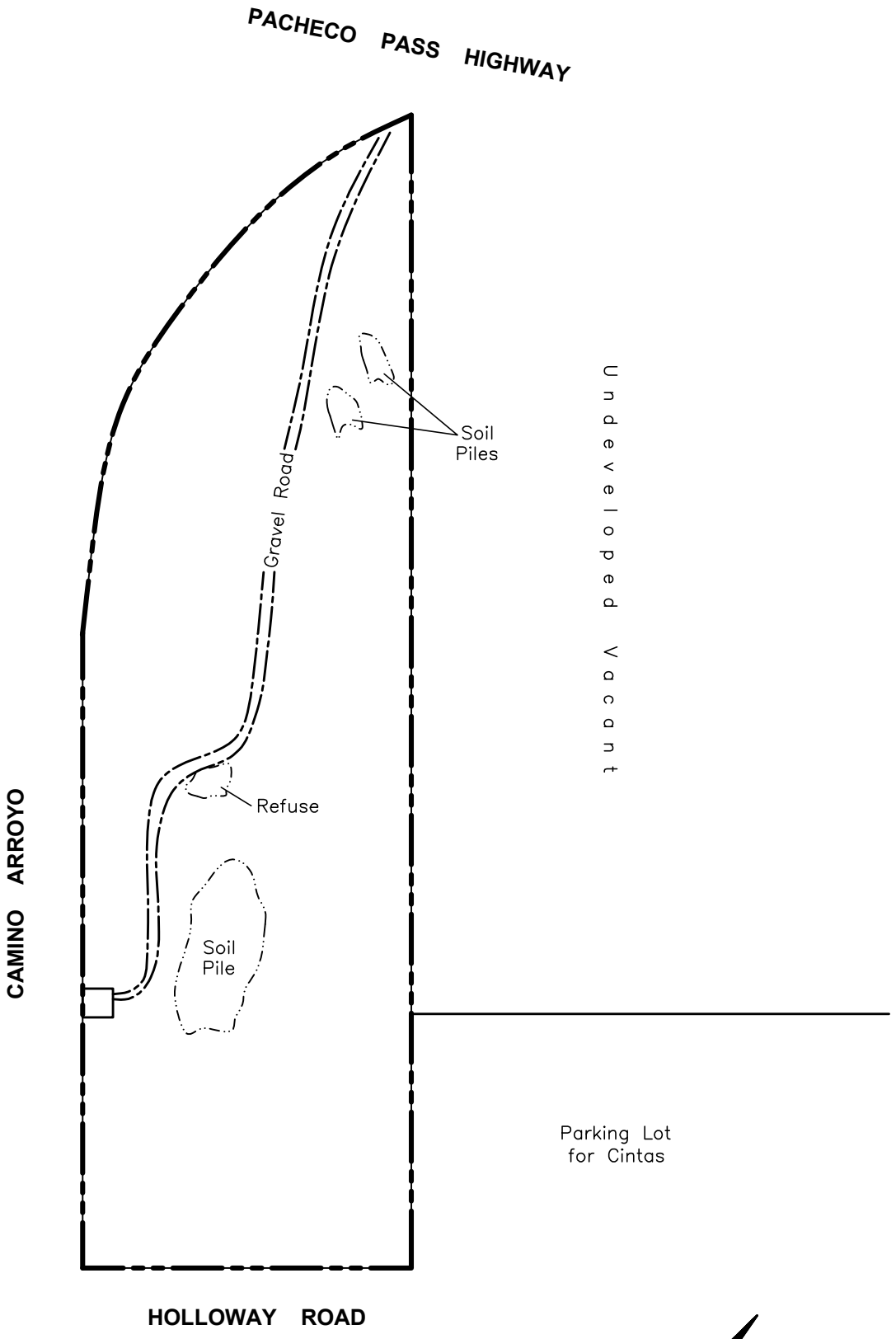
Quadrangle(s): Gilroy, CA; Chittenden, CA;

Source: USGS Topographic Map

Order No: 20180926049

ERIS
ENVIRONMENTAL RISK INFORMATION SERVICES

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PROPERTY SITE PLAN **FIGURE 2**

Project No. 18136
6970 Camino Arroyo
Gilroy, California

October, 2018
Not to Scale

ERAS Environmental

APPENDIX C

PROPERTY PHOTOGRAPHS



Photograph 1 - View along Holloway Road (southeast side) of Property



Photograph 2 - View northwest along northeast side of the Property



Photograph 3 - Northeast view of vacant land adjacent to northeast



Photograph 4 - View across center of Property, soil pile in right distance



Photograph 5 - Gravel road, view northwest toward Pacheco Pass Hwy



Photograph 6 - View of refuse dumped near road on Property

APPENDIX D

ERIS DATABASE REPORT

ENVIRONMENTAL RISK INFORMATION SERVICES

DATABASE REPORT

Project Property:	*18136* *6970 Camino Arroyo* *Gilroy CA 95020*
Project No:	
Report Type:	*Database Report*
Order No:	*20180926049*
Requested by:	*ERAS Environmental, Inc.*
Date Completed:	*September 27, 2018*

Environmental Risk Information Services
A division of Glacier Media Inc.
P: 1.866.517.5204
E: info@erisinfo.com

www.erisinfo.com

Table of Contents

Table of Contents.....2
Executive Summary.....3
Executive Summary: Report Summary.....4
Executive Summary: Site Report Summary - Project Property.....8
Executive Summary: Site Report Summary - Surrounding Properties.....9
Executive Summary: Summary by Data Source.....14
Map.....22
Aerial.....25
Topographic Map.....26
Detail Report.....27
Unplottable Summary.....120
Unplottable Report.....121
Appendix: Database Descriptions.....122
Definitions.....133

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Executive Summary

Property Information:

Project Property: *18136*
6970 Camino Arroyo Gilroy CA 95020

Project No:

Coordinates:

Latitude:	*37.001615*
Longitude:	*-121.549435*
UTM Northing:	*4,096,034.93*
UTM Easting:	*629,066.68*
UTM Zone:	*UTM Zone 10S*

Elevation: *183 FT*

Order Information:

Order No: *20180926049*
Date Requested: *September 26, 2018*
Requested by: *ERAS Environmental, Inc.*
Report Type: *Database Report*

Historicals/Products:

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Standard Environmental Records								
Federal								
NPL	Y	1	0	0	0	0	0	0
PROPOSED NPL	Y	1	0	0	0	0	0	0
DELETED NPL	Y	.5	0	0	0	0	-	0
SEMS	Y	.5	0	0	0	0	-	0
SEMS ARCHIVE	Y	.5	0	0	0	1	-	1
ODI	Y	.5	0	0	0	0	-	0
IODI	Y	.5	0	0	0	0	-	0
CERCLIS	Y	.5	0	0	0	1	-	1
CERCLIS NFRAP	Y	.5	0	0	0	1	-	1
CERCLIS LIENS	Y	PO	0	-	-	-	-	0
RCRA CORRACTS	Y	1	0	0	0	0	1	1
RCRA TSD	Y	.5	0	0	0	0	-	0
RCRA LQG	Y	.25	0	0	1	-	-	1
RCRA SQG	Y	.25	0	0	1	-	-	1
RCRA CESQG	Y	.25	0	0	1	-	-	1
RCRA NON GEN	Y	.25	0	0	0	-	-	0
FED ENG	Y	.5	0	0	0	0	-	0
FED INST	Y	.5	0	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	-	0
ERNS	Y	PO	0	-	-	-	-	0
FED BROWNFIELDS	Y	.5	0	0	0	0	-	0
FEMA UST	Y	.25	0	0	0	-	-	0
SEMS LIEN	Y	PO	0	-	-	-	-	0
SUPERFUND ROD	Y	1	0	0	0	0	0	0
State								
RESPONSE	Y	1	0	0	0	0	0	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
ENVIROSTOR	Y	1	0	0	0	2	4	6
DELISTED ENVS	Y	1	0	0	0	0	0	0
SWF/LF	Y	.5	0	0	0	0	-	0
HWP	Y	1	0	0	0	1	1	2
LDS	Y	.5	0	0	0	0	-	0
SWAT	Y	.5	0	0	0	0	-	0
LUST	Y	.5	0	0	2	1	-	3
DELISTED LST	Y	.5	0	0	0	0	-	0
UST	Y	.25	0	0	1	-	-	1
SWRCB SWF	Y	.5	0	0	0	0	-	0
UST CLOSURE	Y	.5	0	0	0	0	-	0
HHSS	Y	.25	0	0	1	-	-	1
AST	Y	.25	0	0	0	-	-	0
DELISTED TNK	Y	.25	0	0	2	-	-	2
CERS TANK	Y	.25	0	0	1	-	-	1
LUR	Y	.5	0	0	0	0	-	0
HLUR	Y	.5	0	0	0	0	-	0
DEED	Y	.5	0	0	0	0	-	0
VCP	Y	.5	0	0	0	0	-	0
CLEANUP SITES	Y	.5	0	0	0	0	-	0
DELISTED CTNK	Y	.25	0	0	0	-	-	0
HIST TANK	Y	.25	0	0	1	-	-	1
Tribal								
INDIAN LUST	Y	.5	0	0	0	0	-	0
INDIAN UST	Y	.25	0	0	0	-	-	0
DELISTED ILST	Y	.5	0	0	0	0	-	0
DELISTED IUST	Y	.25	0	0	0	-	-	0
County								
DELISTED COUNTY	Y	.25	0	0	1	-	-	1
SANJOSE HM	Y	.25	0	0	0	-	-	0
GILROY CUPA	Y	.25	0	8	8	-	-	16
SANTACLARA CUPA	Y	.25	0	0	1	-	-	1
SANTACLARA HSOL	Y	.5	0	0	0	0	-	0
SANTACLARA LO	Y	.5	0	0	1	0	-	1
SUNNYVALE CUPA	Y	.25	0	0	0	-	-	0
Additional Environmental Records								
Federal								
FINDS/FRS	Y	PO	0	-	-	-	-	0
TRIS	Y	PO	0	-	-	-	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
HMIRS	Y	.125	0	0	-	-	-	0
NCDL	Y	PO	0	-	-	-	-	0
TSCA	Y	.125	0	0	-	-	-	0
HIST TSCA	Y	.125	0	0	-	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	-	0
PRP	Y	PO	0	-	-	-	-	0
SCRD DRYCLEANER	Y	.5	0	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	-	0
FED DRYCLEANERS	Y	.25	0	0	0	-	-	0
DELISTED FED DRY	Y	.25	0	0	0	-	-	0
FUDS	Y	1	0	0	0	0	0	0
MLTS	Y	PO	0	-	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	-	0
MINES	Y	.25	0	0	0	-	-	0
ALT FUELS	Y	.25	0	0	0	-	-	0
SSTS	Y	.25	0	0	0	-	-	0
PCB	Y	.5	0	0	0	0	-	0
State								
INSP COMP ENF	Y	1	0	0	0	0	1	1
CDL	Y	.125	0	0	-	-	-	0
SCH	Y	1	0	0	0	0	0	0
CHMIRS	Y	PO	0	-	-	-	-	0
HAZNET	Y	PO	0	-	-	-	-	0
HWSS CLEANUP	Y	.5	0	0	0	0	-	0
DTSC HWF	Y	.5	0	0	0	0	-	0
HIST MANIFEST	Y	PO	0	-	-	-	-	0
HIST CHMIRS	Y	PO	0	-	-	-	-	0
HIST CORTESE	Y	.5	0	0	0	0	-	0
CDO/CAO	Y	.5	0	0	0	0	-	0
DELISTED HAZ	Y	.5	0	0	0	1	-	1
DRYCLEANERS	Y	.25	0	0	0	-	-	0
DELISTED DRYC	Y	.25	0	0	0	-	-	0
WASTE DISCHG	Y	.25	0	0	0	-	-	0
EMISSIONS	Y	.25	0	1	3	-	-	4
CERS HAZ	Y	.125	0	8	-	-	-	8

Tribal ***No Tribal additional environmental record sources available for this State.***

County ***No County additional environmental databases were selected to be included in the search.***

Database	Searched	Search Radius	Project Property	Within 0.12mi	.125mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
Total:			0	17	25	8	7	57

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number

No records found in the selected databases for the project property.

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
1	CERS HAZ	Michael's Store # 4703	6745 CAMINO ARROYO GILROY CA 95020	SW	0.07 / 361.98	3	27
1	GILROY CUPA	Michael's Store # 4703	6745 Camino Arroyo Gilroy CA 95020	SW	0.07 / 361.98	3	28
2	CERS HAZ	PetSmart 0072	6755 CAMINO ARROYO BLDG 5 GILROY CA 95020	WSW	0.07 / 369.82	1	29
2	GILROY CUPA	PetSmart 0072	6755 Camino Arroyo Bldg 5 Gilroy CA 95020	WSW	0.07 / 369.82	1	30
3	CERS HAZ	Kohl's Department Stores - Store #737	6765 CAMINO ARROYO GILROY CA 95020	WSW	0.07 / 373.29	1	31
3	GILROY CUPA	Kohl's Department Stores - Store #737	6765 Camino Arroyo Gilroy CA 95020	WSW	0.07 / 373.29	1	33
4	CERS HAZ	Bed, Bath and Beyond #608	6725 CAMINO ARROYO GILROY CA 95020	SSW	0.08 / 417.58	2	33
4	GILROY CUPA	Bed, Bath and Beyond #608	6725 Camino Arroyo Gilroy CA 95020	SSW	0.08 / 417.58	2	35
5	CERS HAZ	Ross Dress For Less #0740	6715 CAMINO ARROYO GILROY CA 95020	SSW	0.09 / 473.04	2	35
5	GILROY CUPA	Ross Dress For Less #0740	6715 Camino Arroyo Gilroy CA 95020	SSW	0.09 / 473.04	2	37
6	CERS HAZ	SALLY BEAUTY SUPPLY	6815 CAMINO ARROYO STE 50 GILROY CA 95020	WNW	0.10 / 551.29	4	37
6	GILROY CUPA	SALLY BEAUTY SUPPLY	6815 Camino Arroyo Ste 50 Gilroy CA 95020	WNW	0.10 / 551.29	4	39

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
7	CERS HAZ	Flowstar, Inc.	6800 SILACCI WAY GILROY CA 95020	NE	0.11 / 586.61	-1	39
7	GILROY CUPA	Flowstar, Inc.	6800 Silacci Way Gilroy CA 95020	NE	0.11 / 586.61	-1	43
7	EMISSIONS	FLOWSTAR	6800 SILACCI WAY GILROY CA 95020	NE	0.11 / 586.61	-1	43
8	CERS HAZ	Chipotle Mexican Grill #2137	6955 CAMINO ARROYO STE 70 GILROY CA 95020	NW	0.12 / 627.57	2	51
8	GILROY CUPA	Chipotle Mexican Grill #2137	6955 Camino Arroyo Ste 70 Gilroy CA 95020	NW	0.12 / 627.57	2	53
9	GILROY CUPA	Leslie's Swimming Pool Supplies #505	6915 Camino Arroyo, Suite 10 Gilroy CA 95020	NW	0.15 / 776.23	1	53
10	SANTACLARA CUPA	CINTAS CORPORATION	904 HOLLOWAY RD GILROY CA 95020	ESE	0.15 / 780.44	-5	54
10	GILROY CUPA	Cintas Corporation #630	904 Holloway Rd Gilroy CA 95020	ESE	0.15 / 780.44	-5	54
11	GILROY CUPA	Creative Labels, Inc.	6670 Silacci Way Gilroy CA 95020	E	0.16 / 824.48	-4	54
11	EMISSIONS	CREATIVE LABELS INC	6670 SILACCI WAY GILROY CA 95020	E	0.16 / 824.48	-4	54
12	GILROY CUPA	Roadhouse Jacks	6945 Camino Arroyo Gilroy CA 95020	NW	0.16 / 845.24	4	61
12	DELISTED COUNTY	Roadhouse Jacks	6945 Camino Arroyo Gilroy CA 95020	NW	0.16 / 845.24	4	61
13	LUST	Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NW	0.19 / 989.17	4	62
			Global ID* | *Status* | *Status Date: T0608502195 | Completed - Case Closed | 2001-01-09 00:00:00				
14	LUST	Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NW	0.19 / 1,007.77	5	63

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
			Global ID* | *Status* | *Status Date: T0608591842 | Completed - Case Closed | 2001-01-09 00:00:00				
15	UST	Gilroy Shell	850 Pacheco Pass Hwy Gilroy CA 95020 ***Facility ID:*** 895	NNW	0.19 / 1,023.27	3	64
16	CERS TANK	Gilroy Shell	850 PACHECO PASS HWY GILROY CA 95020	NNW	0.20 / 1,046.69	3	64
16	GILROY CUPA	Gilroy Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NNW	0.20 / 1,046.69	3	69
16	HHSS	VIEIRA SERVICES CO INC	850 PACHECO PASS ROAD GILROY CA 95020	NNW	0.20 / 1,046.69	3	69
16	HIST TANK	VIEIRA SERVICE CO., INC	850 PACHECO PASS ROAD GILROY CA	NNW	0.20 / 1,046.69	3	70
16	SANTACLARA LO	Shell	850 Pacheco Pass Hwy Gilroy CA ***SCVWD ID* | *Closure Date:*** 11S4E05K01f | 1/9/2001	NNW	0.20 / 1,046.69	3	70
16	RCRA LQG	SERVICE STATION - SAP 135332	850 PACHECO PASS ROAD GILROY CA 95020	NNW	0.20 / 1,046.69	3	70
17	GILROY CUPA	TARGET T1851	6705 Camino Arroyo Gilroy CA 95020	NW	0.21 / 1,131.13	4	72
17	GILROY CUPA	CVS Pharmacy #16971	6705 Camino Arroyo Ste B Gilroy CA 95020	NW	0.21 / 1,131.13	4	72
17	EMISSIONS	TARGET CORPORATION - TARGET GI	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	4	72
17	EMISSIONS	TARGET STORE T1851	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	4	75
17	RCRA CESQG	CVS PHARMACY #16971	6705 CAMINO ARROYO STE B GILROY CA 95020	NW	0.21 / 1,131.13	4	77
17	RCRA SQG	TARGET STORE T1851	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	4	79

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
18	DELISTED TNK	SHELL	850 Pacheco Pass Road Gilroy CA 95020	NW	0.22 / 1,183.21	6	85
19	GILROY CUPA	Tractor Supply Company Store# 1171-Gilroy	6881 Cameron Blvd Gilroy CA 95020	ENE	0.23 / 1,237.54	-3	85
20	DELISTED TNK	TV'S FOOD MART	850 PACHECO PASS HWY GILROY CA 95020	N	0.25 / 1,296.71	2	85
21	CERCLIS	SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 950201626	WNW	0.42 / 2,215.21	5	85
21	CERCLIS NFRAP	SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 950201626	WNW	0.42 / 2,215.21	5	87
21	SEMS ARCHIVE	SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 95020-1626	WNW	0.42 / 2,215.21	5	88
22	LUST	PRIVATE RESIDENCE	PRIVATE RESIDENCE Gilroy CA 95020	WNW	0.43 / 2,245.32	7	88
			Global ID* | *Status* | *Status Date: T0608500042 | Completed - Case Closed | 1998-01-05 00:00:00				
23	DELISTED HAZ	Boral Roofing, LLC	6500 BREM LN GILROY CA 95020	SW	0.46 / 2,441.43	3	89
24	ENVIROSTOR	SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	7	89
			Estor/EPA ID* | *Cleanup Status: 80001324 | INACTIVE - NEEDS EVALUATION AS OF 6/26/2009				
24	ENVIROSTOR	SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	7	90
			Estor/EPA ID* | *Cleanup Status: CAD000628149 |				
24	HWP	SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	7	92
25	ENVIROSTOR	SOUTH BAY CHEMICAL COMPANY	721-731 RENZ LANE GILROY CA 95020	NW	0.52 / 2,722.07	7	93
			Estor/EPA ID* | *Cleanup Status: 43490062 | REFER: RCRA AS OF 6/8/1994				
26	RCRA CORRACTS	HAZCONTROL INC.	731 RENZ LANE GILROY CA 95021	NW	0.55 / 2,878.92	8	93
27	ENVIROSTOR	INLAND PAPERBOARD AND PACKAGING, INC.	6400 JAMIESON WAY GILROY CA 95020	SSW	0.57 / 3,010.66	3	104

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
			***Estor/EPA ID	Cleanup Status:*** 71002634 | REFER: OTHER AGENCY AS OF 5/12/2006			
28	ENVIROSTOR	TEMPLE-INLAND, INC.	6400 JAMIESON WAY GILROY CA 95020	SSW	0.58 / 3,081.49	4	106
			***Estor/EPA ID	Cleanup Status:*** 60000630 | NO FURTHER ACTION AS OF 9/5/2008			
29	ENVIROSTOR	METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 950207012	SSW	0.83 / 4,379.14	3	107
			***Estor/EPA ID	Cleanup Status:*** CAD077182293 |			
29	HWP	METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 950207012	SSW	0.83 / 4,379.14	3	111
29	INSP COMP ENF	METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 95020	SSW	0.83 / 4,379.14	3	114

Executive Summary: Summary by Data Source

Standard

Federal

SEMS ARCHIVE - SEMS List 8R Archive Sites

A search of the SEMS ARCHIVE database, dated Jun 8, 2018 has found that there are 1 SEMS ARCHIVE site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 95020-1626	WNW	0.42 / 2,215.21	21

CERCLIS - Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS

A search of the CERCLIS database, dated Oct 25, 2013 has found that there are 1 CERCLIS site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 950201626	WNW	0.42 / 2,215.21	21

CERCLIS NFRAP - CERCLIS - No Further Remedial Action Planned

A search of the CERCLIS NFRAP database, dated Oct 25, 2013 has found that there are 1 CERCLIS NFRAP site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO	721-731 RENZ LANE GILROY CA 950201626	WNW	0.42 / 2,215.21	21

RCRA CORRACTS - RCRA CORRACTS-Corrective Action

A search of the RCRA CORRACTS database, dated Aug 2, 2018 has found that there are 1 RCRA CORRACTS site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
HAZCONTROL INC.	731 RENZ LANE GILROY CA 95021	NW	0.55 / 2,878.92	26

RCRA LQG - RCRA Generator List

A search of the RCRA LQG database, dated Aug 2, 2018 has found that there are 1 RCRA LQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SERVICE STATION - SAP 135332	850 PACHECO PASS ROAD GILROY CA 95020	NNW	0.20 / 1,046.69	16

RCRA SQG - RCRA Small Quantity Generators List

A search of the RCRA SQG database, dated Aug 2, 2018 has found that there are 1 RCRA SQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
TARGET STORE T1851	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	17

RCRA CESQG - RCRA Conditionally Exempt Small Quantity Generators List

A search of the RCRA CESQG database, dated Aug 2, 2018 has found that there are 1 RCRA CESQG site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
CVS PHARMACY #16971	6705 CAMINO ARROYO STE B GILROY CA 95020	NW	0.21 / 1,131.13	17

State

ENVIROSTOR - EnviroStor Database

A search of the ENVIROSTOR database, dated Jul 18, 2018 has found that there are 6 ENVIROSTOR site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	24
	***Estor/EPA ID	Cleanup Status**: CAD000628149 |*		
SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	24
	***Estor/EPA ID	Cleanup Status**: 80001324	INACTIVE - NEEDS EVALUATION AS OF 6/26/2009*		
SOUTH BAY CHEMICAL COMPANY	721-731 RENZ LANE GILROY CA 95020	NW	0.52 / 2,722.07	25
	***Estor/EPA ID	Cleanup Status**: 43490062	REFER: RCRA AS OF 6/8/1994*		
INLAND PAPERBOARD AND PACKAGING, INC.	6400 JAMIESON WAY GILROY CA 95020	SSW	0.57 / 3,010.66	27
	***Estor/EPA ID	Cleanup Status**: 71002634	REFER: OTHER AGENCY AS OF 5/12/2006*		
TEMPLE-INLAND, INC.	6400 JAMIESON WAY GILROY CA 95020	SSW	0.58 / 3,081.49	28

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
	***Estor/EPA ID	Cleanup Status**: 60000630	NO FURTHER ACTION AS OF 9/5/2008*		
METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 950207012	SSW	0.83 / 4,379.14	29
	***Estor/EPA ID	Cleanup Status**: CAD077182293 |*		

HWP - EnviroStor Hazardous Waste Facilities

A search of the HWP database, dated Aug 23, 2018 has found that there are 2 HWP site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SOUTH BAY CHEMICAL CO INC	731 RENZ LN GILROY CA 950200000	NW	0.49 / 2,572.35	24
METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 950207012	SSW	0.83 / 4,379.14	29

LUST - Leaking Underground Fuel Tank Reports

A search of the LUST database, dated Jul 6, 2018 has found that there are 3 LUST site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NW	0.19 / 989.17	13
	***Global ID	Status	Status Date**: T0608502195	Completed - Case Closed	2001-01-09 00:00:00*		
Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NW	0.19 / 1,007.77	14
	***Global ID	Status	Status Date**: T0608591842	Completed - Case Closed	2001-01-09 00:00:00*		
PRIVATE RESIDENCE	PRIVATE RESIDENCE Gilroy CA 95020	WNW	0.43 / 2,245.32	22
	***Global ID	Status	Status Date**: T0608500042	Completed - Case Closed	1998-01-05 00:00:00*		

UST - Permitted Underground Storage Tank (UST) in GeoTracker

A search of the UST database, dated Jul 1, 2018 has found that there are 1 UST site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Gilroy Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NNW	0.19 / 1,023.27	15
	***Facility ID**: 895*			

HHSS - Historical Hazardous Substance Storage Information Database

A search of the HHSS database, dated Aug 27, 2015 has found that there are 1 HHSS site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
VIEIRA SERVICES CO INC	850 PACHECO PASS ROAD GILROY CA 95020	NNW	0.20 / 1,046.69	16

DELISTED TNK - Delisted Storage Tanks

A search of the DELISTED TNK database, dated Jul 01, 2018 has found that there are 2 DELISTED TNK site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
SHELL	850 Pacheco Pass Road Gilroy CA 95020	NW	0.22 / 1,183.21	18
TV'S FOOD MART	850 PACHECO PASS HWY GILROY CA 95020	N	0.25 / 1,296.71	20

CERS TANK - California Environmental Reporting System (CERS) Tanks

A search of the CERS TANK database, dated Jul 9, 2018 has found that there are 1 CERS TANK site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Gilroy Shell	850 PACHECO PASS HWY GILROY CA 95020	NNW	0.20 / 1,046.69	16

HIST TANK - Historical Hazardous Substance Storage Container Information - Facility Summary

A search of the HIST TANK database, dated May 27, 1988 has found that there are 1 HIST TANK site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
VIEIRA SERVICE CO., INC	850 PACHECO PASS ROAD GILROY CA	NNW	0.20 / 1,046.69	16

County

DELISTED COUNTY - Delisted County Records

A search of the DELISTED COUNTY database, dated Seo 4, 2018 has found that there are 1 DELISTED COUNTY site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Roadhouse Jacks	6945 Camino Arroyo Gilroy CA 95020	NW	0.16 / 845.24	12

GILROY CUPA - Santa Clara County - Gilroy City CUPA Facilities List

A search of the GILROY CUPA database, dated Jul 2, 2018 has found that there are 16 GILROY CUPA site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Michael's Store # 4703	6745 Camino Arroyo Gilroy CA 95020	SW	0.07 / 361.98	1
PetSmart 0072	6755 Camino Arroyo Bldg 5 Gilroy CA 95020	WSW	0.07 / 369.82	2
Kohl's Department Stores - Store #737	6765 Camino Arroyo Gilroy CA 95020	WSW	0.07 / 373.29	3
Bed, Bath and Beyond #608	6725 Camino Arroyo Gilroy CA 95020	SSW	0.08 / 417.58	4
Ross Dress For Less #0740	6715 Camino Arroyo Gilroy CA 95020	SSW	0.09 / 473.04	5
SALLY BEAUTY SUPPLY	6815 Camino Arroyo Ste 50 Gilroy CA 95020	WNW	0.10 / 551.29	6
Chipotle Mexican Grill #2137	6955 Camino Arroyo Ste 70 Gilroy CA 95020	NW	0.12 / 627.57	8
Leslie's Swimming Pool Supplies #505	6915 Camino Arroyo, Suite 10 Gilroy CA 95020	NW	0.15 / 776.23	9
Roadhouse Jacks	6945 Camino Arroyo Gilroy CA 95020	NW	0.16 / 845.24	12
Gilroy Shell	850 Pacheco Pass Hwy Gilroy CA 95020	NNW	0.20 / 1,046.69	16
CVS Pharmacy #16971	6705 Camino Arroyo Ste B Gilroy CA 95020	NW	0.21 / 1,131.13	17
TARGET T1851	6705 Camino Arroyo Gilroy CA 95020	NW	0.21 / 1,131.13	17

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Flowstar, Inc.	6800 Silacci Way Gilroy CA 95020	NE	0.11 / 586.61	7
Cintas Corporation #630	904 Holloway Rd Gilroy CA 95020	ESE	0.15 / 780.44	10
Creative Labels, Inc.	6670 Silacci Way Gilroy CA 95020	E	0.16 / 824.48	11
Tractor Supply Company Store# 1171-Gilroy	6881 Cameron Blvd Gilroy CA 95020	ENE	0.23 / 1,237.54	19

SANTACLARA CUPA - Santa Clara County CUPA Facilities List

A search of the SANTACLARA CUPA database, dated Jun 12, 2018 has found that there are 1 SANTACLARA CUPA site(s) within approximately 0.25 miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
CINTAS CORPORATION	904 HOLLOWAY RD GILROY CA 95020	ESE	0.15 / 780.44	10

SANTACLARA LO - Santa Clara Local Oversight Program Listing

A search of the SANTACLARA LO database, dated Jun 14, 2017 has found that there are 1 SANTACLARA LO site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Shell	850 Pacheco Pass Hwy Gilroy CA	NNW	0.20 / 1,046.69	16
	***SCVWD ID** | **Closure Date**: 11S4E05K01f | 1/9/2001*			

Non Standard

State

INSP COMP ENF - EnviroStor Inspection, Compliance, and Enforcement

A search of the INSP COMP ENF database, dated May 28, 2018 has found that there are 1 INSP COMP ENF site(s) within approximately 1.00 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
METECH RECYCLING INC	6200 ENGEL WAY GILROY CA 95020	SSW	0.83 / 4,379.14	29

DELISTED HAZ - Delisted Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the DELISTED HAZ database, dated Jul 9, 2018 has found that there are 1 DELISTED HAZ site(s) within approximately 0.50 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Boral Roofing, LLC	6500 BREM LN GILROY CA 95020	SW	0.46 / 2,441.43	23

EMISSIONS - Toxic Pollutant Emissions Facilities

A search of the EMISSIONS database, dated Dec 31, 2016 has found that there are 4 EMISSIONS site(s) within approximately 0.25 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
TARGET CORPORATION - TARGET GI	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	17
TARGET STORE T1851	6705 CAMINO ARROYO GILROY CA 95020	NW	0.21 / 1,131.13	17

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
FLOWSTAR	6800 SILACCI WAY GILROY CA 95020	NE	0.11 / 586.61	7
CREATIVE LABELS INC	6670 SILACCI WAY GILROY CA 95020	E	0.16 / 824.48	11

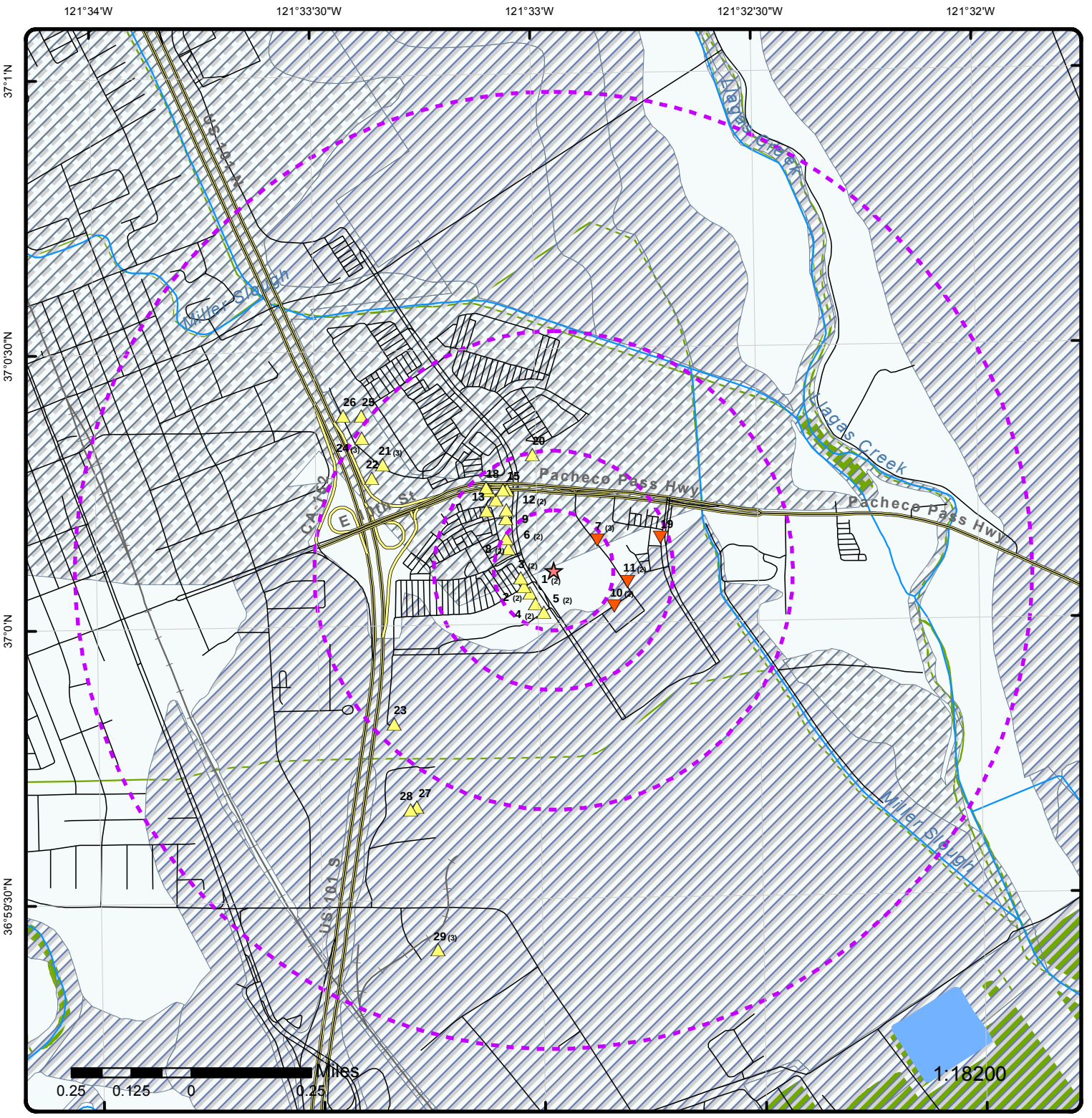
CERS HAZ - California Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the CERS HAZ database, dated Jul 9, 2018 has found that there are 8 CERS HAZ site(s) within approximately 0.12 miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Michael's Store # 4703	6745 CAMINO ARROYO GILROY CA 95020	SW	0.07 / 361.98	1
PetSmart 0072	6755 CAMINO ARROYO BLDG 5 GILROY CA 95020	WSW	0.07 / 369.82	2
Kohl's Department Stores - Store #737	6765 CAMINO ARROYO GILROY CA 95020	WSW	0.07 / 373.29	3

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Bed, Bath and Beyond #608	6725 CAMINO ARROYO GILROY CA 95020	SSW	0.08 / 417.58	4
Ross Dress For Less #0740	6715 CAMINO ARROYO GILROY CA 95020	SSW	0.09 / 473.04	5
SALLY BEAUTY SUPPLY	6815 CAMINO ARROYO STE 50 GILROY CA 95020	WNW	0.10 / 551.29	6
Chipotle Mexican Grill #2137	6955 CAMINO ARROYO STE 70 GILROY CA 95020	NW	0.12 / 627.57	8

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
Flowstar, Inc.	6800 SILACCI WAY GILROY CA 95020	NE	0.11 / 586.61	7



Map : 1 Mile Radius

Order No: 20180926049

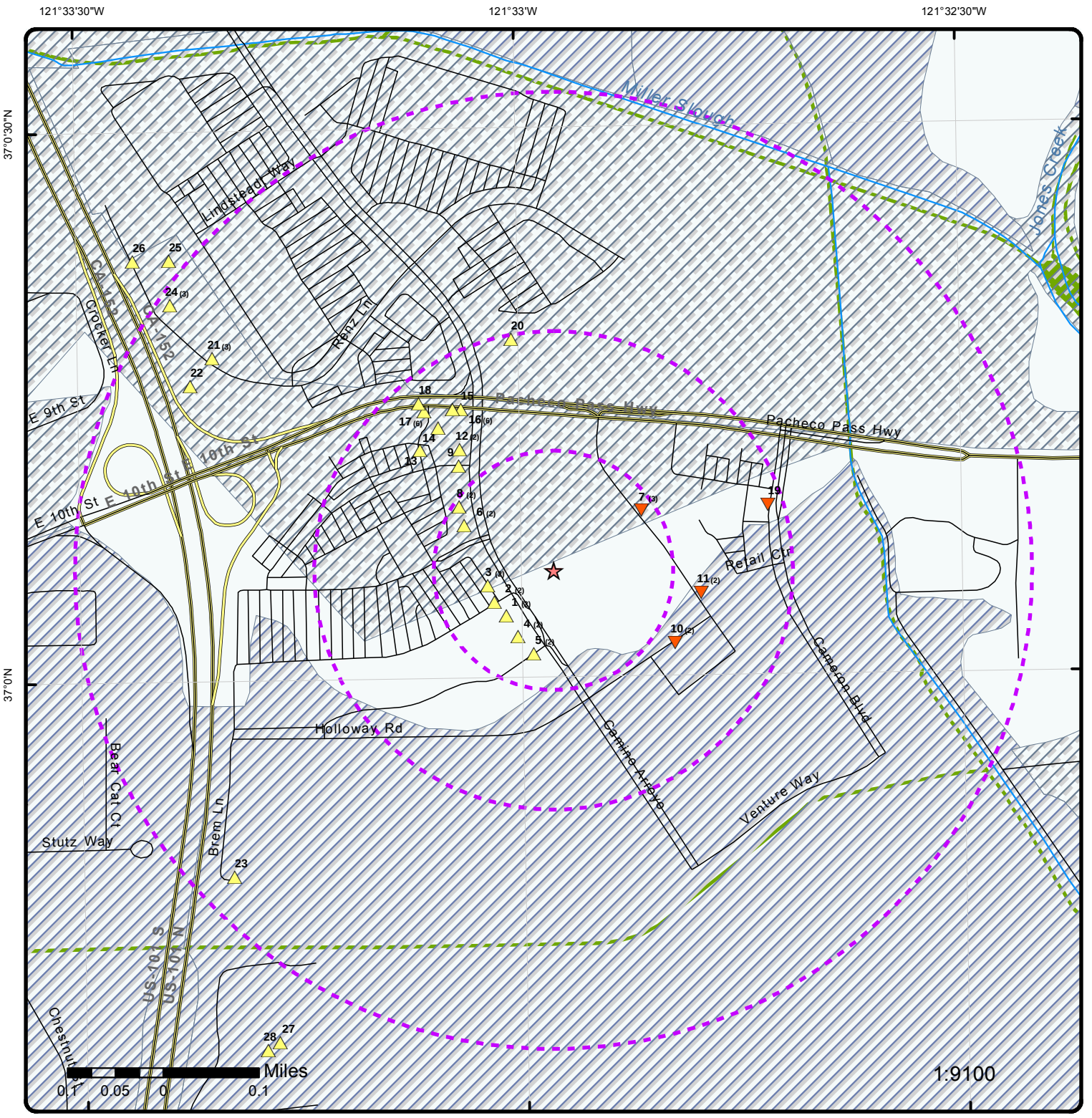
Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ERIS
ENVIRONMENTAL RISK INFORMATION SERVICES

- **Project Property**
- **Buffer Outline**
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- County Boundary
- Rails
- Major Highways
- Major Highways Ramps
- Major Roads
- Major Roads Ramps
- Secondary Roads
- Secondary Roads Ramps
- Local Roads and Ramps
- State Boundary
- National Priority List Sites
- National Wetland
- Indian Reserve Land
- Historic Fill
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- State Brownfield Sites
- State Brownfield Areas
- State Superfund Areas:Dept. of Defense
- State Superfund Areas:NPL
- WQARF Areas
- Federal Lands: Dept. of Defense (owned/administered areas)

Source: © 2016 ESRI

© ERIS Information Inc.



Map : 0.5 Mile Radius

Order No: 20180926049

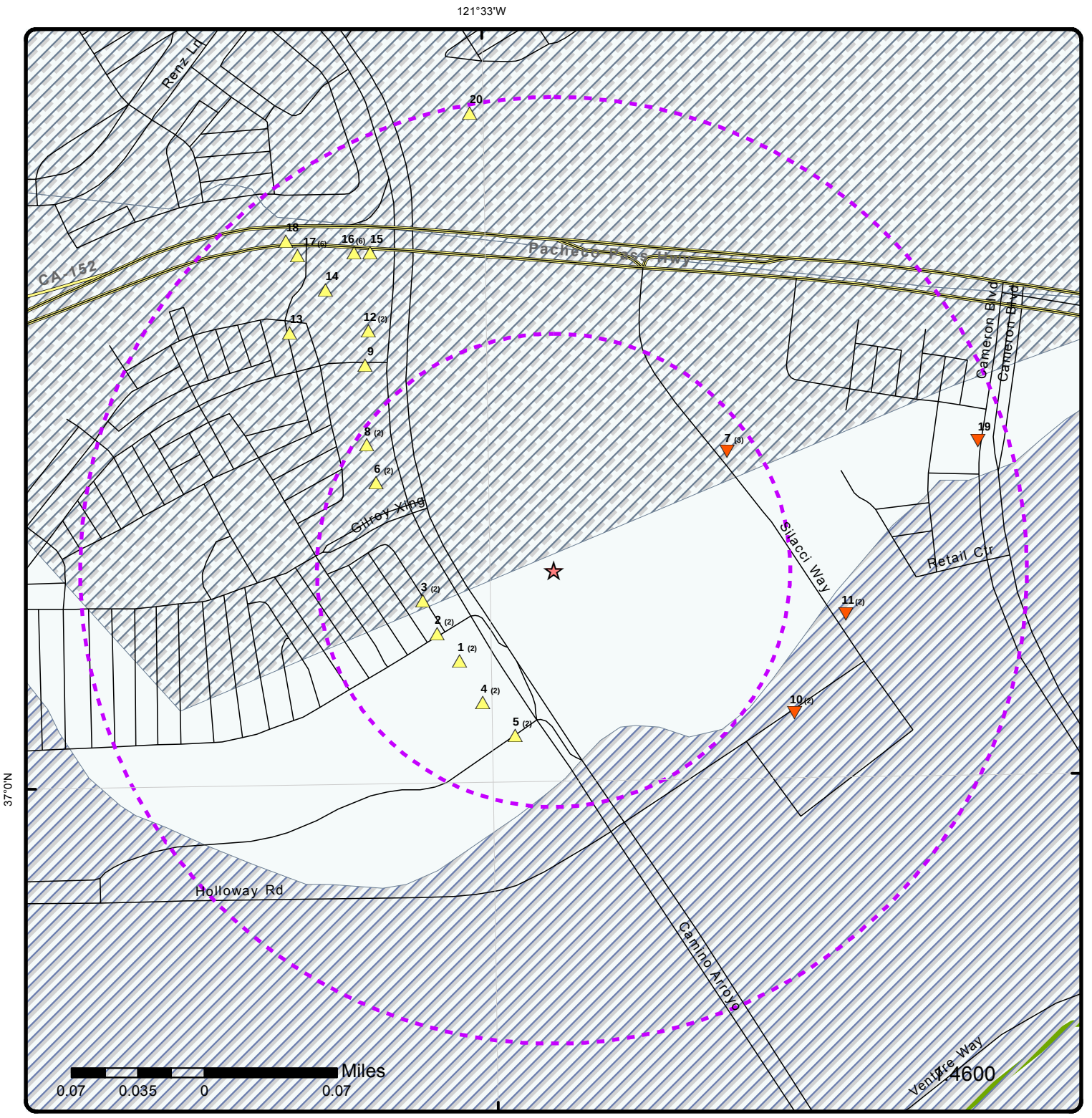
Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ENVIRONMENTAL RISK INFORMATION SERVICES

Project Property	Rails	State Boundary	FWS Special Designation Areas
Buffer Outline	Major Highways	National Priority List Sites	State Brownfield Sites
Eris Sites with Higher Elevation	Major Highways Ramps	National Wetland	State Brownfield Areas
Eris Sites with Same Elevation	Major Roads	Indian Reserve Land	State Superfund Areas:Dept. of Defense
Eris Sites with Lower Elevation	Major Roads Ramps	Historic Fill	State Superfund Areas:NPL
Eris Sites with Unknown Elevation	Secondary Roads	100 Year Flood Zone	WQARF Areas
County Boundary	Secondary Roads Ramps	500 Year Flood Zone	Federal Lands: Dept. of Defense (owned/administered areas)
	Local Roads and Ramps		

Source: © 2016 ESRI

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Map : 0.25 Mile Radius

Order No: 20180926049

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ENVIRONMENTAL RISK INFORMATION SERVICES

Project Property	Rails	State Boundary	FWS Special Designation Areas
Buffer Outline	Major Highways	National Priority List Sites	State Brownfield Sites
Eris Sites with Higher Elevation	Major Highways Ramps	National Wetland	State Brownfield Areas
Eris Sites with Same Elevation	Major Roads	Indian Reserve Land	State Superfund Areas:Dept. of Defense
Eris Sites with Lower Elevation	Major Roads Ramps	Historic Fill	State Superfund Areas:NPL
Eris Sites with Unknown Elevation	Secondary Roads	100 Year Flood Zone	WQARF Areas
County Boundary	Secondary Roads Ramps	500 Year Flood Zone	Federal Lands: Dept. of Defense (owned/administered areas)
	Local Roads and Ramps		

Source: © 2016 ESRI

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Aerial (2017)

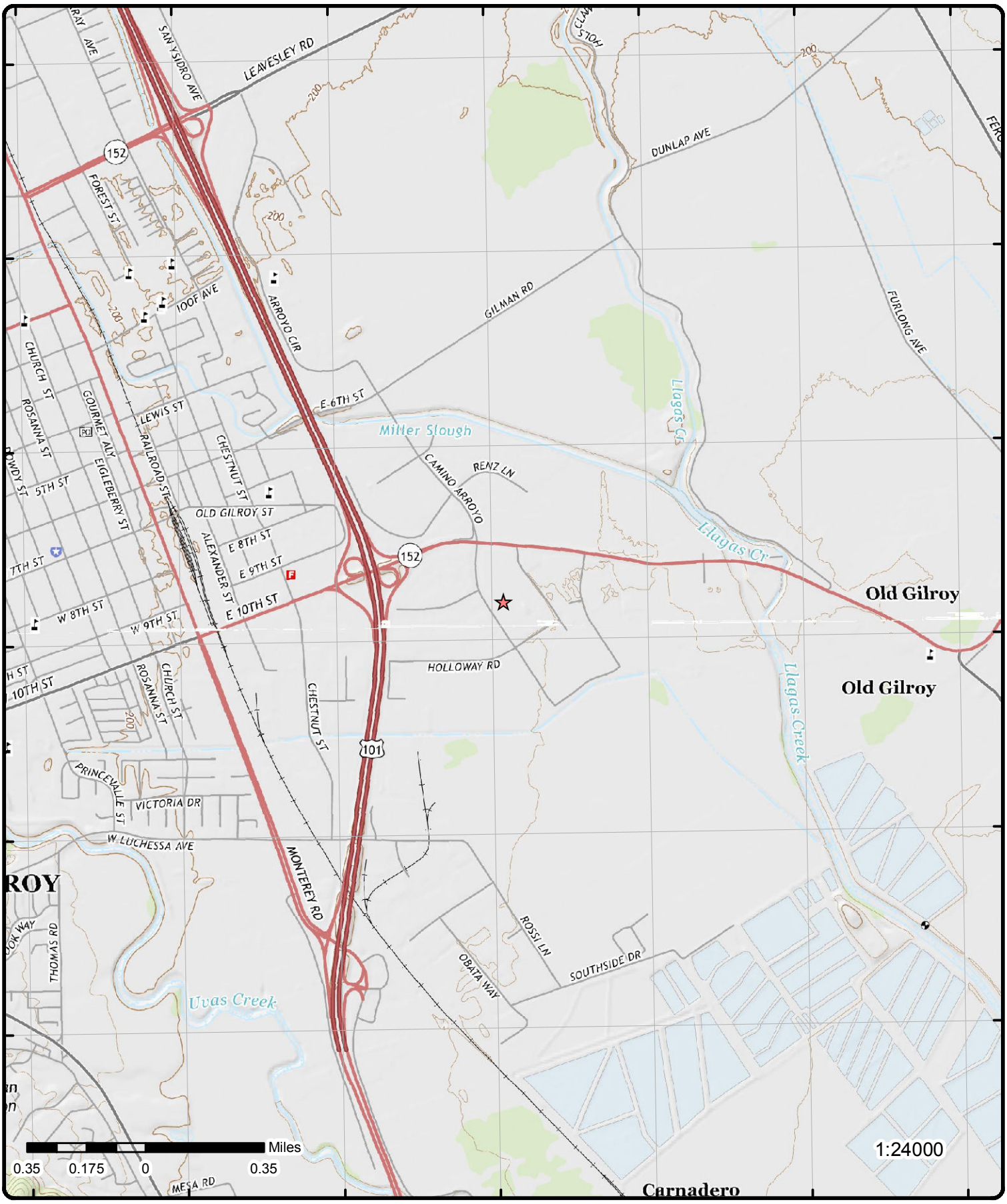
Order No: 20180926049

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

Source: ESRI World Imagery

ENVIRONMENTAL RISK INFORMATION SERVICES

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Topographic Map (2015)

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

Quadrangle(s): Gilroy, CA; Chittenden, CA;

Source: USGS Topographic Map

Order No: 20180926049

ERIS
ENVIRONMENTAL RISK INFORMATION SERVICES

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Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of 2	SW	0.07 / 361.98	185.74 / 3	Michael's Store # 4703 6745 CAMINO ARROYO GILROY CA 95020	CERS HAZ

Site ID: 134906
Latitude: 37.000267
Longitude: -121.552719

Regulated Programs

EI ID: 10409650 **EI Description:** Hazardous Waste Generator

Affiliations

Affil Type Desc: Operator
Entity Name: Michaels Stores, Inc.
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (972) 409-5786

Affil Type Desc: Environmental Contact
Entity Name: Ryan Draper
Entity Title:
Address: 8000 Bent Branch Drive
City: Irving
State: TX
Country:
Zip Code: 75063
Phone: (972) 409-5786

Affil Type Desc: Identification Signer
Entity Name: Ryan Draper
Entity Title: Safety Manager
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Parent Corporation
Entity Name: Michaels Stores, Inc.
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Primary Emergency Contact
Entity Name: Jessica Santos
Entity Title: Store Manager

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Address:
City:
State:
Country:
Zip Code:
Phone: (972) 409-1306

Affil Type Desc: Legal Owner
Entity Name: Michaels Stores, Inc.
Entity Title:
Address: 8000 Bent Branch Drive
City: Irving
State: TX
Country: United States
Zip Code: 75063
Phone: (972) 409-5786

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA
Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Document Preparer
Entity Name: Chris Ortega
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 8000 Bent Branch Drive
City: Irving
State: TX
Country:
Zip Code: 75063
Phone:

Affil Type Desc: Secondary Emergency Contact
Entity Name: JOSEPH KOCHER
Entity Title: DISTRICT Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (972) 409-1306

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	2 of 2	SW	0.07 / 361.98	185.74 / 3	Michael's Store # 4703 6745 Camino Arroyo Gilroy CA 95020	GILROY CUPA

CERS ID: 10409650
Facility ID: 5520
HM on Site: No
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Not Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

---

2 **1 of 2** **WSW** **0.07 / 369.82** **184.17 / 1**

PetSmart 0072
6755 CAMINO ARROYO BLDG 5
GILROY CA 95020

CERS HAZ

Site ID: 360042
Latitude: 37.000270
Longitude: -121.552720

Regulated Programs

EI ID: 10648675
EI Description: Chemical Storage Facilities

EI ID: 10648675
EI Description: Hazardous Waste Generator

Affiliations

Affil Type Desc: Secondary Emergency Contact
Entity Name: Paul Chrisman
Entity Title: Regional Loss Prevention Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (888) 287-7387

Affil Type Desc: Primary Emergency Contact
Entity Name: Susan Bruner
Entity Title: STORE MANAGER
Address:
City:
State:
Country:
Zip Code:
Phone: (888) 287-7387

Affil Type Desc: Legal Owner
Entity Name: PetSmart, Inc.
Entity Title:
Address: 19601 N. 27th Avenue
City: Phoenix
State: AZ
Country: United States
Zip Code: 85027
Phone: (623) 587-2912

Affil Type Desc: Identification Signer
Entity Name: Ken Dobias
Entity Title: Director of Environmental Affairs
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Operator
Entity Name: PetSmart, Inc.
Entity Title:
Address:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

City:
State:
Country:
Zip Code:
Phone: (623) 580-6100

Affil Type Desc: Property Owner
Entity Name: Gilroy Crossing - CA
Entity Title:
Address:
City:
State:
Country: United States
Zip Code:
Phone: (209) 474-9900

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA
Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Document Preparer
Entity Name: Ken Dobias
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: Contracted Services, 19601 N 27th Ave
City: Phoenix
State: AZ
Country:
Zip Code: 85027
Phone:

Affil Type Desc: Parent Corporation
Entity Name: Petsmart
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Environmental Contact
Entity Name: Ken Dobias
Entity Title:
Address: 3481 Plano Parkway
City: The Colony
State: TX
Country:
Zip Code: 75056
Phone: (972) 464-0004

2	2 of 2	WSW	0.07 / 369.82	184.17 / 1	PetSmart 0072 6755 Camino Arroyo Bldg 5	GILROY CUPA

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
					Gilroy CA 95020	

CERS ID:	10648675	**RCRA Lrg Qnty Gen:**	No
Facility ID:		**Fac Info Rpt Req:**	Applicable
HM on Site:	No	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
3	1 of 2	WSW	0.07 / 373.29	184.51 / 1	Kohl's Department Stores - Store #737 6765 CAMINO ARROYO GILROY CA 95020	CERS HAZ

Site ID:	274514
Latitude:	37.000900
Longitude:	-121.550987

Regulated Programs

EI ID:	10618552	**EI Description:**	Hazardous Waste Generator

Affiliations

Affil Type Desc:	Parent Corporation
Entity Name:	Kohl's Department Stores
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Operator
Entity Name:	Kohl's Department Stores - Store #737
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(262) 703-7019

Affil Type Desc:	Document Preparer
Entity Name:	Scott Smith - Kohls
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Legal Owner
Entity Name:	Kohl's Department Stores
Entity Title:	
Address:	P.O. Box 3155
City:	Milwaukee

State: WI
Country: United States
Zip Code: 53201
Phone: (262) 703-7019

Affil Type Desc: Primary Emergency Contact
Entity Name: Bertha Villa
Entity Title: Store Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (866) 907-0048

Affil Type Desc: Secondary Emergency Contact
Entity Name: Operations Manager
Entity Title: Operations Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (866) 907-0048

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA
Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: P.O. Box 3155
City: Milwaukee
State: WI
Country:
Zip Code: 53201
Phone:

Affil Type Desc: Identification Signer
Entity Name: Ryan Piedot
Entity Title: Manager of Environmental Compliance
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Environmental Contact
Entity Name: Ryan Piedot
Entity Title:
Address: P.O. Box 3155
City: Milwaukee
State: WI
Country:
Zip Code: 53201
Phone: (262) 703-7019

Coordinates

Env Int Type Code: HWG ***Longitude:*** -121.551050

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Program ID: 10618552
Latitude: 37.000900
Coord Name:
Ref Point Type Desc: Center of a facility or station.

---

3 | **2 of 2** | **WSW** | **0.07 / 373.29** | **184.51 / 1** | **Kohl's Department Stores - Store #737**
6765 Camino Arroyo
Gilroy CA 95020
GILROY CUPA

CERS ID: 10618552
Facility ID: 5842
HM on Site: No
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Not Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

---

4 | **1 of 2** | **SSW** | **0.08 / 417.58** | **185.69 / 2** | **Bed, Bath and Beyond #608**
6725 CAMINO ARROYO
GILROY CA 95020
CERS HAZ

Site ID: 97977
Latitude: 37.000267
Longitude: -121.552719

Regulated Programs

EI ID: 10169697
EI Description: Hazardous Waste Generator

Affiliations

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA
Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 5151 San Felipe St, Suite 1000
City: Houston
State: TX
Country:
Zip Code: 77056
Phone:

Affil Type Desc: Environmental Contact
Entity Name: ASHLEY CAMPBELL
Entity Title:
Address: 5151 San Felipe St, Suite 1000
City: Houston
State: TX
Country:
Zip Code: 77056
Phone: (713) 985-5472

Affil Type Desc: Identification Signer
Entity Name: Ashley Campbell
Entity Title: Authorized Representative
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Legal Owner
Entity Name: Bed, Bath and Beyond, Inc.
Entity Title:
Address: 650 Liberty Ave
City: Union
State: NJ
Country: United States
Zip Code: 07083
Phone: (908) 688-0888

Affil Type Desc: Secondary Emergency Contact
Entity Name: Scott Simon
Entity Title: Regional Director Loss Prevention
Address:
City:
State:
Country:
Zip Code:
Phone: (310) 384-6799

Affil Type Desc: Document Preparer
Entity Name: ASHLEY CAMPBELL
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Parent Corporation
Entity Name: Bed, Bath and Beyond
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Operator
Entity Name: Bed, Bath and Beyond, Inc.
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (908) 688-0888

Affil Type Desc: Primary Emergency Contact
Entity Name: Store Manager
Entity Title: Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (310) 384-6799

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
4	2 of 2	SSW	0.08 / 417.58	185.69 / 2	Bed, Bath and Beyond #608 6725 Camino Arroyo Gilroy CA 95020	GILROY CUPA

CERS ID:	10169697	**RCRA Lrg Qnty Gen:**	No
Facility ID:	5410	**Fac Info Rpt Req:**	Applicable
HM on Site:	No	**Inv Rpt Req:**	Not Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
5	1 of 2	SSW	0.09 / 473.04	184.77 / 2	Ross Dress For Less #0740 6715 CAMINO ARROYO GILROY CA 95020	CERS HAZ

Site ID:	62973
Latitude:	37.000267
Longitude:	-121.552719

Regulated Programs

EI ID:	10509088	**EI Description:**	Chemical Storage Facilities
EI ID:	10509088	**EI Description:**	Hazardous Waste Generator

Affiliations

Affil Type Desc:	Document Preparer
Entity Name:	ASHLEY CAMPBELL
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Operator
Entity Name:	Ross Dress For Less Inc.
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(925) 965-4831

Affil Type Desc:	Identification Signer
Entity Name:	Ashley Campbell
Entity Title:	ENVIRONMENTAL COMPLIANCE SPECIALIST
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Parent Corporation

Entity Name:	Ross Stores, Inc.
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	
Address:	5130 Hacienda Dr
City:	Dublin
State:	CA
Country:	
Zip Code:	94568-7579
Phone:	

Affil Type Desc:	CUPA District
Entity Name:	Gilroy City Fire Department
Entity Title:	
Address:	7351 Rosanna Street
City:	Gilroy
State:	CA
Country:	
Zip Code:	95020-6141
Phone:	(408) 846-0400

Affil Type Desc:	Legal Owner
Entity Name:	Ross Dress For Less Inc.
Entity Title:	
Address:	5130 Hacienda Dr
City:	Dublin
State:	CA
Country:	United States
Zip Code:	94568-7579
Phone:	(925) 965-4831

Affil Type Desc:	Primary Emergency Contact
Entity Name:	NANCY ALCANTARA
Entity Title:	STORE MANAGER
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(855) 257-7472

Affil Type Desc:	Environmental Contact
Entity Name:	ASHLEY CAMPBELL
Entity Title:	
Address:	5151 SAN FELIPE ST, SUITE 1000
City:	HOUSTON
State:	TX
Country:	
Zip Code:	77056
Phone:	(713) 985-5472

Affil Type Desc:	Secondary Emergency Contact
Entity Name:	Brad Wieland
Entity Title:	District Manager
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(855) 257-7472

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Coordinates

Env Int Type Code:	HWG	**Longitude:**	-121.552720
Program ID:	10509088	**Coord Name:**	
Latitude:	37.000310	**Ref Point Type Desc:**	Center of a facility or station.

---

5 | **2 of 2** | **SSW** | **0.09 / 473.04** | **184.77 / 2** | **Ross Dress For Less #0740**
6715 Camino Arroyo
Gilroy CA 95020 | **GILROY CUPA**

CERS ID:	10509088	**RCRA Lrg Qnty Gen:**	No
Facility ID:	5405	**Fac Info Rpt Req:**	Applicable
HM on Site:	No	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

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6 | **1 of 2** | **WNW** | **0.10 / 551.29** | **186.86 / 4** | **SALLY BEAUTY SUPPLY**
6815 CAMINO ARROYO STE 50
GILROY CA 95020 | **CERS HAZ**

Site ID:	367598
Latitude:	37.002400
Longitude:	-121.550890

Regulated Programs

EI ID:	10666558	**EI Description:**	Chemical Storage Facilities
EI ID:	10666558	**EI Description:**	Hazardous Waste Generator

Affiliations

Affil Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	
Address:	6815 CAMINO ARROYO #50
City:	GILROY
State:	CA
Country:	
Zip Code:	95020
Phone:	

Affil Type Desc:	Identification Signer
Entity Name:	Larry Burton
Entity Title:	Director, Temarry Recycling, Inc
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc:	CUPA District
Entity Name:	Gilroy City Fire Department
Entity Title:	
Address:	7351 Rosanna Street
City:	Gilroy

State:	CA
Country:	
Zip Code:	95020-6141
Phone:	(408) 846-0400
Affil Type Desc:	Environmental Contact
Entity Name:	Randy Goss
Entity Title:	
Address:	3001 COLORADO BLVD
City:	DENTON
State:	TX
Country:	
Zip Code:	76210
Phone:	(940) 898-7500
Affil Type Desc:	Primary Emergency Contact
Entity Name:	Randy Goss
Entity Title:	Health and Safety Manager
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(940) 898-7500
Affil Type Desc:	Legal Owner
Entity Name:	Sally Beauty Holding LLC
Entity Title:	
Address:	3001 COLORADO BLVD
City:	DENTON
State:	TX
Country:	United States
Zip Code:	76210
Phone:	(940) 898-7500
Affil Type Desc:	Secondary Emergency Contact
Entity Name:	David Epstein
Entity Title:	National Project Manager
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(609) 381-1218
Affil Type Desc:	Document Preparer
Entity Name:	Larry Burton
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	
Affil Type Desc:	Operator
Entity Name:	Sally Beauty Holding LLC
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(940) 898-7500
Affil Type Desc:	Parent Corporation
Entity Name:	Sally Beauty Holding LLC
Entity Title:	
Address:	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

City:
State:
Country:
Zip Code:
Phone:

---

6 | **2 of 2** | **WNW** | **0.10 / 551.29** | **186.86 / 4** | **SALLY BEAUTY SUPPLY**
6815 Camino Arroyo Ste 50
Gilroy CA 95020

GILROY CUPA

CERS ID:	10666558	**RCRA Lrg Qnty Gen:**	No
Facility ID:		**Fac Info Rpt Req:**	Applicable
HM on Site:	Yes	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

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7 | **1 of 3** | **NE** | **0.11 / 586.61** | **182.48 / -1** | **Flowstar, Inc.**
6800 SILACCI WAY
GILROY CA 95020

CERS HAZ

Site ID: 30680
Latitude: 37.002290
Longitude: -121.547450

Regulated Programs

EI ID:	10073965	**EI Description:**	Chemical Storage Facilities
EI ID:	10073965	**EI Description:**	Hazardous Waste Generator

Affiliations

Affil Type Desc: Parent Corporation
Entity Name: Flowstar, Inc.
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Document Preparer
Entity Name: DEBBIE CURRIER
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: CUPA District
Entity Name: Gilroy City Fire Department
Entity Title:
Address: 7351 Rosanna Street
City: Gilroy
State: CA

Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 6800 SILACCI WAY
City: GILROY
State: CA
Country:
Zip Code: 95020
Phone:

Affil Type Desc: Identification Signer
Entity Name: DEBBIE CURRIER
Entity Title: PRESIDENT
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Property Owner
Entity Name: DEBBIE & JIM CURRIER
Entity Title:
Address: 6800 SILACCI WAY
City: GILROY
State: CA
Country: United States
Zip Code: 95020
Phone: (408) 842-2400

Affil Type Desc: Secondary Emergency Contact
Entity Name: Mike Bennett
Entity Title: Production Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 593-2830

Affil Type Desc: Legal Owner
Entity Name: Debbie Currier
Entity Title:
Address: 6800 SILACCI WAY
City: Gilroy
State: CA
Country: United States
Zip Code: 95020
Phone: (408) 842-3523

Affil Type Desc: Operator
Entity Name: Debbie Currier
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 842-2400

Affil Type Desc: Primary Emergency Contact
Entity Name: Debbie Carrier
Entity Title: Owner
Address:
City:

State:
Country:
Zip Code:
Phone: (408) 842-3523

Affil Type Desc: Environmental Contact
Entity Name: Mike Bennett
Entity Title:
Address: 6800 Silacci Way
City: Gilroy
State: CA
Country:
Zip Code: 95020
Phone: (408) 842-2400

Coordinates

Env Int Type Code: HWG
Program ID: 10073965
Latitude: 37.002686
Longitude: -121.547440
Coord Name:
Ref Point Type Desc: Unknown

Evaluations

Eval Date: 10/27/2017
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HW
Eval Source: CERS
Eval Notes:

Eval Date: 11/30/2015
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Eval Date: 10/27/2017
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Eval Date: 11/30/2015
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HW
Eval Source: CERS
Eval Notes:

CESQG

Violations

Violation Date: 10/27/2017
Violation Division: Gilroy City Fire Department
Citation: 22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11
Violation Program:

HW

Violation Source:

CERS

Violation Notes:

Returned to compliance on 01/05/2018. Acid wipes are not disposed as hazardous waste. Start collecting acid wipes as hazardous waste.

Violation Description:

Failure to determine if wastes generated are hazardous waste by using generator knowledge or applying testing method.

Violations

Violation Date: 10/27/2017
Violation Division: Gilroy City Fire Department
Citation: 40 CFR 1 265.174 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.174
Violation Program:

HW

Violation Source:

CERS

Violation Notes:

Returned to compliance on 01/05/2018. failed to perform self weekly inspection at hazardous waste storage area. Left copy of UNIDOCS weekly inspection form.

Violation Description:

Failure to inspect hazardous waste storage areas at least weekly and look for leaking and deteriorating containers.

Violations

Violation Date: 11/30/2015
Violation Division: Gilroy City Fire Department
Citation: 40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173
Violation Program:

HW

Violation Source:

CERS

Violation Notes:

Returned to compliance on 11/30/2015. No lid on hazardous waste container. Operator replaced lid immediately.

Violation Description:

Failure to properly close hazardous waste containers when not in active use.

Violations

Violation Date: 10/27/2017
Violation Division: Gilroy City Fire Department
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Program:

HW

Violation Source:

CERS

Violation Notes:

Returned to compliance on 10/27/2017. Failed to put waste chemical constituents in hazardous waste label. Corrected during inspection.

Violation Description:

Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.

7	2 of 3	NE	0.11 / 586.61	182.48 / -1	Flowstar, Inc. 6800 Silacci Way Gilroy CA 95020	GILROY CUPA

CERS ID:	10073965	***RCRA Lrg Qnty Gen:***	No
Facility ID:	1068	***Fac Info Rpt Req:***	Applicable
HM on Site:	Yes	***Inv Rpt Req:***	Applicable
CALARP Reg Subst:	No	***UST Rpt Req:***	Not Applicable
Own/Op UST:	No	***RMR Rpt Req:***	Not Applicable
Own/Op PST:	No	***APSA Rpt Req:***	Not Applicable
HW Generator:	Yes	***CALARP Rpt Req:***	Not Applicable
Recycle:	No	***Hw Treat Rpt Req:***	Not Applicable
On Site HW Trtmnt:	No	***CALARP Reg Code:***	
Consolid Rpt Req:		***ER training Rpt Req:***	
Tank Close Rpt Req:			

7	3 of 3	NE	0.11 / 586.61	182.48 / -1	FLOWSTAR 6800 SILACCI WAY GILROY CA 95020	EMISSIONS

1995 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	1.1
CO:	43	***ROGT:***	.92692
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

1995 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

1996 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	1.3
CO:	43	***ROGT:***	1.11038
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

1996 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

1997 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	1.3
CO:	43	***ROGT:***	1.11038
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

1997 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

1998 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	1.1
CO:	43	***ROGT:***	.9808
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

1998 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	

Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
CERR Code:

1999 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: 1.797
ROGT: 1.2553842
COT:
NOXT:
SOXT:
PMT:
PM10T:

1999 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2000 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: 1.797
ROGT: 1.26
COT:
NOXT:
SOXT:
PMT:
PM10T:

2000 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2001 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .58
ROGT: 0
COT:
NOXT:
SOXT:
PMT:
PM10T:

2001 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2002 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.473
CO:	43	***ROGT:***	0
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2002 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2003 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.473
CO:	43	***ROGT:***	.32
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2003 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2004 Criteria Data

Facility ID:	10242	***CERR Code:***	

Facility SIC Code:	3674	**TOGT:**	.473
CO:	43	**ROGT:**	.3304378
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2004 Toxic Data

Facility ID:	10242	**COID:**	SCL
Facility SIC Code:	3674	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2005 Criteria Data

Facility ID:	10242	**CERR Code:**	
Facility SIC Code:	3674	**TOGT:**	.473
CO:	43	**ROGT:**	.3304378
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2005 Toxic Data

Facility ID:	10242	**COID:**	SCL
Facility SIC Code:	3674	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2006 Criteria Data

Facility ID:	10242	**CERR Code:**	
Facility SIC Code:	3674	**TOGT:**	.636
CO:	43	**ROGT:**	0
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2006 Toxic Data

Facility ID:	10242	**COID:**	SCL
Facility SIC Code:	3674	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			

Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:

2007 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.636
CO:	43	***ROGT:***	.4443096
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2007 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2008 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.636
CO:	43	***ROGT:***	.4443096
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2008 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2009 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.636
CO:	43	***ROGT:***	0
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2009 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2010 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2011 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .616
ROGT: 0
COT:
NOXT:
SOXT:
PMT:
PM10T:

2011 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2012 Criteria Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .616
ROGT: 0
COT:
NOXT:
SOXT:
PMT:
PM10T:

2012 Toxic Data

Facility ID: 10242
Facility SIC Code: 3674
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:

2013 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.616
CO:	43	***ROGT:***	0
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2013 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2014 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.294499529
CO:	43	***ROGT:***	
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2014 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2015 Criteria Data

Facility ID:	10242	***CERR Code:***	
Facility SIC Code:	3674	***TOGT:***	.294499546
CO:	43	***ROGT:***	.294499546
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

2015 Toxic Data

Facility ID:	10242	***COID:***	SCL
Facility SIC Code:	3674	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2016 Criteria Data

Facility ID:	10242	***CERR CODE:***	
Facility SIC Code:	3674	***TOGT:***	.294499529
CO:	43	***ROGT:***	0
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2016 Toxic Data

Facility ID:	10242	***TS:***	
Facility SIC Code:	3674	***HRA:***	
CERR CODE:		***CH Index:***	
COID:	SCL	***AH Index:***	
CO:	43	***Air Basin:***	SF
DISN:	BAY AREA AQMD	***District:***	BA
CHAPIS:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
8	*1 of 2*	*NW*	*0.12 / 627.57*	*185.67 / 2*	***Chipotle Mexican Grill #2137*** ***6955 CAMINO ARROYO STE 70*** ***GILROY CA 95020***	***CERS HAZ***

Site ID:	18788
Latitude:	37.002340
Longitude:	-121.552800

Regulated Programs

EI ID:	10507234	***EI Description:***	Chemical Storage Facilities

Affiliations

Affil Type Desc:	Environmental Contact
Entity Name:	Kim Oganesyan
Entity Title:	
Address:	1401 Wynkoop St., Suite 500
City:	Denver
State:	CO
Country:	
Zip Code:	80202
Phone:	(303) 222-2524

Affil Type Desc:	CUPA District
Entity Name:	Gilroy City Fire Department
Entity Title:	
Address:	7351 Rosanna Street
City:	Gilroy
State:	CA

Country:
Zip Code: 95020-6141
Phone: (408) 846-0400

Affil Type Desc: Secondary Emergency Contact
Entity Name: MIke Nuesca
Entity Title: Facilities Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (310) 873-8071

Affil Type Desc: Document Preparer
Entity Name: Sam Smith
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Identification Signer
Entity Name: Sam Smith
Entity Title: Facilities Coordinator
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Parent Corporation
Entity Name: Chipotle Mexican Grill
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Primary Emergency Contact
Entity Name: Whitney Rodriguez
Entity Title: General Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 988-0618

Affil Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title:
Address: 1401 Wynkoop St., Suite 500
City: Denver
State: CO
Country:
Zip Code: 80202
Phone:

Affil Type Desc: Operator
Entity Name: Chipotle Mexican Grill #2137
Entity Title:
Address:
City:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

State:
Country:
Zip Code:
Phone: (408) 848-4079

Affil Type Desc: Legal Owner
Entity Name: Chipotle Mexican Grill, Inc.
Entity Title:
Address: 1401 Wynkoop St., Suite 500
City: Denver
State: CO
Country: United States
Zip Code: 80202
Phone: (303) 595-4000

Evaluations

Eval Date: 6/22/2017
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

CO2 for soda dispensing

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
8	2 of 2	NW	0.12 / 627.57	185.67 / 2	Chipotle Mexican Grill #2137 6955 Camino Arroyo Ste 70 Gilroy CA 95020	GILROY CUPA

CERS ID: 10507234
Facility ID: 12932
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: No
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
9	1 of 1	NW	0.15 / 776.23	184.21 / 1	Leslie's Swimming Pool Supplies #505 6915 Camino Arroyo, Suite 10 Gilroy CA 95020	GILROY CUPA

CERS ID: 10156991
Facility ID: 5647
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: No
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
10	1 of 2	ESE	0.15 / 780.44	178.01 / -5	CINTAS CORPORATION 904 HOLLOWAY RD GILROY CA 95020	SANTACLARA CUPA

Facility ID: FA0201427

--Details--
Program Element: 2201
Description: GENERATES WASTE OIL ONLY
Record ID: PR0315264

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
10	2 of 2	ESE	0.15 / 780.44	178.01 / -5	Cintas Corporation #630 904 Holloway Rd Gilroy CA 95020	GILROY CUPA

CERS ID: 10073893
Facility ID: 2071
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
11	1 of 2	E	0.16 / 824.48	179.31 / -4	Creative Labels, Inc. 6670 Silacci Way Gilroy CA 95020	GILROY CUPA

CERS ID: 10073911
Facility ID: 2286
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
11	2 of 2	E	0.16 / 824.48	179.31 / -4	CREATIVE LABELS INC 6670 SILACCI WAY GILROY CA 95020	EMISSIONS

1997 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:

CERR Code:
TOGT: 1.2
ROGT: 1.2
COT:
NOXT:
SOXT:
PMT:
PM10T:

1997 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

1998 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .3
ROGT: .3
COT:
NOXT:
SOXT:
PMT:
PM10T:

1998 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

1999 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .254
ROGT: .254
COT:
NOXT:
SOXT:
PMT:
PM10T:

1999 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2000 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
CERR Code:
TOGT: .254
ROGT: .25
COT:

District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2000 Toxic Data

Facility ID:	11246	**COID:**	SCL
Facility SIC Code:	2759	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2002 Criteria Data

Facility ID:	11246	**CERR Code:**	
Facility SIC Code:	2759	**TOGT:**	.659
CO:	43	**ROGT:**	.659
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2002 Toxic Data

Facility ID:	11246	**COID:**	SCL
Facility SIC Code:	2759	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2003 Criteria Data

Facility ID:	11246	**CERR Code:**	
Facility SIC Code:	2759	**TOGT:**	.659
CO:	43	**ROGT:**	.66
Air Basin:	SF	**COT:**	
District:	BA	**NOXT:**	
COID:	SCL	**SOXT:**	
DISN:	BAY AREA AQMD	**PMT:**	
CHAPIS:		**PM10T:**	

2003 Toxic Data

Facility ID:	11246	**COID:**	SCL
Facility SIC Code:	2759	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2004 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	.659
CO:	43	***ROGT:***	.659
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2004 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2005 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	.846
CO:	43	***ROGT:***	.846
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2005 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2006 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	.846
CO:	43	***ROGT:***	.846
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2006 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	

Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
CERR Code:

2007 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .846
ROGT: .846
COT:
NOXT:
SOXT:
PMT:
PM10T:

2007 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2008 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: .846
ROGT: .846
COT:
NOXT:
SOXT:
PMT:
PM10T:

2008 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2009 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:
TOGT: 1.16
ROGT: 1.16
COT:
NOXT:
SOXT:
PMT:
PM10T:

2009 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2010 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2011 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	1.201
CO:	43	***ROGT:***	1.201
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2011 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2012 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	1.201
CO:	43	***ROGT:***	1.201
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2012 Toxic Data

Facility ID:	11246	***COID:***	SCL

Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2013 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	1.13
CO:	43	***ROGT:***	1.13
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2013 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2014 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	1.351271411
CO:	43	***ROGT:***	
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	
DISN:	BAY AREA AQMD	***PMT:***	
CHAPIS:		***PM10T:***	

2014 Toxic Data

Facility ID:	11246	***COID:***	SCL
Facility SIC Code:	2759	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2015 Criteria Data

Facility ID:	11246	***CERR Code:***	
Facility SIC Code:	2759	***TOGT:***	10.3870504
CO:	43	***ROGT:***	10.3870504
Air Basin:	SF	***COT:***	
District:	BA	***NOXT:***	
COID:	SCL	***SOXT:***	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

DISN: BAY AREA AQMD
CHAPIS:
PMT:
PM10T:

2015 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR Code:

2016 Criteria Data

Facility ID: 11246
Facility SIC Code: 2759
CO: 43
Air Basin: SF
District: BA
COID: SCL
DISN: BAY AREA AQMD
CHAPIS:
CERR CODE:
TOGT: 10.704002452
ROGT: 10.704002452
COT:
NOXT:
SOXT:
PMT:
PM10T:

2016 Toxic Data

Facility ID: 11246
Facility SIC Code: 2759
CERR CODE:
COID: SCL
CO: 43
DISN: BAY AREA AQMD
CHAPIS:
TS:
HRA:
CH Index:
AH Index:
Air Basin: SF
District: BA

12	1 of 2	NW	0.16 / 845.24	186.78 / 4	Roadhouse Jacks 6945 Camino Arroyo Gilroy CA 95020	GILROY CUPA

CERS ID: 10630354
Facility ID: 12961
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: No
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:
RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Not Applicable
Inv Rpt Req: Not Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

12	2 of 2	NW	0.16 / 845.24	186.78 / 4	Roadhouse Jacks 6945 Camino Arroyo Gilroy CA 95020	DELISTED COUNTY

Original Source Facility ID: 10630354
Original Source Name: Gilroy City CUPA Facilities List
Record Date: 17-JUL-2015

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
13	1 of 1	NW	0.19 / 989.17	187.24 / 4	Shell 850 Pacheco Pass Hwy Gilroy CA 95020	LUST

Global ID: T0608502195
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2001-01-09 00:00:00
RB Case No: 596
LOC Case No:
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
Potential Media Of Concern: Gasoline
Potential Media Affected: Other Groundwater (uses other than drinking water)
How Discovered Description:
Stop Description:
Cal Water Watershed Name: Pajaro River - South Santa Clara Valley (305.30)
DWR Groundwater Subbasin Name: Gilroy-Hollister Valley - Llagas Area (3-003.01)
Site History:

CUF Case: YES
Begin Date: 1986-12-09 00:00:00
How Discovered:
Stop Method:
County: Santa Clara
Latitude: 37.0034637
Longitude: -121.551918
File Location: All Files are on GeoTracker or in the Local Agency Database

Status History

Status:	Open - Remediation	**Status Date:**	1986-12-09 00:00:00
Status:	Completed - Case Closed	**Status Date:**	2001-01-09 00:00:00
Status:	Open - Case Begin Date	**Status Date:**	1986-12-09 00:00:00
Status:	Open - Site Assessment	**Status Date:**	1986-12-09 00:00:00

Activities

Action Type: RESPONSE
Action: Remedial Progress Report
Date: 1996-10-15 00:00:00

Action Type: REMEDIATION
Action: Other (Use Description Field)
Date: 1986-12-09 00:00:00

Action Type: ENFORCEMENT
Action: Staff Letter - #17888
Date: 1998-02-02 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1996-07-15 00:00:00

Action Type: RESPONSE
Action: Remedial Progress Report
Date: 1996-04-15 00:00:00

Action Type: ENFORCEMENT
Action: Staff Letter - #17874
Date: 1995-11-04 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1997-04-15 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1997-01-15 00:00:00

Action Type: ENFORCEMENT
Action: Staff Letter - #17876
Date: 1996-02-09 00:00:00

Action Type: REMEDIATION
Action: Pump & Treat (P&T) Groundwater
Date: 1986-12-09 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1998-04-15 00:00:00

Action Type: Other
Action: Leak Reported
Date: 1987-03-09 00:00:00

Action Type: ENFORCEMENT
Action: Notice of Responsibility - #39243
Date: 1988-01-11 00:00:00

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 1996-01-15 00:00:00

Contacts

Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email:
Phone No: 4089183400

Contact Type: Regional Board Caseworker
Contact Name: RB3 STAFF
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PL, SUITE 101
City: SAN LUIS OBISPO
Email: centralcoast@waterboards.ca.gov
Phone No: 8055493147

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14 | ***1 of 1*** | ***NW*** | ***0.19 / 1,007.77*** | ***188.01 / 5*** | ***Shell***
850 Pacheco Pass Hwy
Gilroy CA 95020 | ***LUST***

Global ID: T0608591842
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2001-01-09 00:00:00
RB Case No:
LOC Case No:
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker:
Local Agency:
CUF Case: NO
Begin Date: 1986-12-09 00:00:00
How Discovered:
Stop Method:
County: Santa Clara
Latitude: 37.003789
Longitude: -121.551572
File Location:
Potential Media Of Concern: Gasoline
Potential Media Affected:
How Discovered Description:
Stop Description:
Cal Water Watershed Name: Pajaro River - South Santa Clara Valley (305.30)
DWR Groundwater Subbasin Name: Gilroy-Hollister Valley - Llagas Area (3-003.01)
Site History:

Status History

Status: Completed - Case Closed
Status Date: 2001-01-09 00:00:00

Status: Open - Remediation
Status Date: 1986-12-09 00:00:00

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Status: Open - Site Assessment **Status Date:** 1986-12-09 00:00:00

Status: Open - Case Begin Date **Status Date:** 1986-12-09 00:00:00

Activities

Action Type: RESPONSE
Action: Monitoring Report - Quarterly
Date: 2004-04-20 00:00:00

Action Type: Other
Action: Leak Reported
Date: 1965-01-02 00:00:00

Action Type: RESPONSE
Action: Correspondence
Date: 2004-04-29 00:00:00

Action Type: REMEDIATION
Action: Pump & Treat (P&T) Groundwater
Date: 1986-12-09 00:00:00

Action Type: REMEDIATION
Action: Other (Use Description Field)
Date: 1986-12-09 00:00:00

Action Type: RESPONSE
Action: Well Destruction Report
Date: 2004-10-20 00:00:00

Action Type: ENFORCEMENT
Action: Closure/No Further Action Letter
Date: 2001-01-09 00:00:00

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
15	1 of 1	NNW	0.19 / 1,023.27	185.88 / 3	Gilroy Shell 850 Pacheco Pass Hwy Gilroy CA 95020	UST

Facility ID: 895 **Latitude:** 37.00407
Permitting Agency: Gilroy City Fire Department **Longitude:** -121.551142
County: Santa Clara

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	1 of 6	NNW	0.20 / 1,046.69	186.13 / 3	Gilroy Shell 850 PACHECO PASS HWY GILROY CA 95020	CERS TANK

Site ID: 33257
Latitude: 37.004070
Longitude: -121.551140

Regulated Programs

EI ID: 10074328
EI Description: Underground Storage Tank

EI ID: 10074328
EI Description: Hazardous Waste Generator

EI ID: 10074328
EI Description: Chemical Storage Facilities

Affiliations

Affil Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	
Address:	850 Pacheco Pass Hwy
City:	Gilroy
State:	CA
Country:	
Zip Code:	95020
Phone:	

Affil Type Desc:	Legal Owner
Entity Name:	Trac N Vu
Entity Title:	
Address:	850 Pacheco Pass Hwy
City:	Gilroy
State:	CA
Country:	United States
Zip Code:	95020
Phone:	(408) 842-9583

Affil Type Desc:	Secondary Emergency Contact
Entity Name:	Trac N Vu
Entity Title:	Owner
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	(408) 506-0739

Affil Type Desc:	UST Property Owner Name
Entity Name:	Trac N Vu
Entity Title:	
Address:	850 Pacheco Pass Road
City:	Gilroy
State:	CA
Country:	United States
Zip Code:	95020
Phone:	(408) 842-9583

Affil Type Desc:	CUPA District
Entity Name:	Gilroy City Fire Department
Entity Title:	
Address:	7351 Rosanna Street
City:	Gilroy
State:	CA
Country:	
Zip Code:	95020-6141
Phone:	(408) 846-0400

Affil Type Desc:	UST Tank Owner
Entity Name:	Trac N Vu
Entity Title:	
Address:	850 Pacheco Pass Road
City:	Gilroy
State:	CA
Country:	United States
Zip Code:	95020
Phone:	(408) 842-9583

Affil Type Desc:	Document Preparer
Entity Name:	Stantec Consulting Services Inc.
Entity Title:	
Address:	
City:	
State:	
Country:	
Zip Code:	
Phone:	

Affil Type Desc: Environmental Contact
Entity Name: Trac N Vu
Entity Title:
Address: 850 Pacheco Pass Hwy
City: Gilroy
State: CA
Country:
Zip Code: 95020
Phone: (408) 842-9583

Affil Type Desc: Identification Signer
Entity Name: Trac N Vu
Entity Title: Owner
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: Property Owner
Entity Name: Trac N Vu
Entity Title:
Address: 850 Pacheco Pass Hwy
City: Gilroy
State: CA
Country: United States
Zip Code: 95020
Phone: (408) 842-9583

Affil Type Desc: UST Tank Operator
Entity Name: Trac N Vu
Entity Title:
Address: 850 Pacheco Pass Road
City: Gilroy
State: CA
Country: United States
Zip Code: 95020
Phone: (408) 842-9583

Affil Type Desc: Parent Corporation
Entity Name: Gilroy Shell
Entity Title:
Address:
City:
State:
Country:
Zip Code:
Phone:

Affil Type Desc: UST Permit Applicant
Entity Name: Trac N Vu
Entity Title: Owner
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 842-9583

Affil Type Desc: Operator
Entity Name: Trac N Vu
Entity Title:
Address:
City:
State:
Country:
Zip Code:

Phone: (408) 847-9583

Affil Type Desc: Primary Emergency Contact
Entity Name: Teresa Vu
Entity Title: Manager
Address:
City:
State:
Country:
Zip Code:
Phone: (408) 483-7272

Coordinates

Env Int Type Code: HMBP
Program ID: 10074328
Latitude: 37.003780
Longitude: -121.551521
Coord Name:
Ref Point Type Desc: Unknown

Evaluations

Eval Date: 1/18/2018
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Eval Date: 5/11/2017
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

SB 989 test

Eval Date: 1/18/2018
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Monitoring Systems Equipment Certification conducted. All passed inspection.

Eval Date: 2/10/2015
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Need to increase letter sizing for sign above emergency shut-off.

Eval Date: 5/11/2017

Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Eval Date: 6/14/2016
Violations Found: No
Eval General Type: Other/Unknown
Eval Type: Other, not routine, done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Inspection conducted after UST service company contacted CUPA that brine had leaked from the annular space into the primary UST. UST service company had taken failed UST out of service (i.e. disconnected electrical, capped product line, closed ball valve, locked out/tagged out). Clean fuel was being transferred to neighboring UST. Brine-contaminated fuel scheduled for pick-up by hazardous waste hauler. Owner/operator informed inspector that his architect and engineer had recently completed plans to be submitted for the removal of the existing UST system and for a new VPH UST system to be installed.

Eval Date: 1/20/2016
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Eval Date: 2/10/2015
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Eval Date: 6/5/2014
Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

All hazardous materials inside the USTs.

Eval Date: 6/5/2014
Violations Found: Yes
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: UST
Eval Source: CERS
Eval Notes:

Secondary containment testing could not be completed due to deteriorated boots/fittings. Repair permit has been scheduled.

Eval Date: 1/20/2016

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Violations Found: No
Eval General Type: Compliance Evaluation Inspection
Eval Type: Routine done by local agency
Eval Division: Gilroy City Fire Department
Eval Program: HMRRP
Eval Source: CERS
Eval Notes:

Violations

Violation Date: 6/5/2014
Violation Program:
Violation Division: Gilroy City Fire Department
Violation Source:
Citation: 23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637
Violation Notes:

Returned to compliance on 08/13/2014. Secondary containment testing could not be completed due to deteriorated boots and fittings. Repair and testing completed 8/13/2014.

Violation Description:

Failure to comply with one or more of the following: conduct secondary containment testing, within six months of installation and every 36 months thereafter, conducted in accordance with proper practices, protocols, or test methods.

Violations

Violation Date: 2/10/2015
Violation Program:
Violation Division: Gilroy City Fire Department
Violation Source:
Citation: HSC 6.95 Multiple Sections - California Health and Safety Code, Chapter 6.95, Section(s) Multiple Sections
Violation Notes:

Current sign has very small lettering for emergency shut off. Increase letter sizing to 4" size with contrasting background to be approved by inspector.

Violation Description:

Business Plan Program - Operations/Maintenance - General

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	2 of 6	NNW	0.20 / 1,046.69	186.13 / 3	Gilroy Shell 850 Pacheco Pass Hwy Gilroy CA 95020	GILROY CUPA

CERS ID: 10074328
Facility ID: 895
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: Yes
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:
RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	3 of 6	NNW	0.20 / 1,046.69	186.13 / 3	VIEIRA SERVICES CO INC 850 PACHECO PASS ROAD GILROY CA 95020	HHSS

County: Santa Clara
Pdf File Url: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000208e0.pdf

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Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	4 of 6	NNW	0.20 / 1,046.69	186.13 / 3	VIEIRA SERVICE CO., INC 850 PACHECO PASS ROAD GILROY CA	HIST TANK

Owner Name: SHELL OIL COMPANY
Owner Street: P.O. BOX 4848
Owner City: ANAHEIM
Owner State: CA
Owner Zip: 92803
No of Containers: 3
County: SANTA CLARA
Facility State: CA
Facility Zip: 95020

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	5 of 6	NNW	0.20 / 1,046.69	186.13 / 3	Shell 850 Pacheco Pass Hwy Gilroy CA	SANTACLARA LO

SCVWD ID: 11S4E05K01f
Closure Date: 1/9/2001
Link: http://lustop.sccgov.org/files/11S4E05K01f/

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
16	6 of 6	NNW	0.20 / 1,046.69	186.13 / 3	SERVICE STATION - SAP 135332 850 PACHECO PASS ROAD GILROY CA 95020	RCRA LQG

EPA Handler ID: CAD981402514
Gen Status Universe: Large Quantity Generator
Contact Name: DON F WISDOM
Contact Address: P O BOX 3127, , HOUSTON, TX, 77253, US
Contact Phone No and Ext: 713-241-7011 7011
Contact Email: DON.F.WISDOM@SHELL.COM
Contact Country: US
County Name: SANTA CLARA
EPA Region: 09
Land Type:
Receive Date: 20100603

Violation/Evaluation Summary

Note: NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20100603
Handler Name: SERVICE STATION - SAP 135332

Generator Status Universe: Large Quantity Generator
Source Type: B

Sequence No: 1
Receive Date: 19980408
Handler Name: SHELL OIL CO
Generator Status Universe: Large Quantity Generator
Source Type: N

Sequence No: 1
Receive Date: 19960901
Handler Name: SHELL OIL CO
Generator Status Universe: Large Quantity Generator
Source Type: I

Waste Code Details

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Owner/Operator Details

Owner/Operator Ind: Current Owner
Type: Private
Name: EQUILON ENTERPRISES LLC
Date Became Current:
Date Ended Current:
Phone: 713-241-2258
Source Type: N
Street No:
Street 1: P O BOX 4453
Street 2:
City: HOUSTON
State: TX
Country:
Zip Code: 77210-4453

Owner/Operator Ind: Current Owner
Type: Private
Name: EQUILON ENT LLC/ DBA SHELL OIL PROD US
Date Became Current: 19920801
Date Ended Current:
Phone:
Source Type: B
Street No:
Street 1: P O BOX 3127
Street 2:
City: HOUSTON
State: TX
Country: US
Zip Code: 77253

Owner/Operator Ind: Current Operator
Type: Private
Name: NOT REQUIRED
Date Became Current:
Date Ended Current:
Phone: 415-555-1212
Source Type: I
Street No:
Street 1: NOT REQUIRED
Street 2:
City: NOT REQUIRED
State: ME
Country:
Zip Code: 99999

Owner/Operator Ind: Current Operator
Type: Private
Name: EQUILON ENT LLC/ DBA SHELL OIL PROD US
Date Became Current: 19980801
Date Ended Current:
Phone:
Source Type: B
Street No:
Street 1:
Street 2:
City:
State:
Country:
Zip Code:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
17	1 of 6	NW	0.21 / 1,131.13	186.98 / 4	TARGET T1851 6705 Camino Arroyo Gilroy CA 95020	GILROY CUPA

CERS ID:	10173229	**RCRA Lrg Qnty Gen:**	No
Facility ID:	5190	**Fac Info Rpt Req:**	Applicable
HM on Site:	Yes	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
17	2 of 6	NW	0.21 / 1,131.13	186.98 / 4	CVS Pharmacy #16971 6705 Camino Arroyo Ste B Gilroy CA 95020	GILROY CUPA

CERS ID:	10668205	**RCRA Lrg Qnty Gen:**	No
Facility ID:		**Fac Info Rpt Req:**	Applicable
HM on Site:	Yes	**Inv Rpt Req:**	Applicable
CALARP Reg Subst:	No	**UST Rpt Req:**	Not Applicable
Own/Op UST:	No	**RMR Rpt Req:**	Not Applicable
Own/Op PST:	No	**APSA Rpt Req:**	Not Applicable
HW Generator:	Yes	**CALARP Rpt Req:**	Not Applicable
Recycle:	No	**Hw Treat Rpt Req:**	Not Applicable
On Site HW Trtmnt:	No	**CALARP Reg Code:**	
Consolid Rpt Req:		**ER training Rpt Req:**	
Tank Close Rpt Req:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
17	3 of 6	NW	0.21 / 1,131.13	186.98 / 4	TARGET CORPORATION - TARGET GI 6705 CAMINO ARROYO GILROY CA 95020	EMISSIONS

2003 Criteria Data

Facility ID:	15334	**CERR Code:**	
Facility SIC Code:	5311	**TOGT:**	.002
CO:	43	**ROGT:**	0
Air Basin:	SF	**COT:**	.001
District:	BA	**NOXT:**	.006
COID:	SCL	**SOXT:**	0
DISN:	BAY AREA AQMD	**PMT:**	0
CHAPIS:		**PM10T:**	0

2003 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2004 Criteria Data

Facility ID:	15334	**CERR Code:**	
Facility SIC Code:	5311	**TOGT:**	.002
CO:	43	**ROGT:**	.0001828
Air Basin:	SF	**COT:**	.001
District:	BA	**NOXT:**	.006
COID:	SCL	**SOXT:**	0
DISN:	BAY AREA AQMD	**PMT:**	0
CHAPIS:		**PM10T:**	0

2004 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2005 Criteria Data

Facility ID:	15334	**CERR Code:**	
Facility SIC Code:	5311	**TOGT:**	.004
CO:	43	**ROGT:**	.0003656
Air Basin:	SF	**COT:**	.001
District:	BA	**NOXT:**	.01
COID:	SCL	**SOXT:**	0
DISN:	BAY AREA AQMD	**PMT:**	0
CHAPIS:		**PM10T:**	0

2005 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2006 Criteria Data

Facility ID:	15334	**CERR Code:**	
Facility SIC Code:	5311	**TOGT:**	.004
CO:	43	**ROGT:**	.0003656
Air Basin:	SF	**COT:**	.001
District:	BA	**NOXT:**	.01
COID:	SCL	**SOXT:**	0
DISN:	BAY AREA AQMD	**PMT:**	0
CHAPIS:		**PM10T:**	0

2006 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		

TS:
Health Risk Asmt:
Non-Cancer Chronic Haz Ind:
Non-Cancer Acute Haz Ind:

2007 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.009
CO:	43	***ROGT:***	.0008226
Air Basin:	SF	***COT:***	.003
District:	BA	***NOXT:***	.023
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2007 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2008 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.009
CO:	43	***ROGT:***	.0008226
Air Basin:	SF	***COT:***	.003
District:	BA	***NOXT:***	.023
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2008 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2009 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003
CO:	43	***ROGT:***	.0002742
Air Basin:	SF	***COT:***	0
District:	BA	***NOXT:***	.003
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

2009 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2010 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
17	*4 of 6*	*NW*	*0.21 / 1,131.13*	*186.98 / 4*	***TARGET STORE T1851*** ***6705 CAMINO ARROYO*** ***GILROY CA 95020***	***EMISSIONS***

2011 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003
CO:	43	***ROGT:***	.0002742
Air Basin:	SF	***COT:***	0
District:	BA	***NOXT:***	.004
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2011 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2012 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003
CO:	43	***ROGT:***	.0002742
Air Basin:	SF	***COT:***	0
District:	BA	***NOXT:***	.004
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2012 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2013 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003
CO:	43	***ROGT:***	.0002742
Air Basin:	SF	***COT:***	0
District:	BA	***NOXT:***	.004
COID:	SCL	***SOXT:***	0
DISN:	BAY AREA AQMD	***PMT:***	0
CHAPIS:		***PM10T:***	0

2013 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2014 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.003159373
CO:	43	***ROGT:***	
Air Basin:	SF	***COT:***	.000491429
District:	BA	***NOXT:***	.003885978
COID:	SCL	***SOXT:***	.000000649
DISN:	BAY AREA AQMD	***PMT:***	.000011429
CHAPIS:		***PM10T:***	.000011429

2014 Toxic Data

Facility ID:	15334	***COID:***	SCL
Facility SIC Code:	5311	***DISN:***	BAY AREA AQMD
CO:	43	***CHAPIS:***	
Air Basin:	SF	***CERR Code:***	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2015 Criteria Data

Facility ID:	15334	***CERR Code:***	
Facility SIC Code:	5311	***TOGT:***	.002954014

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

CO:	43	**ROGT:**	.001495413
Air Basin:	SF	**COT:**	.000459486
District:	BA	**NOXT:**	.003633389
COID:	SCL	**SOXT:**	.000000607
DISN:	BAY AREA AQMD	**PMT:**	.000010686
CHAPIS:		**PM10T:**	.000010686

2015 Toxic Data

Facility ID:	15334	**COID:**	SCL
Facility SIC Code:	5311	**DISN:**	BAY AREA AQMD
CO:	43	**CHAPIS:**	
Air Basin:	SF	**CERR Code:**	
District:	BA		
TS:			
Health Risk Asmt:			
Non-Cancer Chronic Haz Ind:			
Non-Cancer Acute Haz Ind:			

2016 Criteria Data

Facility ID:	15334	**CERR CODE:**	
Facility SIC Code:	5311	**TOGT:**	.002954014
CO:	43	**ROGT:**	.0002750187034
Air Basin:	SF	**COT:**	.000459486
District:	BA	**NOXT:**	.003633389
COID:	SCL	**SOXT:**	.000000607
DISN:	BAY AREA AQMD	**PMT:**	.000010686
CHAPIS:		**PM10T:**	.000010686

2016 Toxic Data

Facility ID:	15334	**TS:**	
Facility SIC Code:	5311	**HRA:**	
CERR CODE:		**CH Index:**	
COID:	SCL	**AH Index:**	
CO:	43	**Air Basin:**	SF
DISN:	BAY AREA AQMD	**District:**	BA
CHAPIS:			

17	5 of 6	NW	0.21 / 1,131.13	186.98 / 4	**CVS PHARMACY #16971** **6705 CAMINO ARROYO STE B** **GILROY CA 95020**	**RCRA CESQG**

EPA Handler ID:	CAR000260075
Gen Status Universe:	Conditionally Exempt Small Quantity Generator
Contact Name:	NICOLE WILKINSON
Contact Address:	ONE, CVS DR MAIL CODE 2340, , WOONSOCKET, RI, 02895, US
Contact Phone No and Ext:	401-770-7132
Contact Email:	NICOLE.WILKINSON@CVSHEALTH.COM
Contact Country:	US
County Name:	SANTA CLARA
EPA Region:	09
Land Type:	
Receive Date:	20160329

Violation/Evaluation Summary

Note:	NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: No
Transfer Facility: No
Onsite Burner Exemption: No
Furnace Exemption: No
Underground Injection Activity: No
Commercial TSD: No
Used Oil Transporter: No
Used Oil Transfer Facility: No
Used Oil Processor: No
Used Oil Refiner: No
Used Oil Burner: No
Used Oil Market Burner: No
Used Oil Spec Marketer: No

Hazardous Waste Handler Details

Sequence No: 1
Receive Date: 20160329
Handler Name: CVS PHARMACY #16971
Generator Status Universe: CEG
Source Type: N

Waste Code Details

Hazardous Waste Code: 214
Waste Code Description: Unspecified solvent mixture

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: U122
Waste Code Description: FORMALDEHYDE

Hazardous Waste Code: 352
Waste Code Description: Other organic solids

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: P001
Waste Code Description: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code: U205
Waste Code Description: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

Hazardous Waste Code: 141
Waste Code Description: Off-specification, aged, or surplus inorganics

Hazardous Waste Code: 331
Waste Code Description: Off-specification, aged, or surplus organics

Hazardous Waste Code: 123
Waste Code Description: Unspecified alkaline solution

Hazardous Waste Code: 134
Waste Code Description: Aqueous solution with <10% total organic residues

Hazardous Waste Code: U044
Waste Code Description: CHLOROFORM (OR) METHANE, TRICHLORO-

Hazardous Waste Code: U129
Waste Code Description: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR)

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

LINDANE

Hazardous Waste Code: 561
Waste Code Description: Detergent and soap

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: 122
Waste Code Description: Alkaline solution without metals (pH > 12.5)

Hazardous Waste Code: 181
Waste Code Description: Other inorganic solid waste

Hazardous Waste Code: 311
Waste Code Description: Pharmaceutical waste

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: 791
Waste Code Description: Liquids with pH < 2

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: U034
Waste Code Description: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Hazardous Waste Code: 541
Waste Code Description: Photochemicals / photo processing waste

Hazardous Waste Code: U188
Waste Code Description: PHENOL

Owner/Operator Details

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	P	***Street 1:***	
Name:	GARFIELD BEACH CVS LLC	***Street 2:***	
Date Became Current:	20151216	***City:***	
Date Ended Current:		***State:***	
Phone:		***Country:***	US
Source Type:	N	***Zip Code:***	

Owner/Operator Ind:	Current Owner	***Street No:***	1000
Type:	P	***Street 1:***	NICOLETT MALL
Name:	TARGET CORPORATION	***Street 2:***	
Date Became Current:	20031008	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	612-304-6073	***Country:***	US
Source Type:	N	***Zip Code:***	55403

17	***6 of 6***	***NW***	***0.21 / 1,131.13***	***186.98 / 4***	***TARGET STORE T1851 6705 CAMINO ARROYO GILROY CA 95020***	***RCRA SQG***

EPA Handler ID: CAR000217950

Gen Status Universe:	Small Quantity Generator
Contact Name:	STEVE MUSSER
Contact Address:	PO BOX 111, , MINNEAPOLIS, MN, 55440, US
Contact Phone No and Ext:	800-587-2228
Contact Email:	POC@TARGET.COM
Contact Country:	US
County Name:	SANTA CLARA
EPA Region:	09
Land Type:	
Receive Date:	20160218

Violation/Evaluation Summary

Note:	NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

Handler Summary

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility:	No
Onsite Burner Exemption:	No
Furnace Exemption:	No
Underground Injection Activity:	No
Commercial TSD:	No
Used Oil Transporter:	No
Used Oil Transfer Facility:	No
Used Oil Processor:	No
Used Oil Refiner:	No
Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	2
Receive Date:	20160218
Handler Name:	TARGET STORE T1851
Generator Status Universe:	Small Quantity Generator
Source Type:	B
Sequence No:	1
Receive Date:	20110411
Handler Name:	TARGET STORE NO 1851
Generator Status Universe:	Small Quantity Generator
Source Type:	N
Sequence No:	1
Receive Date:	20150204
Handler Name:	TARGET STORE T1851
Generator Status Universe:	Small Quantity Generator
Source Type:	B

Waste Code Details

Hazardous Waste Code:	D006
Waste Code Description:	CADMIUM
Hazardous Waste Code:	P001
Waste Code Description:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code:	P042
Waste Code Description:	1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE
Hazardous Waste Code:	P075
Waste Code Description:	NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS
Hazardous Waste Code:	U154
Waste Code Description:	METHANOL (I) (OR) METHYL ALCOHOL (I)
Hazardous Waste Code:	U200
Waste Code Description:	RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-
Hazardous Waste Code:	D005
Waste Code Description:	BARIUM
Hazardous Waste Code:	U034
Waste Code Description:	ACETALDEHYDE, TRICHLORO- (OR) CHLORAL
Hazardous Waste Code:	U188
Waste Code Description:	PHENOL
Hazardous Waste Code:	P001
Waste Code Description:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Hazardous Waste Code:	D002
Waste Code Description:	CORROSIVE WASTE
Hazardous Waste Code:	D008
Waste Code Description:	LEAD
Hazardous Waste Code:	U035
Waste Code Description:	BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL
Hazardous Waste Code:	U188
Waste Code Description:	PHENOL
Hazardous Waste Code:	D007
Waste Code Description:	CHROMIUM
Hazardous Waste Code:	D024
Waste Code Description:	M-CRESOL
Hazardous Waste Code:	D035
Waste Code Description:	METHYL ETHYL KETONE
Hazardous Waste Code:	P081
Waste Code Description:	1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)
Hazardous Waste Code:	D005
Waste Code Description:	BARIUM
Hazardous Waste Code:	P046
Waste Code Description:	ALPHA,ALPHA-DIMETHYLPHENETHYLAMINE (OR) BENZENEETHANAMINE, ALPHA, ALPHA-DIMETHYL-
Hazardous Waste Code:	P075
Waste Code Description:	NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS
Hazardous Waste Code:	D004
Waste Code Description:	ARSENIC
Hazardous Waste Code:	D011
Waste Code Description:	SILVER
Hazardous Waste Code:	U002
Waste Code Description:	2-PROPANONE (I) (OR) ACETONE (I)

Hazardous Waste Code: U122
Waste Code Description: FORMALDEHYDE

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Hazardous Waste Code: D007
Waste Code Description: CHROMIUM

Hazardous Waste Code: D028
Waste Code Description: 1,2-DICHLOROETHANE

Hazardous Waste Code: D035
Waste Code Description: METHYL ETHYL KETONE

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D004
Waste Code Description: ARSENIC

Hazardous Waste Code: U200
Waste Code Description: RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-

Hazardous Waste Code: D011
Waste Code Description: SILVER

Hazardous Waste Code: D010
Waste Code Description: SELENIUM

Hazardous Waste Code: D024
Waste Code Description: M-CRESOL

Hazardous Waste Code: P081
Waste Code Description: 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

Hazardous Waste Code: U201
Waste Code Description: 1,3-BENZENEDIOL (OR) RESORCINOL

Hazardous Waste Code: D008
Waste Code Description: LEAD

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: U044
Waste Code Description: CHLOROFORM (OR) METHANE, TRICHLORO-

Hazardous Waste Code: U072
Waste Code Description: BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D003
Waste Code Description: REACTIVE WASTE

Hazardous Waste Code: D005
Waste Code Description: BARIUM

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Hazardous Waste Code: U044
Waste Code Description: CHLOROFORM (OR) METHANE, TRICHLORO-

Hazardous Waste Code: U279
Waste Code Description: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Hazardous Waste Code: D006
Waste Code Description: CADMIUM

Hazardous Waste Code: P075
Waste Code Description: NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

Hazardous Waste Code: U002
Waste Code Description: 2-PROPANONE (I) (OR) ACETONE (I)

Hazardous Waste Code: U035
Waste Code Description: BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL

Hazardous Waste Code: U122
Waste Code Description: FORMALDEHYDE

Hazardous Waste Code: U058
Waste Code Description: 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

Hazardous Waste Code: U279
Waste Code Description: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: D001
Waste Code Description: IGNITABLE WASTE

Hazardous Waste Code: D016
Waste Code Description: 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

Hazardous Waste Code: U034
Waste Code Description: ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

Hazardous Waste Code: U058
Waste Code Description: 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

Hazardous Waste Code: U129
Waste Code Description: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

Hazardous Waste Code: D009
Waste Code Description: MERCURY

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: U129
Waste Code Description: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

Hazardous Waste Code: U150

Waste Code Description: L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

Hazardous Waste Code: D026
Waste Code Description: CRESOL

Hazardous Waste Code: U072
Waste Code Description: BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

Hazardous Waste Code: U150
Waste Code Description: L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

Hazardous Waste Code: D018
Waste Code Description: BENZENE

Hazardous Waste Code: P001
Waste Code Description: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Hazardous Waste Code: P042
Waste Code Description: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

Hazardous Waste Code: U154
Waste Code Description: METHANOL (I) (OR) METHYL ALCOHOL (I)

Hazardous Waste Code: D002
Waste Code Description: CORROSIVE WASTE

Hazardous Waste Code: D008
Waste Code Description: LEAD

Owner/Operator Details

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Private	***Street 1:***	P.O. BOX 111
Name:	TARGET CORPORATION	***Street 2:***	
Date Became Current:	20031012	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	800-587-2228	***Country:***	
Source Type:	B	***Zip Code:***	55440

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	PO BOX 111
Name:	TARGET CORPORATION	***Street 2:***	
Date Became Current:	20031008	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	800-587-2228	***Country:***	US
Source Type:	B	***Zip Code:***	55440

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	P.O. BOX 111
Name:	TARGET CORPORATION	***Street 2:***	
Date Became Current:	20031012	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	800-587-2228	***Country:***	
Source Type:	B	***Zip Code:***	55440

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	PO BOX 111
Name:	TARGET CORP	***Street 2:***	
Date Became Current:	20031008	***City:***	MINNEAPOLIS
Date Ended Current:		***State:***	MN
Phone:	800-587-2228	***Country:***	US
Source Type:	N	***Zip Code:***	55440-0111

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Private	***Street 1:***	
Name:	TARGET CORPORATION	***Street 2:***	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Date Became Current: 20031008
Date Ended Current:
Phone:
Source Type: B

City:
State:
Country:
Zip Code:

Owner/Operator Ind: Current Operator
Type: Private
Name: TARGET CORP
Date Became Current: 20031008
Date Ended Current:
Phone:
Source Type: N

Street No:
Street 1:
Street 2:
City:
State:
Country: US
Zip Code:

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18 | **1 of 1** | **NW** | **0.22 / 1,183.21** | **188.88 / 6** | **SHELL**
850 Pacheco Pass Road
Gilroy CA 95020 | **DELISTED TNK**

Facility ID: 43-002-GIL2
County: Santa Clara
Permitting Agency: GILROY, CITY OF
Original Source: UST
Record Date: 30-JAN-2017

Latitude: 37.00417
Longitude: -121.55194

---

19 | **1 of 1** | **ENE** | **0.23 / 1,237.54** | **180.14 / -3** | **Tractor Supply Company Store# 1171-Gilroy**
6881 Cameron Blvd
Gilroy CA 95020 | **GILROY CUPA**

CERS ID: 10440844
Facility ID: 8377
HM on Site: Yes
CALARP Reg Subst: No
Own/Op UST: No
Own/Op PST: No
HW Generator: Yes
Recycle: No
On Site HW Trtmnt: No
Consolid Rpt Req:
Tank Close Rpt Req:

RCRA Lrg Qnty Gen: No
Fac Info Rpt Req: Applicable
Inv Rpt Req: Applicable
UST Rpt Req: Not Applicable
RMR Rpt Req: Not Applicable
APSA Rpt Req: Not Applicable
CALARP Rpt Req: Not Applicable
Hw Treat Rpt Req: Not Applicable
CALARP Reg Code:
ER training Rpt Req:

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20 | **1 of 1** | **N** | **0.25 / 1,296.71** | **185.62 / 2** | **TV'S FOOD MART**
850 PACHECO PASS HWY
GILROY CA 95020 | **DELISTED TNK**

Facility ID: 980216
County: Santa Clara
Permitting Agency: GILROY, CITY OF
Original Source: UST
Record Date: 30-JAN-2017

Latitude: 37.005128
Longitude: -121.55017

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21 | **1 of 3** | **WNW** | **0.42 / 2,215.21** | **188.55 / 5** | **SOUTH BAY CHEMICAL CO**
721-731 RENZ LANE
GILROY CA 950201626 | **CERCLIS**

Site ID: 0900266
Site EPA ID: CAD000628149
Site Street Address 2:
Site County Name: SANTA CLARA
Site FIPS Code: 06085
Region Code: 09
Site SMSA No.: 7400
Site Prim. Latitude: 37D00M30S
Site Prim. Longitude: 121D34M06S

RNPL Status Code: N
NPL Status: Not on the NPL
RFED Facility Code: N
RFED Facility Desc: Not a Federal Facility
USGS Hydro Unit No.: 18060002
Site Cong. Dist. Code: 12
ROT Desc: Private
FR NPL Update No.:
RFRA Code:

Lat Long Source:
RNON NPL Status Desc: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS Assess History

OU ID: 00
Act Code ID:
RAT Code:
RAT Short Name:
RAT Name:
RAT Hist. Only Flag:
RAT NSI Indicator:
RAT Level:
RAT DEF OU:
RFBS Code:
SPA Code:
RAT Def:
Site Desc: No description available
.
Site Alias: HAZCONTROL, INC.,,,CA,;
RALT Short Name:
Act Start Date:
Act Complete Date:
AGT Order No.: 0
SH OU:
SH Code:
SH Seq:
SH Start Date:
SH Complete Date:
SH Lead:

CERCLIS Assess History

OU ID: 00
Act Code ID: 001
RAT Code: VS
RAT Short Name: ARCH SITE
RAT Name: ARCHIVE SITE
RAT Hist. Only Flag:
RAT NSI Indicator: B
RAT Level: 1
RAT DEF OU: 00
RFBS Code:
SPA Code: 13
RAT Def: The decision is made that no further activity is planned at the site.
Site Desc:
Site Alias:
RALT Short Name: EPA In-House
Act Start Date:
Act Complete Date: 1/23/1996 00:00:00
AGT Order No.: 1500
SH OU:
SH Code:
SH Seq:
SH Start Date:
SH Complete Date:
SH Lead:

CERCLIS Assess History

OU ID: 00
Act Code ID: 001
RAT Code: PA
RAT Short Name: PA
RAT Name: PRELIMINARY ASSESSMENT
RAT Hist. Only Flag:
RAT NSI Indicator: B
RAT Level: 1
RAT DEF OU: 00
RFBS Code: P
SPA Code: 13
RAT Def: Collection of diverse existing information about the source and nature of the site hazard. It is EPA policy to complete the preliminary assessment within one year of site discovery.
Site Desc:
Site Alias:
RALT Short Name: EPA Fund
Act Start Date:
Act Complete Date: 5/14/1990 00:00:00
AGT Order No.: 130
SH OU:
SH Code:
SH Seq:
SH Start Date:
SH Complete Date:
SH Lead:

CERCLIS Assess History

OU ID: 00
Act Code ID: 001
RAT Code: DS
RAT Short Name: DISCVRY
RAT Name: DISCOVERY
RAT Hist. Only Flag:
RALT Short Name: EPA Fund
Act Start Date:
Act Complete Date: 11/7/1989 00:00:00
AGT Order No.: 10
SH OU:
SH Code:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

RAT NSI Indicator:	B	**SH Seq:**	
RAT Level:	1	**SH Start Date:**	
RAT DEF OU:	00	**SH Complete Date:**	
RFBS Code:		**SH Lead:**	
SPA Code:	13		
RAT Def:	The process by which a potential hazardous waste site is brought to the attention of the EPA. The process can occur through the use of several mechanisms such as a phone call or referral by another government agency.		
Site Desc:			
Site Alias:			

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
21	2 of 3	WNW	0.42 / 2,215.21	188.55 / 5	SOUTH BAY CHEMICAL CO 721-731 RENZ LANE GILROY CA 950201626	CERCLIS NFRAP

Site ID:	900266	**Site FIPS Code:**	6085
Site EPA ID:	CAD000628149	**Region Code:**	9
Site Parent ID:		**Site Cong. Dist. Code:**	12
Site County Name:	SANTA CLARA	**Federal Facility:**	
Parent Site Name:			

CERCLIS-NFRAP Assess History

OU ID:	0	**Act Start Date:**	
Act Code ID:	1	**Act Complete Date:**	11/7/1989
RAT Code:	DS	**AGT Order No.:**	10
RAT Short Name:	DISCVRY	**SH OU:**	
RAT Name:	DISCOVERY	**SH Code:**	
RAT Hist. Only Flag:		**SH Seq:**	
RAT NSI Indicator:	B	**SH Start Date:**	
RAT Level:	1	**SH Complete Date:**	
RAT DEF OU:	00	**SH Lead:**	
RFBS Code:		**SH Qual:**	
SPA Code:	13	**RAQ Act. Qual Short:**	
RALT Short Name:	EPA Fund	**RNPL Status Code:**	N
RAT Def:	The process by which a potential hazardous waste site is brought to the attention of the EPA. The process can occur through the use of several mechanisms such as a phone call or referral by another government agency.		
RNON NPL Status Desc:	NFRAP-Site does not qualify for the NPL based on existing information		

CERCLIS-NFRAP Assess History

OU ID:	0	**Act Start Date:**	
Act Code ID:	1	**Act Complete Date:**	5/14/1990
RAT Code:	PA	**AGT Order No.:**	130
RAT Short Name:	PA	**SH OU:**	
RAT Name:	PRELIMINARY ASSESSMENT	**SH Code:**	
RAT Hist. Only Flag:		**SH Seq:**	
RAT NSI Indicator:	B	**SH Start Date:**	
RAT Level:	1	**SH Complete Date:**	
RAT DEF OU:	00	**SH Lead:**	
RFBS Code:	P	**SH Qual:**	
SPA Code:	13	**RAQ Act. Qual Short:**	Deferred to RCRA
RALT Short Name:	EPA Fund	**RNPL Status Code:**	N
RAT Def:	Collection of diverse existing information about the source and nature of the site hazard. It is EPA policy to complete the preliminary assessment within one year of site discovery.		
RNON NPL Status Desc:	NFRAP-Site does not qualify for the NPL based on existing information		

CERCLIS-NFRAP Assess History

OU ID:	0	**Act Start Date:**	
Act Code ID:	1	**Act Complete Date:**	1/23/1996
RAT Code:	VS	**AGT Order No.:**	1500
RAT Short Name:	ARCH SITE	**SH OU:**	
RAT Name:	ARCHIVE SITE	**SH Code:**	
RAT Hist. Only Flag:		**SH Seq:**	
RAT NSI Indicator:	B	**SH Start Date:**	

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

RAT Level:	1	**SH Complete Date:**	
RAT DEF OU:	00	**SH Lead:**	
RFBS Code:		**SH Qual:**	
SPA Code:	13	**RAQ Act. Qual Short:**	
RALT Short Name:	EPA In-House	**RNPL Status Code:**	N
RAT Def:	The decision is made that no further activity is planned at the site.		
RNON NPL Status Desc:	NFRAP-Site does not qualify for the NPL based on existing information		

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21 | ***3 of 3*** | ***WNW*** | ***0.42 / 2,215.21*** | ***188.55 / 5*** | ***SOUTH BAY CHEMICAL CO***
721-731 RENZ LANE
GILROY CA 95020-1626 | ***SEMS ARCHIVE***

Site ID:	0900266	**FIPS Code:**	06085
EPA ID:	CAD000628149	**Cong District:**	12
NPL:	Not on the NPL	**County:**	SANTA CLARA
Federal Facility:	No	**Region:**	09
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information		

Action Information

Operable Units:	00	**Start Actual:**	
Action Code:	PA	**Finish Actual:**	5/14/1990
Action Name:	PA	**Qual:**	D
SEQ:	1	**Curr Action Lead:**	EPA Perf
Operable Units:	00	**Start Actual:**	11/7/1989
Action Code:	DS	**Finish Actual:**	11/7/1989
Action Name:	DISCVRY	**Qual:**	
SEQ:	1	**Curr Action Lead:**	EPA Perf
Operable Units:	00	**Start Actual:**	
Action Code:	VS	**Finish Actual:**	1/23/1996
Action Name:	ARCH SITE	**Qual:**	
SEQ:	1	**Curr Action Lead:**	EPA Perf In-Hse

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22 | ***1 of 1*** | ***WNW*** | ***0.43 / 2,245.32*** | ***190.45 / 7*** | ***PRIVATE RESIDENCE***
PRIVATE RESIDENCE
Gilroy CA 95020 | ***LUST***

Global ID:	T0608500042	**CUF Case:**	NO
Case Type:	LUST Cleanup Site	**Begin Date:**	1997-07-03 00:00:00
Status:	Completed - Case Closed	**How Discovered:**	Other Means
Status Date:	1998-01-05 00:00:00	**Stop Method:**	
RB Case No:	2864	**County:**	Santa Clara
LOC Case No:		**Latitude:**	37.0044823
Lead Agency:	SANTA CLARA COUNTY LOP	**Longitude:**	-121.5562439
Case Worker:		**File Location:**	All Files are on GeoTracker or in the Local Agency Database
Local Agency:			
Potential Media Of Concern:	Gasoline		
Potential Media Affected:	Under Investigation		
How Discovered Description:			
Stop Description:			
Cal Water Watershed Name:	Pajaro River - South Santa Clara Valley (305.30)		
DWR Groundwater Subbasin Name:	Gilroy-Hollister Valley - Llagas Area (3-003.01)		
Site History:			

Status History

Status:	Completed - Case Closed	**Status Date:**	1998-01-05 00:00:00
Status:	Open - Case Begin Date	**Status Date:**	1997-07-03 00:00:00

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Activities

Action Type: RESPONSE
Action: Other Report / Document
Date: 1997-07-14 00:00:00

Action Type: RESPONSE
Action: Other Report / Document
Date: 2003-03-04 00:00:00

Action Type: ENFORCEMENT
Action: Closure/No Further Action Letter
Date: 1998-01-05 00:00:00

Action Type: RESPONSE
Action: Other Report / Document
Date: 1998-01-05 00:00:00

Action Type: Other
Action: Leak Reported
Date: 1997-07-03 00:00:00

Action Type: RESPONSE
Action: Other Report / Document
Date: 1997-06-30 00:00:00

Action Type: RESPONSE
Action: Other Report / Document
Date: 1997-07-03 00:00:00

Contacts

Contact Type: Regional Board Caseworker
Contact Name: RB3 STAFF
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PL, SUITE 101
City: SAN LUIS OBISPO
Email: centralcoast@waterboards.ca.gov
Phone No: 8055493147

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
23	1 of 1	SW	0.46 / 2,441.43	186.54 / 3	Boral Roofing, LLC 6500 BREM LN GILROY CA 95020	DELISTED HAZ

Siteid: 379869
Latitude: 36.996586
Longitude: -121.554741
Original Source: CHAZ
Record Date: 30-MAY-2017

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
24	1 of 3	NW	0.49 / 2,572.35	190.64 / 7	SOUTH BAY CHEMICAL CO INC 731 RENZ LN GILROY CA 950200000	ENVIROSTOR

Estor/EPA ID: 80001324
Site Code:
Special Program:
Census Tract: 6085512602
Permit Renew Lead:
Project Manager:
Pub Particip Spec:
Supervisor: MARK PIROS
County: SANTA CLARA
Latitude: 37.005716
Longitude: -121.55661
Office: CLEANUP BERKELEY
Nat Priority List: NO
Funding:
Assembly District: 30
Senate District: 17
Site Type: CORRECTIVE ACTION
Cleanup Status: INACTIVE - NEEDS EVALUATION AS OF 6/26/2009
Clean Up Oversight Agency: DTSC - SITE CLEANUP PROGRAM
Cause of Contamination: NONE SPECIFIED
Potential Media Affected: NONE SPECIFIED

School District:
APN: 841-10-058
Acres: 0 ACRES
Potential Contaminants:

NONE SPECIFIED

Site History:

Program Type: CORRECTIVE ACTION
Status: INACTIVE - NEEDS EVALUATION
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001324

Completed Activities

Date Completed: 5/14/1990
Area Name:
Sub Area:
Title: PA OR CERCLA INSPECTION-NOT A PA PLUS (CA049PA)
Area Link:
Sub Area Link:
Title Link:
Document Type: Preliminary Assessment Report
Comments:

Date Completed: 7/13/1984
Area Name:
Sub Area:
Title: Operating Permit
Area Link:
Sub Area Link:
Title Link:
Document Type: * Historical Operating Permit Authority
Comments:

Date Completed: 6/30/1993
Area Name:
Sub Area:
Title: RFA COMPLETED-ASSESSMENT WAS A RFA (CA050RF)
Area Link:
Sub Area Link:
Title Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=80001324&enforcement_id=6016083
Document Type: RCRA Facility Assessment Report
Comments: RCRA Facility Assessment Completed, aka: Haz Control

Date Completed: 9/21/1994
Area Name:
Sub Area:
Title: STABILIZATION MEASURES EVALUATION-FACILITY NOT AMENABLE TO STABILIZATION (CA225NR)
Area Link:
Sub Area Link:
Title Link:
Document Type: Interim Measures Questionnaire
Comments:

24	2 of 3	NW	0.49 / 2,572.35	190.64 / 7	**SOUTH BAY CHEMICAL CO INC** **731 RENZ LN** **GILROY CA 950200000**	ENVIROSTOR

Estor/EPA ID: CAD000628149
Site Code:
Special Program:
Census Tract: 6085512602
Permit Renew Lead:
Project Manager:
County: SANTA CLARA
Latitude: 37.005716
Longitude: -121.55661
Office:
Nat Priority List:
Funding:

Pub Particip Spec: ***Assembly District:*** 30
Supervisor: ***Senate District:*** 17
Site Type: CLOSED
- PERMIT AUTHORITY: RCRA
Cleanup Status:
Clean Up Oversight Agency:
Cause of Contamination:
Potential Media Affected:
School District:
APN:
Acres:
Potential Contaminants:

Site History:

NO FACILITY HISTORY HAS BEEN ENTERED FOR THIS SITE

Program Type: HAZ WASTE - RCRA
Status: CLOSED
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD000628149

Permit Units - Completed Activities

Date: 6/13/1989
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - FINAL PERMIT (EXPIRES)
Doc Link:

Date: 6/13/1984
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - FINAL PERMIT
Doc Link:

Date: 3/16/1984
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - PUBLIC COMMENT (BEGIN)
Doc Link:

Date: 2/11/1991
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - APPLICATION PART A RECEIVED
Doc Link:

Date: 6/13/1984
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - FINAL PERMIT (EFFECTIVE)
Doc Link:

Date: 8/8/1983
Unit: CONTAIN1
Event Description: NEW OPERATING PERMIT - APPLICATION PART B RECEIVED
Doc Link:

Units Undergoing Closure

Unit: MULTIPLE UNITS: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1
Date: 5/17/1995
Event Description: CLOSURE FINAL - RECEIVE CLOSURE CERTIFICATION
Doc Link:

Unit: MULTIPLE UNITS: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1
Date: 6/6/1995
Event Description: CLOSURE FINAL - ISSUE CLOSURE VERIFICATION
Doc Link:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
24	3 of 3	NW	0.49 / 2,572.35	190.64 / 7	SOUTH BAY CHEMICAL CO INC 731 RENZ LN GILROY CA 950200000	HWP

EPA ID: CAD000628149
Site Code:
Status: CLOSED
Facility Type: Historical - Non-Operating
Facility Size:
Team:
Project Manager:

Public Part Speci:
Public Info Officer:
Assembly District: 30
Senate District: 17
County: SANTA CLARA
Latitude: 37.005716
Longitude: -121.55661

Hazardous Waste Units Completed Activities

Completed Date: 06/13/1984
Event Description: New Operating Permit - FINAL PERMIT (EFFECTIVE)
Unit Names: CONTAIN1

Completed Date: 06/01/1989
Event Description: Renewal - Historical - APPLICATION PART B RECEIVED
Unit Names: ACIDTRT1, F006BIN1, FLAMABLE1

Completed Date: 06/13/1989
Event Description: New Operating Permit - FINAL PERMIT (EXPIRES)
Unit Names: CONTAIN1

Completed Date: 08/08/1983
Event Description: New Operating Permit - APPLICATION PART B RECEIVED
Unit Names: CONTAIN1

Completed Date: 11/01/1993
Event Description: New Operating Permit - PERMIT TERMINATED - TERMINATION RECEIVED
Unit Names: CONTAIN1

Completed Date: 09/26/1988
Event Description: Renewal - Historical - CALL-IN LETTER ISSUED
Unit Names: ACIDTRT1, F006BIN1, FLAMABLE1

Completed Date: 11/01/1993
Event Description: Renewal - Historical - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
Unit Names: ACIDTRT1, F006BIN1, FLAMABLE1

Completed Date: 02/11/1991
Event Description: Renewal - Historical - APPLICATION PART A RECEIVED
Unit Names: ACIDTRT1, F006BIN1, FLAMABLE1

Completed Date: 03/16/1984
Event Description: New Operating Permit - PUBLIC COMMENT (BEGIN)
Unit Names: CONTAIN1

Completed Date: 06/13/1984
Event Description: New Operating Permit - FINAL PERMIT
Unit Names: CONTAIN1

Completed Date: 02/11/1991
Event Description: New Operating Permit - APPLICATION PART A RECEIVED
Unit Names: CONTAIN1

Hazardous Waste Units Undergoing Closure

Completed Date: 06/06/1995
Event Description: Closure Final - ISSUE CLOSURE VERIFICATION
Unit Names: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1

Completed Date: 05/17/1995
Event Description: Closure Final - RECEIVE CLOSURE CERTIFICATION

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Unit Names: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1

Alias

Alias: 43490062
Alias Type: Envirostor ID Number

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25 | **1 of 1** | **NW** | **0.52 / 2,722.07** | **190.02 / 7** | **SOUTH BAY CHEMICAL COMPANY**
721-731 RENZ LANE
GILROY CA 95020 | **ENVIROSTOR**

Estor/EPA ID: 43490062
Site Code:
Special Program:
Census Tract: 6085512602
Permit Renew Lead:
Project Manager:
Pub Particip Spec:
Supervisor:
Site Type: * HISTORICAL
Cleanup Status: REFER: RCRA AS OF 6/8/1994
Clean Up Oversight Agency: NONE SPECIFIED
Cause of Contamination: NONE SPECIFIED
Potential Media Affected: NONE SPECIFIED
School District:
APN: 841-10-019
Acres: NONE SPECIFIED
Potential Contaminants:

NONE SPECIFIED

County: SANTA CLARA
Latitude: 37.006388
Longitude: -121.556612
Office: CLEANUP BERKELEY
Nat Priority List: NO
Funding:
Assembly District: 30
Senate District: 17

Site History:

Program Type: HISTORICAL
Status: REFER: RCRA
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=43490062

Completed Activities

Date Completed: 4/30/1990
Area Name:
Sub Area:
Title: Discovery
Area Link:
Sub Area Link:
Title Link:
Document Type: * Discovery
Comments: FACILITY IDENTIFIED IDENTIFIED VIA FIT ENVIRONMENTAL PRIOR- ITIES INITIATIVE PA

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26 | **1 of 1** | **NW** | **0.55 / 2,878.92** | **191.12 / 8** | **HAZCONTROL INC.**
731 RENZ LANE
GILROY CA 95021 | **RCRA CORRACTS**

EPA Handler ID: CAD000628149
Gen Status Universe: Small Quantity Generator
Contact Name:
Contact Address: US
Contact Phone No and Ext:
Contact Email:
Contact Country: US
County Name: SANTA CLARA
EPA Region: 09

Land Type:
Receive Date:

Event/Area Details

Area Name: ENTIRE FACILITY
Event Code: CA075ME
Corrective Action Event Descri: CA PRIORITIZATION-MEDIUM CA PRIORITY
Actual Date of Event: 19940921
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19940921
Groundwater Release Indicator: Yes
Soil Release Indicator: Yes
Air Release Indicator: Yes
Surface Waste Release Ind: Yes
Event Responsible Agency: EPA

Area Name: ENTIRE FACILITY
Event Code: CA075HI
Corrective Action Event Descri: CA PRIORITIZATION-HIGH CA PRIORITY
Actual Date of Event: 19900514
Orig Sched Event Date:
New Sched Event Date:
Best Date: 19900514
Groundwater Release Indicator: Yes
Soil Release Indicator: Yes
Air Release Indicator: Yes
Surface Waste Release Ind: Yes
Event Responsible Agency: EPA

Violation/Evaluation Summary

Note: VIOLATION or UNDETERMINED: There are VIOLATION or UNDETERMINED details or records associated with this facility (EPA ID) in the Compliance Monitoring and Enforcement table dated Aug, 2018.

Violation Details

Citation:
Violation Short Description: TSD - Container Use and Management
Violation Determined Date: 19930914
Return to Compliance Date: 19940101
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930914
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19870505
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19881116
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19880108
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19921118
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930119
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General Facility Standards
Violation Determined Date: 19930914
Return to Compliance Date: 19940101
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930914
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19900601
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19900803
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19900803
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19910918
Return to Compliance Date: 19930105

Violation Responsible Agency: EPA

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19870818
Return to Compliance Date: 19890628
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19881116
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19870819
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19910328
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: REFERRAL TO DEPARTMENT OF JUSTICE
Enforcement Action Date: 19910430
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:

Final Amount:
Paid Amount:

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19910430
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Generators - General
Violation Determined Date: 19921118
Return to Compliance Date: 19921118
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930119
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Generators - Manifest
Violation Determined Date: 19921118
Return to Compliance Date: 19930729
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930119
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:

Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - General
Violation Determined Date: 19890628
Return to Compliance Date: 19930105
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19890811
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19890811
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19920820
Return to Compliance Date: 19930105
Violation Responsible Agency: EPA

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19921120
Return to Compliance Date: 19930105

Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930119
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Permits - Application
Violation Determined Date: 19930729
Return to Compliance Date: 19940101
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930729
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: Generators - General
Violation Determined Date: 19930729
Return to Compliance Date: 19940101
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930729
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - Financial Requirements
Violation Determined Date: 19930914
Return to Compliance Date: 19940114
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19930914
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Violation Details

Citation:
Violation Short Description: TSD - Closure/Post-Closure
Violation Determined Date: 19870505
Return to Compliance Date: 19890628
Violation Responsible Agency: State

Enforcement Details

Enforcement Type Description: INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
Enforcement Action Date: 19901015
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
Enforcement Action Date: 19910924
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: REFERRAL TO ATTORNEY GENERAL
Enforcement Action Date: 19881116
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Enforcement Type Description: WRITTEN INFORMAL
Enforcement Action Date: 19880108
Enf Disposition Status:
Disposition Status Date:
Enforcement Lead Agency:
Proposed Penalty Amount:
Final Amount:
Paid Amount:

Evaluation Details

Evaluation Start Date: 19950620
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE

Violation Short Description: TSD - General Facility Standards
Return to Compliance Date: 19940101
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - General
Return to Compliance Date: 19940101
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19940114
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - Container Use and Management
Return to Compliance Date: 19940101
Evaluation Agency: State

Evaluation Start Date: 19930729
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Permits - Application
Return to Compliance Date: 19940101
Evaluation Agency: State

Evaluation Start Date: 19930105
Evaluation Type Description: NOT A SIGNIFICANT NON-COMPLIER
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19921118
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19921118
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - Manifest
Return to Compliance Date: 19930729
Evaluation Agency: State

Evaluation Start Date: 19921118
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: Generators - General
Return to Compliance Date: 19921118
Evaluation Agency: State

Evaluation Start Date: 19921118
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19921116
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19920820
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19930105
Evaluation Agency: EPA Contractor/Grantee

Evaluation Start Date: 19910918
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19930105
Evaluation Agency: EPA Contractor/Grantee

Evaluation Start Date: 19910328
Evaluation Type Description: SIGNIFICANT NON-COMPLIER
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19910328
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19900601
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19900514
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19890628
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19890509
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description:
Return to Compliance Date:
Evaluation Agency: State

Evaluation Start Date: 19870818
Evaluation Type Description: FINANCIAL RECORD REVIEW
Violation Short Description: TSD - Financial Requirements
Return to Compliance Date: 19890628
Evaluation Agency: State

Evaluation Start Date: 19870505
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - General
Return to Compliance Date: 19930105
Evaluation Agency: State

Evaluation Start Date: 19870505
Evaluation Type Description: COMPLIANCE EVALUATION INSPECTION ON-SITE
Violation Short Description: TSD - Closure/Post-Closure
Return to Compliance Date: 19890628
Evaluation Agency: State

Handler Summary

Importer Activity: No
Mixed Waste Generator: No
Transporter Activity: Yes
Transfer Facility: No
Onsite Burner Exemption: No

Furnace Exemption:	No
Underground Injection Activity:	No
Commercial TSD:	Yes
Used Oil Transporter:	No
Used Oil Transfer Facility:	No
Used Oil Processor:	No
Used Oil Refiner:	No
Used Oil Burner:	No
Used Oil Market Burner:	No
Used Oil Spec Marketer:	No

Hazardous Waste Handler Details

Sequence No:	1
Receive Date:	19900412
Handler Name:	HAZ CONTROL/SOUTH BAY CHEMICALS CO
Generator Status Universe:	Small Quantity Generator
Source Type:	R

Sequence No:	1
Receive Date:	19960901
Handler Name:	HAZCONTROL INC.
Generator Status Universe:	Small Quantity Generator
Source Type:	I

Sequence No:	1
Receive Date:	19900831
Handler Name:	HAZCONTROL INC.
Generator Status Universe:	Small Quantity Generator
Source Type:	N

Sequence No:	2
Receive Date:	19920401
Handler Name:	HAZ/CONTROL, INC.
Generator Status Universe:	Small Quantity Generator
Source Type:	R

Sequence No:	2
Receive Date:	19960901
Handler Name:	HAZCONTROL INC.
Generator Status Universe:	Small Quantity Generator
Source Type:	I

Owner/Operator Details

Owner/Operator Ind:	Current Owner	***Street No:***	
Type:	Private	***Street 1:***	PO BOX 1626
Name:	MELVIN E NIELSEN	***Street 2:***	
Date Became Current:		***City:***	GILROY
Date Ended Current:		***State:***	CA
Phone:	408-848-1470	***Country:***	
Source Type:	N	***Zip Code:***	95021

Owner/Operator Ind:	Current Operator	***Street No:***	
Type:	Private	***Street 1:***	PO BOX 1626
Name:	MELVIN E NEILSEN	***Street 2:***	
Date Became Current:		***City:***	GILROY
Date Ended Current:		***State:***	CA
Phone:	408-848-1470	***Country:***	
Source Type:	I	***Zip Code:***	95021

27	***1 of 1***	***SSW***	***0.57 / 3,010.66***	***186.40 / 3***	***INLAND PAPERBOARD AND PACKAGING, INC. 6400 JAMIESON WAY GILROY CA 95020***	***ENVIROSTOR***

Estor/EPA ID:	71002634	**County:**	SANTA CLARA
Site Code:		**Latitude:**	36.994516
Special Program:		**Longitude:**	-121.554725
Census Tract:	6085512602	**Office:**	CLEANUP BERKELEY
Permit Renew Lead:		**Nat Priority List:**	NO
Project Manager:		**Funding:**	
Pub Particip Spec:		**Assembly District:**	30
Supervisor:		**Senate District:**	17

Site Type: TIERED PERMIT
Cleanup Status: REFER: OTHER AGENCY AS OF 5/12/2006
Clean Up Oversight Agency: NONE SPECIFIED
Cause of Contamination: NONE SPECIFIED
Potential Media Affected: NONE SPECIFIED
School District:
APN: NONE SPECIFIED
Acres: NONE SPECIFIED
Potential Contaminants:

NONE SPECIFIED

Site History:

Site History: Gaylord Container Corporation /Inland Paperboard and Packaging, Inc. /Temple-Inland (GCC) is a paperboard manufacturing and packaging company that has been in operation over 15 years. Parcel size is approximately 20 acres. On April 20, 1992 GCC submitted a Permit by Rule (PBR) initial notification of intent to operate. A facility specific notification form to operate under Conditional Authorization (CA) was submitted on April 1, 1993. On December 31, 1996 GCC submitted a Phase 1 Environmental Assessment Checklist claiming an exemption. Department of Toxic Substances Control (DTSC) informed GCC in a letter dated June 29, 1998 that the phase 1 assessment is not complete. On August 7, 1998 GCC submitted the Phase 1 Environmental Assessment Checklist indicating further investigation is needed to determine the existence, nature, and/or extent of contamination at the facility. The Checklist indicated suspected release in Corrugator Department, Rotary Die Cutter/Flexographic Printing Press Department, Adhesive Mixing Department, Ink Storage, Air Compressors, Former Underground Storage Tank, Fire Prevention Building, Fuel Oil Aboveground Storage Tank, and Corrugator Storage Area. On June 26, 2002 DTSC sent a Further Investigation Questionnaire in connection with Phase 1 Environmental Assessment for GCC. On August 14, 2002 GCC submitted to DTSC the Further Investigation Questionnaire. DTSC conducted a Phase I Environmental Assessment Inspection on May 12, 2006. Several solid waste management units (SWMUs) were identified. On December 28, 2006 DTSC sent a Corrective Action Consent Agreement to the Company. Held a meeting with GCC. During the meeting GCC requested to combine cleanup activities at this location with GCC site at other location. DTSC-Voluntary Cleanup Program (VCP) is overseeing the cleanup at that site. Site was refered to VCP.

Facility Comments: Formerly known as Gaylord Container Corp. (8/19/02 dh)

Program Type: TIERED PERMIT
Status: REFER: OTHER AGENCY
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=71002634

Completed Activities

Date Completed: 6/30/2007
Area Name:
Sub Area:
Title: Consent Agreement Executed (Site refered to VCP)
Area Link:
Sub Area Link:
Title Link:
Document Type: Consent Agreement
Comments:

Date Completed: 5/12/2006
Area Name:
Sub Area:
Title: Phase I Inspection Completed
Area Link:
Sub Area Link:
Title Link:
Document Type: Phase 1
Comments:

Date Completed: 5/12/2006
Area Name:

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Sub Area:
Title: Inspection - Phase I Verification
Area Link:
Sub Area Link:
Title Link:
Document Type: Phase I Verification
Comments: Inspection report sent on 5/12/2006

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28 | ***1 of 1*** | ***SSW*** | ***0.58 / 3,081.49*** | ***186.97 / 4*** | ***TEMPLE-INLAND, INC.***
6400 JAMIESON WAY
GILROY CA 95020 | ***ENVIROSTOR***

Estor/EPA ID:	60000630	***County:***	SANTA CLARA
Site Code:	201745	***Latitude:***	36.9944053492905
Special Program:		***Longitude:***	-121.554965342556
Census Tract:	6085512602	***Office:***	CLEANUP BERKELEY
Permit Renew Lead:		***Nat Priority List:***	NO
Project Manager:		***Funding:***	SITE PROPONENT
Pub Particip Spec:		***Assembly District:***	30
Supervisor:	MARK PIROS	***Senate District:***	17

Site Type: VOLUNTARY CLEANUP
Cleanup Status: NO FURTHER ACTION AS OF 9/5/2008
Clean Up Oversight Agency: DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY
Cause of Contamination: UNKNOWN
Potential Media Affected: UNDER INVESTIGATION
School District:
APN: 841-73-003, 841-73-033
Acres: 20 ACRES
Potential Contaminants:

UNDER INVESTIGATION

Site History:

The paperboard manufacturing and packaging company has operated on site for roughly 15 years and is classified as a Small Quantity Generator. The facility submitted an application for Conditionally Authorized On-site Hazardous Waste Treatment in 1993 to treat inorganics-contaminated aqueous waste, wastewater treatment sludge, dust, contaminated solid metal and metal workings, and oil/water separator sludge. Activities and equipment used at the facility included: corrugators, rotary die cutters, printing presses, ink storage, air compressors, USTs, and ASTs. Waste streams included: aqueous solution with organic residue, inorganic solid waste, hydrocarbon solvents, waste oil and mixed oil, oil/water separator sludge, unspecified oil-containing waste, organic solids, and liquid with halogenated organic compounds.

Program Type: VOLUNTARY CLEANUP
Status: NO FURTHER ACTION
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60000630

Completed Activities

Date Completed: 8/22/2007
Area Name:
Sub Area:
Title: Voluntary Cleanup Agreement
Area Link:
Sub Area Link:
Title Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&enforcement_id=6011013
Document Type: Voluntary Cleanup Agreement
Comments: VCA signed by acting branch chief.

Date Completed: 4/7/2008
Area Name:
Sub Area:
Title: PEA Workplan
Area Link:
Sub Area Link:
Title Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&doc_id=6016620
Document Type: Preliminary Endangerment Assessment Workplan
Comments:

Date Completed: 9/5/2008
Area Name:
Sub Area:
Title: PEA Report
Area Link:
Sub Area Link:
Title Link: http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&doc_id=6016622
Document Type: Preliminary Endangerment Assessment Report
Comments: The Preliminary Endangerment Assessment, dated July 30, 2008, indicates that low concentrations of pesticides and total petroleum hydrocarbons in soils are below screening levels; the concentration of metals in soil is below below background levels; and the groundwater did not contain any metals or solvents above the drinking water standards. The Preliminary Endangerment Assessment Report concluded that no further action is neccessary and DTSC has concurred with this conclusion.

Date Completed: 5/5/2008
Area Name:
Sub Area:
Title: PEA field work
Area Link:
Sub Area Link:
Title Link:
Document Type: Fieldwork
Comments: Field work done on May 5, 6 and 7, 2008.

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
29	1 of 3	SSW	0.83 / 4,379.14	186.55 / 3	METECH RECYCLING INC 6200 ENGEL WAY GILROY CA 950207012	ENVIROSTOR

Estor/EPA ID: CAD077182293
Site Code: 200334
Special Program:
Census Tract: 6085512602
Permit Renew Lead:
Project Manager:
Pub Particip Spec:
Supervisor:
Site Type: CLOSED
- PERMIT AUTHORITY: Standardized

County: SANTA CLARA
Latitude: 36.99016
Longitude: -121.554015
Office:
Nat Priority List:
Funding:
Assembly District: 30
Senate District: 17

Cleanup Status:
Clean Up Oversight Agency:
Cause of Contamination:
Potential Media Affected:
School District:
APN:
Acres:
Potential Contaminants:

Site History:

Metech International, Inc. (Metech) is a precious metal recycling facility operating since December 10,1997 when they were first permitted. Metech processes solid hazardous scrap metals and precious metal containing liquid hazardous waste. Precious metals are gold, silver, platinum, palladium, rhodium and iridium. The facility is designed to receive, sort, classify, homogenize, analyze and recover these metals which at the end of processing, are sent to smelters or other facilities for further processing.

Solid scrap metals upon receipt are roasted, milled, melted in furnaces and then cast into ingots. Precious metal containing liquid hazardous waste is separated by pH. High pH liquids are electroplated to recover the metals. Low pH liquids are is neutralized to recover the precious metals.

Metech is applying for a Series B standardized Hazardous Waste Facility Permit renewal. Their permit expired on December 10, 2007 but DTSC is allowing Metech to continue to operate under their old permit until a their permit is finalized. On April 27, 2009, Metech withdrew their Permit application and is now currently undergoing final closure. Metech received their last shipment of hazardous waste in May 2009 and completed all hazardous waste processing activities on September 1, 2009.

Program Type: INSPECTION
Status: SIGNIFICANT NON-COMPLIER
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/eerp_profile_report?global_id=3000606

Program Type: HAZ WASTE - Standardized
Status: CLOSED
Cal Enviro Score: 86-90%
Summary Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD077182293

Permit Units - Completed Activities

Date: 12/10/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - FINAL PERMIT (EFFECTIVE)
Doc Link:

Date: 7/25/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - PUBLIC COMMENT (END)
Doc Link:

Date: 12/10/2007
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - FINAL PERMIT (EXPIRES)
Doc Link:

Date: 6/19/2006
Unit:
Event Description: *MOD CLASS 2 - 2 OR MORE UNITS - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST ACKNOWLEDGED
Doc Link:

Date: 12/10/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - FINAL PERMIT
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/7597943961/Final%20Permit%201997%2Epdf

Date: 8/22/1995
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - 1ST NOTICE OF DEFICIENCY ISSUED
Doc Link:

Date: 4/27/2009
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
Doc Link:

Date: 4/27/2009

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST ACKNOWLEDGED
Doc Link:

Date: 6/19/2006
Unit:
Event Description: *MOD CLASS 2 - 2 OR MORE UNITS - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST RECEIVED
Doc Link:

Date: 4/28/2008
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - 2ND NOTICE OF DEFICIENCY ISSUED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/5912503898/Metech%20Notice%20of%20Deficiency%202%2Epdf

Date: 6/25/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - FINAL PART A & PART B RECEIVED
Doc Link:

Date: 7/25/1997
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - PUBLIC COMMENT (BEGIN)
Doc Link:

Date: 5/21/1996
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - APPLICATION PART B RECEIVED
Doc Link:

Date: 11/13/2007
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - APPLICATION PART B RECEIVED
Doc Link:

Date: 6/5/2007
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: RENEWAL - WITH CHANGES - 1ST NOTICE OF DEFICIENCY ISSUED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/4086026847/Metech%20Notice%20of%20Deficency%201%2Epdf

Date: 11/5/2001

Unit:
Event Description: *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
Doc Link:

Date: 5/8/2000
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
Doc Link:

Date: 4/12/1999
Unit: BALLMILL(T16,17A,18A,18A-1)
Event Description: *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
Doc Link:

Date: 12/20/1995
Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Event Description: NEW OPERATING PERMIT - 2ND NOTICE OF DEFICIENCY ISSUED
Doc Link:

Units Undergoing Closure

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 4/27/2009
Event Description: CLOSURE FINAL - CLOSURE NOTICE RECEIVED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=CLOSURE+NOTICE&event_description=Closure+Final+%2D+CLOSURE+NOTICE+RECEIVED+&mytype=pa

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 8/31/2012
Event Description: CLOSURE FINAL - RECEIVE CLOSURE CERTIFICATION
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/3693952262/Closure%20Final%20aw%20envirostor%2Epdf

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 3/14/2014
Event Description: CLOSURE FINAL - ISSUE CLOSURE VERIFICATION
Doc Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=CLOSURE+VERIFICATION&event_description=Closure+Final+%2D+ISSUE+CLOSURE+VERIFICATION+&mytype=pa

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 4/25/2013
Event Description: CLOSURE FINAL - CEQA DETERMINATION
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/78967720

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

86/NOE%20Final%20Nancy%20Envirostor%2Epdf

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 4/25/2013
Event Description: CLOSURE FINAL - CLOSURE PLAN APPROVED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/6166288077/Closure%20Plan%20Approval%20letter%20Envirostor%2Epdf

Unit: MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
Date: 10/12/2009
Event Description: CLOSURE FINAL - CLOSURE PLAN RECEIVED
Doc Link: http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=PLAN+RECEIVED&event_description=Closure+Final+%2D+CLOSURE+PLAN+RECEIVED+&mytype=pa

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29	2 of 3	SSW	0.83 / 4,379.14	186.55 / 3	METECH RECYCLING INC 6200 ENGEL WAY GILROY CA 950207012	HWP

EPA ID: CAD077182293
Site Code: 200334
Status: CLOSED
Facility Type: Historical - Non-Operating
Facility Size:
Team: LORI KOCH
Project Manager:

Public Part Speci:
Public Info Officer:
Assembly District: 30
Senate District: 17
County: SANTA CLARA
Latitude: 36.99016
Longitude: -121.554015

Hazardous Waste Units Completed Activities

Completed Date: 05/21/1996
Event Description: New Operating Permit - APPLICATION PART B RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/27/2009
Event Description: Renewal - With Changes - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST ACKNOWLEDGED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 06/25/1997
Event Description: New Operating Permit - FINAL PART A & PART B RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 05/08/2000
Event Description: *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/12/1999
Event Description: *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
Unit Names: BALLMILL(T16,17a,18a,18a-1)

Completed Date: 04/28/2008
Event Description: Renewal - With Changes - 2ND NOTICE OF DEFICIENCY ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/27/2009
Event Description: Renewal - With Changes - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 06/19/2006
Event Description: *Mod Class 2 - 2 or More Units - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST RECEIVED
Unit Names:

Completed Date: 12/20/1995
Event Description: New Operating Permit - 2ND NOTICE OF DEFICIENCY ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 06/19/2006
Event Description: *Mod Class 2 - 2 or More Units - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST ACKNOWLEDGED
Unit Names:

Completed Date: 11/13/2007
Event Description: Renewal - With Changes - APPLICATION PART B RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 07/25/1997
Event Description: New Operating Permit - PUBLIC COMMENT (END)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 08/22/1995
Event Description: New Operating Permit - 1ST NOTICE OF DEFICIENCY ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 12/13/2006
Event Description: Renewal - With Changes - INITIAL ADMINISTRATIVE REVIEW COMPLETED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 06/05/2007
Event Description: Renewal - With Changes - 1ST NOTICE OF DEFICIENCY ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 12/10/1997
Event Description: New Operating Permit - FINAL PERMIT (EFFECTIVE)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23),

SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 09/20/2008
Event Description: Renewal - With Changes - DISCLOSURE (CLEARED)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 12/10/1997
Event Description: New Operating Permit - FINAL PERMIT
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 12/10/2007
Event Description: New Operating Permit - FINAL PERMIT (EXPIRES)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 11/05/2001
Event Description: *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
Unit Names:

Completed Date: 07/17/2006
Event Description: Renewal - With Changes - CALL-IN LETTER ISSUED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 07/25/1997
Event Description: New Operating Permit - PUBLIC COMMENT (BEGIN)
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Hazardous Waste Units Undergoing Closure

Completed Date: 04/27/2009
Event Description: Closure Final - CLOSURE NOTICE RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/25/2013
Event Description: Closure Final - CLOSURE PLAN APPROVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 04/25/2013
Event Description: Closure Final - CEQA DETERMINATION
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 10/12/2009
Event Description: Closure Final - CLOSURE PLAN RECEIVED
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23),

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 03/14/2014
Event Description: Closure Final - ISSUE CLOSURE VERIFICATION
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Completed Date: 08/31/2012
Event Description: Closure Final - RECEIVE CLOSURE CERTIFICATION
Unit Names: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

Alias

Alias: 200334
Alias Type: Project Code (Site Code)

Alias: 110000782939
Alias Type: FRS

29	3 of 3	SSW	0.83 / 4,379.14	186.55 / 3	METECH RECYCLING INC 6200 ENGEL WAY GILROY CA 95020	INSP COMP ENF

EPA ID: CAD077182293
County: SANTA CLARA
Geotracker Address: 6200 ENGEL WAY
Geotracker City: GILROY
Geotracker Latitude: 36.99016
Geotracker Longitude: -121.554015
Report URL: https://www.envirostor.dtsc.ca.gov/public/eerp_profile_report?global_id=3000606

Inspection Information

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 9/29/2005
Violations: No Violations
Return to Compliance:
Report Sent Date: 10/17/2005

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2395365
Inspection Date: 6/23/2016
Violations: Class 1, Class 2, Minor
Return to Compliance:
Report Sent Date: 7/22/2016

Title: Financial Records Review - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2398040
Inspection Date: 6/29/2017
Violations: Class 2, Minor
Return to Compliance:
Report Sent Date: 7/5/2017

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 5/1/2012
Violations: Class 2, Minor
Return to Compliance: 6/8/2012
Report Sent Date: 7/18/2013

Title: Financial Records Review - Standardized Permit
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2394466
Inspection Date: 8/7/2014
Violations: No Violations
Return to Compliance:
Report Sent Date: 8/7/2014

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 1/28/2005
Violations: Class 2
Return to Compliance: 10/31/2005
Report Sent Date: 1/31/2005

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2395366
Inspection Date: 5/18/2017
Violations: Class 1, Class 2, Minor
Return to Compliance:
Report Sent Date: 9/29/2017

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2394592
Inspection Date: 5/20/2015
Violations: Class 1, Class 2, Minor
Return to Compliance: 6/19/2015
Report Sent Date: 5/26/2015

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 6/24/2008
Violations: Minor
Return to Compliance: 6/26/2008
Report Sent Date: 9/17/2008

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 5/18/2011
Violations: Class 2, Minor
Return to Compliance: 11/9/2011
Report Sent Date: 6/15/2011

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 5/18/2011
Violations: Class 2
Return to Compliance: 11/9/2011
Report Sent Date: 3/14/2012

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 6/27/2013
Violations: Class 2
Return to Compliance: 9/26/2013
Report Sent Date: 7/18/2013

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 11/29/2012
Violations: Class 2
Return to Compliance: 3/14/2014
Report Sent Date: 11/29/2012

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 4/29/2010
Violations: Class 2, Minor
Return to Compliance: 2/9/2011
Report Sent Date: 2/11/2011

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 12/14/2004
Violations: Class 2, Minor
Return to Compliance: 12/17/2004
Report Sent Date: 12/29/2004

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 6/27/2013
Violations: Class 2, Minor
Return to Compliance: 9/17/2013
Report Sent Date: 5/7/2014

Title: Financial Records Review - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2395140
Inspection Date: 6/26/2015
Violations: Class 1, Minor
Return to Compliance: 7/31/2015
Report Sent Date: 6/29/2015

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 5/1/2012
Violations: Class 2
Return to Compliance: 10/24/2012
Report Sent Date: 5/30/2012

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 10/12/2000
Violations: Class 1, Class 2, Minor
Return to Compliance: 11/26/2001
Report Sent Date: 3/20/2001

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 7/17/2007
Violations: Class 2
Return to Compliance: 8/26/2007
Report Sent Date: 8/29/2007

Title: Financial Records Review - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 1/31/2005
Violations: Class 2
Return to Compliance: 8/26/2007
Report Sent Date: 1/31/2005

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 6/27/2007
Violations: Minor
Return to Compliance: 8/27/2007
Report Sent Date: 8/7/2007

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 7/11/2008
Violations: No Violations
Return to Compliance:
Report Sent Date: 7/15/2008

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2393246
Inspection Date: 5/29/2014
Violations: Class 2
Return to Compliance: 6/13/2014

Report Sent Date: 7/30/2014

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 12/14/2004
Violations: Class 2, Minor
Return to Compliance: 12/22/2004
Report Sent Date: 3/23/2005

Title: Financial Records Review - Universal Waste Electronics Recycler
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2396751
Inspection Date: 8/2/2016
Violations: No Violations
Return to Compliance:
Report Sent Date: 8/2/2016

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link: view_eerp_document?global_id=3000606&enforcement_id=2393285
Inspection Date: 5/29/2014
Violations: Class 2
Return to Compliance: 6/13/2014
Report Sent Date: 7/30/2014

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 4/29/2010
Violations: Class 2, Minor
Return to Compliance: 3/25/2011
Report Sent Date: 5/6/2010

Title: Financial Records Review - Standardized Permit
Title Link:
Inspection Date: 1/12/2012
Violations: No Violations
Return to Compliance:
Report Sent Date: 1/12/2012

Title: Focused Compliance Inspection - Universal Waste Electronics Recycler
Title Link:
Inspection Date: 6/24/2008
Violations: Minor
Return to Compliance: 6/26/2008
Report Sent Date: 6/26/2008

Title: Compliance Evaluation Inspection - Standardized Permit
Title Link:
Inspection Date: 12/4/2001
Violations: No Violations
Return to Compliance:
Report Sent Date: 3/15/2002

Enforcement Information

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 5/18/2011

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 12/14/2004

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/18/2011

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/20/2015

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 5/1/2012

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 6/23/2016

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 1/12/2012

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 6/24/2008

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 6/24/2008

Enforcement Type: Financial Records Review - Universal Waste Electronics Recycler
Enforcement Date: 6/26/2015

Enforcement Type: Financial Records Review - Universal Waste Electronics Recycler
Enforcement Date: 6/29/2017

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 6/27/2013

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 7/11/2008

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 5/29/2014

Enforcement Type: Financial Records Review - Universal Waste Electronics Recycler
Enforcement Date: 8/2/2016

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/1/2012

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 7/17/2007

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 12/14/2004

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 1/28/2005

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 8/7/2014

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 6/27/2007

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 6/27/2013

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/29/2014

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 4/29/2010

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 5/18/2017

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 12/4/2001

Enforcement Type: Focused Compliance Inspection - Universal Waste Electronics Recycler
Enforcement Date: 9/29/2005

Enforcement Type: Consent Order with Enforcement and Settlement - Federal CA/FO (385)
Enforcement Date: 11/26/2001

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 10/12/2000

Enforcement Type: Financial Records Review - Standardized Permit
Enforcement Date: 11/29/2012

Enforcement Type: Financial Records Review - Universal Waste Electronics Recycler
Enforcement Date: 1/31/2005

Enforcement Type: Compliance Evaluation Inspection - Standardized Permit
Enforcement Date: 4/29/2010

Enforcement Actions

Title: Consent Order with Enforcement and Settlement - Federal CA/FO (385)
Title Link:
Issued Completed Date: 11/26/2001

Permitting

Site Code: 200334
Site Facility Type: CLOSED
- PERMIT AUTHORITY: Standardized
Program Type: HAZARDOUS WASTE FACILITY
Assembly District: 30
Senate District: 17
Facility Type: HIST PERMITTED
Facility History:

Metech International, Inc. (Metech) is a precious metal recycling facility operating since December 10,1997 when they were first permitted. Metech processes solid hazardous scrap metals and precious metal containing liquid hazardous waste. Precious metals are gold, silver, platinum, palladium, rhodium and iridium. The facility is designed to receive, sort, classify, homogenize, analyze and recover these metals which at the end of processing, are sent to smelters or other facilities for further processing.

Solid scrap metals upon receipt are roasted, milled, melted in furnaces and then cast into ingots. Precious metal containing liquid hazardous waste is separated by pH. High pH liquids are electroplated to recover the metals. Low pH liquids are is neutralized to recover the precious metals.

Metech is applying for a Series B standardized Hazardous Waste Facility Permit renewal. Their permit expired on December 10, 2007 but DTSC is allowing Metech to continue to operate under their old permit until a their permit is finalized. On April 27, 2009, Metech withdrew their Permit application and is now currently undergoing final closure. Metech received their last shipment of hazardous waste in May 2009 and completed all hazardous waste processing activities on September 1, 2009.

Permitting

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Unplottable Summary

Total: 2 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID
GILROY CUPA	PG&E - Llagas Satellite Materials Facility and Substation	Renz Lane n/o Pacheco Pass Road (Hwy. 152)	Gilroy CA	95020	824918379
SANTACLARA LO	Caltrans Gilroy Maint. Sta. #2	Pacheco Pass Hwy Unincorporated ***SCVWD ID	Closure Date:*** 11S4E03N01f | 8/20/1991	CA	820144903

Unplottable Report

Site: ***PG&E - Llagas Satellite Materials Facility and Substation***
Renz Lane n/o Pacheco Pass Road (Hwy. 152) Gilroy CA 95020

GILROY CUPA

CERS ID:	10147477	***RCRA Lrg Qnty Gen:***	No
Facility ID:	5655	***Fac Info Rpt Req:***	Applicable
HM on Site:	Yes	***Inv Rpt Req:***	Applicable
CALARP Reg Subst:	No	***UST Rpt Req:***	Not Applicable
Own/Op UST:	No	***RMR Rpt Req:***	Not Applicable
Own/Op PST:	No	***APSA Rpt Req:***	Not Applicable
HW Generator:	No	***CALARP Rpt Req:***	Not Applicable
Recycle:	No	***Hw Treat Rpt Req:***	Not Applicable
On Site HW Trtmnt:	No	***CALARP Reg Code:***	
Consolid Rpt Req:		***ER training Rpt Req:***	
Tank Close Rpt Req:			

Site: ***Caltrans Gilroy Maint. Sta. #2***
Pacheco Pass Hwy Unincorporated CA

SANTACLARA LO

SCVWD ID:	11S4E03N01f
Closure Date:	8/20/1991
Link:	http://lustop.sccgov.org/files/11S4E03N01f/

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

National Priority List: NPL

National Priorities List (Superfund)-NPL: EPA's (United States Environmental Protection Agency) list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action.

Government Publication Date: Jul 3, 2018

National Priority List - Proposed: PROPOSED NPL

Includes sites proposed (by the EPA, the state, or concerned citizens) for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

Government Publication Date: Jul 3, 2018

Deleted NPL: DELETED NPL

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Government Publication Date: Jul 3, 2018

SEMS List 8R Active Site Inventory: SEMS

The Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted.

Government Publication Date: Jun 8, 2018

SEMS List 8R Archive Sites: SEMS ARCHIVE

The Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time.

Government Publication Date: Jun 8, 2018

Inventory of Open Dumps, June 1985: ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

EPA Report on the Status of Open Dumps on Indian Lands: IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS: CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

CERCLIS - No Further Remedial Action Planned: CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens: CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action: RCRA CORRACTS

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Aug 2, 2018

RCRA non-CORRACTS TSD Facilities: RCRA TSD

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Government Publication Date: Aug 2, 2018

RCRA Generator List: RCRA LQG

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

Government Publication Date: Aug 2, 2018

RCRA Small Quantity Generators List: RCRA SQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Government Publication Date: Aug 2, 2018

RCRA Conditionally Exempt Small Quantity Generators List: RCRA CESQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste or one kilogram or less per month of acutely hazardous waste.

Government Publication Date: Aug 2, 2018

RCRA Non-Generators: RCRA NON GEN

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Aug 2, 2018

Federal Engineering Controls-ECs: FED ENG

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Jan 20, 2016

Federal Institutional Controls- ICs: FED INST

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

Government Publication Date: Jan 20, 2016

Emergency Response Notification System: ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System: ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System: ERNS

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Feb 12, 2018

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database: FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: Feb 20, 2018

FEMA Underground Storage Tank Listing: FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

LIEN on Property: SEMS LIEN

The EPA Superfund Enterprise Management System (SEMS) provides LIEN information on properties under the EPA Superfund Program.

Government Publication Date: Jun 8, 2018

Superfund Decision Documents: SUPERFUND ROD

This database contains a listing of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD), along with other associated memos and files. This information is maintained and made available by the US EPA (Environmental Protection Agency).

Government Publication Date: Jun 8, 2018

State

State Response Sites: RESPONSE

A list of identified confirmed release sites where the Department of Toxic Substances Control (DTSC) is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. This database is state equivalent NPL.

Government Publication Date: Jul 18, 2018

EnviroStor Database: ENVIROSTOR

The EnviroStor Data Management System is made available by the Department of Toxic Substances Control (DTSC). Includes Corrective Action sites, Tiered Permit sites, Historical Sites and Evaluation/Investigation sites. This database is state equivalent CERCLIS.

Government Publication Date: Jul 18, 2018

Delisted State Response Sites: DELISTED ENVS

Sites removed from the list of State Response Sites made available by the EnviroStor Data Management System, Department of Toxic Substances Control (DTSC).

Government Publication Date: Jul 18, 2018

Solid Waste Information System (SWIS): SWF/LF

The Solid Waste Information System (SWIS) database made available by the Department of Resources Recycling and Recovery (CalRecycle) contains information on solid waste facilities, operations, and disposal sites throughout the State of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites.

Government Publication Date: Aug 15, 2018

EnviroStor Hazardous Waste Facilities: HWP

A list of hazardous waste facilities including permitted, post-closure and historical facilities found in the Department of Toxic Substances Control (DTSC) EnviroStor database.

Government Publication Date: Aug 23, 2018

Land Disposal Sites: LDS

Land Disposal Sites in GeoTracker, the State Water Resources Control Board (SWRCB)'s data management system. The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills.

Government Publication Date: Jul 19, 2018

Sites Listed in the Solid Waste Assessment Test (SWAT) Program Report: SWAT

In a 1993 Memorandum of Understanding, the State Water Resources Control Board (SWRCB) agreed to submit a comprehensive report on the Solid Waste Assessment Test (SWAT) Program to the California Integrated Waste Management Board (CIWMB). This report summarizes the work completed to date on the SWAT Program, and addresses both the impacts that leakage from solid waste disposal sites (SWDS) may have upon waters of the State and the actions taken to address such leakage.

Government Publication Date: Dec 31, 1995

Leaking Underground Fuel Tank Reports: LUST

List of Leaking Underground Storage Tanks within the Cleanup Sites data in GeoTracker database. GeoTracker is the State Water Resources Control Board's (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense and Site Cleanup Program) as well as permitted facilities such as operating Underground Storage Tanks. The Leak Prevention Program that overlooks LUST sites is the SWRCB in California's Environmental Protection Agency.

Government Publication Date: Jul 6, 2018

Delisted Leaking Storage Tanks: DELISTED LST

List of Leaking Underground Storage Tanks (LUST) cleanup sites removed from GeoTracker, the State Water Resources Control Board (SWRCB)'s database system, as well as sites removed from the SWRCB's list of UST Case closures.

Government Publication Date: Jul 19, 2018

Permitted Underground Storage Tank (UST) in GeoTracker: UST

List of Permitted Underground Storage Tank (UST) sites made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA).

Government Publication Date: Jul 1, 2018

Solid Waste Disposal Sites with Waste Constituents Above Hazardous Waste Levels: SWRCB SWF

This is a list of solid waste disposal sites identified by California State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit.

Government Publication Date: Sep 20, 2006

Proposed Closure of Underground Storage Tank Cases: UST CLOSURE

List of UST cases that are being considered for closure by either the California Environmental Protection Agency, State Water Resources Control Board or the Executive Director that have been posted for a 60-day public comment period.

Government Publication Date: Jul 19, 2018

Historical Hazardous Substance Storage Information Database: HHSS

The Historical Hazardous Substance Storage database contains information collected in the 1980s from facilities that stored hazardous substances. The information was originally collected on paper forms, was later transferred to microfiche, and recently indexed as a searchable database. When using this database, please be aware that it is based upon self-reported information submitted by facilities which has not been independently verified. It is unlikely that every facility responded to the survey and the database should not be expected to be a complete inventory of all facilities that were operating at that time. This database is maintained by the California State Water Resources Control Board's (SWRCB) Geotracker.

Government Publication Date: Aug 27, 2015

Aboveground Storage Tanks: AST

A statewide list from 2009 of aboveground storage tanks (ASTs) made available by the Cal FIRE Office of the State Fire Marshal (OSFM). This list is no longer maintained or updated by the Cal FIRE OSFM.

Government Publication Date: Aug 31, 2009

Delisted Storage Tanks: DELISTED TNK

This database contains a list of storage tank sites that were removed by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA) and the Cal FIRE Office of State Fire Marshal (OSFM).

Government Publication Date: Jul 01, 2018

California Environmental Reporting System (CERS) Tanks: CERS TANK

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

Government Publication Date: Jul 9, 2018

Site Mitigation and Brownfields Reuse Program Facility Sites with Land Use Restrictions: LUR

The Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

Government Publication Date: Jul 18, 2018

Hazardous Waste Management Program Facility Sites with Deed / Land Use Restrictions: HLUR

The Department of Toxic Substances Control (DTSC) Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Government Publication Date: Aug 8, 2018

Deed Restrictions and Land Use Restrictions: DEED

List of Deed Restrictions, Land Use Restrictions and Covenants in GeoTracker made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency. A deed restriction (land use covenant) may be required to facilitate the remediation of past environmental contamination and to protect human health and the environment by reducing the risk of exposure to residual hazardous materials.

Government Publication Date: Jul 27, 2018

Voluntary Cleanup Program: VCP

List of sites in the Voluntary Cleanup Program made available by the Department of Toxic Substances and Control (DTSC). The Voluntary Cleanup Program was designed to respond to lower priority sites. Under the Voluntary Cleanup Program, DTSC enters site-specific agreements with project proponents for DTSC oversight of site assessment, investigation, and/or removal or remediation activities, and the project proponents agree to pay DTSC's reasonable costs for those services.

Government Publication Date: Jul 18, 2018

GeoTracker Cleanup Sites Data: CLEANUP SITES

A list of cleanup sites in the state of California made available by The State Water Resources Control Board (SWRCB) of the California Environmental Protection Agency (EPA). SWRCB tracks leaking underground storage tank cleanups as well as other water board cleanups.

Government Publication Date: Jul 6, 2018

Delisted California Environmental Reporting System (CERS) Tanks: DELISTED CTNK

This database contains a list of Aboveground Petroleum Storage and Underground Storage Tank sites that were removed from in the California Environmental Protection Agency (CalEPA) Regulated Site Portal.

Government Publication Date: Jul 9, 2018

Historical Hazardous Substance Storage Container Information - Facility Summary: HIST TANK

The State Water Resources Control Board maintained the Hazardous Substance Storage Containers listing and inventory in th 1980s. This facility summary lists historic tank sites where the following container types were present: farm motor vehicle fuel tanks; waste tanks; sumps; pits, ponds, lagoons, and others; and all other product tanks. This set, published in May 1988, lists facility and owner information, as well as the number of containers. This data is historic and will not be updated.

Government Publication Date: May 27, 1988

Tribal

Leaking Underground Storage Tanks (LUSTs) on Indian Lands: INDIAN LUST

LUSTs on Tribal/Indian Lands in Region 9, which includes California.

Government Publication Date: Dec 31, 2017

Underground Storage Tanks (USTs) on Indian Lands: INDIAN UST

USTs on Tribal/Indian Lands in Region 9, which includes California.

Government Publication Date: Dec 31, 2017

Delisted Tribal Leaking Storage Tanks: DELISTED ILST

Leaking Underground Storage Tank facilities which have been removed from the Regional Tribal LUST lists made available by the EPA.

Government Publication Date: Oct 14, 2017

Delisted Tribal Underground Storage Tanks: DELISTED IUST

Underground Storage Tank facilities which have been removed from the Regional Tribal UST lists made available by the EPA.

Government Publication Date: Oct 14, 2017

County

Delisted County Records: DELISTED COUNTY

Records removed from county or CUPA databases. Records may be removed from the county lists made available by the respective county departments because they are inactive, or because they have been deemed to be below reportable thresholds.

Government Publication Date: Seo 4, 2018

Santa Clara County - City of San Jose Hazardous Material Facilities: SANJOSE HM

A list of facilities with hazardous materials, including underground and aboveground tanks. This list is maintained by the City of San Jose Fire Department.

Government Publication Date: Jul 8, 2018

Santa Clara County - Gilroy City CUPA Facilities List: GILROY CUPA

The Gilroy City Fire Marshal's office maintains a list of CUPA Facilities located in Gilroy City.

Government Publication Date: Jul 2, 2018

Santa Clara County CUPA Facilities List: SANTACLARA CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Santa Clara County. This list is made available by Santa Clara County Department of Environmental health (DEH). DEH's Hazardous Materials Compliance Division (HMCD) is CUPA for the county with jurisdiction within the Cities of Los Altos Hills, Monte Sereno, and Saratoga; and in all unincorporated areas of Santa Clara County, including Moffett Field, San Martin, and Stanford.

Government Publication Date: Jun 12, 2018

Santa Clara Historic Solvent Case Listing: SANTACLARA HSOL

The Santa Clara Valley Water District was responsible for the oversight of solvent and toxic release cases and maintained a list of historic solvent cases in Santa Clara County.

Government Publication Date: Aug 22, 2016

Santa Clara Local Oversight Program Listing: SANTACLARA LO

A list of Leaking Underground Storage Tanks (LUST) facilities in Santa Clara County Provided by Santa Clara Department of Environmental Health (DEH). Since July 1, 2004 the DEH has served as the oversight agency for investigations and clean-up of petroleum releases from underground storage tanks through implementation of the Local Oversight Program (LOP) contract with the State Water Resources Control Board.

Government Publication Date: Jun 14, 2017

Santa Clara County - Sunnyvale City CUPA List: SUNNYVALE CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Sunnyvale City, Santa Clara County. This list is made available by the Fire Prevention & Hazardous Materials division of the Sunnyvale Department of Public Safety.

Government Publication Date: Jun 14, 2018

Additional Environmental Record Sources

Federal

Facility Registry Service/Facility Index: FINDS/FRS

The US Environmental Protection Agency (EPA)'s Facility Registry System (FRS) is a centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, data collected from EPA's Central Data Exchange registrations and data management personnel.

Government Publication Date: Apr 17, 2018

Toxics Release Inventory (TRI) Program: TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

Government Publication Date: Dec 31, 2016

Hazardous Materials Information Reporting System: HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal, U.S. Department of Transportation.

Government Publication Date: May 23, 2018

National Clandestine Drug Labs: NCDL

The U.S. Department of Justice ("the Department") provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Jul 18, 2018

Toxic Substances Control Act: TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

Government Publication Date: Jun 30, 2017

Hist TSCA: HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing: FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing: FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List: PRP

Early in the cleanup process, the Environmental Protection Agency (EPA) conducts a search to find the potentially responsible parties (PRPs). EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site.

Government Publication Date: Jul 17, 2018

State Coalition for Remediation of Drycleaners Listing: SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Government Publication Date: Nov 08, 2017

Integrated Compliance Information System (ICIS): ICIS

The Integrated Compliance Information System (ICIS) is a system that provides information for the Federal Enforcement and Compliance (FE&C) and the National Pollutant Discharge Elimination System (NPDES) programs. The FE&C component supports the Environmental Protection Agency's (EPA) Civil Enforcement and Compliance program activities. These activities include Compliance Assistance, Compliance Monitoring and Enforcement. The NPDES program supports tracking of NPDES permits, limits, discharge monitoring data and other program reports.

Government Publication Date: Nov 18, 2016

Drycleaner Facilities: FED DRYCLEANERS

A list of drycleaner facilities from the Integrated Compliance Information System (ICIS). The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.
Government Publication Date: May 29, 2018

Delisted Drycleaner Facilities: DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).
Government Publication Date: May 29, 2018

Formerly Used Defense Sites: FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DoD) is responsible for an environmental restoration. This list is published by the U.S. Army Corps of Engineers.
Government Publication Date: Nov 22, 2016

Material Licensing Tracking System (MLTS): MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.
Government Publication Date: Jun 30, 2017

Historic Material Licensing Tracking System (MLTS) sites: HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.
Government Publication Date: Jan 31, 2010

Mines Master Index File: MINES

The Master Index File (MIF) contains mine identification numbers issued by the Department of Labor Mine Safety and Health Administration (MSHA) for mines active or opened since 1971. Note that addresses may or may not correspond with the physical location of the mine itself.
Government Publication Date: Jan 30, 2018

Alternative Fueling Stations: ALT FUELS

List of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). The National Renewable Energy Laboratory (NREL) obtains information about new stations from trade media, Clean Cities coordinators, a Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups.
Government Publication Date: Jul 24, 2018

Registered Pesticide Establishments: SSTS

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.
Government Publication Date: Mar 1, 2018

Polychlorinated Biphenyl (PCB) Notifiers: PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.
Government Publication Date: Nov 30, 2017

State

EnviroStor Inspection, Compliance, and Enforcement: INSP COMP ENF

A list of permitted facilities with inspections and enforcements tracked in the Department of Toxic Substance Control (DTSC) EnviroStor.
Government Publication Date: May 28, 2018

Clandestine Drug Lab Sites: CDL

The Department of Toxic Substances Control (DTSC) maintains a listing of drug lab sites. DTSC is responsible for removal and disposal of hazardous substances discovered by law enforcement officials while investigating illegal/clandestine drug laboratories.

Government Publication Date: Dec 31, 2017

School Property Evaluation Program Sites: SCH

A list of sites registered with The Department of Toxic Substances Control (DTSC) School Property Evaluation and Cleanup (SPEC) Division. SPEC is responsible for assessing, investigating and cleaning up proposed school sites. The Division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school.

Government Publication Date: Jul 18, 2018

California Hazardous Material Incident Report System (CHMIRS): CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS). This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Jun 19, 2018

Hazardous Waste Manifest Data: HAZNET

A list of hazardous waste manifests received each year by Department of Toxic Substances Control (DTSC). The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

Government Publication Date: Oct 24, 2016

Hazardous Waste and Substances Site List - Site Cleanup: HWSS CLEANUP

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. This list is published by California Department of Toxic Substance Control.

Government Publication Date: Aug 14, 2018

List of Hazardous Waste Facilities Subject to Corrective Action: DTSC HWF

This is a list of hazardous waste facilities identified in Health and Safety Code (HSC) § 25187.5. These facilities are those where Department of Toxic Substances Control (DTSC) has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

Government Publication Date: Jul 18, 2016

Historical Hazardous Waste Manifest Data: HIST MANIFEST

A list of historic hazardous waste manifests received by the Department of Toxic Substances Control (DTSC) from year the 1980 to 1992. The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

Government Publication Date: Dec 31, 1992

Historical California Hazardous Material Incident Report System (CHMIRS): HIST CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS) prior to 1993. This list has been made available by the California Office of Emergency Services (OES).

Government Publication Date: Jan 1, 1993

Historical Cortese List: HIST CORTESE

List of sites which were once included on the Cortese list. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements for providing information about the location of hazardous sites.

Government Publication Date: Nov 13, 2008

Cease and Desist Orders and Cleanup and Abatement Orders: CDO/CAO

The California Environment Protection Agency "Cortese List" of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO). This list contains many CDOs and CAOs that do NOT concern the discharge of wastes that are hazardous materials. Many of the listed orders concern, as examples, discharges of domestic sewage, food processing wastes, or sediment that do not contain hazardous materials, but the Water Boards' database does not distinguish between these types of orders.

Government Publication Date: Feb 16, 2012

Delisted Environmental Reporting System (CERS) Hazardous Waste Sites: DELISTED HAZ

This database contains a list of sites that were removed from the California Environmental Protection Agency (CalEPA) in the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator.

Government Publication Date: Jul 9, 2018

Drycleaner Facilities: DRYCLEANERS

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial, linen supply, commercial laundry, dry cleaning and pressing machines - Coin Operated Laundry and Dry Cleaning. This is provided by the Department of Toxic Substance Control.

Government Publication Date: Jun 21, 2018

Delisted Drycleaners: DELISTED DRYC

Sites removed from the list of drycleaner related facilities that have EPA ID numbers, made available by the California Department of Toxic Substance Control.

Government Publication Date: Jun 21, 2018

Waste Discharge Requirements: WASTE DISCHG

List of sites in California State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDRs) Program in California, made available by the SWRCB via GeoTracker. The WDR program regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Government Publication Date: May 30, 2018

Toxic Pollutant Emissions Facilities: EMISSIONS

A list of criteria and toxic pollutant emissions data for facilities in California made available by the California Environmental Protection Agency - Air Resources Board (ARB). Risk data may be based on previous inventory submittals. The toxics data are submitted to the ARB by the local air districts as requirement of the Air Toxics "Hot Spots" Program. This program requires emission inventory updates every four years.

Government Publication Date: Dec 31, 2016

California Environmental Reporting System (CERS) Hazardous Waste Sites: CERS HAZ

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

Government Publication Date: Jul 9, 2018

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental databases were selected to be included in the search.

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

APPENDIX E

SITE ASSESSMENT CHECKLIST AND ASTM TRANSACTION SCREEN AND ENVIRONMENTAL SITE ASSESSMENT QUESTIONNAIRE

SITE RECONNAISSANCE CHECKLIST Site visit 10/4/18

Site:	6970 Camino Arroyo, Gilroy
Inspector:	David Siegel
Non Facility Visitors:	Weather Conditions:
1. Topography / Fill Areas:	Flat site and area w/ a couple of hills of dirt
2. Soil Geology	due to coarse grained alluvial soils
3. Groundwater	estimated ~ 15-45 feet based on nearby leak site info
4. Vegetation	Property is covered w/ grass & weeds (undeveloped site)
5. Wetlands	none
6. Drainage (describe below)	
a) Building	no building on property
b) Site	unpaved site
c) Regional	eastward toward center of Santa Clara Valley

7. Utilities

a) Public		Drinking Water		Electric		Storm		Waste Water Sewer		Heating / Nat. Gas
b) Private (identify)									

8. Evidence of Contamination ; Note environmental features
(e.g. asbestos, sloppy housekeeping, hazardous chemicals, storage areas, containment structures)

9. Building Information

a) General

Building number:	no building						
Age:	N/A						
Construction:	N/A						
Type	N/A						
Features:							

b) Building Interior

Odors:	none						
Spillage	none						
Potential Asbestos	none						
Housekeeping	N/A						

c) Building Exterior

Condition	N/A						
No. of transformers	none						

Area(s) of stained soil	none		
Area(s) of stressed vegetation	none		
Qty of USTs (0)	Age	Size	
Qty of ASTs (0)	Age	Size	

10. Storage Area(s) Condition

Qty of Drums (0)	Type				
Qty of Gas Cylinders (0)	Type				
Waste Removal Storage Containers		Quantity		Type	
Debris Some dumped garbage and debris		Quantity		Type	

Signature: David Siegel

Site visit 10/4/18 (AA)

Date: 10-5-18

Site Address: 6970 Camino Arroyo, Gilroy

Person Interviewed/Title: JM STOCKHAUSEN / MANAGER

ASTM Transaction Screen and Environmental Site Assessment Questionnaire

	Owner	Occupants	Observed during site visit
1. Is the property or any adjoining site used for an industrial use?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
2. To the best of your knowledge, has the property or any adjoining site been used for an industrial use?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
3. Is the property or any adjoining site used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard, landfill, or waste storage, disposal, processing or recycling?	Yes No (Unk)	Yes No Unk	(Yes) No Unk Shell station across Camino Arroyo to NW
4. To the best of your knowledge, has the Property or any adjoining site been used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard or for waste storage, disposal, processing or recycling?	Yes No (Unk)	Yes No Unk	(Yes) No Unk
5. Are there, or has there been to the best of your knowledge, discarded batteries or pesticides, paints, or other chemicals in more than 5 gallon containers or 50 gallons in total stored or used at the Property?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
6. Are there, or has there been to the best of your knowledge, any industrial drums (usually 55 gallon) or sacks of chemicals on the Property	Yes No (Unk)	Yes No Unk	Yes (No) Unk
7. Are there, or has there been to the best of your knowledge, any fill dirt from a contaminated or unknown site put on the property	Yes No (Unk)	Yes No Unk	dirt piles on property (Yes) No Unk
8. Are there, or has there been to the best of your knowledge, any pits, ponds or lagoons on the Property in connection with waste treatment or disposal?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
9. Is there, or has there been to the best of your knowledge, any stained soil or ground on the property?	Yes No (Unk)	Yes No Unk	Yes (No) Unk

return to:
510.886.5399 - fax
or
info@eras.biz

Site visit 10/4/18 (JD)

Site Address: **6970 Camino Arroyo, Gilroy**

	Owner	Occupants	Observed during site visit
10. Are there, or has there been to the best of your knowledge any registered or unregistered underground (UST) or above ground (AST) storage tanks on the property?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
11. Are there, or has there been to the best of your knowledge, any vent pipes, fill pipes or access ways indicating a fill pipe on the Property?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
12. Are there, or has there been to the best of your knowledge, any flooring, drains, or walls on the Property that are stained by substances other than water or are emitting foul odors?	Yes (No) Unk	Yes No Unk	N/A - no bldg Yes No Unk
13. If the Property is served by a non public water system, is there any indication that the water supply was contaminated or were contaminants identified that exceeded guidelines.	Yes No (Unk)	Yes No Unk	N/A Yes No Unk
14. Does the owner or occupant have knowledge of liens or governmental notification relating to violations of environmental law	Yes (No) Unk	Yes No Unk	Yes No Unk
15. Does the owner or occupant have knowledge of the current or past presence o f hazardous substances or petroleum products on the Property?	Yes No (Unk)	Yes No Unk	Yes No Unk
16. Does the owner or occupant have knowledge of any environmental site assessment that indicated the presence of contamination or recommended further assessment	Yes (No) Unk	Yes No Unk	Yes No Unk
17. Does the owner or occupant have knowledge of past, threatened or pending lawsuits regarding a release of any hazardous release of any hazardous substance on the Property.	Yes No (Unk)	Yes No Unk	Yes No Unk
18. Does the Property discharge waste water, other than storm or sanitary water into sewer?	Yes No (Unk)	Yes No Unk	Yes (No) Unk
19. Is there any evidence to the best of your knowledge that hazardous substances, tires, batteries or other waste materials have been dumped, buried, or burned on the Property.	Yes No (Unk)	Yes No Unk	dumped household garbage & furniture, no hazmats noted Yes (No) Unk
20. Is there a transformer, capacitor or other hydraulic equipment for which there are records indicating the presence of PCB's.	Yes No (Unk)	Yes No Unk	Yes (No) Unk

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Site Address: **6970 Camino Arroyo, Gilroy**

How long have you owned the Property and who have the occupants been? What has the Property been used for in the past? (please provide duration)

Oct. 3rd 2013
always vacant land

Who Occupied the Property prior to you?

M+I regional properties

Interviewee Signature:
Interviewee Printed Name: Jim Stockhausen
Date: 10-5-18
Phone Number: 949 255-2682

Interviewer Signature:
Interviewer Printed Name:

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or
info@eras.biz

APPENDIX F

CASE CLOSURE AND MONITORING INFORMATION FOR 850 PACHECO PASS HIGHWAY

Santa Clara Valley Water District

CASE CLOSURE SUMMARY
LEAKING UNDERGROUND FUEL STORAGE TANK PROGRAM

I. AGENCY INFORMATION

Date: August 22, 2000

Agency Name: Santa Clara Valley Water District	Address: 5750 Almaden Expressway
City/State/Zip: San Jose, CA 95118	Phone: (408) 265-2600
Responsible Staff Person: Mr. Lane R. Davis	Title: Assistant Engineer

II. CASE INFORMATION

Site Facility Name: Shell		
Site Facility Address: 850 Pacheco Pass Highway, Gilroy, CA		
RB LUSTIS Case No.: —	Local Case No.: 11S4E05K01f	LOP Case No.: 19-082
URF Filing Date: 10-21-87	SWEEPS No.: —	APN: 841-70-018

Responsible Parties	Addresses	Phone Number
Equiva Services, LLC % Mr. Lynn Walker	P.O. Box 7869, Burbank, CA 91501-7869	(559) 645-9306
Trevis Berry, Trustee	7801 Miller Avenue, Gilroy, CA 95020	Unknown

Tank I.D. No	Size in Gallons	Contents	Closed In Place/Removed?	Date
1, 2	8,000	Gasoline	Removal	November 20, 1987
3	10,000	Gasoline	Removal	November 20, 1987
4, 5, 6	12,000	Gasoline	Existing	—
Piping			Existing	—

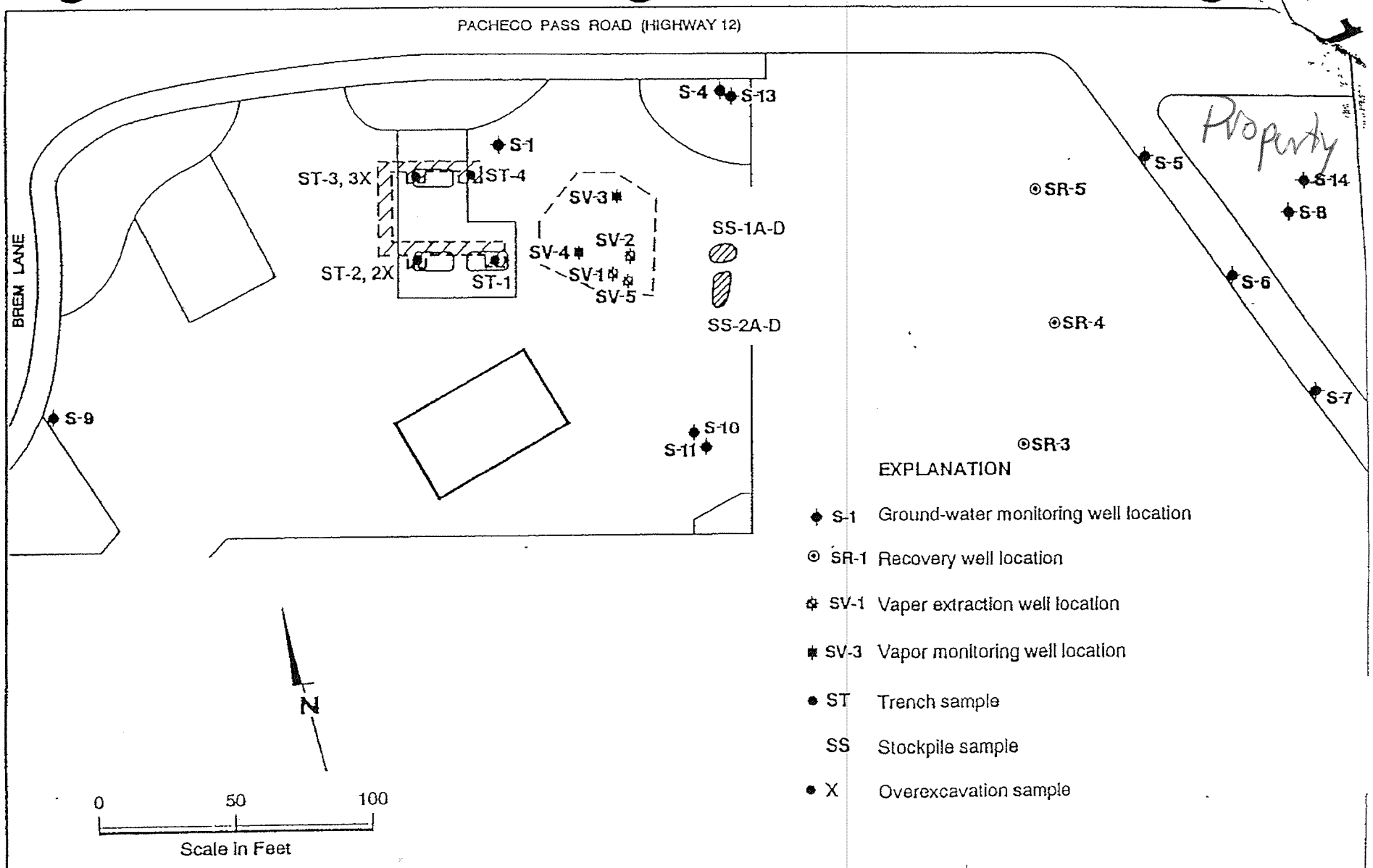
III. RELEASE AND SITE CHARACTERIZATION INFORMATION

Cause and Type of Release: Unknown		
Site characterization complete? Yes	Date Approved By Oversight Agency: —	
Monitoring wells installed? Yes	Number: 14	Proper screened interval? Yes
Highest GW Depth Below Ground Surface: 11.5	Lowest Depth: 43.5	Flow Direction: E
Most Sensitive Current Use: Potential Drinking Water		

Wells destroyed in 2004

Trench Sampling 5/92

2d



GSI GeoStrategies Inc.

Site Plan/Soil Sample Map
Shell Service Station
850 Pacheco Pass Road
Gilroy, California

PLATE 2

JOB NUMBER 746506-15

REVIEWED BY CJB

DATE 6/92

REVISED DATE

REVISED DATE

WELL CONCENTRATIONS
Shell-branded Service Station
850 Pacheco Pass Road
Gilroy, CA
Wic #204-2988-0402

Well ID	Date	TPPH (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE 8020 (ug/L)	MTBE 8260 (ug/L)	TOB (MSL)	Depth to Water (ft.)	GW Elevation (MSL)	SPH Thickness (ft.)	DO Reading (ppm)
S-4	10/25/1993	<50	0.6	0.7	0.9	2.4	NA	NA	183.99	29.18	154.81	NA	NA
S-5	03/04/1987	<50	<0.5	<1	*	<4	NA	NA	182.73	NA	NA	NA	NA
S-5	07/15/1987	<50	<0.5	<1	*	<4	NA	NA	182.73	NA	NA	NA	NA
S-5	02/02/1988	<50	<0.5	<1	*	<4	NA	NA	182.73	NA	NA	NA	NA
S-5	04/11/1988	<50	<0.5	<1	*	<4	NA	NA	182.73	NA	NA	NA	NA
S-5	01/11/1989	<50	<0 5	<1	<1	<3	NA	NA	182 73	NA	NA	NA	NA
S-5	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	182.73	NA	NA	NA	NA
S-5	07/06/1989	<50	<1	<1	<1	<3	NA	NA	182.73	NA	NA	NA	NA
S-5	05/17/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	182.73	NA	NA	NA	NA
S-5	07/11/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	182.73	NA	NA	NA	NA
S-5	10/22/1990	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	01/24/1991	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	04/12/1991	<50	<0.5	<0.5	<0.5	<0 5	NA	NA	182.73	NA	NA	NA	NA
S-5	07/16/1991	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	10/11/1991	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	03/31/1992	<30	<0.3	<0.3	<0 3	<0 3	NA	NA	182.73	NA	NA	NA	NA
S-5	05/04/1992	<50	1.2	4 6	1.7	11	NA	NA	182.73	NA	NA	NA	NA
S-5	07/23/1992	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	10/15/1992	Well dry	NA	NA	NA	NA	NA	NA	182.73	NA	NA	NA	NA
S-5	01/04/1993	NA	NA	NA	NA	NA	NA	NA	182.73	32.78	149.95	NA	NA
S-5	05/14/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.73	17.24	165.49	NA	NA
S-5	09/24/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	182.73	29.36	153.37	NA	NA
S-5	10/25/1993	<50	0.7	1.3	1.4	4.8	NA	NA	182.73	27.86	154.87	NA	NA
S-6	03/04/1987	<50	<0.5	0.5	*	6	NA	NA	182.48	NA	NA	NA	NA

WELL CONCENTRATIONS
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Well ID	Date	TPPH (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE 8020 (ug/L)	MTBE 8260 (ug/L)	TOB (MSL)	Depth to Water (ft.)	GW Elevation (MSL)	SPH Thickness (ft.)	DO Reading (ppm)
S-6	07/15/1987	<50	<0.5	<1	*	<4	NA	NA	182.48	NA	NA	NA	NA
S-6	02/02/1988	<50	<0.5	<1	*	<4	NA	NA	182.48	NA	NA	NA	NA
S-6	04/11/1988	<50	<0.5	<0.5	*	<4	NA	NA	182.48	NA	NA	NA	NA
S-6	07/25/1988	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	10/11/1988	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	01/11/1989	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	07/06/1989	<50	<0.5	<1	<1	<3	NA	NA	182.48	NA	NA	NA	NA
S-6	05/17/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	182.48	NA	NA	NA	NA
S-6	07/11/1990	<50	<0.5	<0 5	<0 5	<1	NA	NA	182.48	NA	NA	NA	NA
S-6	10/22/1990	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	01/24/1991	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	04/12/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.48	NA	NA	NA	NA
S-6	07/16/1991	Well dry	NA	NA	NA	NA	NA	NA	182 48	NA	NA	NA	NA
S-6	10/11/1991	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	03/31/1992	<30	<0.3	<0.3	<0.3	<0.3	NA	NA	182.48	NA	NA	NA	NA
S-6	05/04/1992	<50	0.8	3.2	1.3	8	NA	NA	182.48	NA	NA	NA	NA
S-6	07/23/1992	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	10/15/1992	Well dry	NA	NA	NA	NA	NA	NA	182.48	NA	NA	NA	NA
S-6	01/04/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.48	32.48	150.00	NA	NA
S-6	05/14/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.48	17.10	165.38	NA	NA
S-6	09/24/1993	NA	NA	NA	NA	NA	NA	NA	182.48	29.24	153.24	NA	NA
S-6	10/25/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.48	27.68	154.80	NA	NA
S-7	03/04/1987	<50	<0.5	<1	*	<4	NA	NA	182.32	NA	NA	NA	NA
S-7	07/15/1987	<50	<0.5	<1	*	<4	NA	NA	182 32	NA	NA	NA	NA

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Shell-branded Service Station
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Wic #204-2988-0402

Well ID	Date	TPPH (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE 8020 (ug/L)	MTBE 8260 (ug/L)	TOB (MSL)	Depth to Water (ft.)	GW Elevation (MSL)	SPH Thickness (ft.)	DO Reading (ppm)
S-7	02/02/1988	<50	0.6	2.0	*	5	NA	NA	182.32	NA	NA	NA	NA
S-7	04/11/1988	<50	<0.5	<1	*	<4	NA	NA	182.32	NA	NA	NA	NA
S-7	07/25/1988	50	<0 5	<1	<1	6 0	NA	NA	182.32	NA	NA	NA	NA
S-7	01/11/1989	<50	<0.5	<1	<1	<3	NA	NA	182.32	NA	NA	NA	NA
S-7	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	182.32	NA	NA	NA	NA
S-7	05/17/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	182.32	NA	NA	NA	NA
S-7	07/11/1990	<50	<0.5	<0.5	<0 5	<1	NA	NA	182.32	NA	NA	NA	NA
S-7	10/22/1990	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	01/24/1991	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	04/12/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	182.32	NA	NA	NA	NA
S-7	07/16/1991	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	10/11/1991	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	03/31/1992	<30	<0.3	<0.3	<0 3	<0 3	NA	NA	182.32	NA	NA	NA	NA
S-7	05/04/1992	55	2.8	7.3	3	16	NA	NA	182.32	NA	NA	NA	NA
S-7	07/23/1992	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	10/15/1992	Well dry	NA	NA	NA	NA	NA	NA	182.32	NA	NA	NA	NA
S-7	01/04/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	182.32	30.72	151.60	NA	NA
S-7	05/14/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	182.32	17.18	165.14	NA	NA
S-7	09/24/1993	<50	<0.5	<0 5	<0 5	<0 5	NA	NA	182.32	28.66	153.66	NA	NA
S-7	10/25/1993	<50	<0.5	0.5	<0.5	1.9	NA	NA	182.32	27.42	154.90	NA	NA
S-8	03/04/1987	<50	<0.5	<1	*	<4	NA	NA	181.38	NA	NA	NA	NA
S-8	07/15/1987	50	3.0	10	*	14	NA	NA	181.38	NA	NA	NA	NA
S-8	08/24/1987	50	<0.5	<1	*	<4	NA	NA	181.38	NA	NA	NA	NA
S-8	02/02/1988	<50	<0.5	<1	*	<4	NA	NA	181.38	NA	NA	NA	NA
S-8	04/11/1988	<50	<0.5	<1	*	<4	NA	NA	181.38	NA	NA	NA	NA

WELL CONCENTRATIONS
Shell-branded Service Station
850 Pacheco Pass Road
Gilroy, CA
Wic #204-2988-0402

Well ID	Date	TPPH (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE 8020 (ug/L)	MTBE 8260 (ug/L)	TOB (MSL)	Depth to Water (ft.)	GW Elevation (MSL)	SPH Thickness (ft.)	DO Reading (ppm)
S-8	07/25/1988	50	<0 5	<1	<1	4	NA	NA	181.38	NA	NA	NA	NA
S-8	01/11/1989	<50	<0.5	<1	<1	<3	NA	NA	181.38	NA	NA	NA	NA
S-8	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	181.38	NA	NA	NA	NA
S-8	07/06/1989	<50	<0.5	<1	<1	<3	NA	NA	181.38	NA	NA	NA	NA
S-8	05/17/1990	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	07/11/1990	<50	<0.5	<0.5	<0.5	<1	NA	NA	181.38	NA	NA	NA	NA
S-8	10/22/1990	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	01/24/1991	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	04/12/1991	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	181.38	NA	NA	NA	NA
S-8	07/16/1991	<50	<0.5	<0 5	<0.5	<0.5	NA	NA	181.38	NA	NA	NA	NA
S-8	10/11/1991	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	03/31/1992	<30	<0.3	<0.3	<0.3	<0.3	NA	NA	181.38	NA	NA	NA	NA
S-8	05/04/1992	<50	1.0	4.0	1 5	8.8	NA	NA	181.38	NA	NA	NA	NA
S-8	07/23/1992	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	10/15/1992	Well dry	NA	NA	NA	NA	NA	NA	181.38	NA	NA	NA	NA
S-8	01/04/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.38	31.40	149.98	NA	NA
S-8	05/14/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.38	15.92	165.46	NA	NA
S-8	09/24/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.38	28.00	153.38	NA	NA
S-8	10/25/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	181.38	26.52	154.86	NA	NA
S-9	07/15/1987	<50	<0.5	<1	*	<4	NA	NA	185.72	NA	NA	NA	NA
S-9	02/02/1988	<50	<0.5	<1	*	<4	NA	NA	185.72	NA	NA	NA	NA
S-9	04/11/1988	<50	<0.5	<1	*	<4	NA	NA	185.72	NA	NA	NA	NA
S-9	01/11/1989	<50	<0.5	<1	<1	<3	NA	NA	185.72	NA	NA	NA	NA
S-9	04/12/1989	<50	<0.5	<1	<1	<3	NA	NA	185.72	NA	NA	NA	NA
S-9	05/17/1990	Well dry	NA	NA	NA	NA	NA	NA	185.72	NA	NA	NA	NA

WELL CONCENTRATIONS
Shell-branded Service Station
850 Pacheco Pass Road
Gilroy, CA
Wic #204-2988-0402

Well ID	Date	TPPH (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE 8020 (ug/L)	MTBE 8260 (ug/L)	TOB (MSL)	Depth to Water (ft.)	GW Elevation (MSL)	SPH Thickness (ft.)	DO Reading (ppm)
S-14	10/22/1990	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	181.92	NA	NA	NA	NA
S-14	01/24/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181 92	NA	NA	NA	NA
S-14	07/16/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.92	NA	NA	NA	NA
S-14	10/11/1991	<50	<0.5	<0.5	<0.5	<0.4	NA	NA	181.92	NA	NA	NA	NA
S-14	04/01/1992	47	8.7	1.5	<0.3	2.4	NA	NA	181.92	NA	NA	NA	NA
S-14	05/04/1992	<50	0.8	2.8	1.1	6.5	NA	NA	181.92	NA	NA	NA	NA
S-14	07/23/1992	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.92	NA	NA	NA	NA
S-14	10/15/1992	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	181.92	42.80	139.12	NA	NA
S-14	01/04/1993	<50	<0.5	<0.5	<0.5	<0 5	NA	NA	181.92	33.20	148.72	NA	NA
S-14	05/14/1993	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	181.92	17.20	164.72	NA	NA
S-14	09/24/1993	NA	NA	NA	NA	NA	NA	NA	181.92	29.10	152.82	NA	NA
S-14	10/25/1993	NA	NA	NA	NA	NA	NA	NA	181.92	NA	NA	NA	NA
SR-1	04/10/1991	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.28	NA	NA	NA	NA
SR-1	09/24/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.28	31.70	152.58	NA	NA
SR-1	10/25/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.28	29.72	154.56	NA	NA
SR-2	04/10/1991	110	0.8	<0.5	<0.5	<0.5	NA	NA	184.60	NA	NA	NA	NA
SR-2	09/24/1993	70	3.5	6.5	2.1	9.7	NA	NA	184.60	32.36	152.24	NA	NA
SR-2	10/25/1993	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.60	30.10	154.50	NA	NA
SR-2	01/20/1994	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.60	24.08	160.52	NA	NA
SR-2	04/22/1994	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.60	22.53	162.07	NA	NA
SR-2	07/07/1994	<50	<0.5	<0 5	<0 5	<0.5	NA	NA	184.60	31.11	153.49	NA	NA
SR-2	10/06/1994	<50	<0.5	<0.5	<0.5	<0.5	NA	NA	184.60	59.10	125.50	NA	NA
SR-2	01/12/1995	<50	<0 5	<0.5	<0.5	<0 5	NA	NA	184.60	26.28	158.32	NA	NA
SR-2	05/17/1995	<50	<0.5	<0.5	<0 5	<0.5	NA	NA	184.60	14.86	169.74	NA	4.6

Noise Assessment

F

APPENDIX

ENVIRONMENTAL NOISE ASSESSMENT

GILROY SQUARE DEVELOPMENT
GILROY, CALIFORNIA

WJVA Report No. 22-23

PREPARED FOR

EMC PLANNING
301 LIGHTHOUSE AVENUE, SUITE C
MONTEREY, CA 93940

PREPARED BY

WJV ACOUSTICS, INC.
VISALIA, CALIFORNIA

wjv acoustics

SEPTEMBER 28, 2022

1. INTRODUCTION

Project Description

The Gilroy Square project is a proposed new commercial development that would include two, four-story hotels, a drive-through fast food restaurant, a convenience store, gas station and car wash, a four-story outpatient treatment facility, and a one-story warehouse building. The project site consists of approximately 10 acres of currently undeveloped land, located in the City of Gilroy, California. The proposed project includes changing the general plan and zoning designations from industrial to commercial. The project site plan is provided as Figure 1.

Environmental Noise Assessment

This environmental noise assessment has been prepared to determine if significant noise impacts would be produced by the project and to describe mitigation measures for noise if significant impacts are determined. The environmental noise assessment, prepared by WJV Acoustics, Inc. (WJVA), is based upon the project site plan provided by the project applicant (dated 2/14/2022), project-related traffic data provided by Hexagon Transportation Consultants, Inc. and a project site visit on March 22 and 23, 2022. Revisions to the site plan, project-related traffic data or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

In terms of human perception, a 5 dB increase or decrease is considered to be a noticeable change in noise levels. Additionally, a 10 dB increase or decrease is perceived by the human ear as half as loud or twice as loud. In terms of perception, generally speaking the human ear cannot perceive an increase (or decrease) in noise levels less than 3 dB.

there are no residential land uses proposed onsite and the nearest residential land uses are located approximately one-half mile west of the site. Therefore, the term "sensitive land uses," for the purpose of this assessment will also include transient lodging and medical facilities, where appropriate.

2. THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines apply the following questions for the assessment of significant noise impacts for a project:

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

a. Noise Level Standards

City of Gilroy General Plan-

Section 9 (Potential Hazards) of the City of Gilroy General Plan[1] (adopted November 2, 2020) establishes land use compatibility criteria in terms of the Day-Night Average Level (DNL or L_{dn}). The L_{dn} is the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The L_{dn} represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon *annual average* conditions.

Goal PH6: Protect Gilroy residents from exposure to excessive noise and its effects through appropriate mitigation measures and responsive land use planning, especially in regard to noise-sensitive land uses such as schools, hospitals, and housing for seniors.

PH 6.1 Noise and Land Use Establish a physical development pattern that is compatible with the noise environment of Gilroy, ensuring that residential neighborhoods and park areas are the quietest areas in the community.

PH 6.2 Noise Standard Consistency Review development proposals to assure consistency with noise standards, using the Future Noise Contours map to determine if additional noise studies are needed for proposed development.

PH 6.3 Maximum Permissible Noise Levels Ensure that outdoor and indoor noise levels are within the maximum permitted levels. Prohibit further development of sensitive uses in areas where the current or projected future noise levels exceed these standards and feasible mitigation is not available to reduce the noise level to meet the standards identified in Table 9-1 (provided below as Table I).

PH 6.4 Noise Study and Mitigation Require proposed development projects in areas where future residents or visitors may be exposed to major noise sources (e.g. roadways, rail lines, industrial activities) to conduct an environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table 9-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project.

PH 6.5 Acoustical Design Consider the acoustical design of projects in the development review process to reduce noise to an acceptable level. Ensure that noise mitigation features are designed and implemented in an aesthetically pleasing and consistent manner.

PH 6.6 Setbacks and Earth Berms Require landscaped setbacks and earth berms as an alternative to soundwalls where feasible to buffer noise along major thoroughfares and rail lines adjacent to residential areas. Where an adequate setback and earth berm is not feasible, a masonry wall screened with drought tolerant, low maintenance landscaping will be required.

PH 6.7 Residential Noise Standards Require the design of new residential development to comply with the noise standards found in Table 9-1 (provided below as Table I). Maximum outdoor sound levels for residential properties shall be 60 dBA LDN, in areas where outdoor use is a major consideration (e.g., backyards in single family housing and common recreational areas in multi-family developments). In the Downtown Specific Plan Area, the maximum outdoor noise level in common recreation areas of multi-family residential uses shall be 65 dBA LDN. In outdoor use areas where the City determines that maintaining the outdoor noise levels mentioned above cannot be achieved after the application of reasonable and feasible mitigation, a level of up to 70 dBA LDN may be permitted, if the following findings are made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer's disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public.

PH 6.8 Incremental Noise Impacts of Commercial and Industrial Development Review of proposed new or expanding commercial and industrial development shall consider potential noise impacts on nearby residential uses and, as necessary, shall require noise mitigation measures as a condition of project approval.

PH 6.9 Transportation Noise Consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and incorporate mitigation measures to meet General Plan standards.

PH 6.10 Construction Noise Require proposed development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible.

6.13 Transportation Vibration Require proposed residential and commercial projects located within 200 feet of existing major freeways and railroad lines (e.g. freight, Amtrak, and Caltrain) to conduct a ground vibration and vibration noise evaluation consistent with City-approved methodologies (e.g. Caltrans, Federal Transportation Authority).

TABLE I

CITY OF GILROY MAXIMUM PERMITTED OUTDOOR AND INDOOR NOISE LEVELS

Land Use Category	Maximum Outdoor L_{dn}, dBA	Maximum Indoor L_{dn}, dBA
Residential	60	45
Commercial	65	61
Industrial	76	See Note 2

[1]The Outdoor sound levels for residential properties shall be held to 60-dBA LDN, or a maximum of 70-dBA if ALL of the following FINDINGS can be made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer's disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public.

[2]The indoor standards for industrial land uses have been set by the Occupational Safety and Health Administration. The maximum level to be exceeded no more than 10 percent of the time (L10) is 65 dBA, while the maximum level to be exceeded no more than 50 percent of the time (L50) is 60 dBA.

Source: City of Gilroy General Plan

The City of Gilroy General Plan provides an interior noise level standard of 45 dB L_{dn}, within residential land uses. This is consistent with Title 24 of the California Code of Regulations for residential construction and consistent with U.S. Department of Housing and Urban Development (HUD). The intent of the interior noise level guideline is to provide an acceptable noise environment for indoor communication and sleep.

Additionally, Section 1207.4 of the California Building Code states *"Interior noise levels attributable to exterior sources should not exceed 45 dB in any inhabitable room. The noise metric shall be the day-night average sound level (L_{dn}) or the community noise equivalent level (CNEL), consistent with the noise level of the local general plan."* The section of the California Building Code applies to Hotels and Motels.

City of Gilroy Zoning Ordinance-
Additionally, Section 30.41.31 (Specific Provisions-Noise) of the City of Gilroy Zoning Ordinance[2] establishes noise level standards for non-transportation noise sources (stationary/fixed sources).

- For residential noise sources, the ordinance establishes an L_{max} (maximum) noise level criterion of 60 dB and an L_{10} statistical performance standard of 70 dB.

- For commercial noise sources (impacting residential properties), the ordinance establishes an L_{10} statistical performance standard of 70 dB between the hours of 7:00 a.m. and 10:00 p.m. Such noise is limited to the hours of 7:00 a.m. to 10:00 p.m., and prohibited between the hours of 10:00 p.m. and 7:00 a.m.

b. Construction Noise and Vibration

Section 9 (Potential Hazards) of the City of Gilroy General Plan also provides some guidance in regards to construction noise and vibration:

PH 6.11 Construction and Maintenance Noise Limits Limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays). Construction hours that vary from these timeframes may be approved by the Building Official, in conformance with Article XVI. Hours of Construction of the Gilroy City Code.

PH 6.12 Vibration Impact Assessment Require a vibration impact assessment for proposed development projects in which heavy-duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.

Some further guidance related to vibration is provided by the Caltrans Transportation and Construction Vibration Guidance Manual[3]. The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in Table III and Table IV, and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

TABLE II

GUIDELINE VIBRATION ANNOYANCE POTENTIAL CRITERIA

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2.0	0.4

Source: Caltrans

TABLE III

GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile, historic buildings, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans

3. SETTING

The proposed project would include a commercial development on an approximately 10-acre parcel of land, located within the City of Gilroy. The project site is located approximately 0.3 miles east of US Route 101 (US 101), along the south side of State Route 152 (SR 152). The project site is currently undeveloped land. The project site is generally bound by Camino Arroyo (and retail/commercial land uses) to the west, SR 152 to the north, and Holloway Road, commercial land uses and undeveloped land to the east and the south.

The City of Gilroy General Plan does not clearly define what is considered a noise-sensitive land use. The General Plan does state, that in addition to residential land uses, land uses *"such as schools, hospitals, and housing for seniors"* should be protected from excessive noise. The closest existing sensitive receptors (residential land uses) to the project site are located approximately 0.5 miles west (west side of US 101) and approximately 1 mile to the east, along SR 152. Additionally, Eliot Elementary School is located approximately 0.6 miles northwest of the project site.

a. Background Noise Level Measurements

Existing ambient noise levels in the project vicinity are dominated by traffic noise along State Route 152 (SR 152), as well traffic along Camino Arroyo and US 101. Additional sources of noise observed during site inspection included aircraft overflights and noise associated with nearby commercial/retail land uses.

Measurements of existing ambient noise levels in the project vicinity were conducted on May 22 and May 23, 2022. Long-term (24-hour) ambient noise level measurements were conducted at one (1) location (site LT-1). LT-1 was located within the project site, in the general vicinity of the proposed hotels.

Additionally, short-term (15-minute) ambient noise level measurements were conducted at five (5) locations (Sites ST-1 through ST-5). The project vicinity and locations of the noise monitoring sites are shown on Figure 2. Two (2) individual measurements were taken at each of the five short-term sites to quantify ambient noise levels in the morning and afternoon hours.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzers equipped with B&K Type 4176 1/2" microphones. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meters were calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Measured hourly energy average noise levels (L_{eq}) at site LT-1 ranged from a low of 50.2 dB between 1:00 a.m. and 2:00 a.m. to a high of 58.8 dB between 6:00 a.m. and 7:00 a.m. Hourly maximum (L_{max}) noise levels at site LT-1 ranged from 67.1 to 85.2 dB. Residual noise levels at the monitoring site, as defined by the L_{90} statistical descriptor ranged from 45.8 to 56.1 dB. The L_{90} is

a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The L_{90} is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources. The measured L_{dn} value at site LT-1 during the 24-hour noise measurement period was 61.6 dB CNEL. Figure 3 graphically depicts hourly variations in ambient noise levels at the LT-1 long-term monitoring site as well as a site photograph.

The short-term site noise measurement data included energy average (L_{eq}) maximum (L_{max}) as well as five (5) individual statistical parameters. Observations were made of the dominant noise sources affecting the measurements. The statistical parameters describe the percent of time a noise level was exceeded during the measurement period. Table IV summarizes short-term noise measurement results.

TABLE IV

SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA
GILROY SQUARE DEVELOPMENT
MAY 22 & 23, 2022

Site	Time	A-Weighted Decibels, dBA							Sources
		L_{eq}	L_{max}	L_2	L_8	L_{25}	L_{50}	L_{90}	
ST-1	8:05 a.m.	62.2	78.4	71.2	65.0	62.1	58.8	54.9	TR
ST-1	3:50 p.m.	61.4	72.7	70.7	64.6	61.0	58.5	54.4	TR
ST-2	8:25 a.m.	68.2	77.7	78.4	42.3	68.6	64.0	59.0	TR, AC
ST-2	4:10 p.m.	67.9	80.0	77.9	70.9	67.5	63.1	58.2	TR
ST-3	8:45 a.m.	58.6	75.2	69.2	56.4	53.7	52.0	51.5	TR, C
ST-3	4:30 p.m.	56.0	71.3	67.9	54.3	51.8	50.8	49.3	TR, C
ST-4	9:10 a.m.	54.7	65.2	62.4	58.8	53.9	52.2	51.9	TR, C
ST-4	4:50 p.m.	52.8	63.1	59.9	56.2	52.0	50.9	49.6	TR, C
ST-5	9:30 a.m.	52.2	66.4	55.0	53.8	52.8	51.8	50.5	TR, AC, C
ST-5	5:10 p.m.	51.1	65.0	53.9	52.7	51.7	50.7	49.2	TR, C

TR: Traffic AC: Aircraft V: Voices C: Commercial Activities
Source: WJV Acoustics, Inc.

Short-term noise measurements were conducted for 15-minute periods. Sites ST-1 and ST-2 were located in relatively close proximity to SR 152, and as such noise levels were elevated as compared to the remaining ambient noise measurement sites. Short-term measurement sites ST-3 and ST-4 were located along Holloway Road, near the southern portion of the project site. Site ST-5 was located within the eastern portion of the project site, near existing commercial land uses.

4. PROJECT IMPACTS AND MITIGATION MEASURES

a. Project Traffic Noise Impacts on Existing Noise-Sensitive Land Uses Outside Project Site (Less Than Significant)

WJVA utilized the FHWA Traffic Noise Model[4] to quantify expected project-related increases in traffic noise exposure at representative noise-sensitive receptor locations in the project vicinity. Traffic noise exposure levels for Existing, Existing Plus Project, 2040 and 2040 Plus Project traffic conditions were calculated based upon the FHWA Model and traffic volumes provided by Hexagon Transportation Consultants, Inc. The percentages of trucks on SR 152 was obtained from Caltrans. The day/night distribution of traffic and the percentages of trucks on the remaining roadways used for modeling were obtained from previous studies WJVA has conducted along similar roadways as such data was not available from governmental sources. The Noise modeling assumptions used to calculate project traffic noise are provided as Appendix C.

Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the City's applicable noise level standards at the location(s) of sensitive receptors. For the purpose of this analysis a significant impact is also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the City's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear. This analysis of project traffic noise focuses on residential land uses, as they represent the most restrictive noise level criteria by land use type provided in the General Plan. The City's exterior noise level standard for residential land uses is 60 dB L_{dn}. It should be noted, the nearest residential land uses to the project site are located approximately one-half mile to the west.

Traffic noise was modeled at ten (10) receptor locations (R-1 through R-10). The ten modeled receptors are located at roadway setback distances representative of the sensitive receptors (residences) along each analyzed roadway segment. The receptor locations are described below and provided graphically on Figure 4.

- R-1: Approximately 115 feet from the centerline of Monterey Rd., s/o W. 10th St.
- R-2: Approximately 120 feet from the centerline of Alexander St., n/o W. 10th St.
- R-3: Approximately 95 feet from the centerline of Chestnut St., n/o W. 10th St.
- R-4: Approximately 200 feet from the centerline of SR 152, w/o Holsclaw Rd.
- R-5: Approximately 80 feet from the centerline of Holsclaw Rd., n/o SR 152.
- R-6: Approximately 135 feet from the centerline of SR 152, e/o Holsclaw Rd.
- R-7: Approximately 100 feet from the centerline of Frazier Lake Rd. s/o SR 152.
- R-8: Approximately 75 feet from the centerline of SR 152, e/o Frazier Lake Rd.
- R-9: Approximately 95 feet from the centerline of Monterey Rd. n/o W. Luchessa Ave.
- R-10: Approximately 90 feet from the centerline of W. Luchessa Ave, w/o Monterey Rd.

Table V provides a comparison of traffic noise levels at the ten modeled receptor locations for Existing, Existing Plus Project, 2040 and 2040 Plus Project traffic conditions. Noise levels

described in Table V do not take into account any localized acoustic shielding that may result from intervening topography, existing buildings or existing sound walls, and should be considered a worst-case assessment of traffic noise exposure levels.

TABLE V

PROJECT-RELATED INCREASES IN TRAFFIC NOISE, dB, CNEL
GILROY SQUARE DEVELOPMENT

Modeled Receptor	Existing	Existing Plus Project	2040	2040 Plus Project	Change (Maximum)	Significant Impact?
R-1	59	59	60	60	0	No
R-2	55	55	55	55	0	No
R-3	58	58	59	59	0	No
R-4	66	66	67	67	0	No
R-5	49	49	49	49	0	No
R-6	69	69	70	70	0	No
R-7	59	59	61	61	0	No
R-8	71	71	71	71	0	No
R-9	60	60	60	60	0	No
R-10	61	61	63	63	0	No

Source: WJV Acoustics, Inc.
Hexagon Transportation Consultants, Inc.

As described in Table V, project-related traffic is not expected to result in noise levels at any sensitive receptors to exceed the City's noise level standard, nor result in an increase of 3 dB in any sensitive receptor locations where noise levels already exceed the City's noise level standard without the implementation of the project. Furthermore, project-related increases in traffic are not expected to result in an increase in noise levels, as quantified by the L_{dn} metric, at any sensitive receptor locations. Therefore, project-related increases in traffic noise exposure are not considered to be a significant impact.

b. Noise Impacts from On-Site Noise Sources (No Impact)

The project would include a variety of commercial retail land uses, including a drive-through quick serve restaurant, convenience store, gas station and car wash, hotels, outpatient treatment facility, and a warehouse building. A wide variety of noise sources can be associated with such land uses. The noise levels produced by such sources can also be highly variable. The closest sensitive receptors to the proposed project site are located at distance of 0.5 miles or greater from the project site. At these distances, noise levels associated with these noise-producing activities would not be audible. However, noise levels associated with such activities are discussed qualitatively below. For the purpose of this analysis and discussion, all associated noise levels have been normalized to a setback distance of 100 feet. Typical examples of stationary noise sources associated with such land uses include:

- HVAC/Mechanical equipment
- Truck deliveries and movements
- Parking lot activities (closing of car doors and trunks, stereos, alarms etc.)
- Drive-Through operations
- Loading Dock Activities
- Car Wash Operations

Mechanical Equipment

It is assumed that the project would include roof-mounted HVAC units on the proposed buildings. For the purpose of noise and aesthetics, roof-mounted HVAC units are typically shielded by means of a roof parapet. WJVA has conducted reference noise level measurements at numerous commercial and retail buildings with roof-mounted HVAC units, and associated noise levels typically range between approximately 39-44 dB at a distance of 100 feet from the building façade.

Slowly Moving Trucks

Large trucks would enter and exit the project site for deliveries as well as to access the proposed warehouse facility. WJVA has conducted measurements of the noise levels produced by slowly moving trucks for a number of studies. Such truck movements would be expected to produce noise levels in the range of 65 to 71 dBA at a distance of 100 feet. The range in measured truck noise levels is due to differences in the size of trucks, their speed of movement and whether they have refrigeration units in operation during the pass-by.

Parking Lot Activities

Noise due to traffic in parking lots is typically limited by low speeds and is not usually considered to be significant. Human activity in parking lots that can produce noise includes voices, stereo systems and the opening and closing of car doors and trunk lids. Such activities can occur at any time. The noise levels associated with these activities cannot be precisely defined due to variables such as the number of parking movements, time of day and other factors. It is typical for a passing car in a parking lot to produce a maximum noise level of 54-59 dBA at a distance of 100 feet.

Drive Thru Retail

The proposed project would include a drive-thru quick serve restaurant. WJVA previously conducted reference noise levels measured at a Wendy's drive-thru restaurant located on South Mooney Boulevard in Visalia. Measurements were conducted during the early afternoon of July 11, 2011 between 12:45 p.m. and 1:45 p.m. using the previously-described noise monitoring equipment.

The microphone used by customers to order food and the loudspeaker used by employees to confirm orders are both integrated into a menu board that is located a few feet from the drive-thru lane at the approximate height of a typical car window. Vehicles would enter the drive-thru lane from the west and then turn to the north along the east side of the restaurant.

Reference noise measurements were obtained at a distance of approximately 40 feet from the menu board containing the microphone/loudspeaker system at an angle of about 45° toward the rear of the vehicle being served. This provided a worst-case exposure to sound from the loudspeaker system since the vehicle was not located directly between the loudspeaker and measurement location. Cars were lined up in the access lane during the noise measurement period indicating that the drive-through lane was operating at or near a peak level of activity.

Each ordering cycle was observed to take approximately 60 seconds including vehicle movements. A typical ordering cycle included 5-10 seconds of loudspeaker use with typical maximum noise levels in the range of 60-62 dBA at the 40 foot-reference location. Vehicles moving through the drive-thru lane produced noise levels in the range of 55-60 dBA at the same distance. Vehicles parked at the ordering position (between the menu board and measurement site) were observed to provide significant acoustic shielding during the ordering sequence. The effects of such shielding are reflected by the noise measurement data. Noise levels were measured to approximately 60 dB L_{eq} at the measurement site, and included noise from all sources, including the loudspeaker, vehicle movements and HVAC equipment. At a reference distance of 100 feet, maximum noise levels associated with the amplified menu board would be approximately 52-54 dB.

Loading Dock Activities

The proposed project includes a 15,000 square-foot warehouse facility. The time and frequency of warehouse loading dock activities was not known at the time this analysis was prepared.

Noise sources typically associated with loading dock activities include truck engines, the operation of truck-mounted refrigeration units, fork lifts, the banging of hand carts and roll-up doors, noise from P.A. systems, and the voices of truck drivers and store employees. Truck engines and/or refrigeration units are typically turned off while trucks are in loading dock areas to reduce noise and save energy. Based upon noise level measurements conducted by WJVA for other studies, loading dock noise levels would be expected to be in the range of 58 to 76 dBA at a distance of 100 feet.

Car Wash

The project would include an automated car wash facility, to be located in the vicinity of the convenience store and gas station. WJVA has conducted noise studies of numerous car wash operations. Automated car wash facilities can generally be categorized in two ways, 1). Conveyor belt operations and 2). Drive-in operations. With conveyor belt operations, multiple cars can proceed through the tunnel simultaneously, and are pulled along through the wash tunnel by the conveyor belt, and during peak hours of operation, the dryer blowers (dominant noise producing component) may be in constant operation. With drive-in styles one vehicle drives into the car wash tunnel bay and remains in place while the car wash operates around the vehicle. With this type of system one car is processed through the car wash tunnel at a time, and typical wash cycle times are approximately six (6) minutes, with the dryer blower in operation for approximately 90 seconds out of the 6-minute wash cycle time.

The drive-in type of car wash operations is the most common at convenience store/fuel service retail operations while the conveyor belt type of car wash is more common with “stand-alone”

car wash retail locations. Reference to the project site plan indicates that a drive-in car wash operation will likely be utilized. However, both types of car wash operations are discussed below.

Conveyor Belt Car Wash-
During peak hours of operation, conveyor belt car wash operations may be in constant operation, with the dryer blowers continuously operating. WJVA has conducted noise level measurements at numerous such car wash operations and has reviewed manufacturer-supplied noise level data. Noise levels associated with such operations typically range between approximately 69-73 dB a distance of 100 feet from the tunnel entrance and exit.

The noise levels described above represent the noise levels that occur directly in front the tunnel entrance and exit. The blowers are located within the tunnel, and the tunnel provides acoustical shielding of blower noise to the sides of the car wash tunnel. Generally speaking, at a 45-degree angle from a car wash tunnel entrance/exit, noise levels are approximately 6-8 dB below noise levels measured directly in line with the tunnel, at the same distance. Additionally, at a 90-degree angle, WJVA has observed noise levels to be approximately 10-15 dB below noise levels measured directly in line with the tunnel, at the same distance.

The noise levels described above apply noise levels measured and reviewed for Tommy Car Wash Systems, Peco Wash and Dryer System and MacNeil Wash Systems washers with Motor City drying systems.

Drive-Thru Car Wash-
As described above, with drive-thru type car wash operations (most common at convenience store/fuel service retail locations), one car is processed through the car wash tunnel at a time. Typical wash cycles take approximately 6 minutes in length, of which the dryer blowers are in operation for approximately 90 seconds per cycle. Taking these cycle times into account, the maximum number of car washes that could occur per hour would be ten (10). As described above, the blowers are in operation for approximately 90 seconds during each 6-minute cycle, with the resulting maximum blower operation time of fifteen (15) minutes during any one hour.

The most common type of equipment associated with drive-thru style of car wash operations is the Mark VII ChoiceWash XT Wash System utilizing a Mark VII Dryer System. WJVA has measured noise levels at numerous locations utilizing this equipment and has also reviewed manufacturer-supplied noise level data. Noise levels measured by WJVA indicate that car wash noise levels for the drive-thru (Mark VII equipment) would be approximately 63 dB L_{50} during any one hour, at a distance of 100 feet directly in front of the entrance and exit of the tunnel. This noise level assumes the car wash is in constant peak operation during any given hour, and should therefore be considered a worst-case assessment of car wash operational noise levels.

c. Noise From Construction (Less Than Significant)

Construction noise would occur at various locations within and near the project site through the build-out period. Table VI provides typical construction-related noise levels at distances of 100 feet, 200 feet, and 300 feet.

TABLE VI

TYPICAL CONSTRUCTION EQUIPMENT MAXIMUM NOISE LEVELS, dBA

Type of Equipment	100 Ft.	200 Ft.	300 Ft.
Concrete Saw	84	78	74
Crane	75	69	65
Excavator	75	69	65
Front End Loader	73	67	63
Jackhammer	83	77	73
Paver	71	65	61
Pneumatic Tools	79	73	69
Dozer	76	70	66
Rollers	74	68	64
Trucks	80	72	70
Pumps	74	68	64
Scrapers	81	75	71
Portable Generators	74	68	64
Backhoe	80	74	70
Grader	80	74	70

Source: FHWA
Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman, 1987

Construction noise is not considered to be a significant impact if construction is limited to the daytime hours and construction equipment is adequately maintained and muffled. The City of Gilroy provides a restriction on the hours that construction activities may occur, between 7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays.

d. Vibration Impacts (Less Than Significant)

The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. Typical vibration levels at distances of 100 feet and 300 feet are summarized by Table VII. These levels would not be expected to exceed any significant threshold levels for annoyance or damage, as provided above in Table II and Table III.

TABLE VII TYPICAL VIBRATION LEVELS DURING CONSTRUCTION		
	PPV (in/sec)	
Equipment	@ 100´	@ 300´
Bulldozer (Large)	0.011	0.006
Bulldozer (Small)	0.0004	0.00019
Loaded Truck	0.01	0.005
Jackhammer	0.005	0.002
Vibratory Roller	.03	0.013
Caisson Drilling	.01	0.006
Source: *Caltrans*		

After full project build out, it is not expected that ongoing operational activities will result in any vibration impacts at nearby sensitive uses. Activities involved in trash bin collection could result in minor on-site vibrations as the bin is placed back onto the ground. Such vibrations would not be expected to be felt at the closest off-site sensitive uses and would generally not be expected to be felt at on-site sensitive receptors as well. Additional mitigation is not required.

e. Noise Impacts from Nearby Airports or Airstrips (No Impact)

The Project site is not located within two miles of a public airport or private airstrip. The San Martin Airport and Frazier Lake Airpark are located approximately six miles from project site.

f. Noise Impacts to On-Site Proposed Noise-Sensitive Uses (Less Than Significant, With Mitigation)

The proposed project would include two hotels as well as an outpatient treatment facility, to be located in the southern portion of the project site. While not specifically described in the City of Gilroy General Plan, transient lodging facilities (hotels and motels) and medical facilities are typically considered to be a noise-sensitive land use. The exterior noise level standards for transient lodging are typically applied to outdoor common use areas, such as pools, common courtyards and designated picnic or BBQ areas. The assumed exterior noise levels standard for transient lodging is 60 dB L_{dn}. Medical facilities typically do not have applicable exterior noise level standards.

Typical interior noise level standards state that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} within residential land uses (including transient lodging). This is consistent with Title 24 of the California Code of Regulations for residential construction and consistent with U.S. Department of Housing and Urban Development (HUD) as well as Section 1207.4 of the California Building Code. The intent of the interior noise level guideline is to provide an acceptable noise environment for indoor communication and sleep.

Exterior Hotel Noise

The site plan indicates that both proposed hotels would include outdoor pool areas. Both pools would be located along the south side of each hotel, where the hotel building would provide acoustical shielding from traffic noise associated with SR 152, the dominant source of project site noise. Noise levels measured at ambient noise measurement site LT-1 indicate that project site noise exposure, in the vicinity of the proposed hotels, is approximately 62 dB L_{dn}. Taking into account the acoustical shielding provided by the hotel buildings, noise levels in the vicinity of the pool location at both hotels would be below the City's (assumed) exterior noise level standard of 60 dB L_{dn}.

Interior Hotel Noise

The interior noise exposure is determined by subtracting the outdoor-to-indoor noise level reduction (NLR) performance that will be provided by the building construction from the assumed exterior noise exposure for the site. Hotel exterior noise exposure (as well as the outpatient treatment facility), would be expected to be approximately 62 dB L_{dn}, or less. Therefore, a minimum NLR of 17 dB will be required for compliance with the assumed 45 dBA L_{dn} interior noise level standard (62-45=17).

A specific analysis of interior noise levels was not performed. However, it may be assumed that construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB or more if windows and doors are closed. This will be sufficient for compliance with the City's 45 dB L_{dn} interior standard at all proposed at all proposed rooms for the two hotels. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required.

5. IMPACT SUMMARY

- The proposed Gilroy Square development project would comply with all City of Gilroy exterior and interior noise level standards, provided air conditioning or mechanical ventilation should be installed in all hotel units so that it will be possible for windows to remain closed for sound insulation purposes. The closest off-site noise-sensitive land uses are located at distance of 0.5 miles or greater from the project site. At such distances, noise levels associated with the various project components would not be audible.

- Project-related increases in traffic noise exposure was calculated to be less than 1 dB at all analyzed roadways where sensitive receptors (residential land uses and transient lodging) exist. An analysis of existing and 2040 traffic conditions indicate that the project would not result in a measurable increase in traffic noise exposure over existing noise levels.

- The project would include two hotels and outpatient treatment facility, which while not specifically described as such in the City of Gilroy General Plan, were considered to be noise-sensitive land uses within this analysis and report. Exterior noise levels at the outdoor common use areas for each proposed hotel (outdoor swimming pool areas) would be below 60 dB L_{dn}. Additionally, interior noise levels within all rooms of both proposed hotels and the outpatient treatment facility would not exceed 45 dB L_{dn}.

6. SOURCES CONSULTED

1. City of Gilroy General Plan, November 2, 2020.

2. City of Gilroy Zoning Ordinance, April 2022.

3. California Department of Transportation, *Transportation and Construction Vibration Guidance Manual,* September 2013.

4. Federal Highway Administration, *Traffic Noise Model, Version 2.5,* April 14, 2004

FIGURE 1: PROJECT SITE PLAN

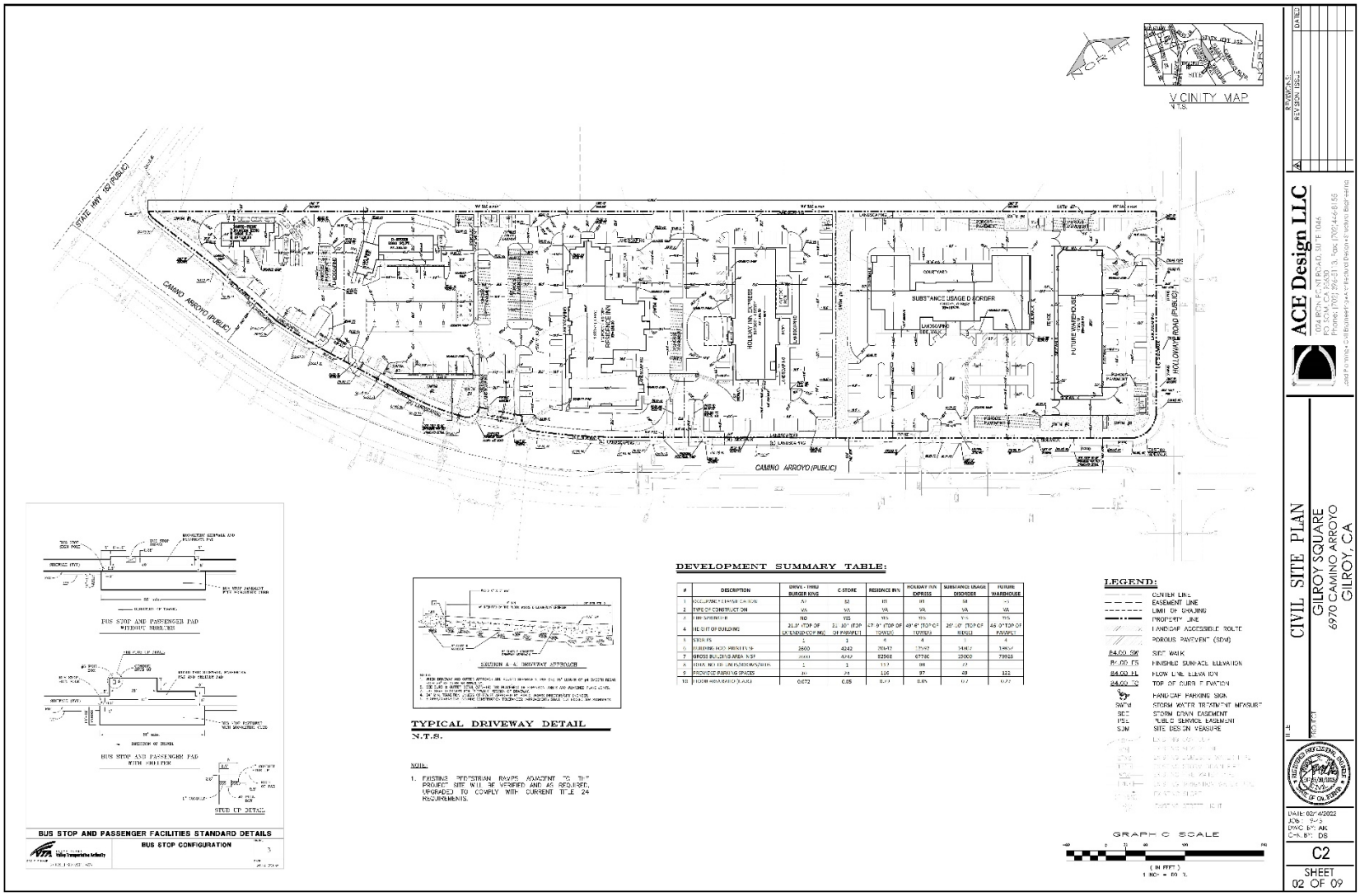


FIGURE 2: PROJECT VICINITY AND AMBIENT NOISE MONITORING SITES


ST-2
ST-1
ST-5
LT-1
ST-3
ST-4
Pacheco Pass Hwy
Canire Arroyo
Canire Arroyo
Canire Arroyo
Steed Way
Cameron Blvd
Cameron Blvd
152
Google Earth
800 ft
N

FIGURE 3: HOURLY NOISE LEVELS AT LONG-TERM MONITORING SITE LT-1

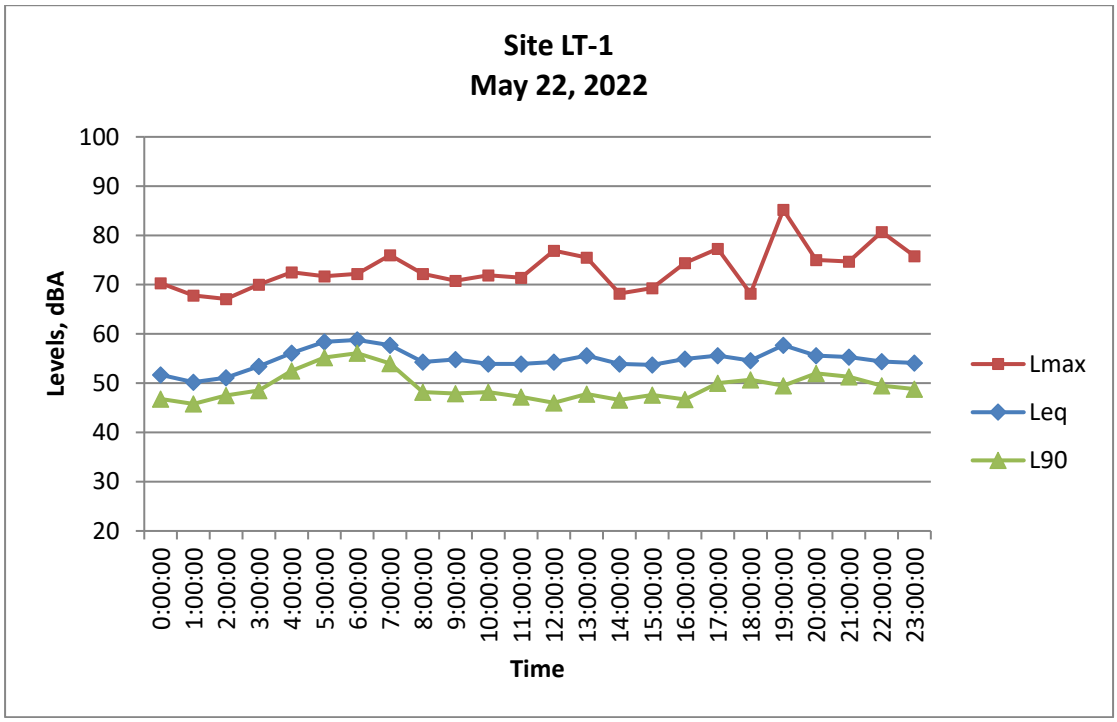




FIGURE 4: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS



APPENDIX A-1

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

CNEL: Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

DECIBEL, dB: A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

DNL/L_{dn}: Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq}: Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over 1, 8 and 24-hour sample periods.

NOTE: The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L_{eq} represents the average noise exposure for a shorter time period, typically one hour.

L_{max}: The maximum noise level recorded during a noise event.

L_n: The sound level exceeded "n" percent of the time during a sample interval (L_{90}, L_{50}, L_{10}, etc.). For example, L_{10} equals the level exceeded 10 percent of the time.

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

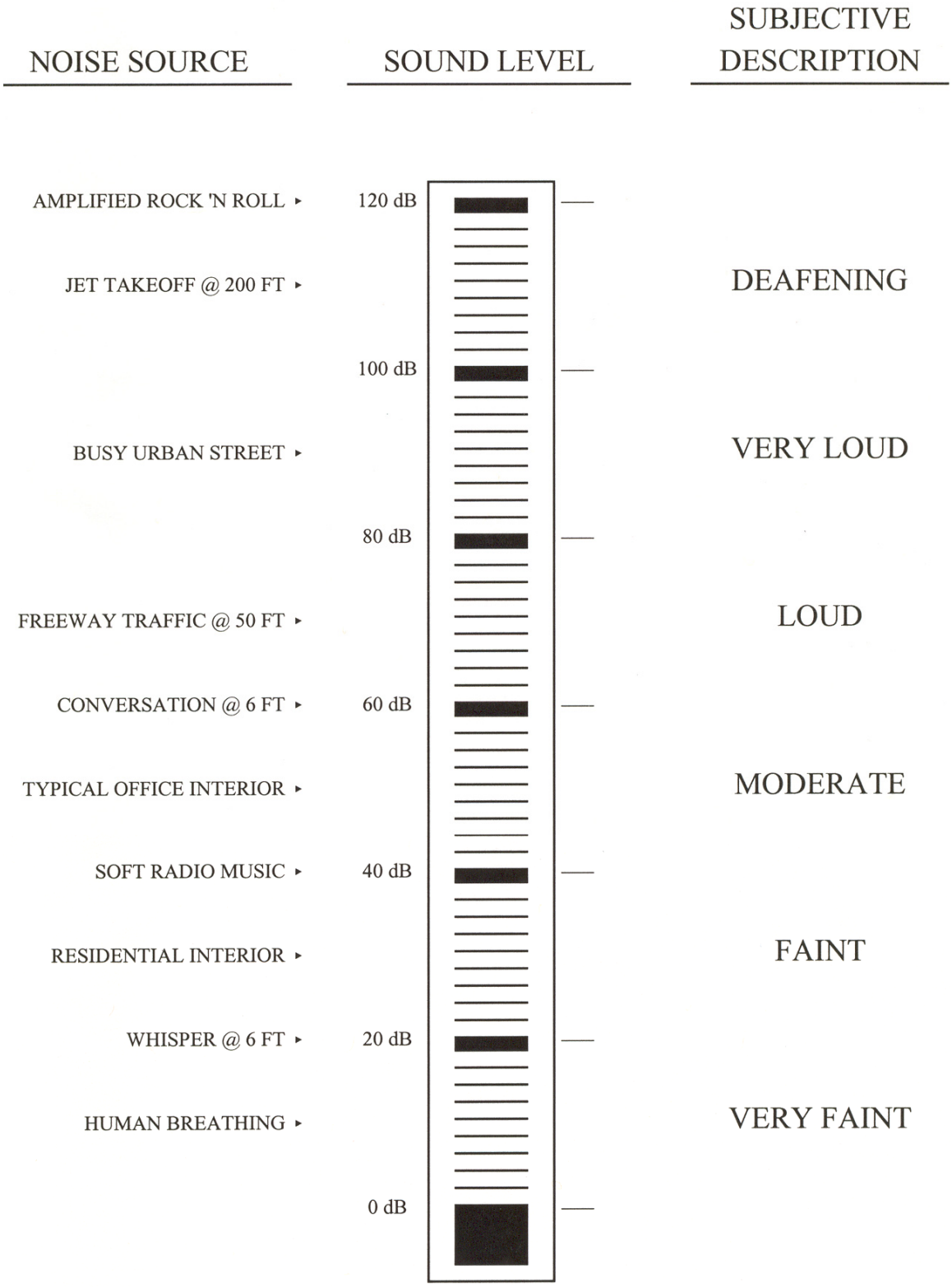
NOISE LEVEL REDUCTION (NLR): The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of Anoise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL: Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SOUND TRANSMISSION CLASS (STC): The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B
EXAMPLES OF SOUND LEVELS



APPENDIX C

TRAFFIC NOISE MODELING CALCULATIONS

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
July 14, 2022

Project #:	22-23
Description:	Existing
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60 65 70 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Monterey	s/o 10th R-1	8900	90		10	2	2	35	115	
2	Alexander	n/o 10th R-2	3870	90		10	2	2	35	120	
3	Chestnut	n/o 10th R-3	6010	90		10	2	2	35	95	
4	SR 152	w/o Holsclaw R-4	17170	83		17	2.7	14.3	50	200	
5	Holsclaw	n/o SR 152 R-5	580	90		10	2	2	35	80	
6	SR 152	e/o Holsclaw R-6	17170	83		17	2.7	14.3	50	135	
7	Frazier Lake Rd	s/o SR 152 R-7	7860	90		10	2	2	35	100	
8	SR 152	e/o Frazier Lake	10870	83		17	2.7	14.3	50	75	
9	Monterey	n/o Luchessa	8880	90		10	2	2	35	95	
10	Luchessa	w/o Monterey	9820	90		10	2	2	35	90	

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
July 14, 2022

Project #:	22-23
Description:	Existing + Project
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60, 65, 70, 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Monterey	s/o 10th R-1	9130	90		10	2	2	35	115	
2	Alexander	n/o 10th R-2	3870	90		10	2	2	35	120	
3	Chestnut	n/o 10th R-3	6010	90		10	2	2	35	95	
4	SR 152	w/o Holsclaw R-4	17600	83		17	2.7	14.3	50	200	
5	Holsclaw	n/o SR 152 R-5	580	90		10	2	2	35	80	
6	SR 152	e/o Holsclaw R-6	17600	83		17	2.7	14.3	50	135	
7	Frazier Lake Rd	s/o SR 152 R-7	7960	90		10	2	2	35	100	
8	SR 152	e/o Frazier Lake	11200	83		17	2.7	14.3	50	75	
9	Monterey	n/o Luchessa	9110	90		10	2	2	35	95	
10	Luchessa	w/o Monterey	10050	90		10	2	2	35	90	

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
July 14, 2022

Project #:	22-23
Description:	2040
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60 65 70 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Monterey	s/o 10th R-1	12420	90		10	2	2	35	115	
2	Alexander	n/o 10th R-2	4180	90		10	2	2	35	120	
3	Chestnut	n/o 10th R-3	6540	90		10	2	2	35	95	
4	SR 152	w/o Holsclaw R-4	22100	83		17	2.7	14.3	50	200	
5	Holsclaw	n/o SR 152 R-5	590	90		10	2	2	35	80	
6	SR 152	e/o Holsclaw R-6	22110	83		17	2.7	14.3	50	135	
7	Frazier Lake Rd	s/o SR 152 R-7	11960	90		10	2	2	35	100	
8	SR 152	e/o Frazier Lake	12340	83		17	2.7	14.3	50	75	
9	Monterey	n/o Luchessa	9110	90		10	2	2	35	95	
10	Luchessa	w/o Monterey	18530	90		10	2	2	35	90	

WJV Acoustics, Inc
FHWA-RD-77-108
Calculation Sheets
July 14, 2022

Project #:	22-23
Description:	2040 + Project
Ldn/Cnel:	Ldn
Site Type:	Soft

Contour Levels (dB) 60 65 70 75

Segment	Roadway Name	Segment Description	ADT	%Day	%Evening	%Night	%Med	%Heavy	Speed	Distance	Offset
1	Monterey	s/o 10th R-1	12560	90		10	2	2	35	115	
2	Alexander	n/o 10th R-2	4180	90		10	2	2	35	120	
3	Chestnut	n/o 10th R-3	6540	90		10	2	2	35	95	
4	SR 152	w/o Holsclaw R-4	22530	83		17	2.7	14.3	50	200	
5	Holsclaw	n/o SR 152 R-5	590	90		10	2	2	35	80	
6	SR 152	e/o Holsclaw R-6	22530	83		17	2.7	14.3	50	135	
7	Frazier Lake Rd	s/o SR 152 R-7	12060	90		10	2	2	35	100	
8	SR 152	e/o Frazier Lake	12670	83		17	2.7	14.3	50	75	
9	Monterey	n/o Luchessa	9340	90		10	2	2	35	95	
10	Luchessa	w/o Monterey	18760	90		10	2	2	35	90	

Transportation Summary of Findings and Analysis

APPENDIX G

Hexagon Transportation Consultants, Inc.

Memorandum

Date: December 7, 2022

To: Kraig Tambornini, City of Gilroy

CC: Gary Heap, P.E., City of Gilroy

From: Gicela Del Rio, T.E.

Subject: Gilroy Square Development Transportation Analysis ï Summary of Findings

This memo summarizes the result of the Transportation Analysis (TA) completed for the proposed Gilroy Square Development, located at 6970 Camino Arroyo, as documented in the TA report dated October 10, 2022. The memo also discusses the necessary actions required from the project to address project deficiencies at intersections, as discussed with City staff on November 15, 2022. Lastly, the memo lists site design recommendations included in the TA report.

The project, as evaluated in the October 2022 TA, consists of the following uses:

- 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- 112-room 4-story all-suites hotel (Residence Inn)
- 88-room 4-story hotel (Holiday Inn Express)
- 18,000-s.f. industrial warehouse
- 27,500-s.f. industrial warehouse

CEQA VMT Evaluation Results

The *VTA's VMT Evaluation Tool* was utilized to evaluate the effects of the projectôs employment land uses (industrial warehouse land use) on VMT. The Cityôs TDF model was utilized to complete the VMT evaluation for the rest of the proposed land uses (retail).

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPRôs small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

Therefore, the proposed project was determined to create a less-than-significant impact on VMT.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results and Required Project Action

The results of the intersection level of service analysis show that the project would create (under background plus project conditions) or contribute to (under General Plan plus project conditions) operational deficiencies at the intersections listed below. The projectôs required actions described for each of the intersection deficiencies were identified by City staff as the action required to satisfy City policies.

Background Plus Project – With Proposed Luchessa/Holloway Connection

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met ï PM peak-hour)
Project Deficiency: PM peak-hour
Possible Improvements: The projected deficiency at this intersection could be improved with the installation of a traffic signal.
Project's Required Action: The signalization of this intersection is included in the Cityôs Traffic Circulation Master Plan (TCMP) and Traffic Impact Fee (TIF) Program. Therefore, the proposed project will be required to pay the applicable TIF as a fair-share contribution towards the implementation of the above improvement. It has been determined that the projectôs contribution to this intersectionôs deficiency is approximately 2% of the projected near-term growth (see discussion below).

2040 General Plan Plus Project Conditions (GP & with Luchessa/Holloway Connection networks)

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met ï PM and SAT peak hours)
Project deficiency: Contribution to an operational deficiency during the PM and SAT peak hours
Possible Improvements: The projected deficiency at this intersection could be improved with the installation of a traffic signal or by restricting left-turn access to and from Silacci Way.
Project's Required Action: The project is projected to contribute to a deficiency caused cumulatively by the proposed project and all projected growth that is part of the General Plan buildout conditions. Therefore, since the intersection is not part of the TIF Program, the project must make a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels. It has been determined that the projectôs contribution to this intersectionôs deficiency is approximately 5-7% of the projected near-term growth (see discussion below).

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met ï AM and PM peak hours)
Project deficiency: Contribution to an operational deficiency during the AM and PM peak hours
Possible Improvements: Same as above.
Project's Required Action: Same as above.

Intersection Operations Analysis Results

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies under background plus project conditions for the following turn-movements:

6. Camino Arroyo and SR 152 –

Northbound Left-Turn Movement (SAT peak-hour)
Project deficiency: increase queue length by 4 vehicles per lane
Possible Improvements: No feasible improvement due to back-to-back left-turn pockets with the upstream intersection at Camino Arroyo/Gilroy Crossing.

Westbound Left-turn movement (SAT peak-hour)
Project deficiency: increase queue length by 4 vehicles per lane
Possible Improvements: The possible extension of the existing left-turn pockets would affect the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152).

Northbound Right-Turn Movement (PM and SAT peak hours)
Project deficiency: increase queue length by 4 vehicles
Possible Improvements: The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage.

The above queue storage deficiencies at this intersection will be addressed as part of the US 101/Tenth Street/SR 152 Interchange Improvements project, currently in the Project Initiation Document (PID) phase, being conducted by the Santa Clara County Valley Transportation Authority (VTA).

Project's Required Action: This intersection is included in the City's Traffic Circulation Master Plan (TCMP) and Traffic Impact Fee (TIF) Program. Therefore, the proposed project will be required to pay the applicable TIF as a fair-share contribution towards the implementation of the above improvement. It has been determined that the project's contribution to this intersection's deficiency is approximately 19-22% of the projected near-term growth (see discussion below).

16. Camino Arroyo and Gilroy Crossing –
Southbound left-turn movement (PM and SAT peak hours)
Project deficiency: increase queue length by 5 vehicles
Possible Improvements: The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.
Project's Required Action: The project must implement the above-identified improvements.

Projects Contribution to Potential Growth

In addition to the proposed project, other development projects in the area would add traffic to the adjacent roadway network and would increase the need for the enhancement of the existing roadway network to accommodate the projected future traffic demand.

Potential projects that would add traffic to the roadway network in the project area include:

- Holloway Site ï 426,500 square feet of warehouse and distribution facility land use
- Luchessa Site ï 1.1 million square feet of warehouse and distribution facility land use

Trip generation estimates for the proposed project and above potential projects were compared to determine the percent contribution each of these projects represent of the potential traffic growth in

the project area. As shown on Table A below, the proposed Gilroy Square development (proposed project) would represent approximately 19% of the projected daily traffic growth and approximately 10% of the PM peak-hour traffic growth.

The proposed project represents approximately 2% of the near-term growth projections at the intersection of Automall Parkway and Luchessa Avenue during the PM peak-hour (see Table B).

The proposed project also is estimated to contribute approximately 5-7% of the projected near-term growth at the intersection of Silacci Way/Pacheco Pass Highway (see Table C) and approximately 19-22% of the projected near-term growth at the intersection of Camino Arroyo/Pacheco Pass Highway during the PM and Saturday peak hours (see Table D).

Other Recommended Improvements

Operations at Driveways

Recommendation: The following are recommendations for Driveway 2:

- Widen Driveway 2 to provide two outbound lanes (as proposed) and two inbound lanes. Driveway 2 must also align with the west leg of the Camino Arroyo/Gilroy Crossing intersection.
- At the first internal access point from Driveway 2 (approximately 125 feet east of the driveway), the two inbound lanes should become a left-turn lane providing access to the gas station/fast-food restaurant and a shared right-and-through lane, providing access to the hotels and parking spaces.
- Align the Driveway 2 drive aisle lanes, in particular, the inbound lane. If necessary, remove the parking spaces along the south side of the driveway aisle so that the inbound through lane from Driveway 2 aligns with the eastbound lane along the rest of the drive aisle.
- At the first internal access point from Driveway 2, provide uncontrolled inbound access, while stop-controlling the rest of the approaches.

Recommendation: It is recommended that the project considers providing a connection extending from Driveway 2 to Silacci Way, via the adjacent undeveloped site. This new connection would displace some of the northbound right-turning project trips at the intersection of Camino Arroyo/SR 152 to Silacci Way, eliminating the project deficiency and need to extend the existing northbound right-turn pocket while enhancing the adjacent roadway network.

Sight Distance

Recommendation: The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

Pedestrian On-Site Circulation

Recommendation: A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

Project's Effect on Bicycle Facilities

Recommendation: It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTAôs recommended bicycle-parking rates, to serve the potential demand

of the project. Based on VTAôs bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

Project's Effect on Pedestrian Facilities

Recommendation: It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

Recommendation: It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

Table A
Growth Projections (Trip Generation Estimates)

Proposed Land Use	Size	Weekday Daily Rate	Weekday Daily Trip		AM Peak Hour Rate	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total		PM Peak Hour Rate	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total		SAT Peak Hour Rate	SAT Peak Hour Trip In	SAT Peak Hour Trip Out	SAT Peak Hour Trip Total	
Gilroy Square [1]																			
Retail Land Uses																			
#945 - Convenience Store/Gas Station	16 Vehicle Fueling Positions	265.12	4,242		16.06	129	128	257		18.42	148	147	295		17.01	136	136	272	
Passby Reduction		*75%*	*-3,182*		*76%*	*-98*	*-97*	*-195*		*75%*	*-111*	*-110*	*-221*		*75%*	*-102*	*-102*	*-204*	
#934 - Fast-Food Restaurant with Drive-Through Window	2,600 s.f.	467.48	1,215		44.61	59	57	116		33.03	45	41	86		55.25	73	71	144	
Passby Reduction		*55%*	*-668*		*50%*	*-30*	*-29*	*-59*		*55%*	*-25*	*-23*	*-48*		*55%*	*-40*	*-39*	*-79*	
Retail Total (Prior to Reductions)			***5,457***			***188***	***185***	***373***			***193***	***188***	***381***			***209***	***207***	***416***	
Hotel and Retail Internal Reduction			*-85*			*-3*	*-4*	*-7*			*-4*	*-3*	*-7*			*-5*	*-5*	*-10*	
Hotel Land Uses																			
#311 - All Suites Hotel	112 Rooms	4.40	493		0.34	20	18	38		0.36	20	20	40		0.53	29	31	60	
#312 - Business Hotel	88 Rooms	4.02	354		0.36	12	20	32		0.31	15	12	27		0.46	19	21	40	
Hotel Total (Prior to Reductions)			***847***			***32***	***38***	***70***			***35***	***32***	***67***			***48***	***52***	***100***	
Hotel and Retail Internal Reduction		*10%*	*-85*		*10%*	*-3*	*-4*	*-7*		*10%*	*-4*	*-3*	*-7*		*10%*	*-5*	*-5*	*-10*	
Employment Land Uses																			
#150 - Warehousing	45,500 s.f.	2.42	110		0.64	22	7	29		0.70	9	23	32		0.05	1	1	2	
Employment Total (Prior to Reductions)			***110***			***22***	***7***	***29***			***9***	***23***	***32***			***1***	***1***	***2***	
Gilroy Square Total Net Project Trips:			**2,394**	**19%**		**108**	**96**	**204**	**13%**		**93**	**104**	**197**	**10%**		**106**	**109**	**215**	**8%**
Holloway Site – (APN: 841-67-029) [2]																			
High-Quality Warehouse and Distribution Center																			
#155 - High-Cube Fulfillment Center Warehouse - Sort					0.89					1.22					1.59				
Holloway Site Total:	**426,500 s.f.**	**6.63**	**2,828**	**23%**		**305**	**75**	**380**	**24%**		**317**	**203**	**520**	**25%**		**415**	**265**	**680**	**26%**
Luchessa Site – (APN: 841-73-007 and 841-73-008) [2]																			
#155 - High-Cube Fulfillment Center Warehouse - Sort					0.89					1.22					1.59				
Luchessa Site Total:	**1,088,000 s.f.**	**6.63**	**7,213**	**58%**		**778**	**190**	**968**	**62%**		**808**	**519**	**1,327**	**65%**		**1,057**	**677**	**1,734**	**66%**
Total Trips Generated by All Proposed Development			**12,435**	**100%**		**1,191**	**361**	**1,552**	**100%**		**1,218**	**827**	**2,045**	**####**		**1,578**	**1,051**	**2,629**	**100%**

Source: ITE Trip Generation Manual, 11th Edition 2021, and project description per site plan dated 2/14/22 by ACE Design LLC.

[1] Gilroy Square TA report, dated October 10, 2022, by Hexagon.

[2] Luchessa-Holloway TA report, dated November 11, 2022, by Hexagon.

Table B
Growth Projections at Automall Parkway/Luchessa Avenue (#13) Intersection (PM Peak-Hour)

Int.#[Model#](Traffix#)	13	70666	11592											
Intersection Name:	Automall Parkway and Luchessa Avenue													
Peak Hour:	PM													
Count Date:	03/24/22													
							Movements							
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**343**	**3**	**80**	**130**	**259**	**0**	**0**	**6**	**3**	**9**	**79**	**184**	**1,096**	
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	317	3	67	131	472	0	1	6	3	8	251	211	1,470	
Luchessa-Holloway Project Trips (Option 2)	0	0	3	2	295	0	0	0	0	0	458	0	758	98%
Gilroy Square Project Trips (Option 2)	0	0	0	0	8	0	0	0	0	0	7	0	15	2%
Total Projected Growth:	**0**	**0**	**3**	**2**	**303**	**0**	**0**	**0**	**0**	**0**	**465**	**0**	**773**	
Background + Gilroy Square	317	3	67	131	480	0	1	6	3	8	258	211	1,485	
Bckgd + Luchessa-Holloway + Gilroy Square	317	3	70	133	775	0	1	6	3	8	716	211	2,243	

Table C
Growth Projections at Silacci Way/Pacheco Pass Highway (#7) Intersection (PM and Saturday Peak Hours)

Int.#[Model#](Traffix#)	7	71180	50935											
Intersection Name:	Silacci Way and Pacheco Pass Highway (SR 152)													
Peak Hour:	PM													
Count Date:	11/05/20													
						Movements								
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**0**	**0**	**0**	**0**	**656**	**15**	**17**	**0**	**10**	**9**	**1,257**	**0**	**1,964**	
With Luchessa-Holloway Connection (Option 2)														
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	0	0	0	0	1,143	16	29	0	11	2	1,597	0	2,798	
Luchessa-Holloway Project Trips (Option 2)	0	0	0	0	228	0	0	0	0	0	147	0	375	93%
Gilroy Square Project Trips (Option 2)	0	0	0	0	14	0	0	0	0	0	16	0	30	7%
Total Projected Growth:	**0**	**0**	**0**	**0**	**242**	**0**	**0**	**0**	**0**	**0**	**163**	**0**	**405**	
Background + Gilroy Square	0	0	0	0	1,157	16	29	0	11	2	1,613	0	2,828	
Bckgd + Luchessa-Holloway + Gilroy Square	0	0	0	0	1,385	16	29	0	11	2	1,760	0	3,203	

Int.#[Model#](Traffix#)	7	71180	50935											
Intersection Name:	Silacci Way and Pacheco Pass Highway (SR 152)													
Peak Hour:	SAT													
Count Date:	11/07/20													
						Movements								
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**0**	**0**	**0**	**0**	**857**	**12**	**10**	**0**	**0**	**4**	**1,066**	**0**	**1,949**	
With Luchessa-Holloway Connection (Option 2)														
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	0	0	0	0	975	13	22	0	0	0	1,197	0	2,207	
Luchessa-Holloway Project Trips (Option 2)	0	0	0	0	298	0	0	0	0	0	191	0	489	95%
Gilroy Square Project Trips (Option 2)	0	0	0	0	14	0	0	0	0	0	14	0	28	5%
Total Projected Growth:	**0**	**0**	**0**	**0**	**312**	**0**	**0**	**0**	**0**	**0**	**205**	**0**	**517**	
Background + Gilroy Square	0	0	0	0	989	13	22	0	0	0	1,211	0	2,235	
Bckgd + Luchessa-Holloway + Gilroy Square	0	0	0	0	1,287	13	22	0	0	0	1,402	0	2,724	

Table D
Growth Projections at Camino Arroyo/Pacheco Pass Highway (#6) Intersection (PM and Saturday Peak Hours)

Int.#[Model#](Traffix#)	6	70834	10715											
Intersection Name:	Camino Arroyo and Pacheco Pass Highway (SR 152)													
Peak Hour:	PM													
Count Date:	03/24/22													
	Movements													
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**617**	**229**	**222**	**118**	**619**	**39**	**81**	**184**	**465**	**230**	**785**	**548**	**4,137**	
With Luchessa-Holloway Connection (Option 2)														
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	605	263	238	133	1,078	51	95	200	541	246	1,110	541	5,101	
Luchessa-Holloway Project Trips (Option 2)	0	23	0	0	0	228	147	15	277	429	0	0	1,119	78%
Gilroy Square Project Trips (Option 2)	0	5	0	0	-68	81	83	6	142	134	-67	0	316	22%
Total Projected Growth:	**0**	**28**	**0**	**0**	**-68**	**309**	**230**	**21**	**419**	**563**	**-67**	**0**	**1435**	
Background + Gilroy Square	605	268	238	133	1,010	132	178	206	683	380	1,043	541	5,417	
Bckgd + Luchessa-Holloway + Gilroy Square	605	291	238	133	1,010	360	325	221	960	809	1,043	541	6,536	

Int.#[Model#](Traffix#)	6	70834	10715											
Intersection Name:	Camino Arroyo and Pacheco Pass Highway (SR 152)													
Peak Hour:	SAT													
Count Date:	03/26/22													
	Movements													
	North Approach			East Approach			South Approach			West Approach				Percent
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total	of Growth
Existing Conditions	**711**	**292**	**250**	**187**	**770**	**74**	**89**	**304**	**596**	**365**	**750**	**783**	**5,171**	
With Luchessa-Holloway Connection (Option 2)														
Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection)	696	322	255	180	868	81	100	316	673	367	882	770	5,510	
Luchessa-Holloway Project Trips (Option 2)	0	30	0	0	0	298	191	19	359	560	0	0	1,457	81%
Gilroy Square Project Trips (Option 2)	0	6	0	0	-71	85	85	6	150	148	-71	0	338	19%
Total Projected Growth:	**0**	**36**	**0**	**0**	**-71**	**383**	**276**	**25**	**509**	**708**	**-71**	**0**	**1,795**	
Background + Gilroy Square	696	328	255	180	797	166	185	322	823	515	811	770	5,848	
Bckgd + Luchessa-Holloway + Gilroy Square	696	358	255	180	797	464	376	341	1,182	1,075	811	770	7,305	

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gilroy Square Development

Transportation Analysis

Prepared for:

EMC Planning Group

October 10, 2022

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Table of Contents

Executive Summary i
1. Introduction 1
2. Existing Transportation Setting 8
3. CEQA Vehicle Miles Traveled (VMT) Evaluation 16
4. Traffic Operations Analysis 22
5. Other Transportation Issues 73
6. Conclusions 93

Appendices

Appendix A Traffic Counts
Appendix B Approved Project Information
Appendix C Volume Summary Tables
Appendix D Intersection Level of Service Calculations
Appendix E Signal Warrant Checks
Appendix F Queue Length Calculations

List of Tables

Table ES 1 VMT Analysis Summary ii
Table ES 2 Intersection Level of Service Results viii
Table ES 3 Intersection Vehicle Queue Analysis Results x
Table ES 4 Freeway Segment Level of Service Results xii
Table ES 5 Freeway Ramp Analysis Results xiii

Table 1 Equivalent Retail Land Use Calculations 20
Table 2 Retail and Hotel VMT Analysis 21
Table 3 Project Trip Generation Estimates 28
Table 4 Signalized Intersection Level of Service Definition Based on Delay 54
Table 5 Unsignalized Intersection Level of Service Definition Based on Control Delay 55
Table 6 Intersection Level of Service Results 58
Table 7 Intersection Vehicle Queue Analysis 63
Table 8 Freeway Levels of Service Based on Density 71
Table 9 Freeway Segment Level of Service Results 72
Table 10 Parking Evaluation 86
Table 11 Freeway Ramp Levels of Service Based on Volume-to-Capacity Ratio 87
Table 12 Freeway Ramps Analysis Results 90
Table 13 Recommended Bicycle Parking 91

List of Figures

Figure 1 Site Location 3
Figure 2 Proposed Site Plan 4
Figure 3 Existing Bicycle Facilities 11
Figure 4 Existing Pedestrian Facilities 13

Figure 5 Existing Transit Services....14
Figure 6 Study Intersections....24
Figure 7 Project Trip Distribution....29
Figure 8 Project Trip Assignment (Existing Roadway Network)....30
Figure 9 Project Trip Assignment (With Luchessa/Holloway Connection)....32
Figure 10 Existing Intersection Lane Configurations and Traffic Control Devices....35
Figure 11 Existing Conditions Traffic Volumes....39
Figure 12 Background Conditions Traffic Volumes....41
Figure 13 Background Plus Project Conditions Traffic Volumes – Existing Roadway Network....44
Figure 14 Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection....46
Figure 15 Year 2040 General Plan Conditions Traffic Volumes....48
Figure 16 Year 2040 General Plan Plus Project Conditions Traffic Volumes – General Plan Roadway Network....50
Figure 17 Year 2040 General Plan Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection....52
Figure 18 Project Traffic at the Project Site Driveways (Without Luchessa/Holloway Connection)....74
Figure 19 Project Traffic at the Project Site Driveways (With Luchessa/Holloway Connection)....75
Figure 20 Proposed Fire Truck Circulation Plan....81
Figure 21 Proposed Solid Waste Truck Collector Circulation Plan....82

Executive Summary

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the proposed Gilroy Square Development project in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The project consists of the development of the project site with the following uses:

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)
- an 88-room 4-story hotel (Holiday Inn Express)
- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Scope of Study

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In 2013, the State of California passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. Therefore, in adherence to SB 743, the effects and impacts to the transportation network as the result of the proposed project were evaluated based on VMT.

However, the City of Gilroy currently uses LOS as their adopted methodology for the evaluation of the effects of new development and land use changes on the local transportation network. In addition, the City is still required to conform to the requirements of the VTA, which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. Therefore, in addition to the evaluation of VMT, this transportation study also includes a level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Evaluation Results

The *VTA's VMT Evaluation Tool* could be utilized to evaluate the effects of the project's employment land uses on VMT. However, since the proposed project would include retail, restaurant, and hotel uses for which the VMT tool is not capable of estimating VMT, the City's TDF model was utilized to complete the VMT evaluation for the proposed retail category uses.

For the purpose of this analysis, and for consistency with the City of Gilroy General Plan, the VMT analysis considers OPR's recommended impact threshold of 15% below the existing citywide average VMT per job, which equates to 15.97 VMT per job. Additionally, the analysis also considers OPR's recommendation of a net increase in total VMT from baseline conditions as the threshold to identify potential VMT impacts for commercial/retail projects.

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The VMT results for the proposed retail and hotel uses are presented in Table ES-1.

Table ES 1
VMT Analysis Summary

VMT Analysis (Citywide)	No Project	With Project	Change (Proj - No Proj)
Home-Based Work VMT	452,495	454,403	1,908
Home-Based Shop VMT	343,999	340,758	-3,241
Total VMT	796,495	795,161	**-1,334**

Source: City of Gilroy Travel Demand Forecasting Model.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPR's small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results

The results of the intersection level of service analysis conducted for the study intersections are described below and summarized in Table ES-2.

Background Plus Project – With Proposed Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the project would have an operational deficiency at the following intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection:

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

Project Deficiency: PM peak-hour

2040 General Plan Plus Project Conditions

The results of the intersection level of service analysis show that the project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and the planned future roadway network:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   Project deficiency: AM and PM peak hours

2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   Project deficiency: AM and PM peak hours

Intersection Operations Analysis Results

The operations analysis results are described below and summarized in Table ES-3.

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies for the following turn-movements:

6. Camino Arroyo and SR 152 –

Northbound Left-Turn Movement
Project deficiency: SAT peak-hour
Westbound Left-turn movement
Project deficiency: SAT peak-hour
Northbound Right-Turn Movement
Project deficiency: PM and SAT peak hours

16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement
Project deficiency: PM and SAT peak hours

Projected Deficiencies and Possible Improvements

Described below are possible improvements to improve operating conditions for the projected deficiencies.

Level of Service Deficiencies – Background Plus Project Conditions

13. Automall Parkway and Luchessa Avenue

Deficiency: Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

Level of Service Deficiencies – General Plan Conditions

7. Silacci Way and Pacheco Pass Highway/SR 152

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

13. Automall Parkway and Luchessa Avenue

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

Queue Storage Deficiencies

6. Camino Arroyo and Pacheco Pass Highway (SR 152)

Movement: Northbound left-turn
Available queue storage: 350 feet (14 vehicles) per lane
Change in queue length: from 16 vehicles under background conditions to 20 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: SAT peak-hour
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the

adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

Movement: Westbound left-turn
Available queue storage: 150 feet (6 vehicles) per lane
Change in queue length: from 4 vehicles under background conditions to 8 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: SAT peak-hour
Deficiency: 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

Movement: Northbound right-turn
Available queue storage: 125 feet (5 vehicles)
Change in queue length: from 6 vehicles under background conditions to 10 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: PM and SAT peak hours
Deficiency: 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

16. Camino Arroyo and Gilroy Crossing

Movement: Southbound left-turn
Available queue storage: 175 feet (7 vehicles)
Change in queue length: from 8 vehicles under background conditions to 13 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: PM and SAT peak hours
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

Freeway Segment Evaluation

The results of the freeway level of service analysis are summarized in Table ES-4.

Freeway Segment Level of Service Results

The results of the freeway segment level of service analysis show that the proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segments, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

Other Transportation Issues

Sight Distance

Recommendation: The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

Emergency Vehicle Access

Recommendation: The project should widen the inbound lane at Driveway 2 (Camino Arroyo/Gilroy Crossing intersection) to meet the minimum width requirement for emergency access (20 feet), or provide a second inbound lane, to provide adequate inbound emergency vehicle access at this signalized intersection.

Recommendation: The project must work with the City and the Fire Department to identify the best access route for emergency vehicles to provide access to the entire project site and adequate response times.

Pedestrian On-Site Circulation

Recommendation: A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

Freeway Ramp Analysis Results

The results of the freeway ramp analysis are summarized in Table ES-5.

Based on the calculated V/C ratios, all of the study freeway ramps currently operate at acceptable levels. Under background plus project conditions, based on the ramp capacities and traffic volume projections, it is projected that all of the study freeway ramps would continue to operate at acceptable levels.

Project's Effect on Bicycle Facilities

Recommendation: It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTA's recommended bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

Project's Effect on Pedestrian Facilities

Recommendation: It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

Recommendation: It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

Table ES 2
Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing Conditions Delay	Existing Conditions LOS	Existing Conditions Warrant Met?[1]	Background Conditions Delay	Background Conditions LOS	Background Conditions Warrant Met?[1]	Background Plus Project (Existing Roadway Network) Delay	LOS	Delay Change[2]	Warrant Met?[1]	Background Plus Project with Proposed LH Connnection Delay	LOS	Delay Change[2]	Warrant Met?[1]
1	Monterey Road and Tenth Street	Signal	D	AM	03/24/22	22.7	C+	--	22.6	C+	--	22.9	C+	+0.3	--	22.8	C+	+0.2	--
				PM	03/24/22	28.6	C	--	28.4	C	--	28.6	C	+0.2	--	28.5	C	+0.1	--
				SAT	03/26/22	29.8	C	--	29.4	C	--	29.6	C	+0.2	--	29.5	C	+0.1	--
2	Alexander Street and Tenth Street	Signal	D	AM	03/24/22	17.2	B	--	16.7	B	--	16.7	B	+0.0	--	16.8	B	+0.1	--
				PM	03/24/22	16.9	B	--	17.8	B	--	17.9	B	+0.1	--	17.2	B	-0.6	--
				SAT	03/26/22	20.1	C+	--	18.0	B-	--	17.8	B	-0.2	--	18.3	B-	+0.3	--
3	Chestnut Street/Automall Parkway and Tenth Street	Signal	D	AM	03/24/22	29.9	C	--	34.4	C-	--	34.2	C-	-0.2	--	34.5	C-	+0.1	--
				PM	03/24/22	32.5	C-	--	38.0	D+	--	38.1	D+	+0.1	--	37.6	D+	-0.4	--
				SAT	03/26/22	29.4	C	--	37.7	D+	--	37.8	D+	+0.1	--	37.3	D+	-0.4	--
4	US 101 SB Ramps and Tenth Street	Signal	D	AM	03/24/22	20.0	C+	--	21.1	C+	--	21.4	C+	+0.3	--	21.5	C+	+0.4	--
				PM	03/24/22	22.8	C+	--	26.0	C	--	26.5	C	+0.5	--	25.7	C	-0.3	--
				SAT	03/26/22	27.9	C	--	29.9	C	--	30.5	C	+0.6	--	30.2	C	+0.3	--
5	US 101 NB Ramps and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	8.1	A	--	9.0	A	--	9.1	A	+0.1	--	8.7	A	-0.3	--
				PM	03/24/22	8.3	A	--	10.1	B+	--	10.5	B+	+0.4	--	9.8	A	-0.3	--
				SAT	03/26/22	9.9	A	--	10.7	B+	--	11.0	B+	+0.3	--	10.6	B+	-0.1	--
6	Camino Arroyo and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	21.1	C+	--	18.2	B-	--	20.4	C+	+2.2	--	20.8	C+	+2.6	--
				PM	03/24/22	32.4	C-	--	41.8	D	--	45.1	D	+3.3	--	38.3	D+	-3.5	--
				SAT	03/26/22	**55.4**	**E+**	--	**59.9**	**E+**	--	**63.3**	**E**	**+3.4**	--	**60.5**	**E**	**+0.6**	--
7	Silacci Way and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	11/05/20	0.2	A+	--	0.3	A+	No	0.3	A+	+0.0	--	0.3	A+	+0.0	--
				PM	11/05/20	0.5	A+	--	1.5	A+	No	1.6	A+	+0.1	--	0.8	A+	-0.7	--
				SAT	11/05/20	0.1	A+	--	0.1	A+	No	0.1	A+	+0.0	--	0.2	A+	+0.1	--
		One-Way Stop (Worst Approach)	E	AM	11/05/20	16.5	C	No	36.0	E	No	37.0	E	+1.0	No	28.8	D	-7.2	No
				PM	11/05/20	26.4	D	No	**>120**	**F**	No	**>120**	**F**	**>120**	No	**51.3**	**F**	**-83.6**	No
				SAT	11/07/20	12.4	B	No	13.3	B	No	13.4	B	+0.1	No	13.5	B	+0.2	No
8	Cameron Boulevard and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	5.4	A	--	7.1	A	--	7.0	A	-0.1	--	6.7	A	-0.4	--
				PM	11/05/20	7.8	A	--	14.6	B	--	14.7	B	+0.1	--	12.7	B	-1.9	--
				SAT	11/07/20	7.3	A	--	8.5	A	--	8.4	A	-0.1	--	8.1	A	-0.4	--
9	Gilroy Foods and Pacheco Pass Highway (SR 152)	Signal	D	AM	11/05/20	9.2	A	--	9.1	A	--	9.0	A	-0.1	--	10.4	B+	+1.3	--
				PM	11/05/20	10.2	B+	--	10.9	B+	--	10.9	B+	+0.0	--	11.4	B+	+0.5	--
				SAT	11/07/20	5.5	A	--	3.2	A	--	3.2	A	+0.0	--	7.2	A	+4.0	--
10	Holsclaw Road and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	03/24/22	0.1	A+	--	0.1	A+	No	0.1	A+	+0.0	--	0.1	A+	+0.0	--
				PM	03/24/22	0.8	A+	--	1.0	A+	No	1.0	A+	+0.0	--	0.9	A+	-0.1	--
				SAT	03/24/22	0.4	A+	--	0.4	A+	No	0.4	A+	+0.0	--	0.4	A+	+0.0	--
		One-Way Stop (Worst Approach)	E	AM	03/24/22	17.0	C	No	19.2	C	No	19.7	C	+0.5	No	19.5	C	+0.3	No
				PM	03/24/22	35.0	E	No	**50.4**	**F**	No	**53.1**	**F**	**+2.7**	No	49.8	E	-0.6	No
				SAT	03/26/22	33.1	D	No	38.7	E	No	40.1	E	+1.4	No	37.9	E	-0.8	No
11	Frazier Lake Road and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	14.9	B	--	15.3	B	--	15.4	B	+0.1	--	15.8	B	+0.5	--
				PM	03/24/22	8.2	A	--	7.8	A	--	7.8	A	+0.0	--	7.8	A	+0.0	--
				SAT	03/26/22	10.0	B+	--	10.2	B+	--	10.2	B+	+0.0	--	10.2	B+	+0.0	--
12	Monterey Road and Luchessa Avenue	Signal	D	AM	03/24/22	26.1	C	--	26.6	C	--	26.6	C	+0.0	--	26.0	C	-0.6	--
				PM	03/24/22	35.5	D+	--	39.5	D	--	39.5	D	+0.0	--	38.0	D+	-1.5	--
				SAT	03/26/22	22.8	C+	--	23.7	C	--	23.7	C	+0.0	--	23.8	C	+0.1	--
13	Automall Parkway and Luchessa Avenue	One-Way Stop (Average Delay)	D	AM	03/24/22	6.4	A	--	6.9	A-	--	6.9	A-	+0.0	--	7.0	A-	+0.1	--
				PM	03/24/22	7.4	A-	--	7.9	A-	--	7.9	A-	+0.0	--	8.3	A-	+0.4	--
				SAT	03/24/22	7.2	A-	--	7.5	A-	--	7.5	A-	+0.0	--	6.3	A	-1.2	--
		One-Way Stop (Worst Approach)	E	AM	03/24/22	22.2	C	**Yes**	25.0	C	**Yes**	25.0	C	+0.0	**Yes**	34.7	D	+9.7	**Yes**
				PM	03/24/22	25.7	D	**Yes**	29.4	D	**Yes**	29.4	D	+0.0	**Yes**	**52.2**	**F**	**+22.8**	**Yes**
				SAT	03/26/22	15.8	C	No	17.9	C	**Yes**	17.9	C	+0.0	**Yes**	18.2	C	+0.3	**Yes**
14	US 101 SB Ramps and Monterey Road	Signal	D	AM	03/24/22	12.0	B	--	12.0	B+	--	12.0	B+	+0.0	--	12.0	B+	+0.0	--
				PM	03/24/22	22.2	C+	--	22.1	C+	--	22.1	C+	+0.0	--	22.2	C+	+0.1	--
				SAT	03/26/22	20.2	C+	--	19.9	B-	--	19.9	B-	+0.0	--	20.2	C+	+0.3	--
15	Monterey Road and US 101 NB Ramps	Signal	D	AM	03/24/22	18.9	B-	--	18.8	B-	--	18.8	B-	+0.0	--	18.7	B-	-0.1	--
				PM	03/24/22	23.8	C	--	25.2	C	--	25.2	C	+0.0	--	25.7	C	+0.5	--
				SAT	03/26/22	26.1	C	--	26.4	C	--	26.4	C	+0.0	--	26.5	C	+0.1	--
16	Camino Arroyo and Gilroy Crossing	Signal	D	AM	03/24/22	13.4	B	--	13.3	B	--	19.6	B-	+6.3	--	22.5	C+	+9.2	--
				PM	03/24/22	16.1	B	--	15.8	B	--	24.8	C	+9.0	--	23.1	C	+7.3	--
				SAT	03/26/22	18.1	B-	--	18.3	B-	--	27.6	C	+9.3	--	26.2	C	+7.9	--
17	Camino Arroyo and Holloway Road	All-Way Stop	D	AM	03/24/22	7.7	A	No	7.7	A	No	7.8	A	+0.1	No	8.6	A	+0.9	No
				PM	03/24/22	7.8	A	No	7.8	A	No	7.9	A	+0.1	No	11.2	B	+3.4	**Yes**
				SAT	03/26/22	8.1	A	No	8.1	A	No	8.1	A	+0.0	No	10.0	A	+1.9	No
18	Luchessa/Holloway Connection and Holloway Road	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	8.5	A	+8.5	No
				PM	Future	--	--	--	--	--	--	--	--	--	--	12.2	B	+12.2	**Yes**
				SAT	Future	--	--	--	--	--	--	--	--	--	--	9.0	A	+9.0	No
19	Luchessa/Holloway Connection and Luchessa Avenue	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				PM	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				SAT	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
20	Rossi Lane and Luchessa Avenue	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	9.6	A	+9.6	No
				PM	Future	--	--	--	--	--	--	--	--	--	--	13.8	B	+13.8	**Yes**
				SAT	Future	--	--	--	--	--	--	--	--	--	--	8.1	A	+8.1	No

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes project deficiency based on City of Gilroy criteria.

Table ES 2 (Continued)
Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	2040 General Plan (No Project) Conditions			General Plan Plus Project (GP Roadway Network)				General Plan Plus Project with Proposed LH Connnection		
					Delay	LOS	Warrant Met?[1]	Delay	LOS	Delay Change[2]	Warrant Met?[1]	Delay	LOS	Warrant Met?[1]
1	Monterey Road and Tenth Street	Signal	D	AM	23.6	C	--	23.6	C	+0.0	--	Same as General Plan Plus Project Conditions (GP Roadway Network)		
				PM	29.3	C	--	29.5	C	+0.2	--			
				SAT	32.6	C-	--	32.9	C-	+0.3	--			
2	Alexander Street and Tenth Street	Signal	D	AM	20.3	C+	--	20.3	C+	+0.0	--			
				PM	16.4	B	--	16.4	B	+0.0	--			
				SAT	21.5	C+	--	21.5	C+	+0.0	--			
3	Chestnut Street/Automall Parkway and Tenth Street	Signal	D	AM	32.1	C-	--	31.9	C	-0.2	--			
				PM	36.2	D+	--	36.3	D+	+0.1	--			
				SAT	31.5	C	--	31.6	C	+0.1	--			
4	US 101 SB Ramps and Tenth Street	Signal	D	AM	20.6	C+	--	20.6	C+	+0.0	--			
				PM	22.4	C+	--	22.2	C+	-0.2	--			
				SAT	27.6	C	--	27.4	C	-0.2	--			
5	US 101 NB Ramps and Pacheco Pass Highway (SR 152)	Signal	D	AM	11.5	B+	--	11.3	B+	-0.2	--			
				PM	12.8	B	--	12.7	B	-0.1	--			
				SAT	14.8	B	--	14.7	B	-0.1	--			
6	Camino Arroyo and Pacheco Pass Highway (SR 152)	Signal	D	AM	21.4	C+	--	22.5	C+	+1.1	--			
				PM	34.8	C-	--	34.1	C-	-0.7	--			
				SAT	**80.2**	**F**	--	**75.2**	**E-**	**-5.0**	--			
7	Silacci Way and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	0.5	A+	--	0.5	A+	+0.0	--			
				PM	3.3	A+	--	8.4	A-	+5.1	--			
				SAT	1.5	A+	--	3.8	A	+2.3	--			
		One-Way Stop (Worst Approach)	E	AM	22.7	C	No	23.2	C	+0.5	No			
				PM	**80.9**	**F**	**Yes**	**>120**	**F**	**+96.2**	**Yes**			
				SAT	42.5	E	**Yes**	**91.6**	**F**	**+49.1**	**Yes**			
8	Cameron Boulevard and Pacheco Pass Highway (SR 152)	Signal	D	AM	17.6	B	--	17.6	B	+0.0	--			
				PM	26.6	C	--	26.6	C	+0.0	--			
				SAT	22.5	C+	--	22.6	C+	+0.1	--			
9	Gilroy Foods and Pacheco Pass Highway (SR 152)	Signal	D	AM	8.5	A	--	11.4	B+	+2.9	--			
				PM	9.4	A	--	10.3	B+	+0.9	--			
				SAT	5.0	A	--	10.2	B+	+5.2	--			
10	Holsclaw Road and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	0.1	A+	--	0.1	A+	+0.0	--			
				PM	1.4	A+	--	1.4	A+	+0.0	--			
				SAT	0.6	A+	--	0.6	A+	+0.0	--			
		One-Way Stop (Worst Approach)	E	AM	24.8	C	No	24.9	C	+0.1	No			
				PM	**81.5**	**F**	No	**80.6**	**F**	**-0.9**	No			
				SAT	**69.0**	**F**	No	**68.6**	**F**	**-0.4**	No			
11	Frazier Lake Road and Pacheco Pass Highway (SR 152)	Signal	D	AM	36.6	D+	--	35.2	D+	-1.4	--			
				PM	8.7	A	--	8.5	A	-0.2	--			
				SAT	9.9	A	--	10.0	B+	+0.1	--			
12	Monterey Road and Luchessa Avenue	Signal	D	AM	29.6	C	--	30.1	C	+0.5	--			
				PM	39.2	D	--	38.8	D+	-0.4	--			
				SAT	23.9	C	--	23.8	C	-0.1	--			
13	Automall Parkway and Luchessa Avenue	One-Way Stop (Average Delay)	D	AM	29.5	D	--	32.8	D-	+3.3	--			
				PM	15.0	B-	--	15.3	C+	+0.3	--			
				SAT	6.5	A	--	6.3	A	-0.2	--			
		One-Way Stop (Worst Approach)	E	AM	**>120**	**F**	**Yes**	**>120**	**F**	**+24.7**	**Yes**			
				PM	**86.7**	**F**	**Yes**	**86.9**	**F**	**+0.2**	**Yes**			
				SAT	20.8	C	**Yes**	21.3	C	+0.5	**Yes**			
14	US 101 SB Ramps and Monterey Road	Signal	D	AM	15.2	B	--	15.0	B	-0.2	--			
				PM	31.6	C	--	31.1	C	-0.5	--			
				SAT	22.8	C+	--	22.7	C+	-0.1	--			
15	Monterey Road and US 101 NB Ramps	Signal	D	AM	**82.7**	**F**	--	**85.2**	**F**	**+2.5**	--			
				PM	**67.9**	**E**	--	**70.3**	**E**	**+2.4**	--			
				SAT	28.4	C	--	28.6	C	+0.2	--			
16	Camino Arroyo and Gilroy Crossing	Signal	D	AM	17.7	B	--	22.3	C+	+4.6	--			
				PM	20.7	C+	--	22.8	C+	+2.1	--			
				SAT	23.8	C	--	26.4	C	+2.6	--			
17	Camino Arroyo and Holloway Road	All-Way Stop	D	AM	8.4	A	No	8.5	A	+0.1	No			
				PM	9.6	A	No	9.6	A	+0.0	No			
				SAT	10.2	B	No	10.3	B	+0.1	No			
18	Luchessa/Holloway Connection and Holloway Road	All-Way Stop	D	AM	--	--	--	--	--	--	--	8.6	A	No
				PM	--	--	--	--	--	--	--	12.2	B	**Yes**
				SAT	--	--	--	--	--	--	--	9.1	A	No
19	Luchessa/Holloway Connection and Luchessa Avenue	All-Way Stop	D	AM	--	--	--	--	--	--	--	9.1	A	No
				PM	--	--	--	--	--	--	--	12.2	B	**Yes**
				SAT	--	--	--	--	--	--	--	9.8	A	No
20	Rossi Lane and Luchessa Avenue	All-Way Stop	D	AM	12.0	B	**Yes**	11.9	B	--	**Yes**	12.0	B	**Yes**
				PM	29.5	D	**Yes**	28.6	D	--	**Yes**	21.8	C	**Yes**
				SAT	8.7	A	No	8.7	A	--	No	8.5	A	No

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
▭ - Denotes project deficiency based on City of Gilroy criteria.

Table ES 3
Intersection Vehicle Queue Analysis Results

Measurement	US 101 SB Ramps and Tenth Street			US 101 NB Ramps and SR 152			Camino Arroyo and SR 152											
	Southbound Left			Northbound Right			Northbound Left			Westbound Left			Northbound Right			Eastbound Right		
	SBL AM	SBL PM	SBL SAT	NBR AM	NBR PM	NBR SAT	NBL AM	NBL PM	NBL SAT	WBL AM	WBL PM	WBL SAT	NBR AM	NBR PM	NBR SAT	EBR AM	EBR PM	EBR SAT
Existing Conditions																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	253	446	476	115	134	212	48	155	199	9	20	37	11	65	59	121	106	206
95th %. Queue (veh/ln.)	14	22	27	5	6	8	3	8	15	1	2	4	1	4	6	5	6	16
95th %. Queue (ft./ln)[2]	350	550	675	125	150	200	75	200	375	25	50	100	25	100	150	125	150	400
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Conditions																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	309	492	474	173	178	223	59	178	216	9	20	37	11	65	59	147	149	239
95th %. Queue (veh/ln.)	16	24	27	6	7	8	4	9	16	1	2	4	1	4	6	6	8	18
95th %. Queue (ft./ln)[2]	400	600	675	150	175	200	100	225	400	25	50	100	25	100	150	150	200	450
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Plus Project (No LH Connection)																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	328	509	494	184	188	234	106	228	270	49	60	80	55	116	110	258	251	353
95th %. Queue (veh/ln.)	17	25	28	7	7	9	5	11	20	3	4	8	3	6	10	9	12	25
95th %. Queue (ft./ln)[2]	425	625	700	175	175	225	125	275	500	75	100	200	75	150	250	225	300	625
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	**NO**	YES	**NO**	**NO**	YES	YES	YES
Background Plus Project (With LH Connection)																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	339	515	500	153	158	219	103	228	274	52	66	83	60	125	119	216	198	295
95th %. Queue (veh/ln.)	18	25	29	6	7	8	5	11	20	3	4	8	3	7	10	8	10	21
95th %. Queue (ft./ln)[2]	450	625	725	150	175	200	125	275	500	75	100	200	75	175	250	200	250	525
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	**NO**	YES	**NO**	**NO**	YES	YES	YES

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Table ES 3 (continued)
Intersection Vehicle Queue Analysis Results

Measurement	Camino Arroyo and Gilroy Crossing						Camino Arroyo and Holloway Road						L/H Connection and Holloway Road (All-way Stop)					
	Southbound Left			Westbound Right			Eastbound Left			Southbound Left			Westbound Left			Northbound Left		
	SBL AM	SBL PM	SBL SAT	WBR AM	WBR PM	WBR SAT	EBL AM	EBL PM	EBL SAT	SBL AM	SBL PM	SBL SAT	WBL AM	WBL PM	WBL SAT	NBL AM	NBL PM	NBL SAT
Existing Conditions																		
Cycle Length/Control Delay (sec)[1]	60	60	70	--	--	--	8.4	8.4	8.6	8.0	8.3	8.5	--	--	--	--	--	--
Lanes	1	1	1	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	23	178	209	--	--	--	42	49	61	20	47	69	--	--	--	--	--	--
95th %. Queue (veh/ln.)	2	6	8	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	50	150	200	--	--	--	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	--	--	--	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	YES	**NO**	--	--	--	YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Conditions																		
Cycle Length/Control Delay (sec)[1]	60	60	70	--	--	--	8.4	8.4	8.6	8.0	8.3	8.5	--	--	--	--	--	--
Lanes	1	1	1	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	23	178	209	--	--	--	42	49	61	20	47	69	--	--	--	--	--	--
95th %. Queue (veh/ln.)	2	6	8	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	50	150	200	--	--	--	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	--	--	--	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	YES	**NO**	--	--	--	YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Plus Project (No LH Connection)																		
Cycle Length/Control Delay (sec)[1]	60	60	70	60	60	70	8.4	8.5	8.6	8.2	8.4	8.5	--	--	--	--	--	--
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	221	382	435	64	68	74	42	49	61	42	56	70	--	--	--	--	--	--
95th %. Queue (veh/ln.)	7	11	13	3	3	4	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	175	275	325	75	75	100	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	Future	Future	Future	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	**NO**	**NO**				YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Plus Project (With LH Connection)																		
Cycle Length/Control Delay (sec)[1]	60	60	70	60	60	70	9.5	12.7	11.8	9.0	10.0	9.5	9.1	14.7	10.1	8.1	8.9	8.4
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	214	376	426	64	67	73	109	201	215	40	55	70	93	329	170	2	1	1
95th %. Queue (veh/ln.)	7	11	13	3	3	4	1	2	2	1	1	1	1	3	2	1	1	1
95th %. Queue (ft./ln)[2]	175	275	325	75	75	100	25	50	50	25	25	25	25	75	50	25	25	25
Storage (ft./ ln.)	175	175	175	Future	Future	Future	125	125	125	100	100	100	Future	Future	Future	Future	Future	Future
Adequate (Y/N)	YES	**NO**	**NO**				YES	YES	YES	YES	YES	YES						

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Table ES 4
Freeway Segment Level of Service Results

#	Freeway	Segment	Direction	Peak Hour	Existing Plus Project Speed[1] (mi/hr)	# of Lanes[1]	Capacity (vph)	Volume[1] (pc/h)	Density (pc/mi/ln)	LOS	Project Trips (Existing Roadway Network) Volume (vph)	% of Capacity	Project Trips (w/ Luchessa-Holloway Connection) Volume (vph)	% of Capacity
1	US 101	from Betabel Road to Bloomfield Avenue (SR 25)	NB	AM	38	2	4,400	3,770	50	E	11	0.25	11	0.25
			NB	PM	58	2	4,400	3,769	33	D	10	0.23	10	0.23
2	US 101	from Bloomfield Avenue (SR 25) to Monterey Road	NB	AM	36	2	4,400	3,713	51	E	22	0.50	22	0.50
			NB	PM	42	2	4,400	3,901	46	D	20	0.45	20	0.45
3	US 101	from Monterey Road to Pacheco Pass Highway	NB	AM	64	3	6,900	4,318	23	C	22	0.32	22	0.32
			NB	PM	63	3	6,900	4,558	24	C	20	0.29	20	0.29
4	US 101	from Pacheco Pass Highway to Leavesley Road	NB	AM	59	3	6,900	5,596	32	D	35	0.51	35	0.51
			NB	PM	59	3	6,900	5,494	31	D	38	0.55	38	0.55
5	US 101	from Leavesley Road to Masten Avenue	NB	AM	40	3	6,900	5,779	48	E	24	0.34	24	0.34
			NB	PM	57	3	6,900	5,772	34	D	26	0.37	26	0.37
6	US 101	from Masten Avenue to San Martin Avenue	NB	AM	34	3	6,900	5,431	53	E	20	0.29	20	0.29
			NB	PM	52	3	6,900	5,979	38	D	22	0.32	22	0.32
7	US 101	from San Martin Avenue to Masten Avenue	SB	AM	60	3	6,900	5,369	30	D	22	0.32	22	0.32
			SB	PM	38	3	6,900	5,647	50	E	20	0.28	20	0.28
8	US 101	from Masten Avenue to Leavesley Road	SB	AM	67	3	6,900	2,626	13	B	26	0.37	26	0.37
			SB	PM	66	3	6,900	5,533	28	D	23	0.33	23	0.33
9	US 101	from Leavesley Road to Pacheco Pass Highway	SB	AM	64	3	6,900	4,419	23	C	38	0.55	38	0.55
			SB	PM	59	3	6,900	5,504	31	D	34	0.49	34	0.49
10	US 101	from Pacheco Pass Highway to Monterey Road	SB	AM	64	3	6,900	4,225	22	C	19	0.28	19	0.28
			SB	PM	30	3	6,900	5,154	57	E	22	0.32	22	0.32
11	US 101	from Monterey Road to Bloomfield Avenue (SR 25)	SB	AM	62	2	4,400	3,315	27	D	19	0.43	19	0.43
			SB	PM	21	2	4,400	2,804	**67**	**F**	22	0.50	22	0.50
12	US 101	from Bloomfield Avenue (SR 25) to Betabel Road	SB	AM	62	2	4,400	3,212	26	C	10	0.22	10	0.22
			SB	PM	58	2	4,400	3,726	32	D	11	0.25	11	0.25

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program (CMP) Monitoring Study, 2018.
Although the CMP Monitoring report does not include count data for the Saturday peak-hour, for informational purposes, the Saturday peak-hour project traffic on the freeway is included.
Bold indicates unacceptable LOS, or project traffic exceeding one percent (1%) of the segments capacity.
Bold and boxed indicate adverse effect.

Table ES 5
Freeway Ramp Analysis Results

Interchange/Ramp	Peak Hour	Ramp Type		Constraint Point[1]	Control	Capacity[2] (vph)	Existing Conditions Volume[3] (vph)	Existing Conditions V/C	Existing Conditions LOS[4]	Background Conditions Volume (vph)	Background Conditions V/C	Background Conditions LOS[4]	Background Plus Proj (Existing Roadway Network) Volume (vph)	Background Plus Proj (Existing Roadway Network) V/C	Background Plus Proj (Existing Roadway Network) LOS[4]	Background Plus Proj (Luchessa/Holloway Connection) Volume (vph)	Background Plus Proj (Luchessa/Holloway Connection) V/C	Background Plus Proj (Luchessa/Holloway Connection) LOS[4]
US 101 at Monterey Road																		
Southbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	242	0.134	A	244	0.136	A	244	0.136	A	244	0.136	A
	PM				Signal	1,800	662	0.368	A	685	0.381	A	685	0.381	A	701	0.389	A
	SAT				Signal	1,800	429	0.238	A	455	0.253	A	455	0.253	A	466	0.259	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	1,800	334	0.186	A	339	0.188	A	339	0.188	A	352	0.196	A
	PM				Meter-On	900	536	0.596	A	564	0.627	B	564	0.627	B	638	0.709	C
	SAT				Meter-Off	1,800	517	0.287	A	549	0.305	A	549	0.305	A	564	0.313	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	499	0.277	A	538	0.299	A	538	0.299	A	596	0.331	A
	PM				Signal	1,800	373	0.207	A	469	0.261	A	469	0.261	A	512	0.284	A
	SAT				Signal	1,800	319	0.177	A	403	0.224	A	403	0.224	A	412	0.229	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	900	437	0.486	A	438	0.487	A	438	0.487	A	413	0.459	A
	PM				Meter-Off	1,600	292	0.183	A	321	0.201	A	321	0.201	A	223	0.139	A
	SAT				Meter-Off	1,600	340	0.213	A	372	0.233	A	372	0.233	A	303	0.190	A
US 101 at Tenth Street/Pacheco Pass Highway (SR 152)																		
Southbound Off-Ramp	AM	Diagonal	Off	2	Signal	3,600	839	0.233	A	1,104	0.307	A	1,142	0.317	A	1,141	0.317	A
	PM				Signal	3,600	1,434	0.398	A	1,712	0.476	A	1,746	0.485	A	1,748	0.486	A
	SAT				Signal	3,600	1,483	0.412	A	1,691	0.470	A	1,730	0.481	A	1,732	0.481	A
Southbound On-Ramp	AM	Loop	On	1	Meter-Off	1,600	101	0.063	A	130	0.081	A	149	0.093	A	135	0.084	A
	PM				Meter-On	900	277	0.308	A	432	0.480	A	454	0.504	A	380	0.422	A
	SAT				Meter-Off	1,600	219	0.137	A	255	0.159	A	277	0.173	A	262	0.164	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	325	0.181	A	520	0.289	A	542	0.301	A	482	0.268	A
	PM				Signal	1,800	385	0.214	A	550	0.306	A	570	0.317	A	510	0.283	A
	SAT				Signal	1,800	536	0.298	A	656	0.364	A	677	0.376	A	648	0.360	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	900	592	0.658	B	617	0.686	B	652	0.724	C	652	0.724	C
	PM				Meter-Off	1,800	869	0.483	A	1,038	0.577	A	1,076	0.598	A	1,076	0.598	A
	SAT				Meter-Off	1,800	955	0.531	A	977	0.543	A	1,017	0.565	A	1,017	0.565	A

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
4. The ramp level of service corresponds to the calculated ramp V/C ratios.

1. Introduction

This report presents the results of a Transportation Analysis (TA) completed for the proposed Gilroy Square Development project located at 6970 Camino Arroyo in the City of Gilroy, California.

The project site consists of an undeveloped 10.18-acre site bounded by Pacheco Pass Highway (SR 152) to the north, Camino Arroyo to the west, Holloway Road to the south, and undeveloped land to the east. The proposed project would be developed in three phases with the following land uses:

Phase 1 –

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)

Phase 2 –

- an 88-room 4-story hotel (Holiday Inn Express)

Phase 3 –

- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway cuts and one proposed new driveway) and one along Holloway Road (existing).

It should be noted that the project site, along with the parcel south of the project site along Holloway Road, was evaluated with potential development as Phase II of the Regency Centers Gilroy Crossing shopping center project in 2002 (*Regency Centers Traffic Impact Analysis*, by Hexagon). The Regency Centers Phase I project is located in the southwest corner of the Camino Arroyo/Pacheco Pass Highway intersection, across the street from the project site, and is completed and occupied (Gilroy Crossing shopping center).

Land Use and Zoning Conformance

The City of Gilroy General Plan land use designation for the project site is General Industrial. The Zoning Map designation for the site is Highway Commercial (HC) and General Industrial (M2). Therefore, the development of the project site, as proposed, will require a General Plan amendment and Zoning amendment.

Roadway Network

Under the current roadway network, all access to the project sites is provided via Pacheco Pass Highway (SR 152) and Camino Arroyo. In the 2002 Regency Centers TIA, it was determined that in order to provide the additional capacity required to serve Phase II of the Regency Centers project (now the proposed project), a roadway connection from the project area to the south would be required.

The adopted City of Gilroy 2040 General Plan includes roadway improvements throughout the city that will support the projected growth associated with the buildout of the General Plan. Some of these planned improvements would directly affect the project area by changing travel patterns. Planned roadway network improvements in the project area include:

- The extension of Luchessa Avenue from its current terminus point at Rossi Lane eastward to connect to the future Cameron Boulevard extension.
- The extension of Cameron Boulevard to the north to connect to Marcella Avenue at Leavesley Road and to the south to connect to and past the Luchessa Avenue extension, terminating at the Southside Drive extension.
- The extension of Rossi Lane from its current terminus point at Luchessa Avenue northward to connect to Holloway Road.

The planned Rossi Lane extension would provide a second access route between the project site area and the south and southwest parts of Gilroy via Holloway Road, Rossi Lane, and Luchessa Avenue. From conversations with City staff, a more feasible option for the planned Rossi Lane extension would be a new roadway from Holloway Road, parallel to/west of Camino Arroyo/Venture Way and the existing UNFI building, and connecting to Luchessa Avenue at its planned extension, approximately 1,900 feet east of Rossi Lane. This new north/south roadway connection is referred to within this report as the *Luchessa/Holloway connection*. The Luchessa/Holloway connection would replace the planned Rossi Lane extension to Holloway Road included in the General Plan roadway network.

Therefore, this study will evaluate operations of the proposed project under the current roadway network (near-term conditions) and assuming the construction of a new roadway providing a direct connection between Luchessa Avenue and Holloway Road (near-term and General Plan conditions).

As specified in the Gilroy 2040 General Plan (Chapter 3, Mobility), the addition or deletion of planned roadways will require a General Plan Amendment.

The project site location and surrounding study area are shown on Figure 1. The site plan is shown on Figure 2.

Transportation Analysis Scope

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the increase in traffic due to the proposed project in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *City of Gilroy 2040 General Plan* goals and policies.

Figure 1
Site Location

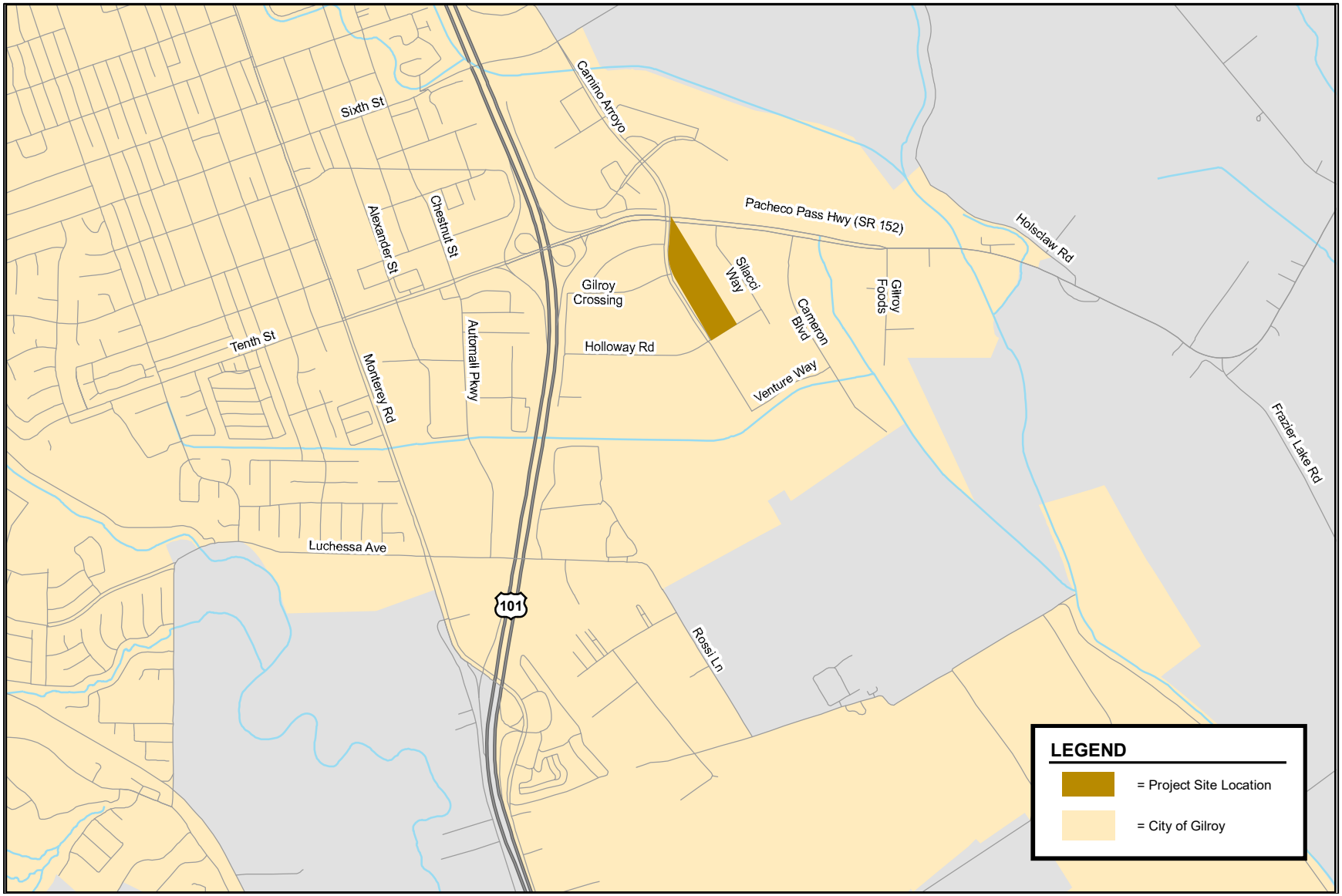


Figure 2
Proposed Site Plan

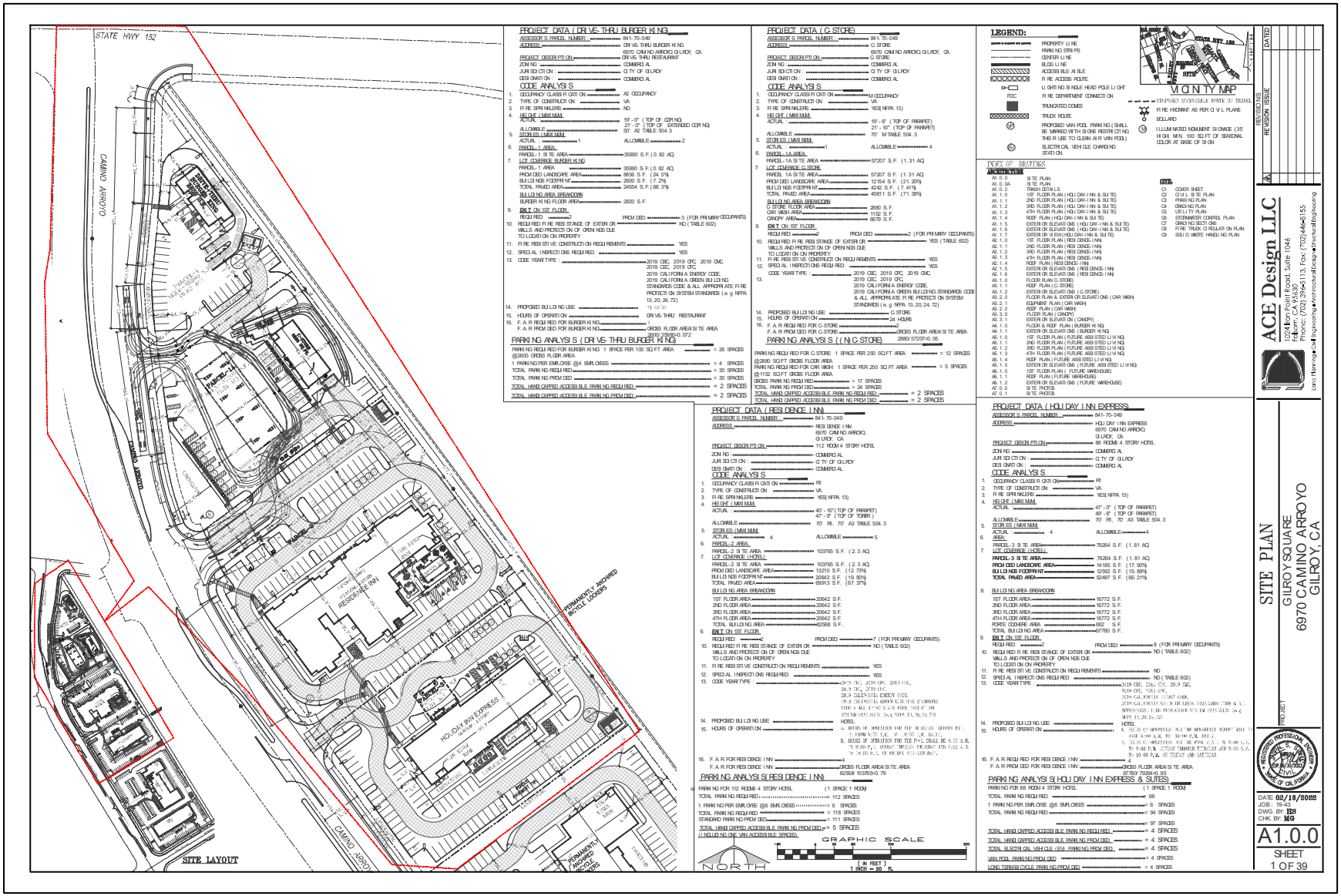
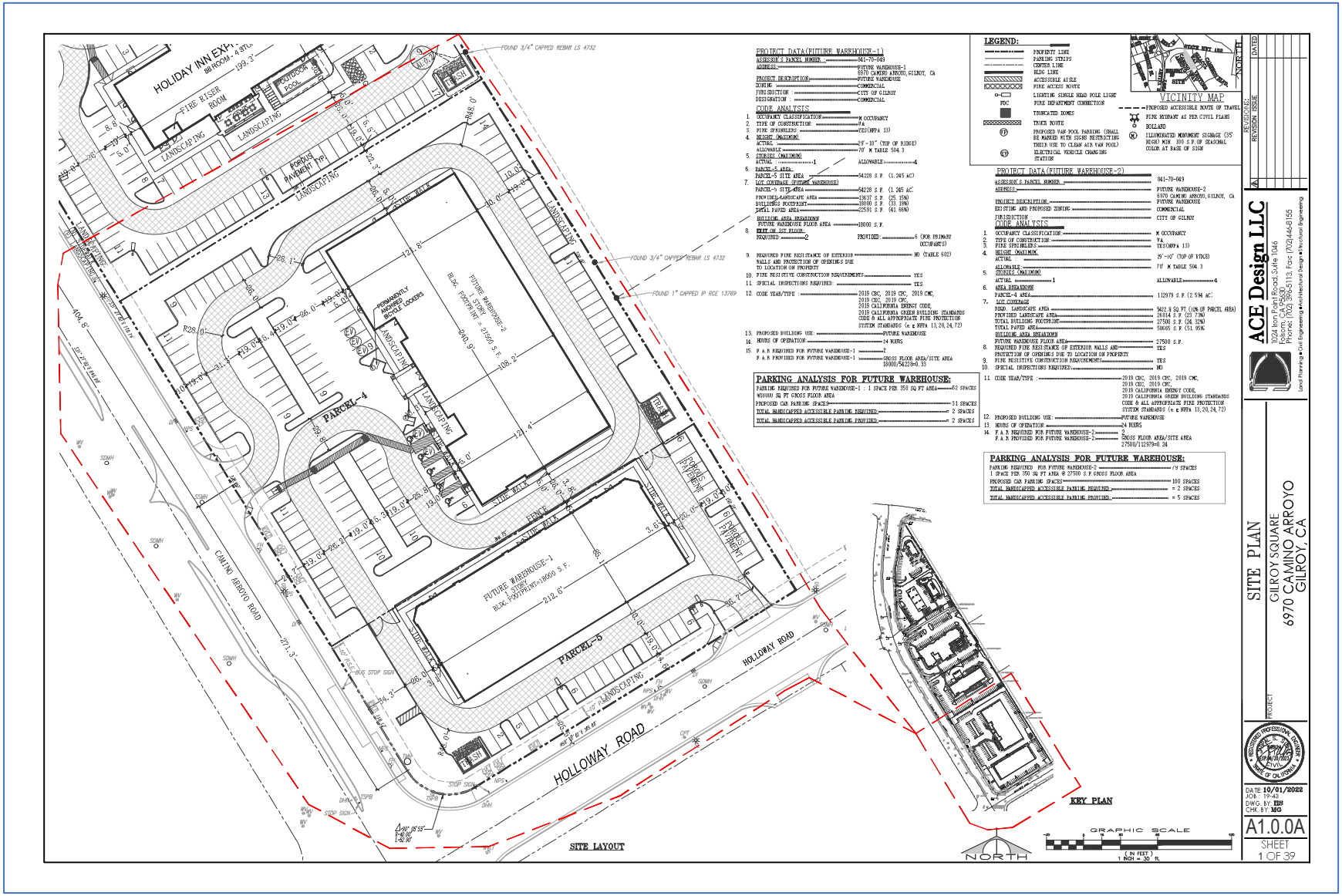


Figure 2 (continued)
Proposed Site Plan



CEQA Transportation Analysis Scope

Like most other jurisdictions in Santa Clara County and the State, the City of Gilroy has historically utilized vehicular delay as the primary analysis metric to evaluate traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects of development growth on the State's goal for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics (total VMT for retail/commercial projects).

The CEQA VMT impact analysis was completed using the *Valley Transportation Authority's* (*VTA) VMT Evaluation Tool* and the City of Gilroy Travel Demand Forecasting (TDF) Model.

The City of Gilroy is currently developing the framework for new transportation policies based on VMT as the primary measure of transportation impacts. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, for the evaluation of projects.

Traffic Operations Analysis Scope

The current *City of Gilroy 2040 General Plan*, adopted in November 2020, uses Level of Service (LOS) as its primary metric for the evaluation of the effects of new development and land use changes on the City's transportation network. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included to determine the project's conformance with General Plan transportation goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The traffic operations analysis includes the evaluation of weekday AM and PM peak-hour and Saturday peak-hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) in the general vicinity of the project site. The traffic operations analysis also includes an evaluation of the effects of the project on other transportation issues relating to on-site access, on-site circulation, sight distance, parking, roadway segments, freeway segments and ramps, pedestrian, bicycle, and transit facilities, and related safety elements in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Gilroy, the Gilroy 2040 General Plan, and the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014). The VTA administers the Congestion Management Program (CMP) for Santa Clara County.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 presents the CEQA transportation analysis. Chapter 4 describes the traffic operations analysis and the project's effects on the transportation system and describes the recommended roadway improvements. An evaluation of other transportation issues, including site access and on-site circulation review, parking, freeway ramp analysis, and effects on bicycle, pedestrian, and transit facilities, are presented in Chapter 5. Chapter 6 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing transportation system within the project area. It describes existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101 and State Route (SR) 152/Pacheco Pass Highway. Local access to the project site is provided by Tenth Street, Camino Arroyo, Holloway Road, Cameron Boulevard, Silacci Way, and Luchessa Avenue. These facilities are shown on Figure 1 and described below.

US 101 is a six-lane freeway north of the Monterey Road interchange (in south Gilroy) and transitions to a four-lane freeway south of that point. US 101 extends northward through San Jose and southward into Salinas. This freeway serves as the primary roadway connection between Gilroy and Morgan Hill and other Santa Clara County communities to the north and between Gilroy and Salinas to the south. US 101 includes full-access interchanges at Leavesley Road, Tenth Street/SR 152, and Monterey Road in Gilroy. A fourth interchange at Masten Avenue, north of Gilroy in unincorporated Santa Clara County, serves the north and northwestern areas of Gilroy. Regional access to the project site is provided via the US 101 interchange at Tenth Street/SR 152.

SR 152 (Pacheco Pass Highway) is a two- to four-lane east-west highway that extends to the east, where it is known as Pacheco Pass Highway, starting at the US 101 interchange at Tenth Street, over the Pacheco Pass to Interstate 5 and through Los Banos. West of Gilroy, SR 152 is known as Hecker Pass Highway and extends westward from the US 101 interchange at Leavesley Road via Monterey Road and First Street over the Santa Cruz Mountains to Watsonville and Highway 1. SR 152 connects the communities of Watsonville and Gilroy to the Central Valley via Interstate 5. Access to the project site would be provided via its intersection with Camino Arroyo.

Tenth Street is a two- to six-lane arterial roadway that begins at Uvas Parkway and extends eastward to US 101, where it changes designation to Pacheco Pass Highway (SR 152). Tenth Street has one lane in each direction with a two-way left-turn lane west of Church Street. Between Church Street and Monterey Road, Tenth Street consists of two lanes in each direction, then transitions to three westbound lanes and two eastbound lanes between Monterey Road and Alexander Street, three lanes in each direction with a landscaped median between Alexander Street and Chestnut Street, and again to two lanes in each direction east of Chestnut Street. Tenth Street is one of six freeway crossings

within Gilroy and it is proposed to be extended from its current terminus point at Uvas Parkway westward over Llagas Creek to connect to Santa Teresa Boulevard at the current Miller Avenue/Santa Teresa Boulevard intersection. Bike lanes are available along Tenth Street, between Monterey Road and Orchard Drive.

Camino Arroyo is a four-lane north-south roadway that extends from Arroyo Circle, just north of Sixth Street/Gilman Road, to Venture Way, south of SR 152. Arroyo Circle extends northward to Leavesley Road along the east side of US 101, and in conjunction with Camino Arroyo, provides a north/south connection between Leavesley Road and SR 152. Camino Arroyo would provide direct access to the project site via one full-access driveway at its intersection with Gilroy Crossing and three limited-access driveways. Bike lanes are available along the entire length of Camino Arroyo, including along the western project frontage.

Holloway Road is a two-lane east-west roadway that begins at its intersection with Brem Lane and continues eastward until its intersection with Silacci Way, where it terminates. Direct access to the project site would be provided via a full-access driveway along Holloway Road.

Cameron Boulevard is a four-lane north-south roadway that currently extends from SR 152 south to Venture Way, where it terminates as an access road to the UNFI warehouse facility. Bike lanes are available along the entire length of Cameron Boulevard.

The 2040 Gilroy General Plan indicates that Cameron Boulevard is planned to be extended from its current terminus point at SR 152 northward to Gilman Road, and continuing north to form the south leg of the Marcella Avenue/Leavesley Road intersection. Additionally, Cameron Boulevard is planned to be extended from its current southern terminus point southward to connect to a planned extension of Luchessa Avenue and terminate at Southside Drive. Fully implemented, the Cameron Boulevard extension would provide an alternative north-south connection (east of US 101) between the south and southwest parts of Gilroy (Luchessa Avenue), SR 152, and Leavesley Road.

Luchessa Avenue is a two- to four-lane arterial roadway that begins at Miller Avenue and extends eastward approximately 1,700 feet past US 101, where it terminates at its intersection with Rossi Lane. Luchessa Avenue consists of one to two lanes in each direction with a landscaped median west of Thomas Road. Between Thomas Road and Church Street, Luchessa Avenue is an undivided two-lane roadway. Between Church Street and Monterey Road, Luchessa Avenue is a four-lane roadway with left-turn pockets. East of Monterey Road, Luchessa Avenue is an undivided two-lane roadway. Bike lanes are available along Luchessa Avenue, west of Monterey Road.

The 2040 Gilroy General Plan indicates that Luchessa Avenue is planned to be extended from its current terminus point at Rossi Lane eastward to form the west leg of the Cameron Boulevard/Luchessa Avenue intersection. Fully implemented, the Luchessa Avenue extension would provide an alternative east-west connection (south of SR 152) between the southwest and southeast parts of Gilroy.

Existing Bicycle Facilities

Bicycle facilities are divided into three classes of relative significance:

- **Class I Bikeways (Bike Path)**. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path.
- **Class II Bikeways (Bike Lane)**. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings.

- **Class III Bikeways (Bike Route)**. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

There are several bicycle facilities in the vicinity of the project site. These are listed below and shown on Figure 3:

Class I Bikeways (Bike Paths)

The nearest bike path to the project site is the *Western Ronan Channel Trail*. This trail is located on the western side of the Ronan Channel between Leavesley Road and Sixth Street.

Class II Bikeways (Bike Lanes)

Class II Bikeways in the vicinity of the project site are provided along the following roadways:

- Camino Arroyo/Arroyo Circle, along the entire length of the street
- Venture Way, along the entire length of the street
- Cameron Boulevard, along the entire length of the street
- Renz Lane, between 1000 feet west of Camino Arroyo and eastern terminus
- Sixth Street, between Maple Street and Camino Arroyo; between Hanna Street and Wren Avenue
- Chestnut Street, between Tenth Street and Sixth Street
- Tenth Street, between Monterey Road and Orchard Drive (Gilroy High School)
- Forest Street, between Eighth Street and IOOF Avenue
- Eigleberry Street, between Tenth Street and First Street
- Church Street, between Tenth Street and First Street
- Luchessa Avenue, between Monterey Road and Princevalle Street; between Thomas Road and Miller Avenue

Class III Bikeways (Bike Routes)

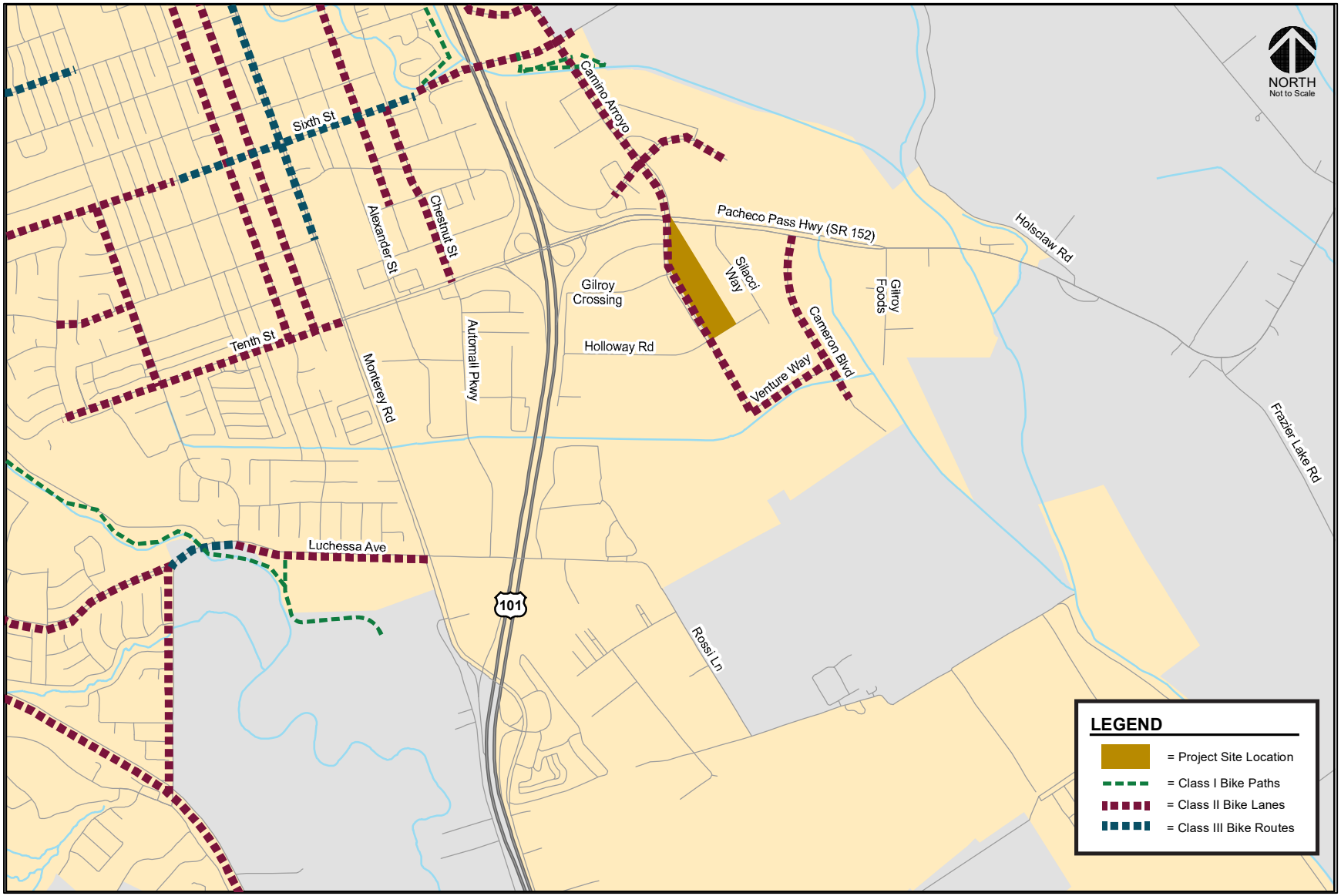
Class III Bikeways in the vicinity of the project site are provided along the following roadways:

- Monterey Street, between First Street and Eighth Street
- Sixth Street, between Hanna Street and Rogers Lane

Existing Pedestrian Facilities

The project area consists of a mixture of commercial and industrial land uses, and undeveloped land. Pedestrian facilities in the project area consist primarily of sidewalks along both sides of the road within all commercial areas. Crosswalks and pedestrian push buttons are available along three or more legs of all signalized intersections in the vicinity of the project site (with the exception of the intersection of Cameron Boulevard/SR 152, which only has a crosswalk along the south side of the intersection). The existing sidewalks, along with the crosswalks and pedestrian push buttons, provide a pedestrian connection between all shopping centers in the study area. However, most undeveloped and industrial use parcels have missing sidewalks, including along the entire project site frontage on Camino Arroyo and Holloway Road, creating an incomplete pedestrian network. Sidewalks are missing along the following roadway segments in the vicinity of the project site:

Figure 3
Existing Bicycle Facilities



- Camino Arroyo, along the east side of the roadway, starting approximately 370 feet south of Renz Lane to approximately 300 feet south of Holloway Road (including along the project frontage).
- Camino Arroyo, along the west side of the roadway between Holloway Road and 300 feet south of Holloway Road
- Holloway Road, along the north side of the roadway between Camino Arroyo and Silacci Way (including along the project frontage).
- Holloway Road, along the south side of the roadway between 900 feet west of Camino Arroyo and Silacci Way
- SR 152, along the entire south side of the roadway, east of Camino Arroyo, with the exception of an approximately 825-foot segment along the McCarthy Business Park frontage, west from Cameron Boulevard.
- SR 152, along the entire north side of the roadway, with the exception of an approximately 275-foot segment on the east side of Camino Arroyo.
- Silacci Way, along both sides of the roadway.

Continuous sidewalks along the south side of SR 152 that run across the US 101 interchange connect the existing commercial uses along Camino Arroyo (east of US 101) with the land uses along Tenth Street, west of US 101.

The existing pedestrian facilities in the study area are shown on Figure 4.

Existing Transit Services

Transit services in Gilroy consist of local, regional, and intercity bus services, rail services, and paratransit services. Existing transit service in Gilroy is provided primarily by Santa Clara County VTA buses. Caltrain commuter rail service, San Benito County express bus service, and Greyhound bus service also serve Gilroy. The existing transit services in the study area are shown on Figure 5.

The project site is served by ***Local Route 84***, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital via Tenth Street, Camino Arroyo, and San Ysidro Avenue with approximately 60-minute headways during commute hours. Existing VTA bus stops serving Route 84 are located directly along the Camino Arroyo project frontage at the Gilroy Crossing and Holloway Road intersections. Additionally, the Gilroy Transit Station is located just over one mile northwest of the project site, along Monterey Road.

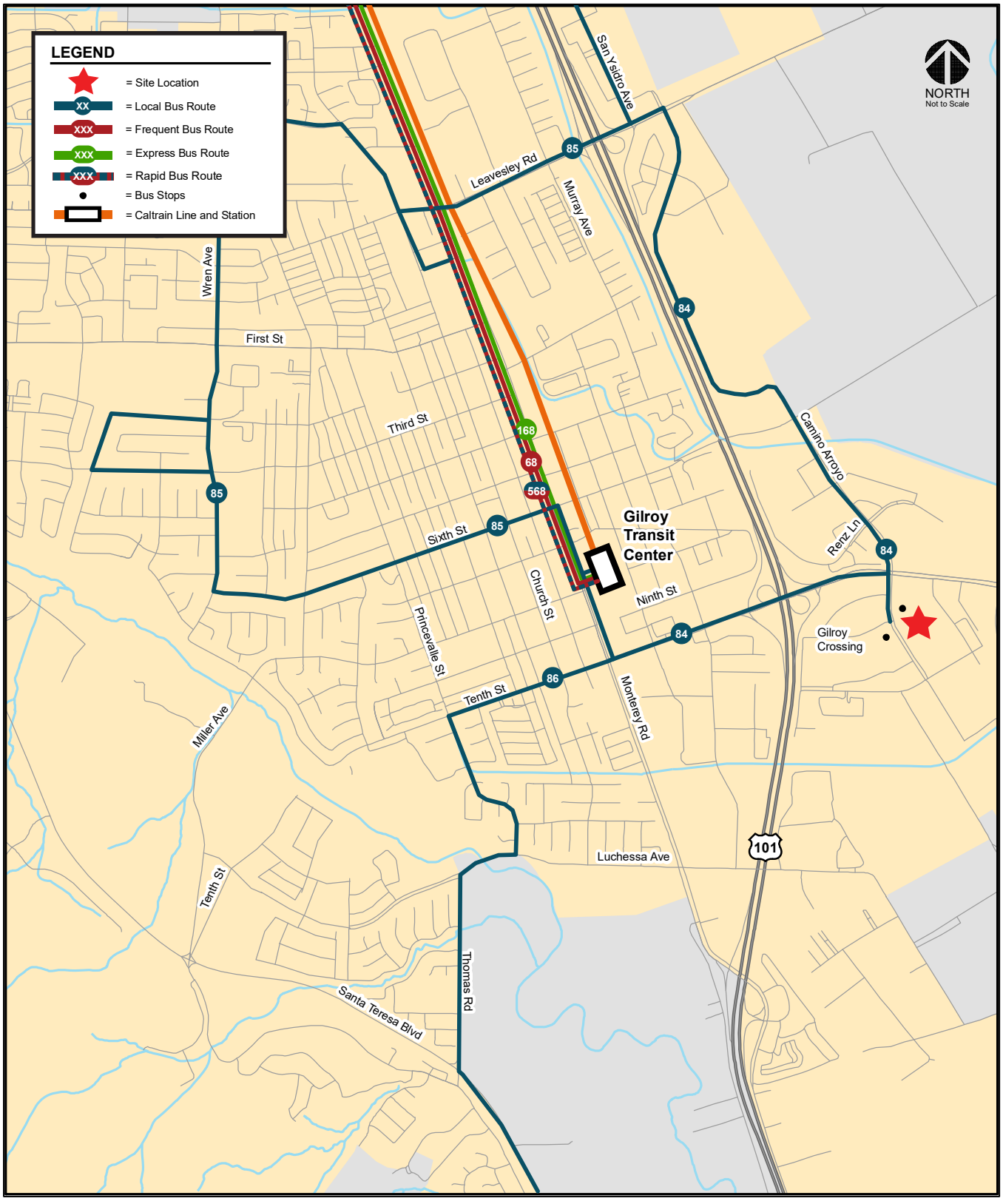
Other bus transit services currently serving Gilroy, as of June 2022, include:

- ***Local Bus Route 85*** provides weekday and weekend services between the Gilroy Transit Center and Saint Louise Regional Hospital via Sixth Street, Wren Avenue, Mantelli Drive, Leavesley Road, and San Ysidro Avenue with approximately 60-minute headways during commute hours.
- ***Local Bus Route 86*** provides weekday-only services between the Gilroy Transit Center and Gavilan College via Tenth Street, Princevalle Street, Luchessa Avenue, Thomas Road, and Santa Teresa Boulevard between the hours of 7:45 AM and 3:34 PM with approximately 30-minute headways.
- ***Frequent Route 68*** provides weekday and weekend services between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 4:43 AM and 1:20 AM with approximately 15- to 30-minute headways during commute hours.

Figure 4
Existing Pedestrian Facilities



Figure 5
Existing Transit Services



- ***Express Route 121*** provides weekday services between the Gilroy Transit Center and the Lockheed Martin Transit Center in Sunnyvale with northbound service (three trips) during the morning commute period and southbound service (three trips) during the afternoon commute period with approximately 60-minute headways. This express route has scheduled stops at the Gilroy Transit Center, the Morgan Hill Caltrain Station, Old Ironsides Light Rail Station, and the Lockheed Martin Transit Center.
- ***Rapid Route 568*** provides weekday services between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 5:00 AM and 12:20 AM with approximately 30-minute headways during commute hours.
- ***San Benito County Express Bus Service (Caltrain and Gavilan College Shuttle)*** provides express bus service between Hollister and the Gilroy Transit Center Monday through Friday. Currently, five northbound (to Gilroy) shuttles run during the morning and evening commute periods, between 4:55 and 10:40 AM and between 1:15 and 7:35 PM, respectively. In addition, there are four southbound (to Hollister) runs in the morning between 7:05 and 11:50 AM and five runs in the evening between 2:00 and 8:20 PM. The schedule is coordinated with the Caltrain schedule to facilitate connections with Caltrain arrivals and departures.
- ***San Benito County Express Bus Service (Greyhound Shuttle)*** provides service between Hollister and the Gilroy Transit Center, (which serves as the Greyhound Bus Depot) on Saturdays and Sundays. There are currently two northbound (to Gilroy) and two southbound (to Hollister) runs in the morning between 7:30 and 11:10 AM and two northbound and two southbound runs in the evening between 12:05 and 6:35 PM. The schedule is designed to allow for connections to Greyhound service.

Additionally, ***Caltrain*** provides train service from Gilroy to San Francisco, with limited-stop service at other stations along the peninsula corridor. Caltrain service to Gilroy is only provided on weekdays; weekend service south of San Jose is not available. Currently, as of June 2022, the Gilroy Caltrain station is served by three northbound trains in the morning and three southbound trains in the evening. The northbound trains have scheduled departures from the Gilroy Transit Center at 5:54 and 6:52 AM and the southbound trains have scheduled arrivals at the Gilroy Transit Center at 5:21 and 7:19 PM.

Greyhound Lines, Inc. is an intercity, long-distance bus service offering services to over 3,700 destinations in the United States, Canada, and Mexico. The Gilroy Transit Center also serves as the Greyhound Bus Depot in Gilroy. Greyhound buses operate from the Transit Center every day of the week.

All of the above transit routes serve the Gilroy Transit Center, located in Downtown Gilroy, along Monterey Road.

3. CEQA Vehicle Miles Traveled (VMT) Evaluation

This chapter provides an evaluation of the proposed project's effect on Vehicle Miles Traveled (VMT). Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes.

VMT Evaluation Methodology

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity. Local-serving retail projects also would result in shorter vehicle trips as new local-serving retail development typically diverts/shortens existing shopping trips, rather than generating new retail trips.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics. The daily VMT per resident accounts for trips that start or end at the home. Daily VMT per employee is calculated based on trips made by people driving to and from work. However, non-residential and non-employment projects, such as retail and hotel projects, include both trips made by employees and patrons. Thus, for non-residential and non-employment projects, OPR guidelines recommend the evaluation of total VMT.

To determine whether a project would result in CEQA transportation impacts related to VMT, VTA has developed a VMT Evaluation Tool to streamline the analysis for development projects. However, the VMT tool is limited to the evaluation of VMT for the general land use categories of residential, office, and industrial. For non-residential or non-office/industrial projects, very large projects, or projects that can potentially shift travel patterns, a Travel Demand Forecasting (TDF) model, or other City-approved methods, must be used to determine project VMT.

Thus, for the evaluation of this project, the proposed land uses were categorized into employment and retail land uses. The proposed warehouse land use was categorized as an employment use since its trip-making characteristics are mainly dictated by its employees. The proposed gas station/retail, fast-food restaurant, and hotel were categorized as retail uses since their trip-making characteristics are dictated by their employees and patrons. The VTA's VMT tool was used to estimate VMT for the employment uses proposed by the project. However, since the proposed project would include retail, restaurant, and hotel uses for which the VMT tool is not capable of estimating VMT, the City's TDF model was utilized to complete the VMT evaluation for the proposed retail category uses.

VTA VMT Evaluation Tool

The *VTA's VMT Evaluation Tool* could be utilized to evaluate the effects of the project's employment land uses on VMT . The VMT tool identifies the existing average VMT per capita and VMT per employee for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

City of Gilroy Travel Demand Forecasting Model

The City of Gilroy Travel Demand Forecasting Model (also referred to as the Gilroy Model within this report) was utilized to complete the VMT evaluation for the proposed gas station/retail, fast-food restaurant, and hotel uses of the project. The Gilroy Model, built in 2014, was developed as an extension and refinement of the Santa Clara VTA Countywide TDF Model (VTA Model). The Gilroy Model is a subarea model of VTA's Model and provides a more detailed roadway network and zone system within Gilroy. The Gilroy Model was last updated for the evaluation of the City of Gilroy 2040 General Plan and has a 2017 base year (based on VTA/ABAG *Projections 2017*) and a 2040 horizon year (based on City of Gilroy 2040 General Plan land use data). The Gilroy Model was used since it can estimate the diversion of traffic and change in traffic patterns due to the proposed project.

VMT Policies and Impact Criteria

A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee/job. Retail uses are assessed based on their effects on total VMT.

To adhere to the state's legislation, the City of Gilroy is currently developing the framework for new transportation policies based on the implementation of VMT as the primary measure of transportation impacts for CEQA purposes. The new policies will replace the City's current transportation policies that are based on levels of service. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Technical Advisory* suggests criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment.

The impact criteria and thresholds used for the evaluation of the proposed project are described below.

Employment Uses Impact Thresholds

As stated in the technical advisory, for office projects, OPR recommends an impact threshold of 15% below the existing regional VMT per employee. OPR also states that in cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography that includes the area over which most workers would be expected to live.

Currently, the City of Gilroy has limited employment land uses, which results in longer commute trips as a large number of Gilroy residents are required to travel outside of Gilroy for employment. This is reflected in the average VMT per employee for the City of Gilroy (18.79 miles per employee) compared to the regional VMT (15.33) and the County VMT (16.64) per employee, as reported by the VTA VMT Evaluation Tool. Providing employment opportunities in Gilroy will likely attract most employees from within the City. Therefore, for the purpose of this analysis, the impact threshold for the evaluation of the employment uses was assumed to be 15% below the citywide employment VMT per job. The citywide employment VMT threshold is also consistent with the Gilroy 2040 General Plan EIR, which utilized 15% below the citywide VMT as the impact threshold for both residential (per-capita) and employment (per-job) VMT.

The VTA's VMT Evaluation Tool indicates that the existing citywide average VMT per job is currently 18.79. Therefore, the OPR recommended impact threshold of 15% below the existing average VMT per job equates to 15.97 VMT per job.

Employment Impact Threshold: ***15.97 VMT per Job***

Retail Use Impact Thresholds

The VMT analysis for the proposed retail uses considers OPR's recommendation of a net increase in total VMT from baseline conditions as the threshold to identify potential VMT impacts for commercial/retail projects.

Retail Impact Threshold: ***Any Increase in VMT***

CEQA Transportation Analysis Exemption Criteria

The 2018 OPR CEQA technical advisory identifies screening thresholds to determine whether a CEQA transportation analysis would be required for specific development projects. The screening thresholds are based on the project size, map-based screening (areas with low VMT), transit availability, and/or provision of affordable housing. If a project meets the screening thresholds, it is then presumed that the project, or the component of the project, would result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required. Screening thresholds applicable to the proposed project include the following:

Screening Threshold/Presumption of Less-Than-Significant Impact for Small Projects

The OPR guidelines state that projects that generate or attract fewer than 110 trips per day, have no substantial evidence indicating that the project would generate a potentially significant level of VMT, and are consistent with the adopted General Plan, generally may be assumed to cause a less-than-significant impact on VMT. Typical land uses that would generate 110 or fewer daily trips include up to 10,000 s.f. of office space.

Retail Projects

Although the OPR technical advisory does not specify screening criteria for the presumption of less-than-significant VMT impact for retail projects, it recognizes that the addition of new local-serving retail development tends to shorten trips, and consequently reduce VMT, by improving retail destination proximity. That is, new local-serving retail projects would provide an alternative to other similar uses located farther away. OPR specifies that, generally, retail development less than 50,000 square feet in size might be considered local-serving and should be considered to have a less-than-significant VMT impact.

Evaluation of Screening Criteria

Small Project Screening Criteria

The proposed warehouse land use is estimated to generate a total of 110 daily trips (see Table 3, Trip Generation Table, in the following chapter). Based on OPR's small project screening threshold, the proposed warehouse buildings would have a less-than-significant impact on VMT and, therefore, a detailed VMT analysis for this portion of the proposed project is not required.

Local-Serving Retail

The proposed gas station with convenience store and fast-food restaurant with drive-through window are not reflective of larger regional retail development, such as large shopping centers, which would attract new trips from outside the general city limits. Rather, the proposed commercial uses consist of readily available local-serving retail uses that are not anticipated to attract patrons from outside the project area, but instead, would result in a redistribution of local trips currently traveling to other similar locations. Furthermore, because of the location of the project site (adjacent to a freeway interchange and major thoroughfare (SR 152)), it is anticipated that a large percentage of traffic to the retail uses of the project would be pass-by traffic, or traffic already on the roadway system that would stop at the project site, access the proposed land uses, and continue on their final destination.

Based on OPR's screening threshold recommendations, retail development less than 50,000 square feet in size might be considered local-serving. In order to verify if the proposed gas station and fast-food restaurant have trip-making characteristics equivalent to a 50,000-square-foot or less retail project, the proposed gas station and fast-food restaurant were converted into an equivalent amount of retail space, based on their daily trip generation estimates. Trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) were utilized for this process.

Based on the ITE daily trip rate, and after applying the applicable pass-by trip reductions, the proposed gas station and fast-food restaurant are estimated to generate a total of 1,607 daily trips, which are equivalent to the trips estimated to be generated by 43,000 s.f. of retail space (see Table 1). Therefore, the proposed gas station and fast-food restaurants are estimated to generate daily traffic comparable to a 43,000-square-foot local-serving retail project, and therefore, should be considered to have a less-than-significant VMT impact. However, since the proposed hotel uses also were categorized as retail uses for the purpose of the VMT evaluation, the equivalent amount of retail space, including the hotel uses, equates to 66,000 s.f. of retail space. Therefore, the combined size of all three land uses categorized as retail land use (gas station, fast-food restaurant, hotels) would exceed the 50,000-s.f. local-serving retail size threshold identified by OPR and a VMT evaluation for these land uses was completed with the use of the Gilroy Model.

Table 1
Equivalent Retail Land Use Calculations

Land Use	Size	Daily Rate	Daily Trip
#945 Gas station with convenience store, #934 Fast-food restaurant with drive-through window	16 vehicle fueling positions 2,600 s.f.		1,607
#820 - Shopping Center (>150k)	**Equivalent Retail Space = 43,000 s.f.**	37.01	1,607

Source: ITE Trip Generation Manual, 11th Edition, 2021
The daily trip estimates for the gas station and fast-food restaurant include the applicable passby reductions.

VMT Evaluation

Employment VMT

As discussed in the previous section, the proposed warehouse (employment) land use is estimated to generate 110 total daily trips and, per OPR's small project screening threshold, is consider a small project and is presumed to have a less-than-significant impact on VMT.

Retail and Hotel VMT

The City of Gilroy TDF Model was used to estimate VMT for the proposed retail uses of the project site. As described previously, the retail uses of the proposed project are not reflective of larger regional retail development, which would attract new trips from outside the City of Gilroy, but rather, they would be considered local-serving retail and provide a service that is currently provided in other parts of town. Thus, the proposed retail use of the project would result in a redistribution of trips that are currently made to other surrounding similar uses located outside the immediate project area and city limits. The underlying premise is that the proposed retail would not cause an increase in trips but rather result in a change in trip making as patrons and employees of the proposed retail uses access the project site because of its more convenient location instead of other similar uses elsewhere.

In order to estimate the impact on VMT with the Gilroy Model for the proposed land uses categorized as retail, the proposed gas station and fast-food restaurant land uses were converted to equivalent retail land use which, along with the proposed hotel uses, were coded in the model within the project site. The anticipated shifts in trips associated with the proposed project were coded in the Gilroy Model by reallocating retail and service jobs from Traffic Analysis Zones (TAZ) that are used to reflect other locations with similar land uses in the City's model to the TAZ representing the project site. The Gilroy Model was then used to estimate daily VMT for work and shop trips, without and with the proposed retail/restaurant and hotel uses, to quantify the effect of the project and the associated job reallocation.

The model results summarized in Table 2 show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

Table 2
Retail and Hotel VMT Analysis

VMT Analysis (Citywide)	No Project	With Project	Change (Proj - No Proj)
Home-Based Work VMT	452,495	454,403	1,908
Home-Based Shop VMT	343,999	340,758	-3,241
Total VMT	796,495	795,161	**-1,334**

Source: City of Gilroy Travel Demand Forecasting Model.

4. Traffic Operations Analysis

This chapter describes the traffic operations analysis. The traffic operations analysis provides supplemental analysis for use by the City of Gilroy in identifying potential improvement of the transportation system that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

The chapter presents the method by which project traffic is estimated, intersection operations analysis for existing and future conditions, the identification of any adverse effects on study intersections caused by project-generated trips, and recommended improvements to alleviate the identified operational issues. In addition, the chapter includes an intersection vehicle queuing analysis and freeway segment capacity evaluation.

Project Description

The proposed project site is located at 6970 Camino Arroyo (Assessor's Parcel Number [APN] 841-70-049) and consists of an undeveloped 10.18-acre site bounded by Pacheco Pass Highway (SR 152) to the north, Camino Arroyo to the west, Holloway Road to the south, and undeveloped land to the east. The proposed project would be developed in three phases with the following land uses:

Phase 1 –

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)

Phase 2 –

- an 88-room 4-story hotel (Holiday Inn Express)

Phase 3 –

- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway curb cuts and one proposed new driveway) and one along Holloway Road (existing).

The project site plan is shown on Figure 2.

Scope of Analysis

A level of service analysis at key intersections was completed to satisfy local guidelines and determine conformance to General Plan transportation goals and policies. The effects of the project on the study facilities were evaluated in accordance with City of Gilroy and CMP methodologies and standards.

The study intersections are listed below and shown on Figure 6.

Study Intersections

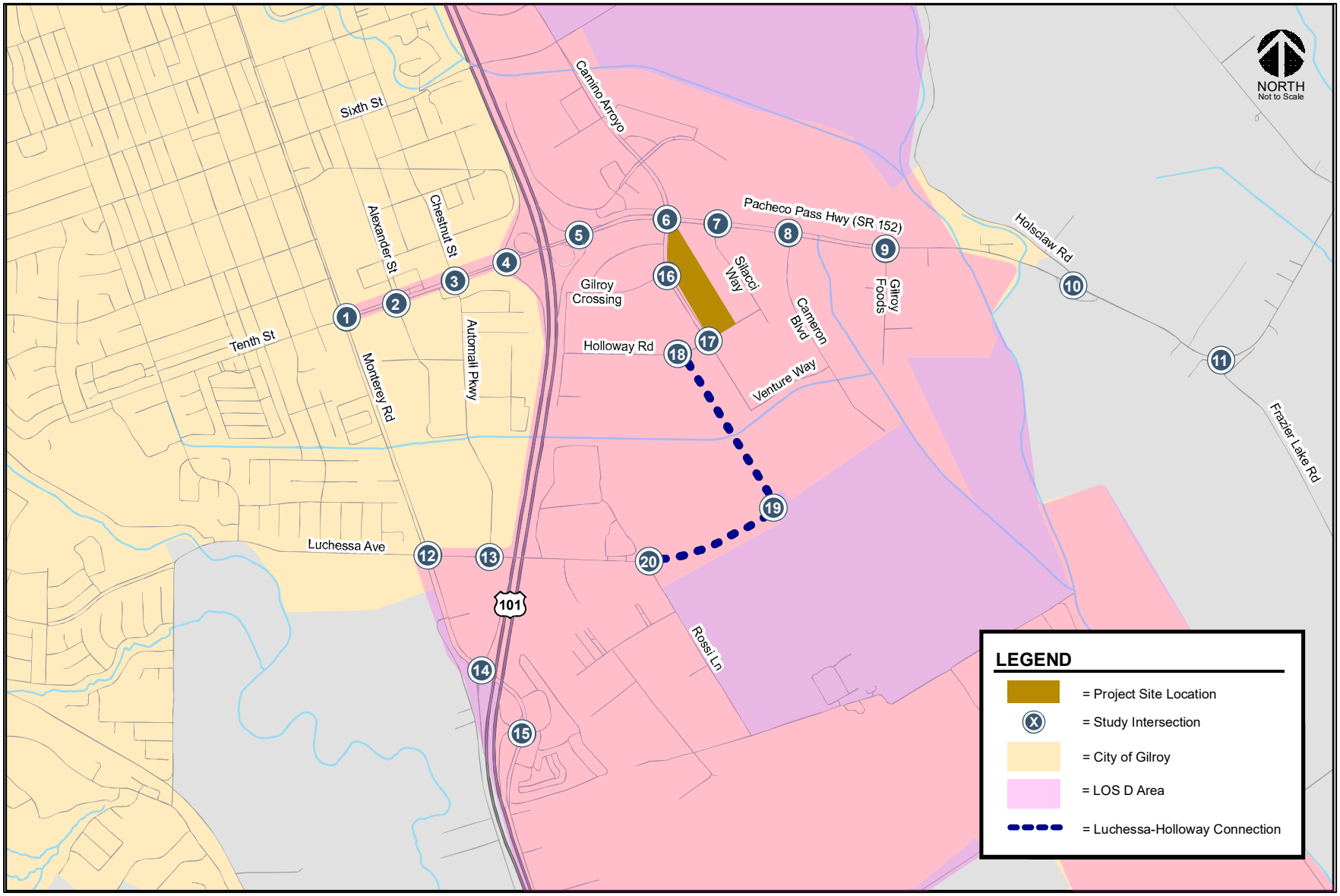
The study includes the evaluation of traffic conditions at 14 signalized intersections, three unsignalized intersections, and three future intersections. All but two of the study intersections are located within the City of Gilroy (denoted on the list below with a CofG superscript). The two study intersections outside the City of Gilroy limits are located within unincorporated Santa Clara County (denoted with an SCC superscript), within Gilroy's sphere of influence, as identified in the Gilroy 2040 General Plan. The following key intersections were evaluated:

1. Monterey Street and Tenth Street [CofG]
2. Alexander Street and Tenth Street [CofG]
3. Chestnut Street/Automall Parkway and Tenth Street [CofG]
4. US 101 Southbound Ramps and Tenth Street [CofG]
5. US 101 Northbound Ramps and Pacheco Pass Highway (SR 152) [CofG]
6. Camino Arroyo and Pacheco Pass Highway (SR 152) [CofG]
7. Silacci Way and Pacheco Pass Highway (SR 152) [CofG]
8. Cameron Boulevard and Pacheco Pass Highway (SR 152) [CofG]
9. Gilroy Foods and Pacheco Pass Highway (SR 152) [CofG]
10. Holsclaw Road and Pacheco Pass Highway (SR 152) [SCC]
11. Frazier Lake Road and Pacheco Pass Highway (SR 152) [SCC]
12. Monterey Street and Luchessa Avenue [CofG]
13. Automall Parkway and Luchessa Avenue [CofG]
14. US 101 SB Ramps and Monterey Road [CofG]
15. US 101 NB Ramps and Monterey Road [CofG]
16. Camino Arroyo and Gilroy Crossing [CofG]
17. Camino Arroyo and Holloway Road [CofG]
18. Luchessa/Holloway Connection and Holloway Road (future) [CofG]
19. Luchessa/Holloway Connection and Luchessa Avenue (future) [CofG]
20. Rossi Lane and Luchessa Avenue (future) [CofG]

Study Periods

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours of adjacent street traffic and the Saturday peak-hour. It is during these times that the most congested traffic conditions occur on an average day. The weekday AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is typically between 4:00 PM and 6:00 PM. The Saturday peak-hour is generally an hour between the 11:00 AM to 2:00 PM period. It is during these time periods that the most congested traffic conditions occur on an average weekday and weekend.

Figure 6
Study Intersections



Study Scenarios

Traffic conditions were evaluated for the conditions described below:

Scenario 1: *Existing Conditions.* Existing intersection traffic volumes were obtained/derived from available intersection turning-movement counts (conducted in 2017- 2019) and new intersection traffic count data collected in March 2022. Current 2022 traffic counts were compared to traffic counts conducted prior to the Covid19 pandemic and adjusted as necessary to identify traffic volumes that would represent current 2022 traffic conditions without the effect of the Covid19 pandemic. This is discussed in more detail in the following section.

Scenario 2: *Background Conditions*. Background traffic conditions represent future traffic volumes on the future transportation network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected trips from approved but not yet constructed developments in the study area. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining the project's adverse traffic effects on the surrounding roadway network.

Scenario 3: *Background Plus Project Conditions.* Background plus project conditions, or simply referred to as *Project Conditions*, represent future traffic volumes with the proposed project. Background plus project conditions were estimated by adding to background traffic volumes the trips associated with the proposed project (or *project traffic volumes*). Background plus project conditions were evaluated under two roadway scenarios: (1) under the existing roadway network; and (2) assuming a new roadway connection from Holloway Road (project site area) to Luchessa Avenue (the proposed Luchessa/Holloway connection). The comparison of these two roadway network scenarios demonstrates the effect of providing a second access roadway between the project area and the south and southwest parts of Gilroy. Background plus project conditions were evaluated relative to background conditions in order to determine adverse traffic effects on the roadway network caused by the proposed project.

Scenario 4: *2040 General Plan Conditions.* Year 2040 General Plan conditions represent future traffic conditions associated with buildout of the City of Gilroy 2040 General Plan land use growth projections and planned future roadway network. With implementation of the proposed project, changes to the adopted General Plan land use and roadway network would occur. Thus, Year 2040 General Plan conditions were evaluated for three scenarios: (1) Year 2040 General Plan conditions, as adopted in November 2020; (2) with the proposed project (replacing the planned land uses on the project site) and planned General Plan roadway network; and (3) with the proposed project and proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension). The change between these scenarios demonstrates the relative effect the proposed project and proposed roadway network change would have on adopted General Plan conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the peak hours. As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment step, the

project trips are assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Trip Generation

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

The proposed gas station would include a convenience store and an automated car wash. Although the description of the gas station with convenience store land use in the ITE Trip Generation Manual, 11th Edition, does not specify this land use also includes a car wash, it is believed that trip generation for a gas station/convenience store/car wash land use is mainly dictated by the gas station and convenience store, and the presence, or lack of, a car wash would have minimal effect on the number of trips generated by this land use. That is, the majority of the car wash users are patrons of the gas station/convenience store who conveniently decide to run their vehicle through the car wash. Additionally, the 10th Edition Trip Generation Manual does specify that the trip rates for the gas station/convenience store land use might also include a car wash. The trip generation rates for gas station with convenience store land use contained in the 10th and 11th Editions were compared. The trip generation rates comparison revealed that the 11th Edition trip generation rates are higher than the rates contained in the 10th Edition Manual. Therefore, it is concluded that the ITE trip generation rates for gasoline/service station with convenience market from the 11th Edition Manual are applicable to the proposed gas station/convenience store/car wash use.

Based on the above assumptions, the project trip generation was estimated by applying to the size of the proposed development ITE trip generation rates for gasoline/service station with convenience market (ITE land use code #945), fast-food restaurant with drive-through window (ITE land use code #934), all-suites hotel (ITE land use code #311), business hotel (ITE land use code #312), and warehouse (ITE land use code #150). Based on the recommended rates and the size of the proposed project, it is estimated that, prior to any trip reductions, the proposed project would generate a total of 6,414 daily trips, with 472 trips (242 inbound and 230 outbound) occurring during the AM peak hour, 480 trips (237 inbound and 243 outbound) occurring during the PM peak hour, and 518 trips (258 inbound and 260 outbound) occurring during the Saturday peak-hour.

Trip Reductions

A 10-percent (%) trip reduction was applied to the project trip generation estimates for internalization between the proposed hotel and commercial land uses, as prescribed by VTA guidelines. This trip reduction represents patrons from the hotel walking to the proposed commercial sites instead of driving to a similar land use elsewhere, eliminating these trips from the roadway network. According to VTA guidelines, the percent reduction must be based on the smaller trip generator, in this case, the hotel uses, and the resulting number of trips must be reduced from both components.

Furthermore, trip generation for commercial uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections to yield net new project trips generated by the project. However, at intersections providing direct access to the retail sites and project site driveways, all project-generated

traffic is included, including pass-by trips. The applicable pass-by trip reductions were obtained from the ITE Trip Generation Manual, 11th Edition.

Net Project Trips

On the basis of the ITE trip generation rates, and after applying the above trip reductions, it is estimated that the proposed project would generate 2,394 net daily vehicle trips, with 204 trips (108 inbound and 96 outbound) occurring during the AM peak-hour, 197 trips (93 inbound and 104 outbound) occurring during the PM peak-hour, and 215 trips (106 inbound and 109 outbound) occurring during the Saturday peak-hour. The trip generation estimates for the proposed project are presented in Table 3.

Trip Distribution and Assignment

The trip distribution patterns for project-generated traffic for the proposed project were estimated based on existing travel patterns on the surrounding roadway system, locations of complementary land uses, and use of the Gilroy Model. The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns discussed above. The project trip distribution patterns are shown graphically in Figure 7. Figures 8 and 9 show the assignment of project traffic on the local transportation network, without and with the proposed Luchessa/Holloway connection, respectively. A tabular summary of project traffic at each study intersection is contained in Appendix D.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at each of the study intersections for each study scenario. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining deficiencies at the study facilities. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Gilroy, the CMP Annual Monitoring Report, the City of Gilroy Travel Demand Forecasting Model, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing and planned lane configurations
- signal timing and phasing (for signalized intersections only)
- average speed (for freeway segments only)
- approved development information (size, use, and location)
- Year 2040 General Plan Conditions traffic forecasts

Table 3
Project Trip Generation Estimates

Proposed Land Use	Size	Weekday Daily		AM Peak Hour						PM Peak Hour						SAT Peak Hour					
					Split		Trip				Split		Trip				Split		Trip		
		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Retail Land Uses																					
#945 - Convenience Store/Gas Station	16 Vehicle Fueling Positions	265.12	4,242	16.06	50%	50%	129	128	257	18.42	50%	50%	148	147	295	17.01	50%	50%	136	136	272
Passby Reduction[1]		*75%*	*-3,182*	*76%*			*-98*	*-97*	*-195*	*75%*			*-111*	*-110*	*-221*	*75%*			*-102*	*-102*	*-204*
#934 - Fast-Food Restaurant with Drive-Through Window	2,600 Square Feet	467.48	1,215	44.61	51%	49%	59	57	116	33.03	52%	48%	45	41	86	55.25	51%	49%	73	71	144
Passby Reduction[1]		*55%*	*-668*	*50%*			*-30*	*-29*	*-59*	*55%*			*-25*	*-23*	*-48*	*55%*			*-40*	*-39*	*-79*
Retail Total (Prior to Reductions)			***5,457***				***188***	***185***	***373***				***193***	***188***	***381***				***209***	***207***	***416***
Hotel and Retail Internal Reduction[2]			*-85*				*-3*	*-4*	*-7*				*-4*	*-3*	*-7*				*-5*	*-5*	*-10*
Hotel Land Uses																					
#311 - All Suites Hotel[3]	112 Rooms	4.40	493	0.34	53%	47%	20	18	38	0.36	49%	51%	20	20	40	0.53	48%	52%	29	31	60
#312 - Business Hotel	88 Rooms	4.02	354	0.36	39%	61%	12	20	32	0.31	55%	45%	15	12	27	0.46	48%	52%	19	21	40
Hotel Total (Prior to Reductions)			***847***				***32***	***38***	***70***				***35***	***32***	***67***				***48***	***52***	***100***
Hotel and Retail Internal Reduction[2]		*10%*	*-85*	*10%*			*-3*	*-4*	*-7*	*10%*			*-4*	*-3*	*-7*	*10%*			*-5*	*-5*	*-10*
Employment Land Uses																					
#150 - Warehousing	45,500 Square Feet	2.42	110	0.64	77%	23%	22	7	29	0.70	28%	72%	9	23	32	0.05	64%	36%	1	1	2
Employment Total (Prior to Reductions)			***110***				***22***	***7***	***29***				***9***	***23***	***32***				***1***	***1***	***2***
Total Project Trips Prior to Reductions			6,414				242	230	472				237	243	480				258	260	518
Total Passby Trip Reductions			-3,850				-128	-126	-254				-136	-133	-269				-142	-141	-283
Total Internal Reduction			-170				-6	-8	-14				-8	-6	-14				-10	-10	-20
Total Net Project Trips (With Reductions)			**2,394**				**108**	**96**	**204**				**93**	**104**	**197**				**106**	**109**	**215**

Source: ITE Trip Generation Manual, 11th Edition 2021, and project description per site plan dated 2/14/22 by ACE Design LLC.

[1] AM and PM peak-hour passer-by reduction rates obtained from the *ITE Trip Generation Manual, 11th Edition 2021*. Daily and Saturday peak-hour pass-by reductions for the land uses listed above are assumed to be the same as their PM peak-hour pass-by rate.

[2] A 10 percent (%) internal trip reduction was applied for the interaction between the hotel and the retail land uses, as recommended in the VTA *Transportation Impact Analysis Guidelines*. Ten percent of the smaller trip-generator is applied to both land uses.

[3] Since no Saturday peak-hour trip generation rate is available for the All Suites Hotel land use (ITE land use code #311), the Saturday peak-hour rate for this land use was derived by multiplying the Saturday peak-hour rate for Business Hotel (ITE land use #312) by the ratio between the PM peak-hour rates for the All Suites Hotel and Business Hotel land uses. The in and out split was assumed to be as that identified for the Business Hotel land use.

Figure 7
Project Trip Distribution

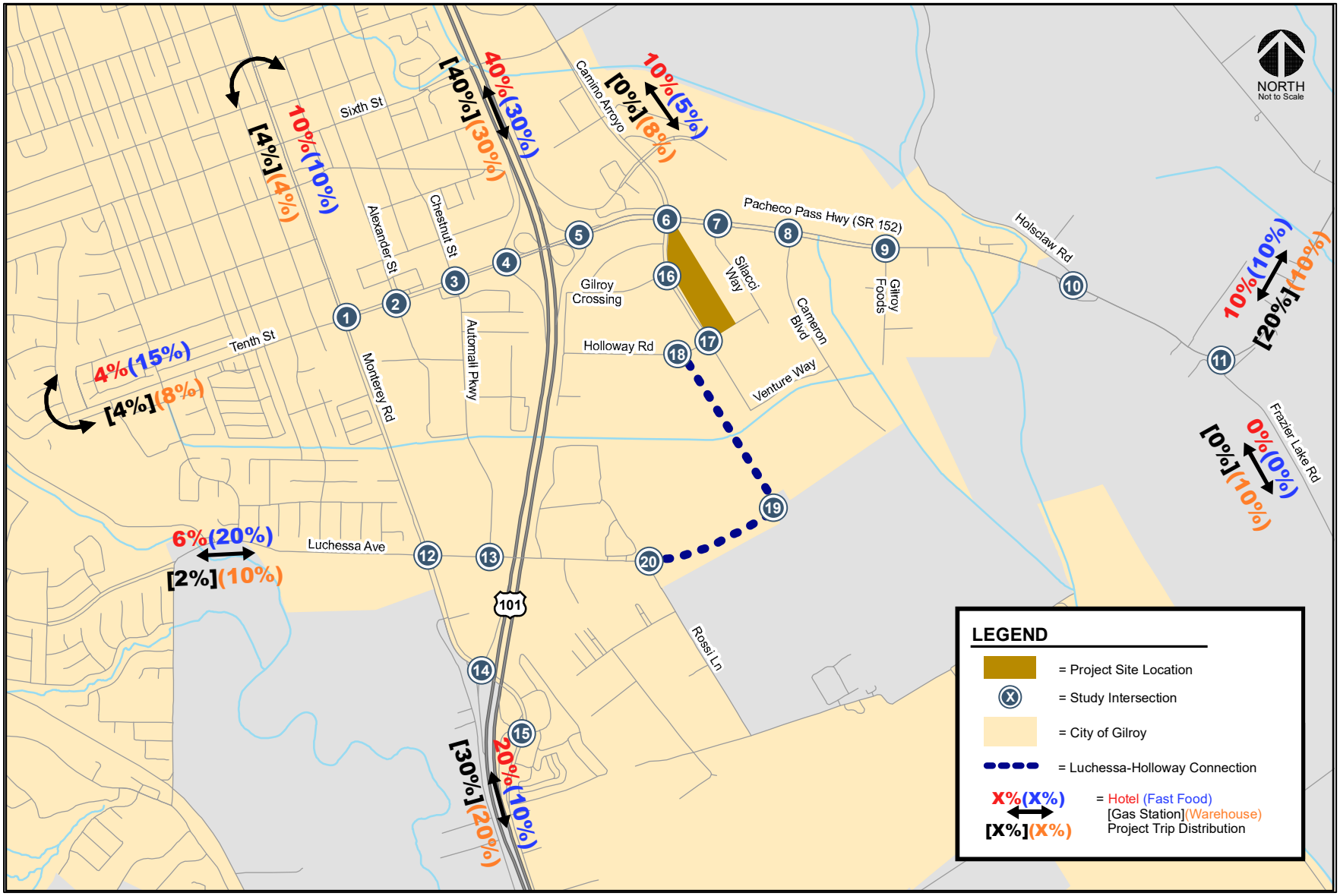


Figure 8
Project Trip Assignment (Existing Roadway Network)

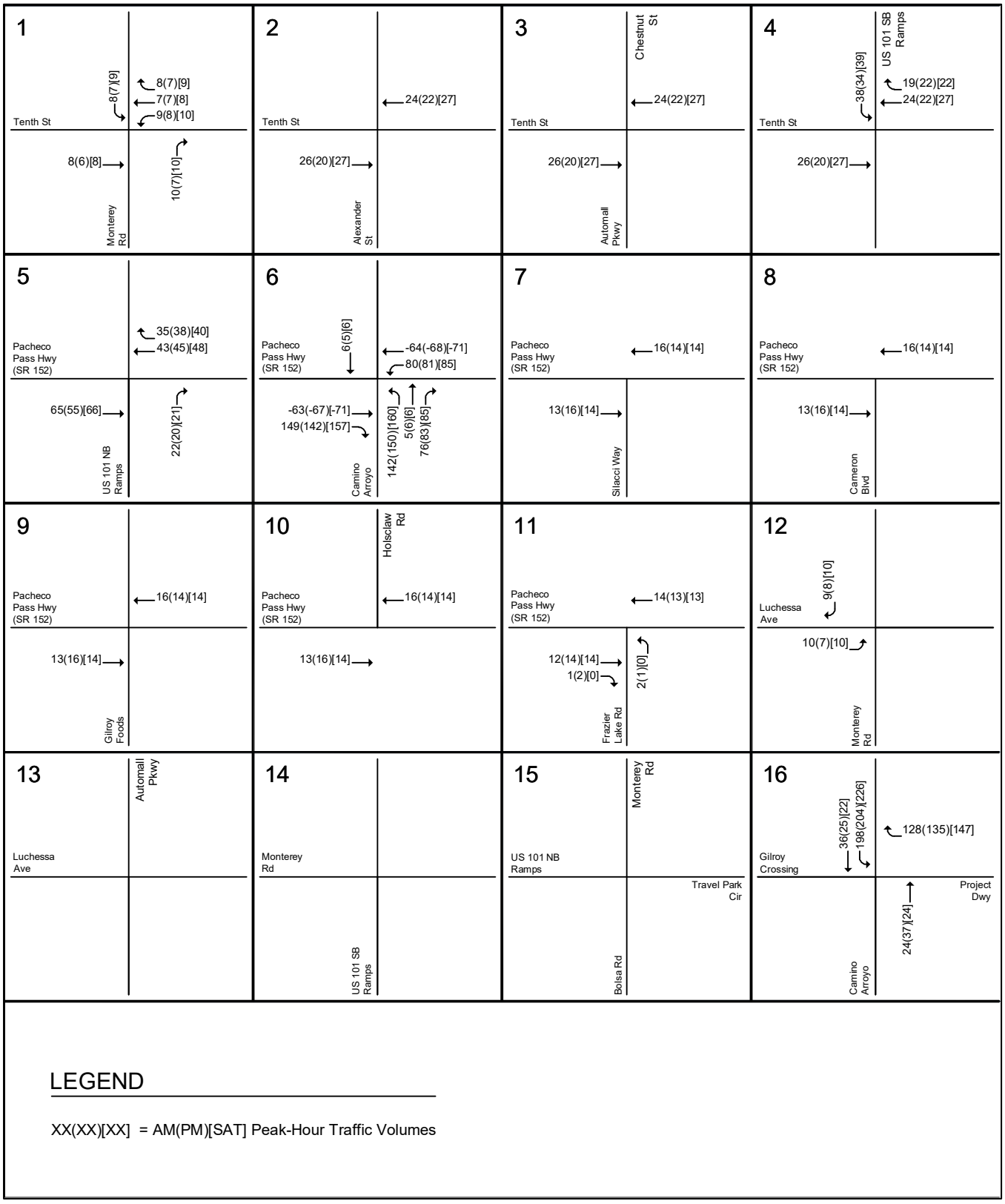


Figure 8 (continued)
Project Trip Assignment (Existing Roadway Network)

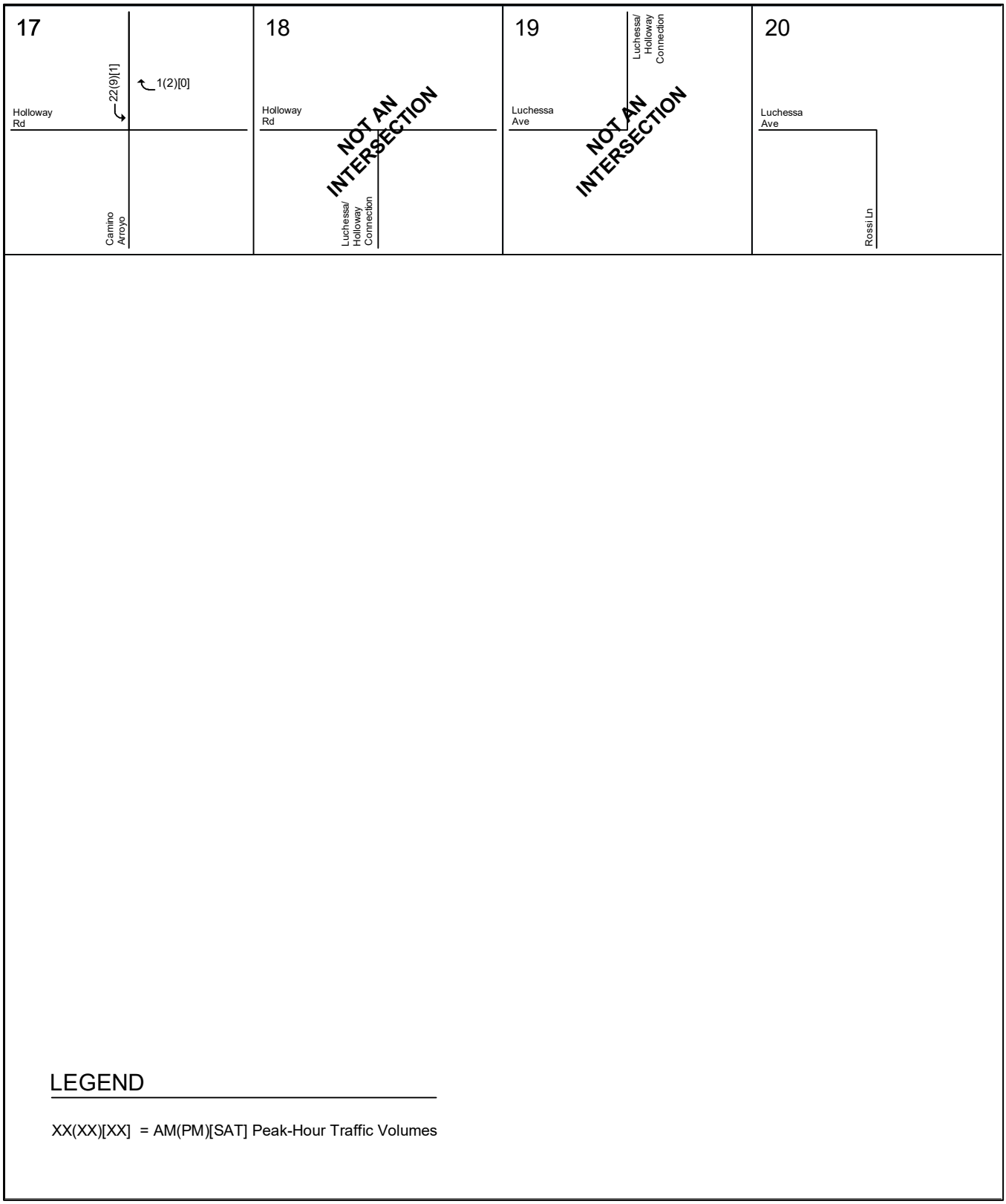


Figure 9
Project Trip Assignment (With Luchessa/Holloway Connection)

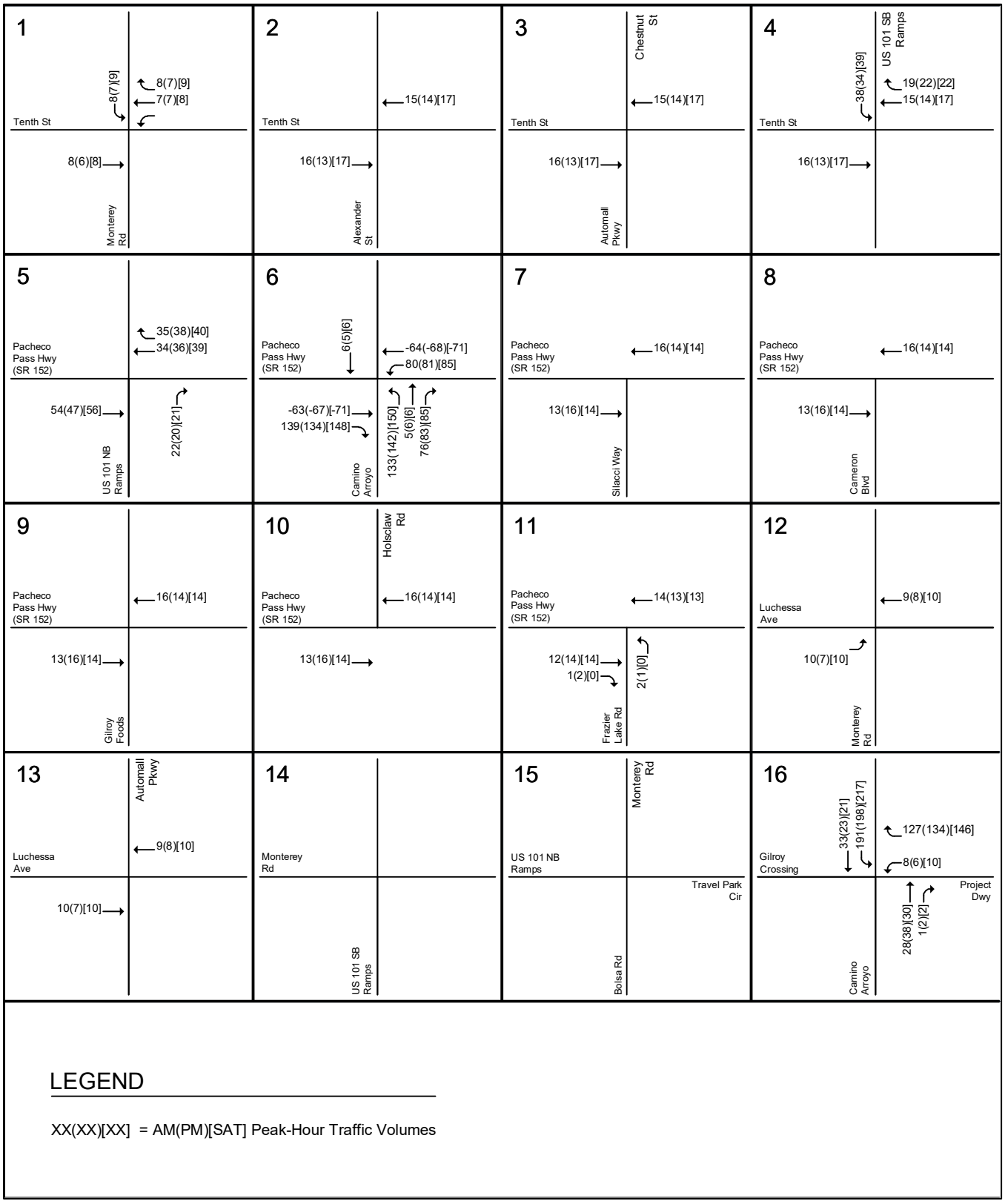
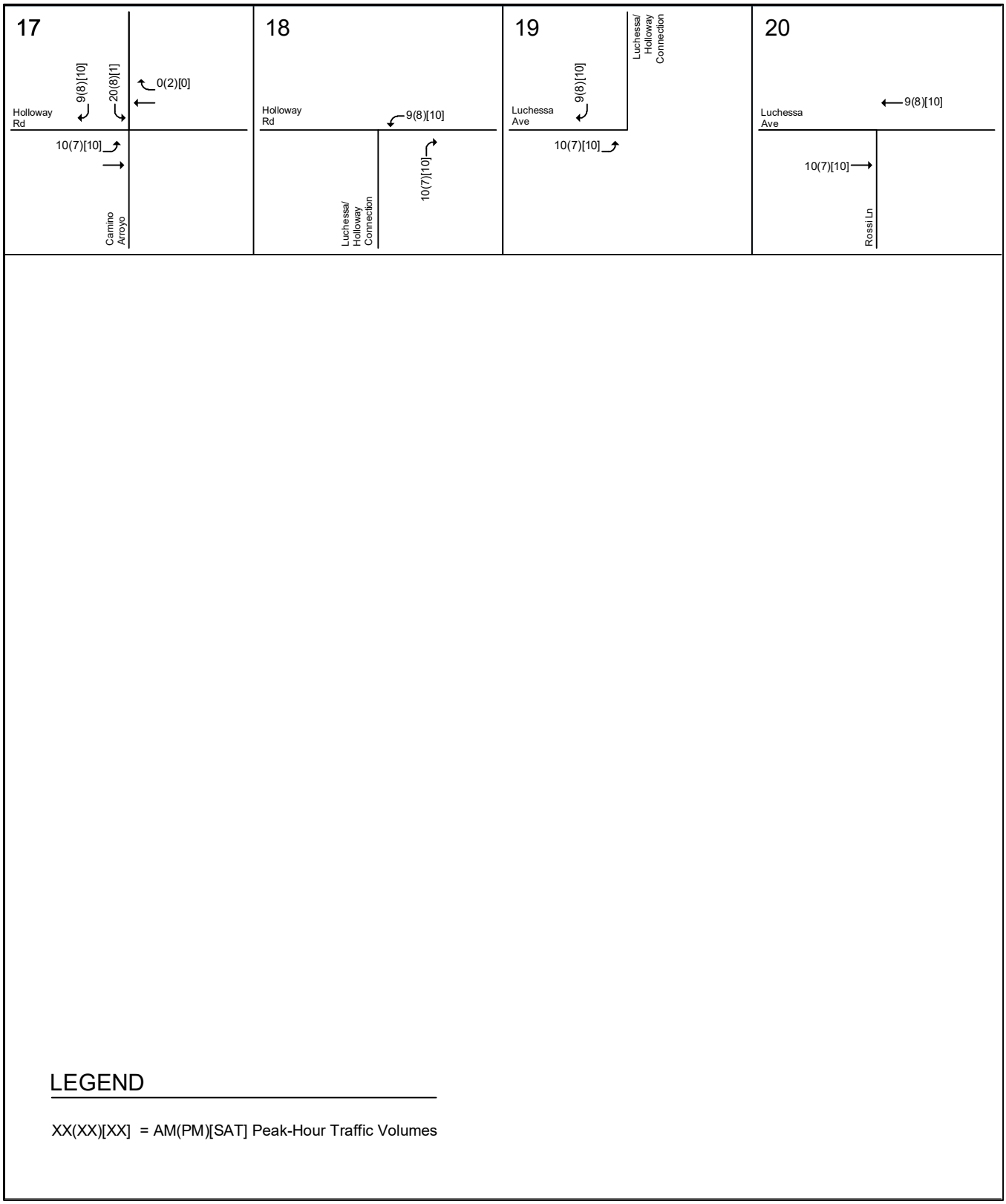


Figure 9 (continued)
Project Trip Assignment (With Luchessa/Holloway Connection)



Roadway Network and Lane Configurations

Existing and Background Conditions

The existing lane configurations and traffic-control devices at the study intersections were determined by observations in the field and are presented graphically on Figure 10.

It is assumed in this analysis that the transportation network under background conditions (without and with the project) would be the same as under existing conditions. Currently, all access to the project site is provided via Pacheco Pass Highway (SR 152) and Camino Arroyo.

Background Plus Project Conditions

Background plus project conditions were evaluated under two roadway network scenarios: (1) under the existing roadway network; and (2) assuming a secondary access route from the project site area via Holloway Road and Luchessa Avenue.

Previous traffic analyses for site development in the project area, including the project site, have identified the need to provide a secondary access route to the project area to be able to adequately serve the planned future demand. A new access route connecting Holloway Road to Luchessa Avenue would provide an alternative access route between the project site area and the south and southwest parts of Gilroy. While the City investigates potential roadway connection layouts between Holloway Road and Luchessa Avenue, from conversations with City staff, a potential new roadway could be constructed from Holloway Road parallel to/west of Camino Arroyo/Venture Way and the existing UNFI building and connect to Luchessa Avenue at its planned extension, at approximately 1,900 feet east of its current terminus point at Rossi Lane (see Figure 6). Therefore, this study also evaluates traffic conditions with the project assuming a new north/south roadway between Luchessa Avenue and Holloway Road would be constructed as part of the project. This new proposed roadway connection is referred to hereafter as the *Luchessa/Holloway connection*.

With the implementation of the Luchessa/Holloway connection, the following three new intersections would be created:

18. Luchessa/Holloway Connection and Holloway Road – in this analysis, this new T-intersection is assumed to be controlled by a stop sign on all legs of the intersection (all-way stop-controlled) and have the following lane configuration: south leg: 1 left and 1 right-turn lane; west leg: 1 through and 1 right-turn lane; east leg: 1 left and 1 through lane.
19. Luchessa/Holloway Connection and Luchessa Avenue – under near-term future conditions with the project, this new intersection would have no conflicting movements as it would consist of a 90-degree north and west road connection.
20. Rossi Lane and Luchessa Avenue – in this analysis, this new T-intersection is assumed to be controlled by a stop sign on all legs of the intersection (all-way stop-controlled) and have the following lane configuration: south leg: 1 left and 1 right-turn lane; west leg: 1 through and 1 right-turn lane; east leg: 1 left and 1 through lane.

2040 General Plan Conditions

The adopted City of Gilroy 2040 General Plan includes roadway improvements throughout the City that will support the projected growth associated with buildout of the General Plan. Some of these roadway network improvements would affect the project area directly and are listed below:

Figure 10
Existing Intersection Lane Configurations and Traffic Control Devices

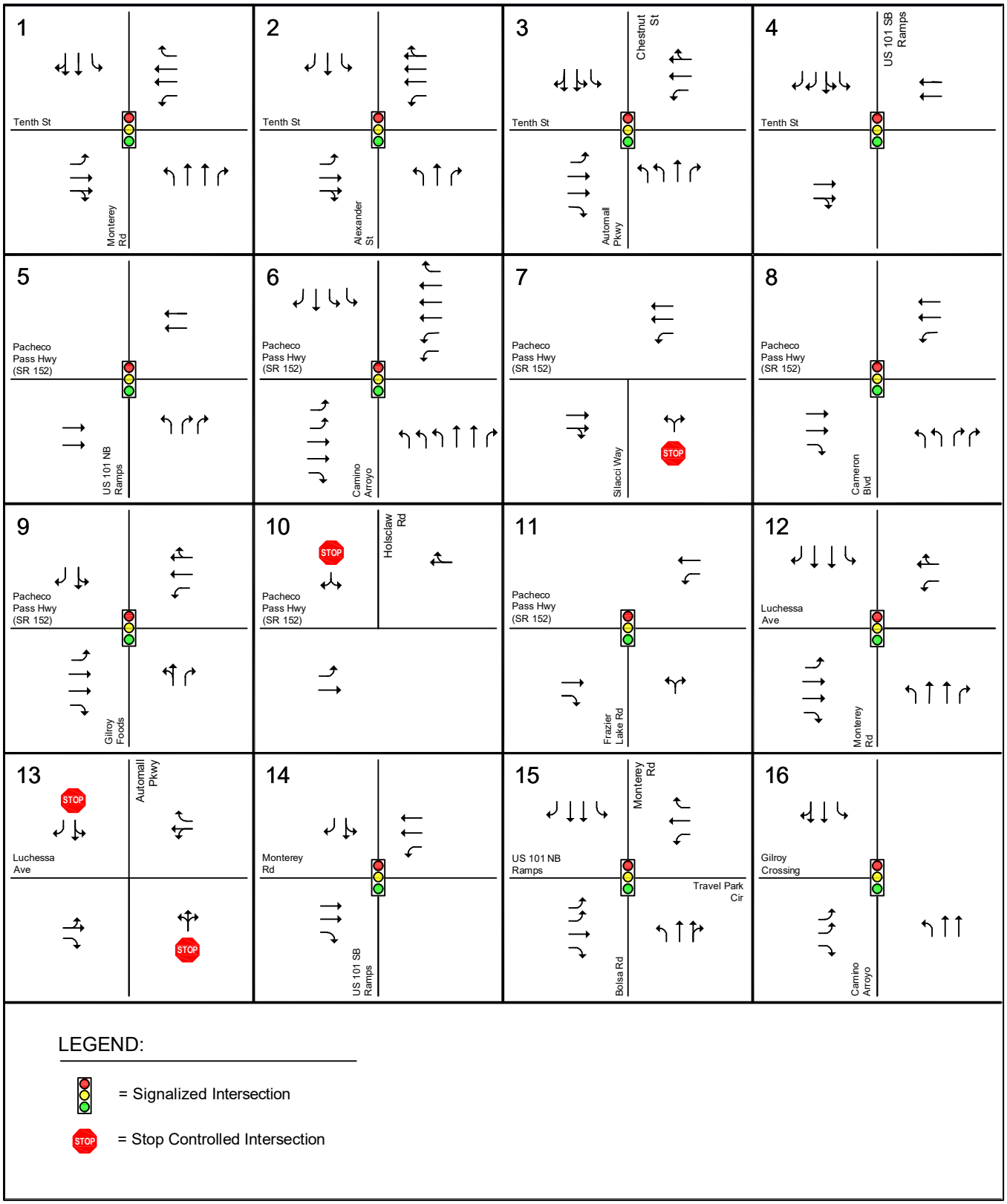
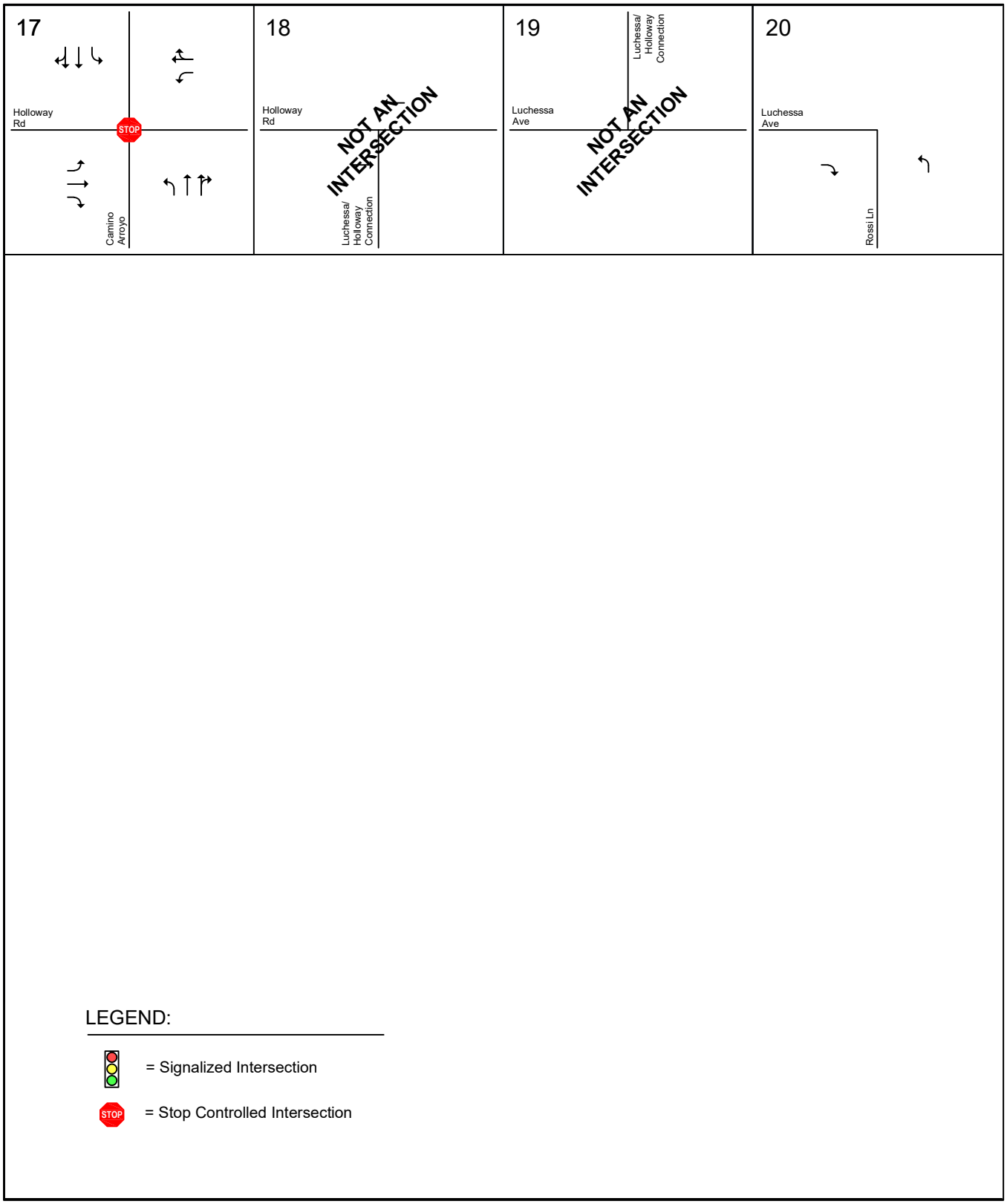


Figure 10 (Continued)
Existing Intersection Lane Configurations and Traffic Control Devices



Luchessa Avenue is planned to be extended from its current terminus point at Rossi Lane eastward to connect to the future Cameron Boulevard extension. This planned extension would result in the following roadway network changes near the project site:

- Cameron Boulevard/Luchessa Avenue intersection – create a new T-intersection with the planned Cameron Boulevard extension.

Cameron Boulevard is planned to be extended from its current terminus point at SR 152 northward to connect to Marcella Avenue at Leavesley Road. Additionally, Cameron Boulevard is planned to be extended from its current southern terminus point southward to connect to and past the planned Luchessa Avenue extension and terminate at the Southside Drive extension. This planned extension would result in the following roadway network changes near the project site:

- Cameron Boulevard/SR 152 intersection – add north leg to this existing T-intersection.
- Cameron Boulevard/Luchessa Avenue extension – create new T-intersection.
- Cameron Boulevard/Southside Drive – connect to and terminate at Southside Drive.
- Cameron Boulevard/Gilman Road intersection – create a new intersection with Gilman Road.

Rossi Lane is planned to be extended from its current northern terminus point at Luchessa Avenue northward to connect to Holloway Road at its western end. This planned extension would result in the following roadway network changes near the project site:

- Rossi Lane/Luchessa Avenue extension – create a new 4-legged intersection with the planned Luchessa Avenue extension.
- Provide a second access route to/from the project site area to/from the south and southwest parts of Gilroy via Holloway Road, Rossi Lane, and Luchessa Avenue.

In addition to the above roadway extensions, the 2040 GP roadway network includes the following roadway improvements:

Tenth Street/Pacheco Pass Highway (SR 152) is planned to be widened to six travel lanes from Monterey Road to Holsclaw Road.

Luchessa Avenue is planned to be widened to two through lanes in each direction between Monterey Road and Cameron Boulevard.

Therefore, under 2040 General Plan conditions, this study evaluates operations of the proposed project under the planned future roadway network, as described above and identified in the adopted General Plan. This scenario also represents the General Plan Amendment associated with replacing the planned land uses on the project site identified in the adopted General Plan with the proposed project.

2040 General Plan Amendment Conditions

As mentioned above, the planned Rossi Lane extension would provide a new roadway connection between Luchessa Avenue/Rossi Lane and Holloway Road, providing a second access route between the project site area and the south and southwest parts of Gilroy. While the City investigates potential roadway connection layouts between Luchessa Avenue and Holloway Road, the previously described *Luchessa/Holloway connection* was identified by City staff as a more feasible option to the planned Rossi Lane extension included as part of the 2040 General Plan roadway network. Therefore, as part of this analysis, it was assumed that the Luchessa/Holloway connection would replace the planned Rossi Lane extension between Luchessa Avenue and Holloway Road. The proposed Luchessa/Holloway connection would result in two new intersections (Luchessa/Holloway Connection and Holloway Road and Luchessa/Holloway Connection and Luchessa Avenue), as described previously.

The 2040 General Plan Amendment conditions scenario represents the General Plan Amendment associated with the proposed project (replacing the planned land uses on the project site) and the proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension).

Traffic Volumes

Existing Conditions

After almost two years of unprecedented traffic conditions caused by the Covid19 pandemic and the order to shelter in place issued by Santa Clara County Department of Public Health in March 2020, traffic conditions on the transportation network have slowly been restoring back to what is considered typical traffic conditions. For the purpose of this analysis, existing weekday AM and PM and Saturday peak-hour intersection traffic volumes were obtained from new intersection traffic count data or derived by comparing new and available intersection counts.

With ambient traffic conditions returning back to “normal” levels, new intersection turn-movement traffic counts were collected at all of the study intersections in March 2022 for the analysis of the project. Additionally, intersection traffic counts from 2017-2019 (prior to the pandemic) were available at most of the study intersections. The 2022 traffic counts were compared to the older pre-pandemic counts to determine whether the current traffic volumes appear to be back to pre-pandemic conditions (traffic volumes are equal or greater than pre-pandemic conditions) or if the new traffic counts continue to show the effects of the Covid-19 pandemic (traffic volumes continue to be less than pre-pandemic levels). The comparison of new 2022 traffic count data to pre-pandemic traffic counts showed that 2022 traffic counts at all of the study intersections along Pacheco Pass Highway (SR 152) and most of the intersections along Tenth Street increased from pre-pandemic conditions during both the AM and PM peak hours while all study intersection along Monterey Road showed a decrease in traffic volumes compared to pre-pandemic conditions during the AM and PM peak hours. During the Saturday peak-hour, traffic counts at all but one intersection along Monterey Road and three intersections along SR 152 increased, compared to pre-pandemic conditions. Based on this comparison, a growth factor was calculated to be applied to the intersections that showed a decrease in traffic volumes to increase the 2022 traffic counts to pre-pandemic conditions. Intersections where traffic counts were shown to be larger than pre-pandemic conditions, the collected new 2022 counts were assumed to accurately represent typical current traffic conditions.

The existing peak-hour intersection volumes are shown on Figure 11. The existing traffic count data are included in Appendix B.

Near-Term (Background) Conditions

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. Approved project information was obtained from City staff in April 2022 and is included in Appendix C. The traffic added to the study intersections from approved developments was estimated by distributing and assigning trips generated by these developments to the roadway network using the same procedure of trip generation, distribution, and assignment described previously. Background traffic volumes are shown on Figure 12.

Background plus project peak-hour traffic volumes were estimated by adding to background traffic volumes the estimated project-generated traffic. Project traffic was added to the roadway network under two scenarios: 1.) under the existing roadway network, and 2.) assuming the implementation of the Luchessa/Holloway connection. In addition, a reassignment of background traffic (both existing and

Figure 11
Existing Conditions Traffic Volumes

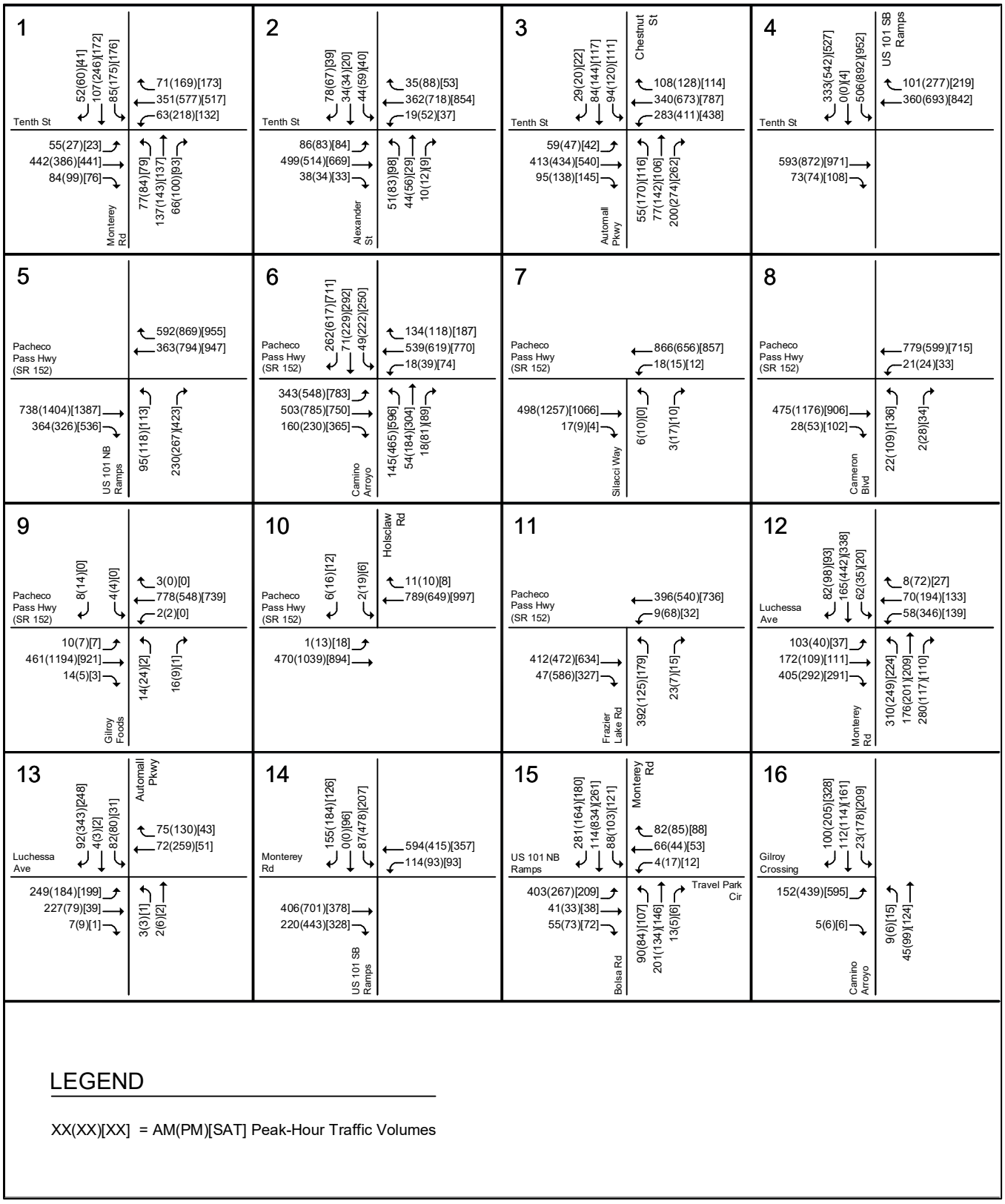


Figure 11 (continued)
Existing Conditions Traffic Volumes

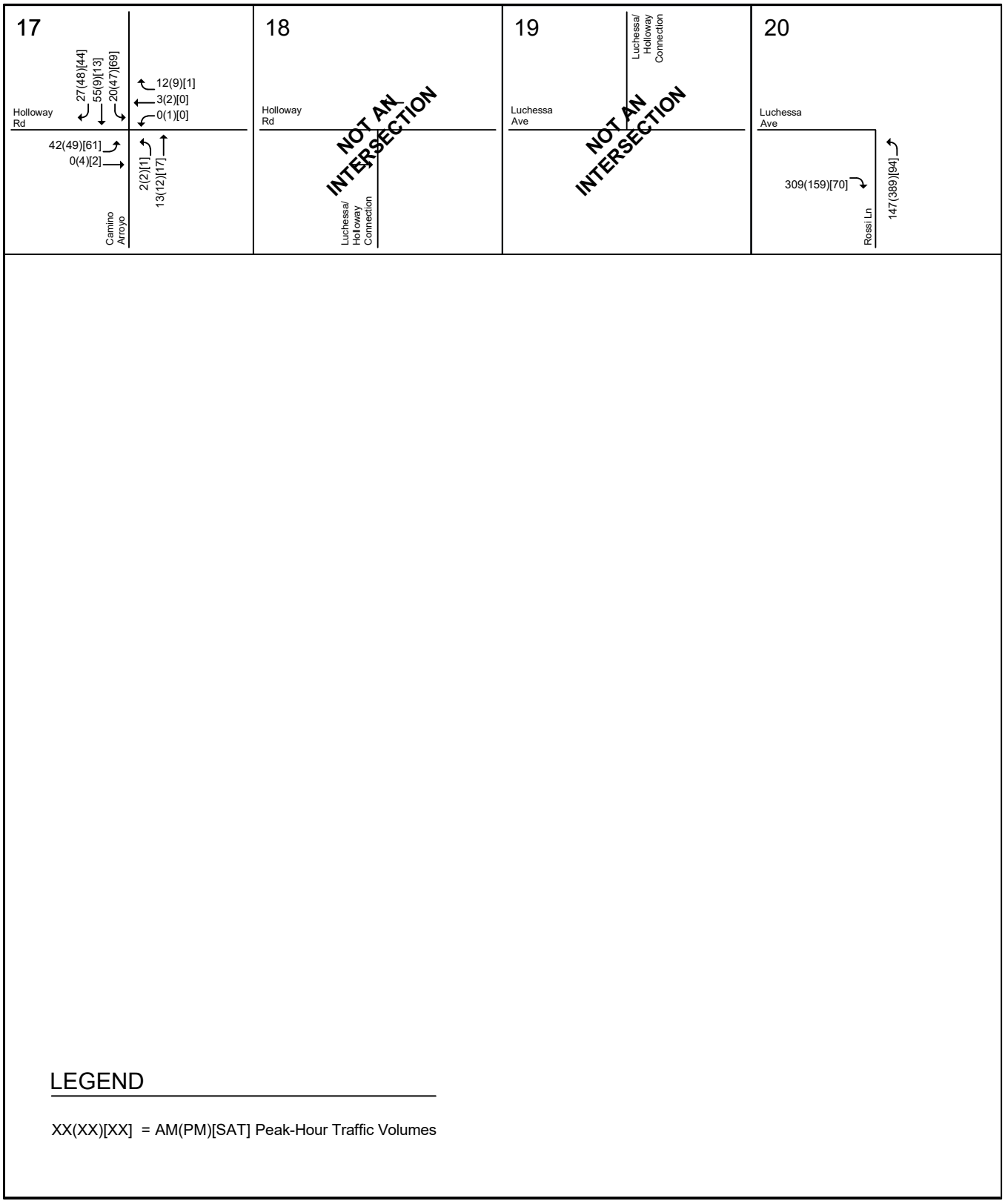


Figure 12
Background Conditions Traffic Volumes

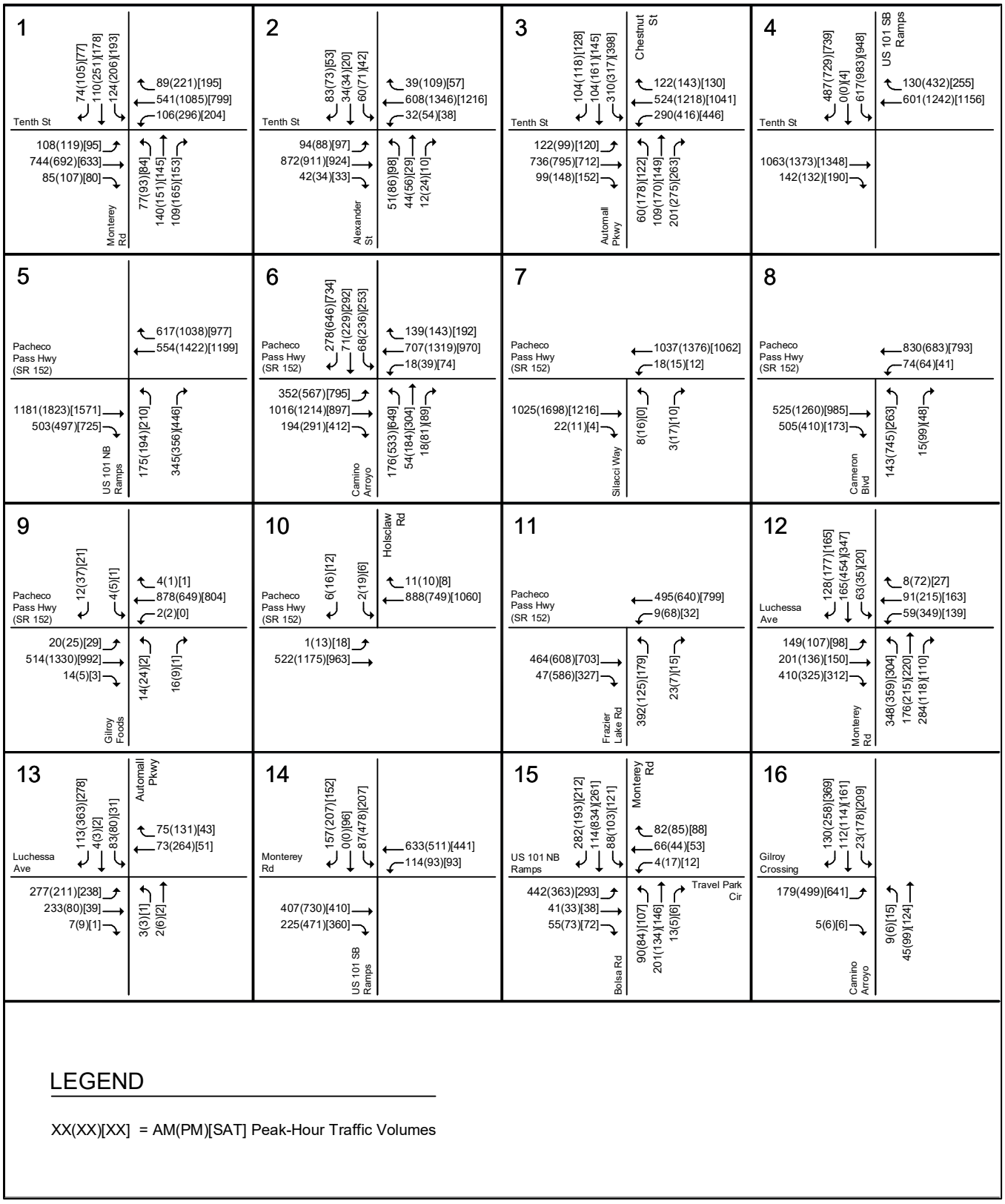
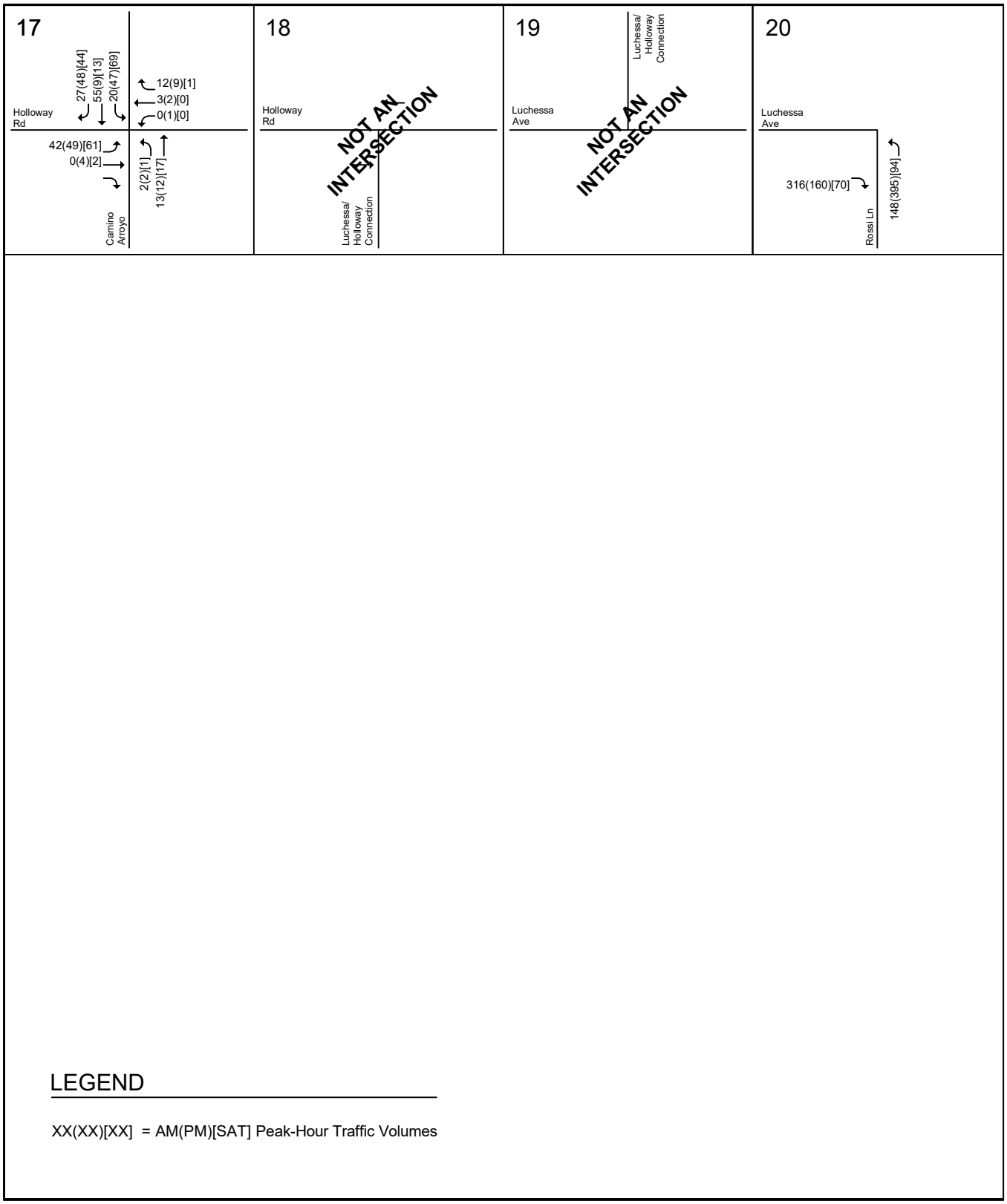


Figure 12 (continued)
Background Conditions Traffic Volumes



approved) was completed to account for the new traffic patterns in the area that would result from the implementation of the Luchessa/Holloway connection. The background plus project traffic volumes are shown graphically on Figures 13 and 14.

Year 2040 General Plan Conditions

Traffic volumes under Year 2040 General Plan conditions were obtained from traffic forecasts produced using the Gilroy TDF Model. These volumes represent traffic conditions that would occur with build out of all projects and planned roadway improvements included in the 2040 General Plan, as adopted in November 2020.

General Plan plus project traffic conditions also were obtained from the Gilroy Model. Land use adjustments were made to the traffic zone in the model representing the project site, replacing the adopted General Plan land uses for the site with the proposed project. This scenario represents 2040 General Plan plus project conditions and the General Plan Amendment for the land use change associated with the proposed project.

In addition, the planned Rossi Lane extension included in the General Plan roadway network was replaced with the proposed Luchessa/Holloway connection (described in the roadway network section). The resulting conditions represent 2040 General Plan plus project conditions with the proposed Luchessa/Holloway connection. This scenario also represents the General Plan Amendment for the land use change associated with the proposed project and the roadway network change associated with the proposed Luchessa/Holloway connection.

Year 2040 General Plan traffic volumes are presented on Figure 15. Year 2040 General Plan plus project traffic conditions are presented on Figure 16. Year 2040 General Plan plus project traffic conditions with Luchessa/Holloway connection are presented on Figure 17.

Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

Intersection Level of Service Methodologies, Standards, and Deficiency Thresholds

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

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

Signalized Intersections

The City of Gilroy uses the Santa Clara County CMP level of service analysis procedure, TRAFFIX, for the evaluation of signalized intersections, based on the *2000 Highway Capacity Manual* (2000 HCM) method. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 4.

Figure 13
Background Plus Project Conditions Traffic Volumes – Existing Roadway Network

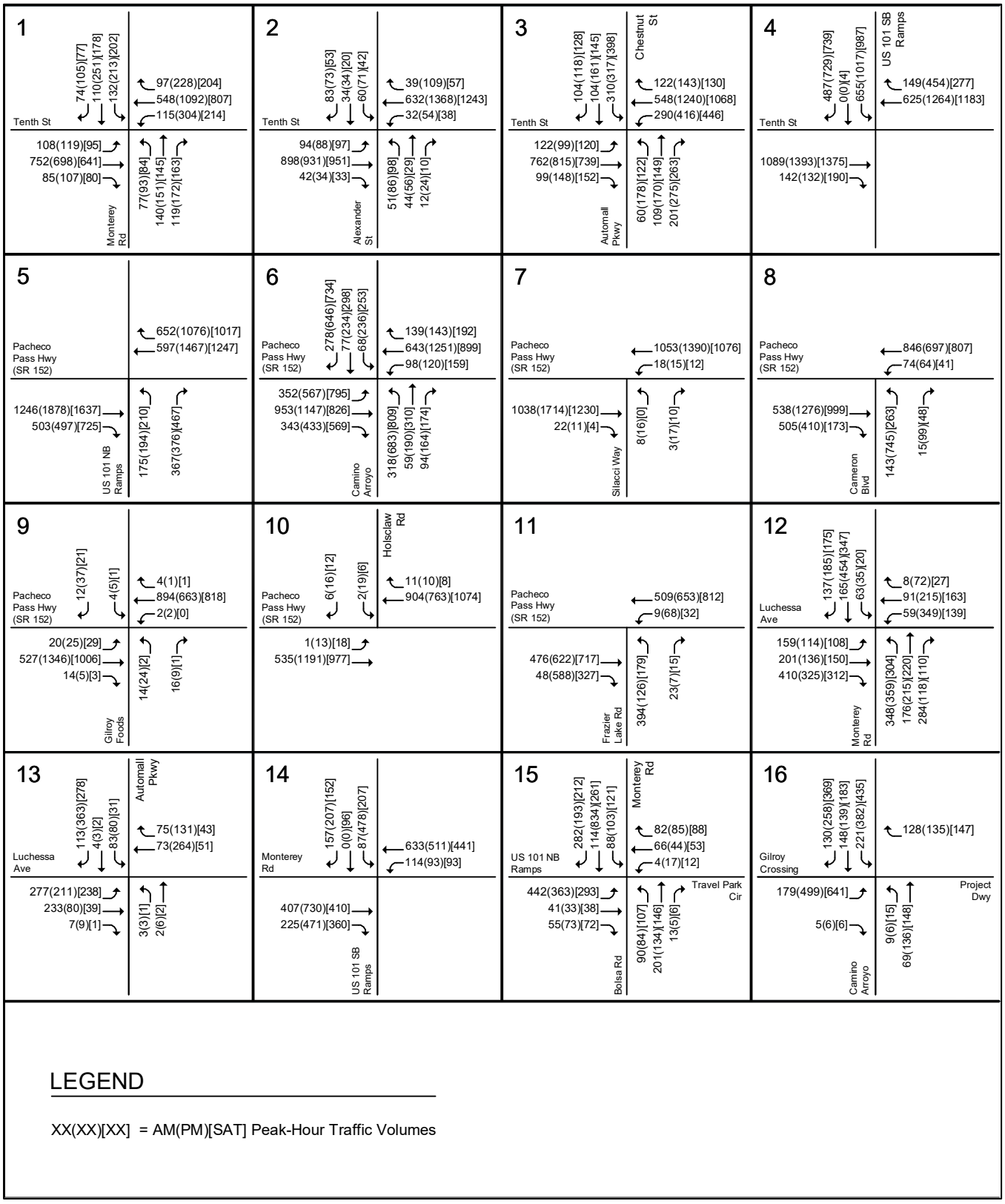


Figure 13 (continued)
Background Plus Project Conditions Traffic Volumes – Existing Roadway Network

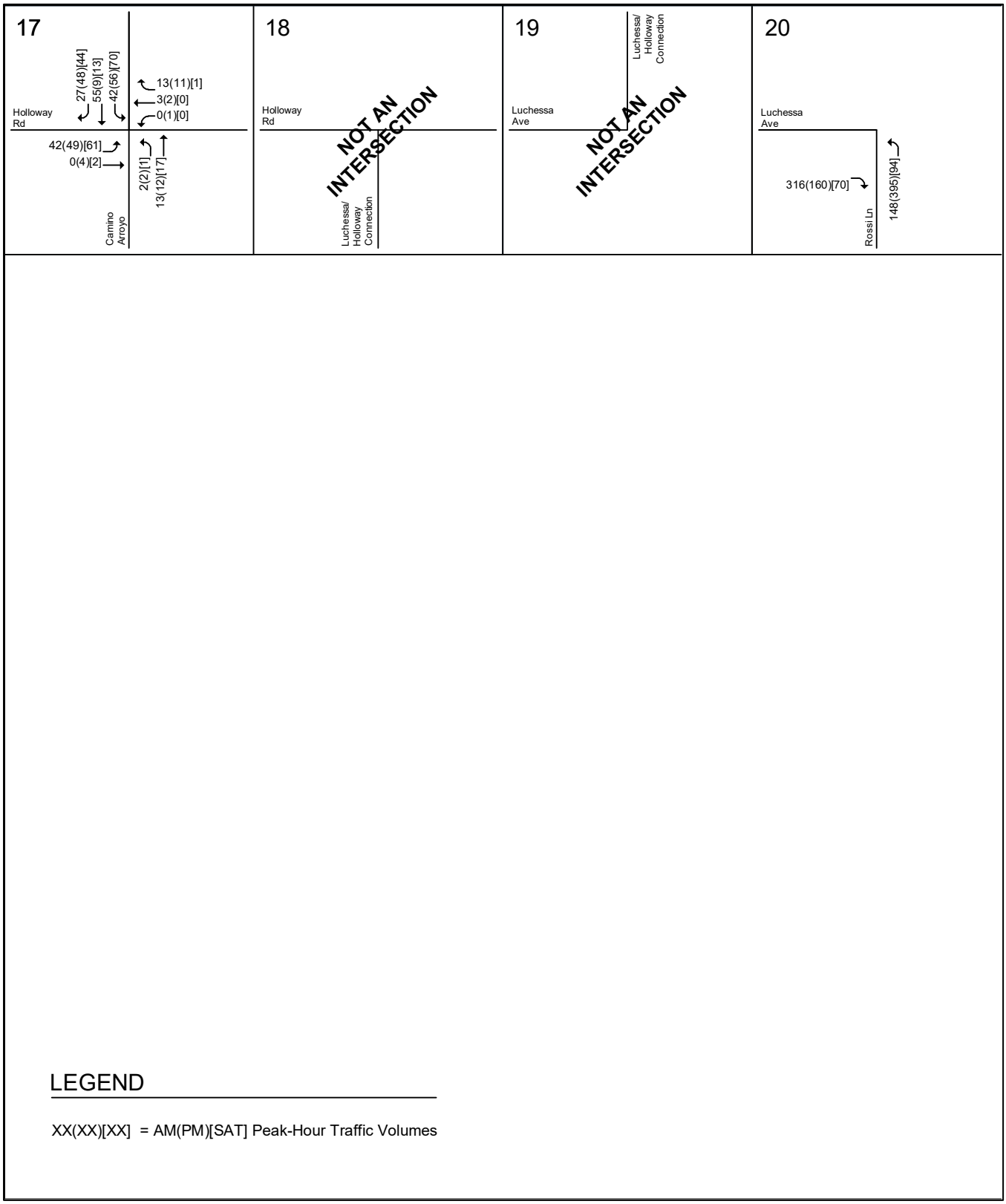


Figure 14
Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection

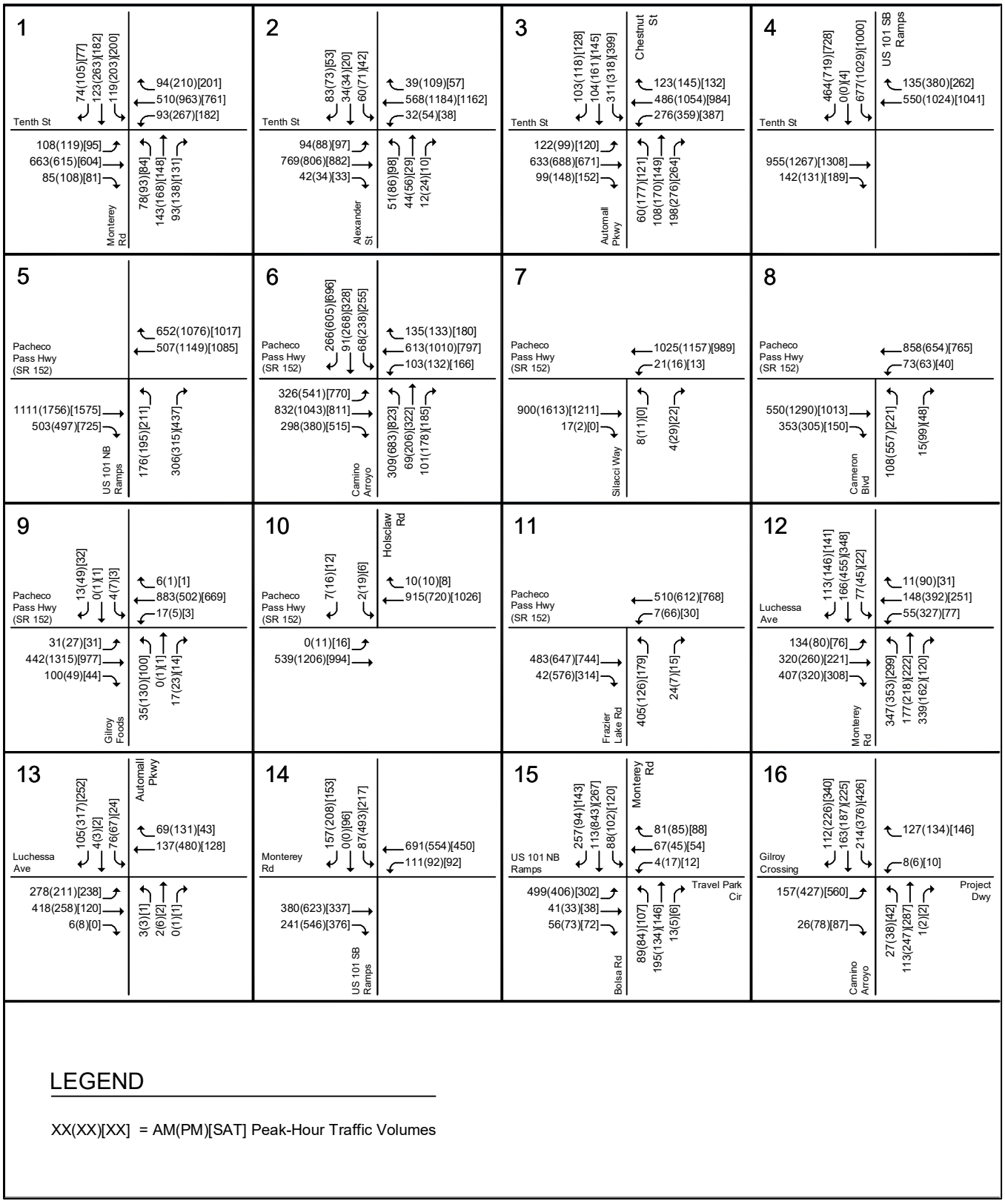


Figure 14 (continued)
Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection

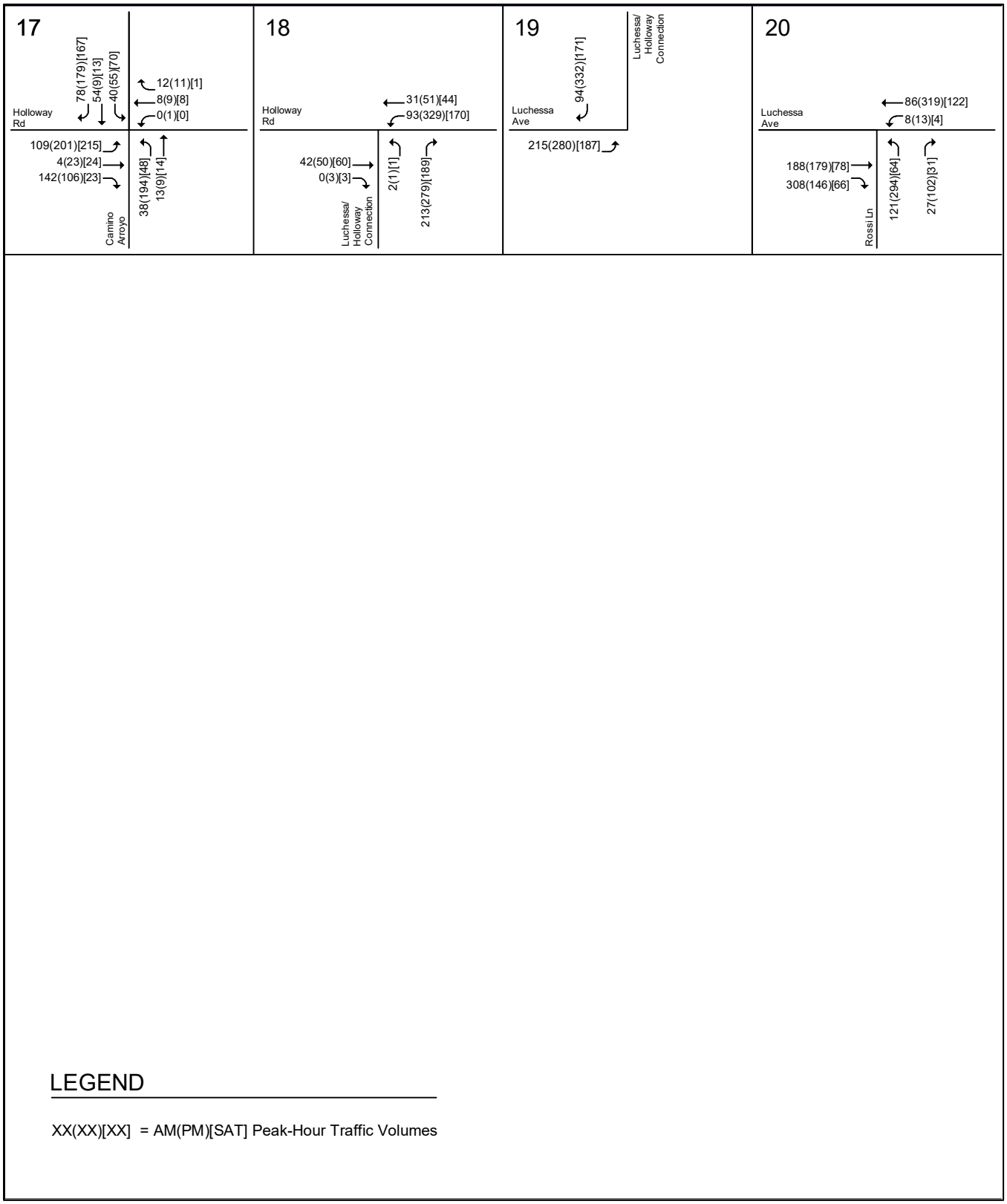


Figure 15
Year 2040 General Plan Conditions Traffic Volumes

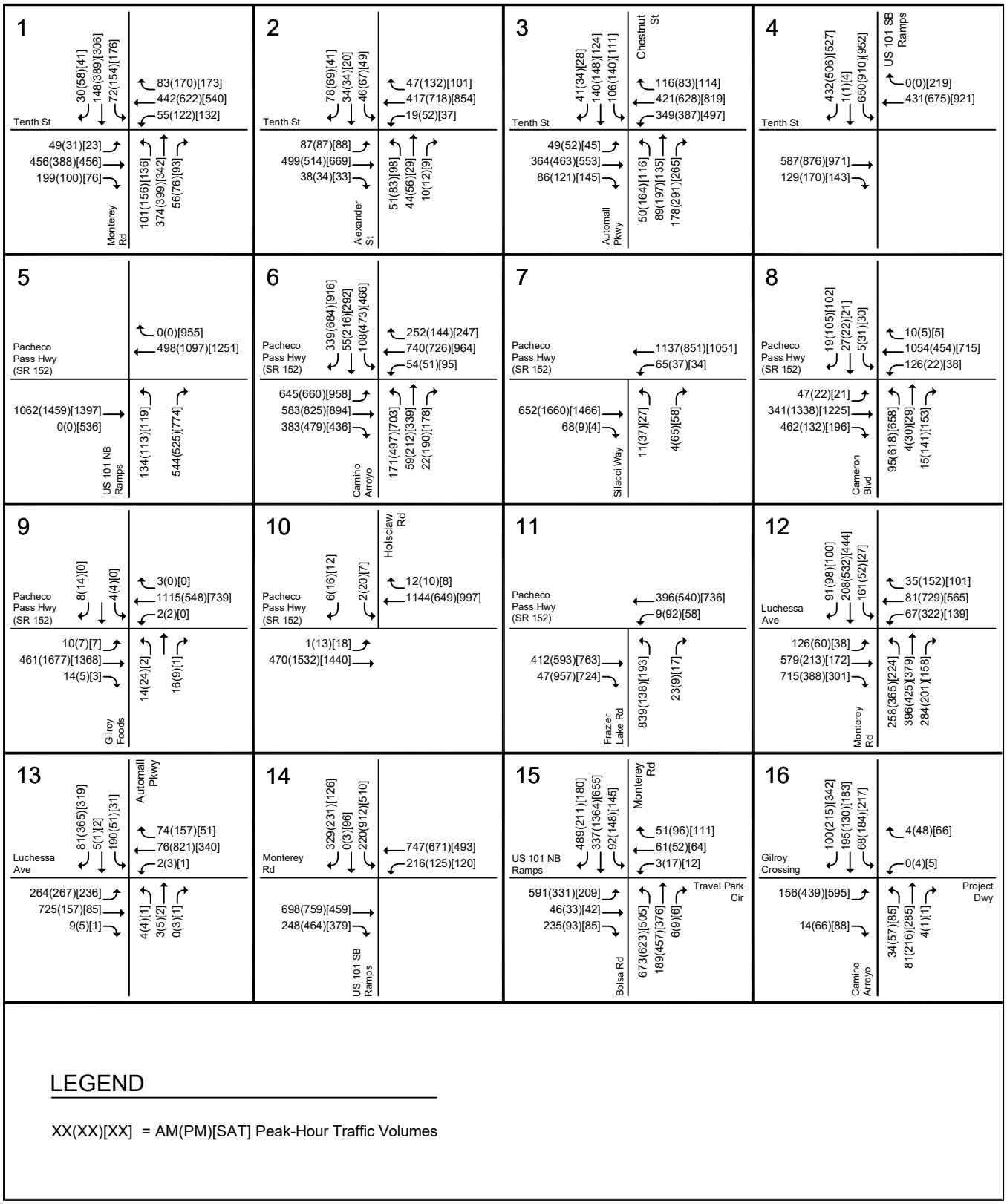


Figure 15 (continued)
Year 2040 General Plan Conditions Traffic Volumes

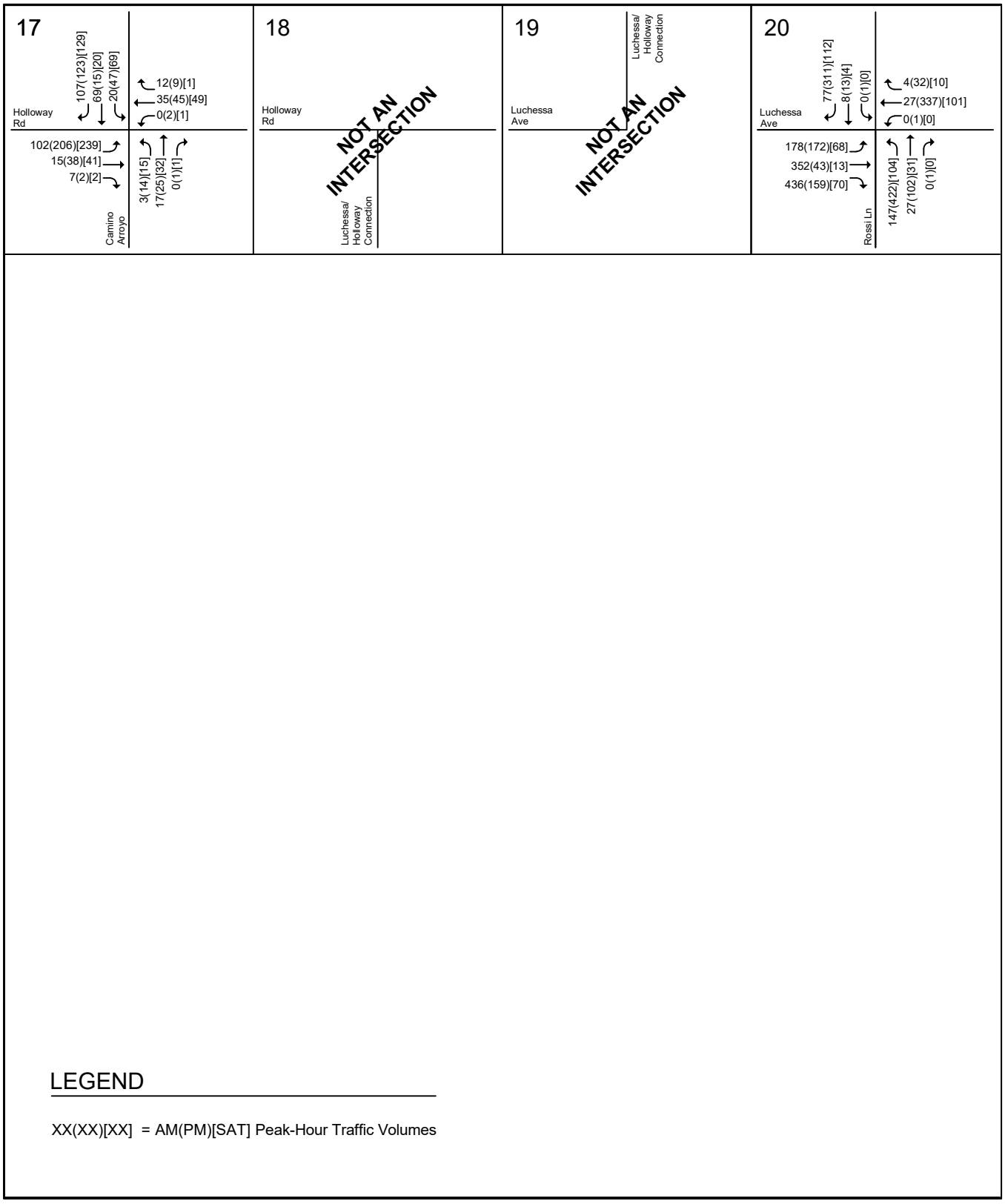


Figure 16
Year 2040 General Plan Plus Project Conditions Traffic Volumes – General Plan Roadway Network

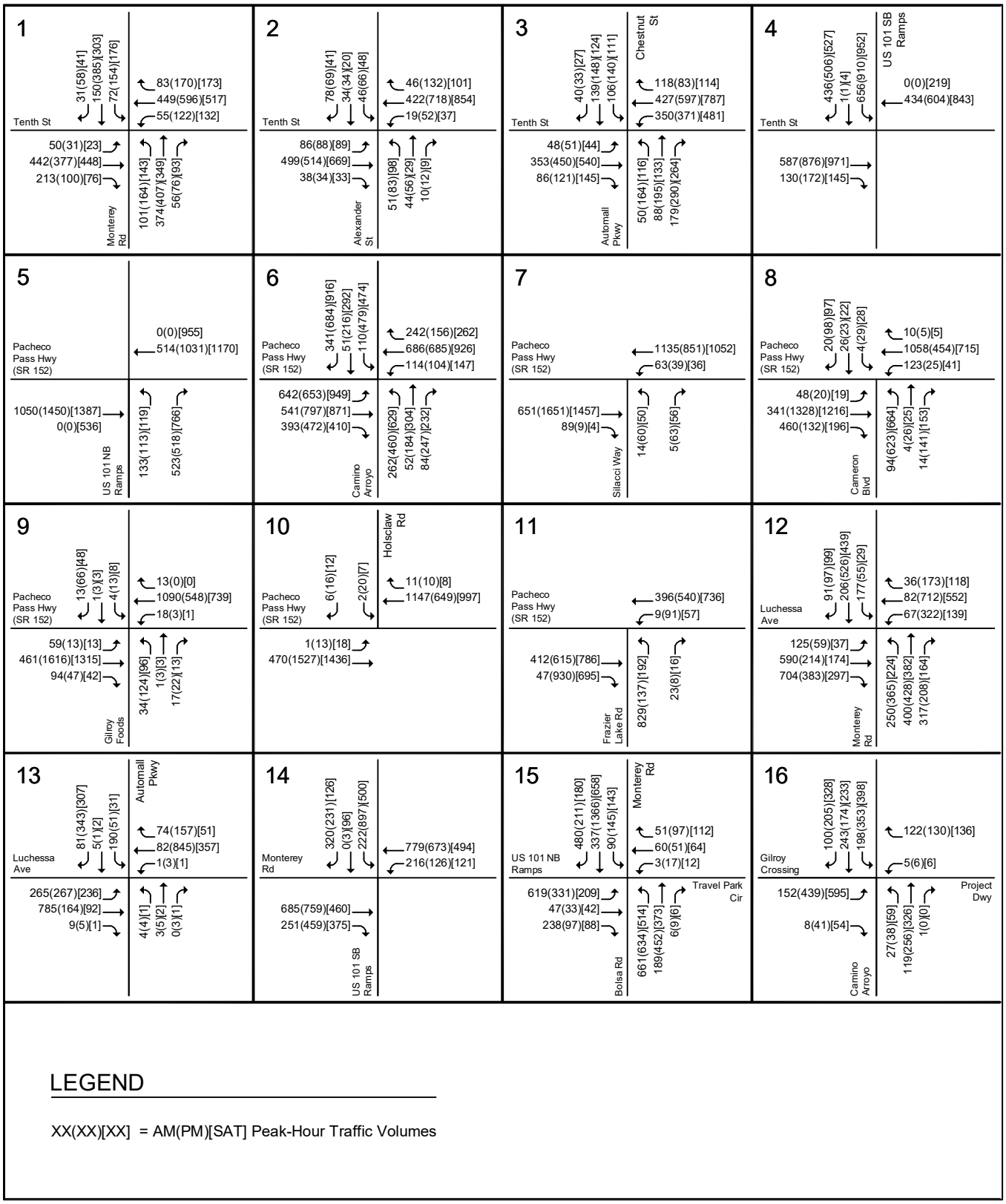


Figure 16 (continued)
Year 2040 General Plan Plus Project Conditions Traffic Volumes– General Plan Roadway Network

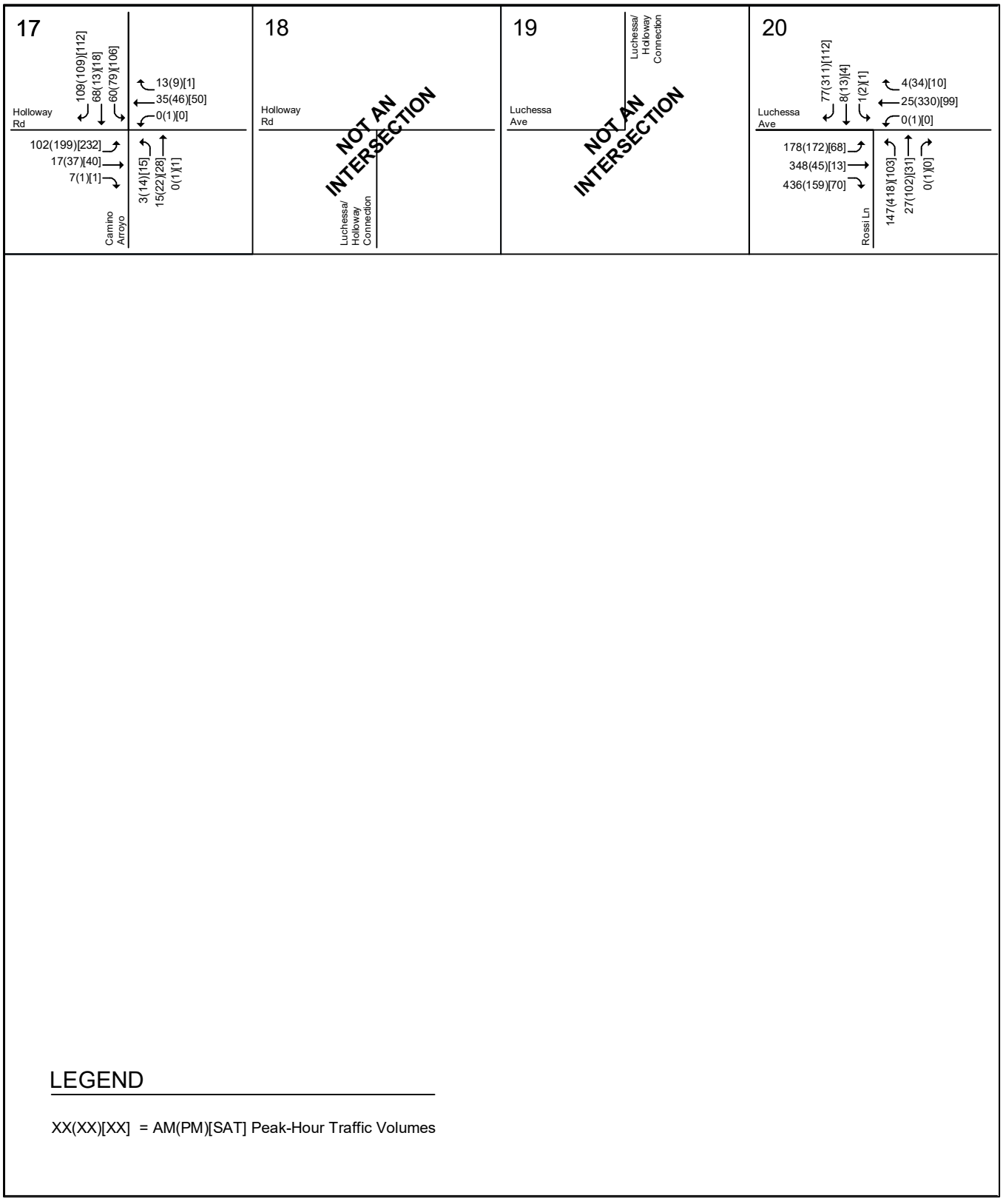


Figure 17
Year 2040 General Plan Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection

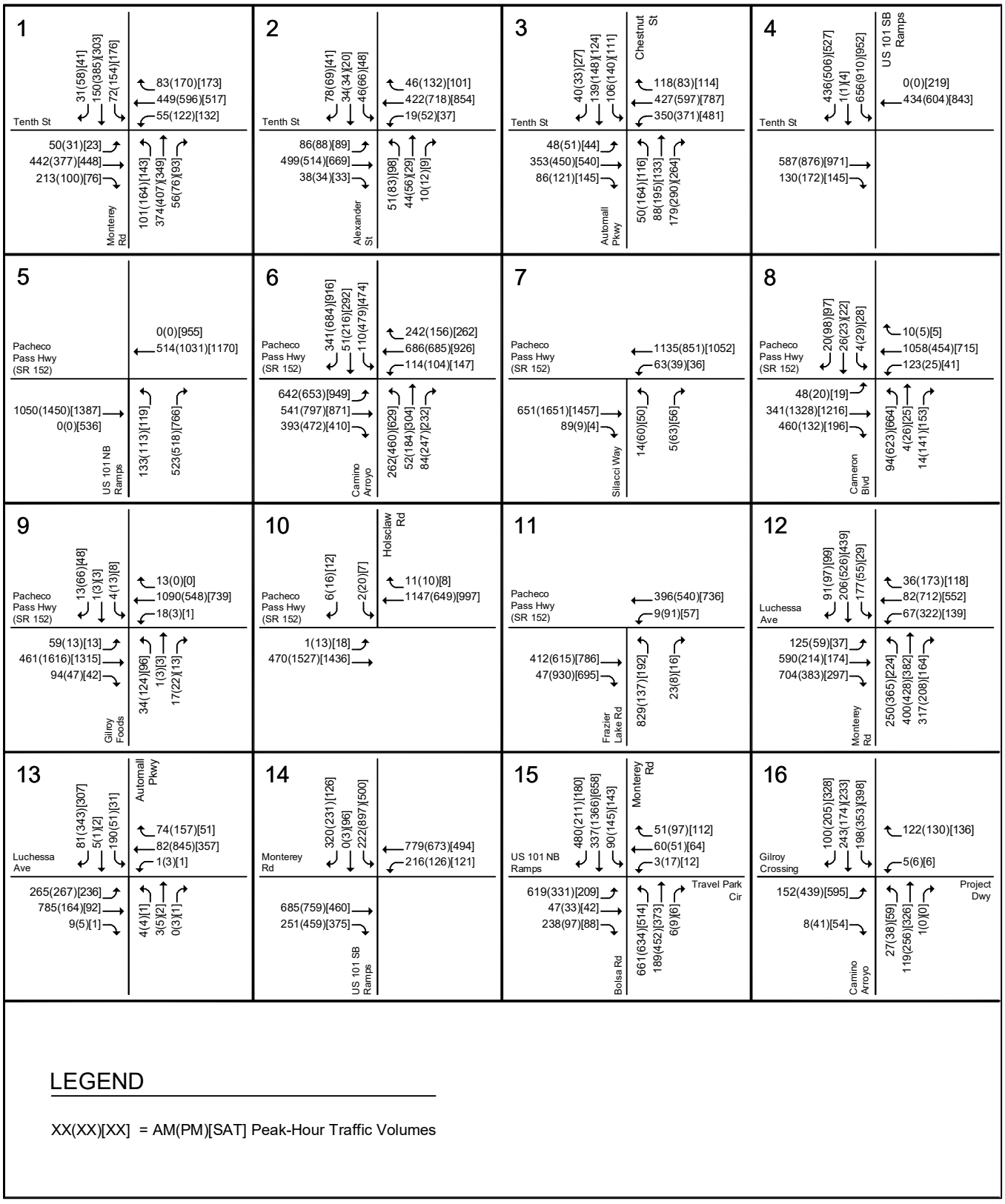


Figure 17 (continued)
Year 2040 General Plan Plus Project Conditions Traffic Volumes– With Luchessa/Holloway Connection

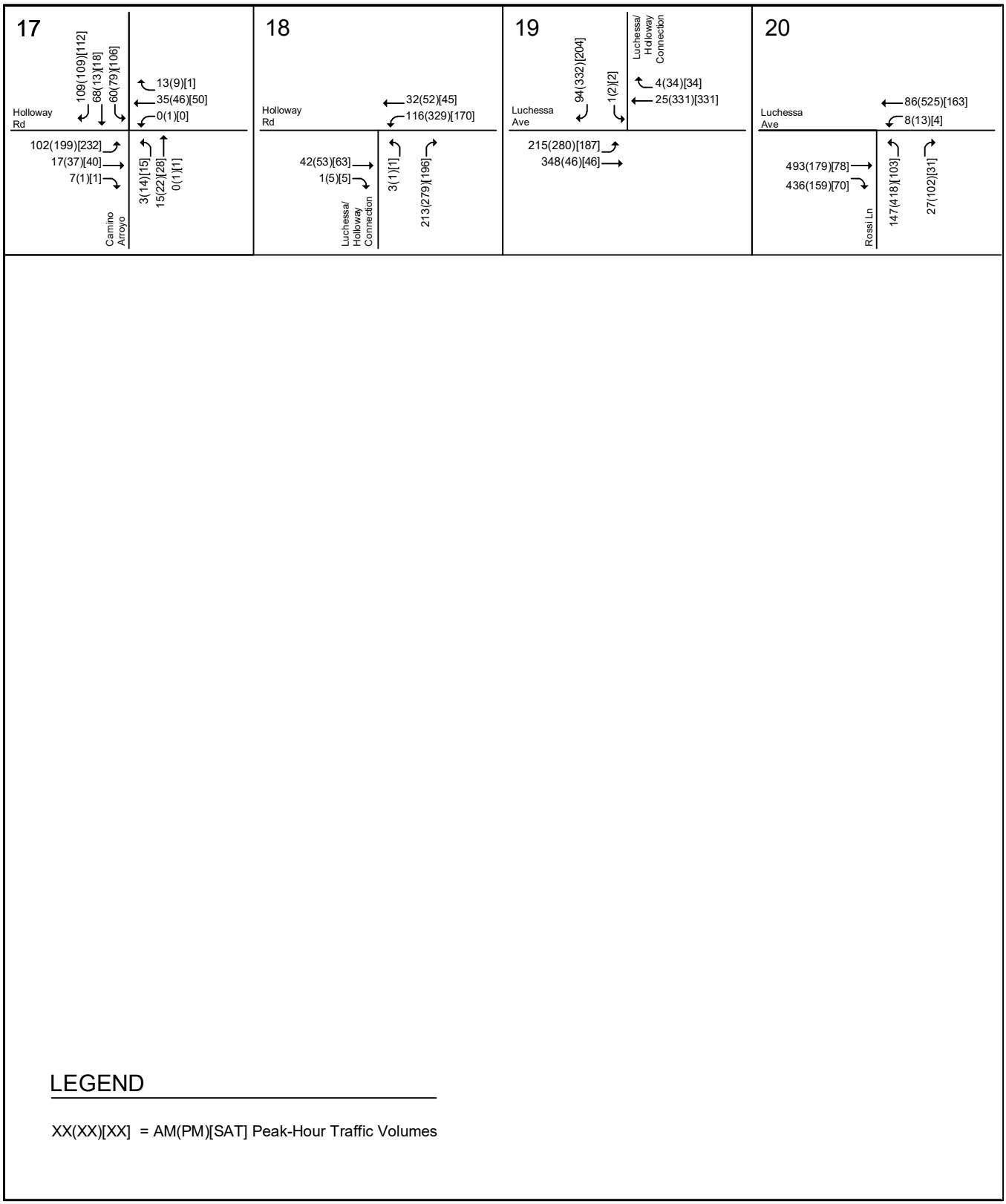


Table 4
Signalized Intersection Level of Service Definition Based on Delay

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

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

The City of Gilroy level of service standard for most signalized intersections located west of US 101 is LOS C or better, allowing some commercial and industrial areas (e.g., downtown Gilroy, First Street corridor) to operate at LOS D or better. For signalized intersections located east of US 101 and those in the commercial area designated in the City of Gilroy General Plan (LOS D Area), the City standard is LOS D or better. The level of service D area includes all areas east of US 101, the Tenth Street corridor from Monterey Road to US 101, the Luchessa corridor east of Monterey Road, and the Monterey Road corridor from Luchessa Avenue to the Monterey Road/US 101 interchange. The current City of Gilroy LOS D Area is depicted graphically on Figure 6 (Study Intersections).

All of the signalized study intersections are located within the LOS D area.

City of Gilroy Definition of Operational Deficiencies at Signalized Intersections

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

LOS D Area

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

Unsignalized Intersections

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

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

For the purpose of reporting level of service for stop-controlled intersections, two levels of service are used. For all-way stop-controlled intersections, "overall intersection average" delay and corresponding level of service are used, which is a measure of the average delay incurred by all motorists at the intersection. For one- and two-way stop-controlled intersections, the delay and corresponding level of service for the "highest delay approach", which is a measure of the delay incurred by motorists only on the stop-controlled approach which is most impacted by traffic conditions at the intersection, is used. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 5.

Table 5
Unsignalized Intersection Level of Service Definition Based on Control Delay

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

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

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

of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

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

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

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

City of Gilroy Definition of Operational Deficiencies at Unsignalized Intersections

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

All-Way Stop-Controlled Intersections:

LOS D Area

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

One- and Two-Way Stop-Controlled Intersections:

LOS D Area

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

Intersection Level of Service Analysis Results

The results of the intersection level of service analysis are described below and summarized in Table 6. The level of service calculation sheets are included in Appendix E. The peak-hour signal warrant sheets are contained in Appendix F.

Existing and Background Intersection Level of Service Analysis

The results of the intersection level of service analysis under existing conditions indicate that the following intersection currently operates deficiently during the Saturday peak-hour:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)

Under background conditions, the above intersection would continue to operate deficiently (LOS E) during the Saturday peak-hour.

The remaining study intersections are projected to operate at acceptable levels of service during all three peak hours analyzed under existing and background conditions.

Background Plus Project Intersection Level of Service Analysis

Background plus project conditions were evaluated under two roadway scenarios: (1) under the existing roadway network; and (2) assuming implementation of the proposed Luchessa/Holloway connection. The comparison of these two roadway network scenarios demonstrates the effect of providing a second access roadway between the project area and the south and southwest parts of Gilroy.

Background Plus Project – Existing Roadway Network

The results of the intersection level of service analysis show that the following intersection would operate deficiently during the Saturday peak-hour under background plus project conditions and under the existing roadway network:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)

The addition of project traffic to the intersection of Camino Arroyo/Pacheco Pass Highway (SR 152) is not projected to increase the intersection's average delay by more than the 4-second operational deficiency threshold. Therefore, the proposed project is not projected to create an operational deficiency at any of the study intersections under this scenario.

Background Plus Project – With Proposed Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the following intersections would operate deficiently under background plus project conditions and assuming the implementation of the proposed Luchessa/Holloway connection:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

Project Deficiency: PM peak-hour

Table 6
Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing Conditions			Background Conditions			Background Plus Project (Existing Roadway Network)				Background Plus Project with Proposed LH Connnection			
						Delay	LOS	Warrant Met?[1]	Delay	LOS	Warrant Met?[1]	Delay	LOS	Delay Change[2]	Warrant Met?[1]	Delay	LOS	Delay Change[2]	Warrant Met?[1]
1	Monterey Road and Tenth Street	Signal	D	AM	03/24/22	22.7	C+	--	22.6	C+	--	22.9	C+	+0.3	--	22.8	C+	+0.2	--
				PM	03/24/22	28.6	C	--	28.4	C	--	28.6	C	+0.2	--	28.5	C	+0.1	--
				SAT	03/26/22	29.8	C	--	29.4	C	--	29.6	C	+0.2	--	29.5	C	+0.1	--
2	Alexander Street and Tenth Street	Signal	D	AM	03/24/22	17.2	B	--	16.7	B	--	16.7	B	+0.0	--	16.8	B	+0.1	--
				PM	03/24/22	16.9	B	--	17.8	B	--	17.9	B	+0.1	--	17.2	B	-0.6	--
				SAT	03/26/22	20.1	C+	--	18.0	B-	--	17.8	B	-0.2	--	18.3	B-	+0.3	--
3	Chestnut Street/Automall Parkway and Tenth Street	Signal	D	AM	03/24/22	29.9	C	--	34.4	C-	--	34.2	C-	-0.2	--	34.5	C-	+0.1	--
				PM	03/24/22	32.5	C-	--	38.0	D+	--	38.1	D+	+0.1	--	37.6	D+	-0.4	--
				SAT	03/26/22	29.4	C	--	37.7	D+	--	37.8	D+	+0.1	--	37.3	D+	-0.4	--
4	US 101 SB Ramps and Tenth Street	Signal	D	AM	03/24/22	20.0	C+	--	21.1	C+	--	21.4	C+	+0.3	--	21.5	C+	+0.4	--
				PM	03/24/22	22.8	C+	--	26.0	C	--	26.5	C	+0.5	--	25.7	C	-0.3	--
				SAT	03/26/22	27.9	C	--	29.9	C	--	30.5	C	+0.6	--	30.2	C	+0.3	--
5	US 101 NB Ramps and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	8.1	A	--	9.0	A	--	9.1	A	+0.1	--	8.7	A	-0.3	--
				PM	03/24/22	8.3	A	--	10.1	B+	--	10.5	B+	+0.4	--	9.8	A	-0.3	--
				SAT	03/26/22	9.9	A	--	10.7	B+	--	11.0	B+	+0.3	--	10.6	B+	-0.1	--
6	Camino Arroyo and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	21.1	C+	--	18.2	B-	--	20.4	C+	+2.2	--	20.8	C+	+2.6	--
				PM	03/24/22	32.4	C-	--	41.8	D	--	45.1	D	+3.3	--	38.3	D+	-3.5	--
				SAT	03/26/22	**55.4**	**E+**	--	**59.9**	**E+**	--	**63.3**	**E**	**+3.4**	--	**60.5**	**E**	**+0.6**	--
7	Silacci Way and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	11/05/20	0.2	A+	--	0.3	A+	No	0.3	A+	+0.0	--	0.3	A+	+0.0	--
				PM	11/05/20	0.5	A+	--	1.5	A+	No	1.6	A+	+0.1	--	0.8	A+	-0.7	--
				SAT	11/05/20	0.1	A+	--	0.1	A+	No	0.1	A+	+0.0	--	0.2	A+	+0.1	--
		One-Way Stop (Worst Approach)	E	AM	11/05/20	16.5	C	No	36.0	E	No	37.0	E	+1.0	No	28.8	D	-7.2	No
				PM	11/05/20	26.4	D	No	**>120**	**F**	No	**>120**	**F**	**>120**	No	**51.3**	**F**	**-83.6**	No
				SAT	11/07/20	12.4	B	No	13.3	B	No	13.4	B	+0.1	No	13.5	B	+0.2	No
8	Cameron Boulevard and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	5.4	A	--	7.1	A	--	7.0	A	-0.1	--	6.7	A	-0.4	--
				PM	11/05/20	7.8	A	--	14.6	B	--	14.7	B	+0.1	--	12.7	B	-1.9	--
				SAT	11/07/20	7.3	A	--	8.5	A	--	8.4	A	-0.1	--	8.1	A	-0.4	--
9	Gilroy Foods and Pacheco Pass Highway (SR 152)	Signal	D	AM	11/05/20	9.2	A	--	9.1	A	--	9.0	A	-0.1	--	10.4	B+	+1.3	--
				PM	11/05/20	10.2	B+	--	10.9	B+	--	10.9	B+	+0.0	--	11.4	B+	+0.5	--
				SAT	11/07/20	5.5	A	--	3.2	A	--	3.2	A	+0.0	--	7.2	A	+4.0	--
10	Holsclaw Road and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	03/24/22	0.1	A+	--	0.1	A+	No	0.1	A+	+0.0	--	0.1	A+	+0.0	--
				PM	03/24/22	0.8	A+	--	1.0	A+	No	1.0	A+	+0.0	--	0.9	A+	-0.1	--
				SAT	03/24/22	0.4	A+	--	0.4	A+	No	0.4	A+	+0.0	--	0.4	A+	+0.0	--
		One-Way Stop (Worst Approach)	E	AM	03/24/22	17.0	C	No	19.2	C	No	19.7	C	+0.5	No	19.5	C	+0.3	No
				PM	03/24/22	35.0	E	No	**50.4**	**F**	No	**53.1**	**F**	**+2.7**	No	49.8	E	-0.6	No
				SAT	03/26/22	33.1	D	No	38.7	E	No	40.1	E	+1.4	No	37.9	E	-0.8	No
11	Frazier Lake Road and Pacheco Pass Highway (SR 152)	Signal	D	AM	03/24/22	14.9	B	--	15.3	B	--	15.4	B	+0.1	--	15.8	B	+0.5	--
				PM	03/24/22	8.2	A	--	7.8	A	--	7.8	A	+0.0	--	7.8	A	+0.0	--
				SAT	03/26/22	10.0	B+	--	10.2	B+	--	10.2	B+	+0.0	--	10.2	B+	+0.0	--
12	Monterey Road and Luchessa Avenue	Signal	D	AM	03/24/22	26.1	C	--	26.6	C	--	26.6	C	+0.0	--	26.0	C	-0.6	--
				PM	03/24/22	35.5	D+	--	39.5	D	--	39.5	D	+0.0	--	38.0	D+	-1.5	--
				SAT	03/26/22	22.8	C+	--	23.7	C	--	23.7	C	+0.0	--	23.8	C	+0.1	--
13	Automall Parkway and Luchessa Avenue	One-Way Stop (Average Delay)	D	AM	03/24/22	6.4	A	--	6.9	A-	--	6.9	A-	+0.0	--	7.0	A-	+0.1	--
				PM	03/24/22	7.4	A-	--	7.9	A-	--	7.9	A-	+0.0	--	8.3	A-	+0.4	--
				SAT	03/24/22	7.2	A-	--	7.5	A-	--	7.5	A-	+0.0	--	6.3	A	-1.2	--
		One-Way Stop (Worst Approach)	E	AM	03/24/22	22.2	C	**Yes**	25.0	C	**Yes**	25.0	C	+0.0	**Yes**	34.7	D	+9.7	**Yes**
				PM	03/24/22	25.7	D	**Yes**	29.4	D	**Yes**	29.4	D	+0.0	**Yes**	**52.2**	**F**	**+22.8**	**Yes**
				SAT	03/26/22	15.8	C	No	17.9	C	**Yes**	17.9	C	+0.0	**Yes**	18.2	C	+0.3	**Yes**
14	US 101 SB Ramps and Monterey Road	Signal	D	AM	03/24/22	12.0	B	--	12.0	B+	--	12.0	B+	+0.0	--	12.0	B+	+0.0	--
				PM	03/24/22	22.2	C+	--	22.1	C+	--	22.1	C+	+0.0	--	22.2	C+	+0.1	--
				SAT	03/26/22	20.2	C+	--	19.9	B-	--	19.9	B-	+0.0	--	20.2	C+	+0.3	--
15	Monterey Road and US 101 NB Ramps	Signal	D	AM	03/24/22	18.9	B-	--	18.8	B-	--	18.8	B-	+0.0	--	18.7	B-	-0.1	--
				PM	03/24/22	23.8	C	--	25.2	C	--	25.2	C	+0.0	--	25.7	C	+0.5	--
				SAT	03/26/22	26.1	C	--	26.4	C	--	26.4	C	+0.0	--	26.5	C	+0.1	--
16	Camino Arroyo and Gilroy Crossing	Signal	D	AM	03/24/22	13.4	B	--	13.3	B	--	19.6	B-	+6.3	--	22.5	C+	+9.2	--
				PM	03/24/22	16.1	B	--	15.8	B	--	24.8	C	+9.0	--	23.1	C	+7.3	--
				SAT	03/26/22	18.1	B-	--	18.3	B-	--	27.6	C	+9.3	--	26.2	C	+7.9	--
17	Camino Arroyo and Holloway Road	All-Way Stop	D	AM	03/24/22	7.7	A	No	7.7	A	No	7.8	A	+0.1	No	8.6	A	+0.9	No
				PM	03/24/22	7.8	A	No	7.8	A	No	7.9	A	+0.1	No	11.2	B	+3.4	**Yes**
				SAT	03/26/22	8.1	A	No	8.1	A	No	8.1	A	+0.0	No	10.0	A	+1.9	No
18	Luchessa/Holloway Connection and Holloway Road	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	8.5	A	+8.5	No
				PM	Future	--	--	--	--	--	--	--	--	--	--	12.2	B	+12.2	**Yes**
				SAT	Future	--	--	--	--	--	--	--	--	--	--	9.0	A	+9.0	No
19	Luchessa/Holloway Connection and Luchessa Avenue	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				PM	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				SAT	Future	--	--	--	--	--	--	--	--	--	--	--	--	--	--
20	Rossi Lane and Luchessa Avenue	All-Way Stop	D	AM	Future	--	--	--	--	--	--	--	--	--	--	9.6	A	+9.6	No
				PM	Future	--	--	--	--	--	--	--	--	--	--	13.8	B	+13.8	**Yes**
				SAT	Future	--	--	--	--	--	--	--	--	--	--	8.1	A	+8.1	No

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes project deficiency based on City of Gilroy criteria.

Table 6 (Continued)
Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	Peak Hour	2040 General Plan (No Project) Conditions			General Plan Plus Project (GP Roadway Network)				General Plan Plus Project with Proposed LH Connnection		
					Delay	LOS	Warrant Met?[1]	Delay	LOS	Delay Change[2]	Warrant Met?[1]	Delay	LOS	Warrant Met?[1]
1	Monterey Road and Tenth Street	Signal	D	AM	23.6	C	--	23.6	C	+0.0	--	Same as General Plan Plus Project Conditions (GP Roadway Network)		
				PM	29.3	C	--	29.5	C	+0.2	--			
				SAT	32.6	C-	--	32.9	C-	+0.3	--			
2	Alexander Street and Tenth Street	Signal	D	AM	20.3	C+	--	20.3	C+	+0.0	--			
				PM	16.4	B	--	16.4	B	+0.0	--			
				SAT	21.5	C+	--	21.5	C+	+0.0	--			
3	Chestnut Street/Automall Parkway and Tenth Street	Signal	D	AM	32.1	C-	--	31.9	C	-0.2	--			
				PM	36.2	D+	--	36.3	D+	+0.1	--			
				SAT	31.5	C	--	31.6	C	+0.1	--			
4	US 101 SB Ramps and Tenth Street	Signal	D	AM	20.6	C+	--	20.6	C+	+0.0	--			
				PM	22.4	C+	--	22.2	C+	-0.2	--			
				SAT	27.6	C	--	27.4	C	-0.2	--			
5	US 101 NB Ramps and Pacheco Pass Highway (SR 152)	Signal	D	AM	11.5	B+	--	11.3	B+	-0.2	--			
				PM	12.8	B	--	12.7	B	-0.1	--			
				SAT	14.8	B	--	14.7	B	-0.1	--			
6	Camino Arroyo and Pacheco Pass Highway (SR 152)	Signal	D	AM	21.4	C+	--	22.5	C+	+1.1	--			
				PM	34.8	C-	--	34.1	C-	-0.7	--			
				SAT	**80.2**	**F**	--	**75.2**	**E-**	**-5.0**	--			
7	Silacci Way and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	0.5	A+	--	0.5	A+	+0.0	--			
				PM	3.3	A+	--	8.4	A-	+5.1	--			
				SAT	1.5	A+	--	3.8	A	+2.3	--			
		One-Way Stop (Worst Approach)	E	AM	22.7	C	No	23.2	C	+0.5	No			
				PM	**80.9**	**F**	**Yes**	**>120**	**F**	**+96.2**	**Yes**			
				SAT	42.5	E	**Yes**	**91.6**	**F**	**+49.1**	**Yes**			
8	Cameron Boulevard and Pacheco Pass Highway (SR 152)	Signal	D	AM	17.6	B	--	17.6	B	+0.0	--			
				PM	26.6	C	--	26.6	C	+0.0	--			
				SAT	22.5	C+	--	22.6	C+	+0.1	--			
9	Gilroy Foods and Pacheco Pass Highway (SR 152)	Signal	D	AM	8.5	A	--	11.4	B+	+2.9	--			
				PM	9.4	A	--	10.3	B+	+0.9	--			
				SAT	5.0	A	--	10.2	B+	+5.2	--			
10	Holsclaw Road and Pacheco Pass Highway (SR 152)	One-Way Stop (Average Delay)	D	AM	0.1	A+	--	0.1	A+	+0.0	--			
				PM	1.4	A+	--	1.4	A+	+0.0	--			
				SAT	0.6	A+	--	0.6	A+	+0.0	--			
		One-Way Stop (Worst Approach)	E	AM	24.8	C	No	24.9	C	+0.1	No			
				PM	**81.5**	**F**	No	**80.6**	**F**	**-0.9**	No			
				SAT	**69.0**	**F**	No	**68.6**	**F**	**-0.4**	No			
11	Frazier Lake Road and Pacheco Pass Highway (SR 152)	Signal	D	AM	36.6	D+	--	35.2	D+	-1.4	--			
				PM	8.7	A	--	8.5	A	-0.2	--			
				SAT	9.9	A	--	10.0	B+	+0.1	--			
12	Monterey Road and Luchessa Avenue	Signal	D	AM	29.6	C	--	30.1	C	+0.5	--			
				PM	39.2	D	--	38.8	D+	-0.4	--			
				SAT	23.9	C	--	23.8	C	-0.1	--			
13	Automall Parkway and Luchessa Avenue	One-Way Stop (Average Delay)	D	AM	29.5	D	--	32.8	D-	+3.3	--			
				PM	15.0	B-	--	15.3	C+	+0.3	--			
				SAT	6.5	A	--	6.3	A	-0.2	--			
		One-Way Stop (Worst Approach)	E	AM	**>120**	**F**	**Yes**	**>120**	**F**	**+24.7**	**Yes**			
				PM	**86.7**	**F**	**Yes**	**86.9**	**F**	**+0.2**	**Yes**			
				SAT	20.8	C	**Yes**	21.3	C	+0.5	**Yes**			
14	US 101 SB Ramps and Monterey Road	Signal	D	AM	15.2	B	--	15.0	B	-0.2	--			
				PM	31.6	C	--	31.1	C	-0.5	--			
				SAT	22.8	C+	--	22.7	C+	-0.1	--			
15	Monterey Road and US 101 NB Ramps	Signal	D	AM	**82.7**	**F**	--	**85.2**	**F**	**+2.5**	--			
				PM	**67.9**	**E**	--	**70.3**	**E**	**+2.4**	--			
				SAT	28.4	C	--	28.6	C	+0.2	--			
16	Camino Arroyo and Gilroy Crossing	Signal	D	AM	17.7	B	--	22.3	C+	+4.6	--			
				PM	20.7	C+	--	22.8	C+	+2.1	--			
				SAT	23.8	C	--	26.4	C	+2.6	--			
17	Camino Arroyo and Holloway Road	All-Way Stop	D	AM	8.4	A	No	8.5	A	+0.1	No			
				PM	9.6	A	No	9.6	A	+0.0	No			
				SAT	10.2	B	No	10.3	B	+0.1	No			
18	Luchessa/Holloway Connection and Holloway Road	All-Way Stop	D	AM	--	--	--	--	--	--	--	8.6	A	No
				PM	--	--	--	--	--	--	--	12.2	B	**Yes**
				SAT	--	--	--	--	--	--	--	9.1	A	No
19	Luchessa/Holloway Connection and Luchessa Avenue	All-Way Stop	D	AM	--	--	--	--	--	--	--	9.1	A	No
				PM	--	--	--	--	--	--	--	12.2	B	**Yes**
				SAT	--	--	--	--	--	--	--	9.8	A	No
20	Rossi Lane and Luchessa Avenue	All-Way Stop	D	AM	12.0	B	**Yes**	11.9	B	--	**Yes**	12.0	B	**Yes**
				PM	29.5	D	**Yes**	28.6	D	--	**Yes**	21.8	C	**Yes**
				SAT	8.7	A	No	8.7	A	--	No	8.5	A	No

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
▭ - Denotes project deficiency based on City of Gilroy criteria.

The addition of project traffic is projected to increase the worst approach delay at the deficient intersection of Automall Parkway/Luchessa Avenue by more than 4 seconds during the PM peak-hour. Therefore, based on the City of Gilroy definition of operational deficiencies at unsignalized intersections, the project would have an operational deficiency at the Automall Parkway/Luchessa Avenue intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection.

The addition of project traffic to the intersection of Camino Arroyo/Pacheco Pass Highway (SR 152) is not projected to increase the intersection's average delay by more than the 4-second operational deficiency threshold under this scenario.

Year 2040 General Plan Conditions Intersection Level of Service Analysis

Year 2040 General Plan conditions were evaluated for three scenarios: (1) Year 2040 General Plan conditions, as adopted in November 2020; (2) with the proposed project (replacing the planned land uses on the project site) and planned General Plan roadway network; and (3) with the proposed project and proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension). The change between these scenarios demonstrates the relative effect the proposed project and proposed roadway network change would have on adopted General Plan conditions.

2040 General Plan (No Project) Conditions

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently with buildout of the City of Gilroy 2040 General Plan land use growth projections and planned future roadway network:

6. Camino Arroyo and Pacheco Pass Highway (LOS F – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM peak-hour)
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The remaining study intersections are projected to operate at acceptable levels of service during all three peak hours analyzed under 2040 General Plan conditions.

2040 General Plan Plus Project Conditions

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently under 2040 General Plan with project conditions and the planned future roadway network:

6. Camino Arroyo and Pacheco Pass Highway (LOS E – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)

   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)

    Project deficiency: AM and PM peak hours
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The addition of project traffic is projected to increase the intersection delay (or the worst approach delay) at two of the above four deficient intersections by more than 4 seconds during the noted peak

hours. Therefore, based on the City of Gilroy definition of operational deficiencies at intersections, the project would contribute to an operational deficiency at the two intersections noted above under General Plan plus project conditions.

2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

6. Camino Arroyo and Pacheco Pass Highway (LOS E – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)

   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)

    Project deficiency: AM and PM peak hours
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The addition of project traffic is projected to increase the intersection delay (or the worst approach delay) at two of the above four deficient intersections by more than 4 seconds during the noted peak hours. Therefore, based on the City of Gilroy definition of operational deficiencies at intersections, the project would contribute to an operational deficiency at the two intersections noted above under General Plan plus project conditions with the Luchessa/Holloway connection.

Based on the intersection level of service results, the proposed Luchessa/Holloway connection would not change projected intersection operations at any of the study intersections, compared to the Rossi Lane extension that is part of the 2040 General Plan roadway network, with the exception of the intersections of the connection with Holloway Road and Luchessa Avenue, which would be created with the proposed Luchessa/Holloway connection but not the planned Rossi Lane extension. Therefore, in terms of intersection operations, both the Holloway/Luchessa connection and the Rossi Lane extension would provide the same benefits.

Intersection Operations (Queue) Analysis

The analysis of the intersection levels of service was supplemented with an analysis of intersection operations (queuing) for selected intersections. The intersection queuing analysis is an important component of the process to evaluate traffic conditions at an intersection. Although calculated levels of service may appear adequate at some locations, traffic operations problems caused by inadequate storage space for vehicle queues could prevent the intersection from ever realizing the calculated level of service. When inadequate storage space becomes an issue, queues in one turn movement might spill into an adjacent lane and block traffic in that lane from proceeding through the intersection.

Vehicle Queue Estimate Methodology

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles in the queue for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle (20 feet vehicle length plus 5-foot headway space); and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for identifying locations where potential problems may arise in the future and for estimating future storage requirements at intersections.

City of Gilroy Definition of Queue Deficiencies

Based on City of Gilroy guidelines, a queue deficiency at an intersection would occur if:

1. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to be less than the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to exceed the available or planned storage length, or
2. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to exceed the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to grow by at least one vehicle.

Queue deficiencies may be addressed by providing the additional queue storage capacity required to serve the projected queue length.

Study Intersection Turn-Movements

Key intersections where the project is anticipated to add more than 10 peak-hour trips per lane to the left-turn movement were selected for evaluation. Additionally, locations where the project would add a significant amount of trips to the right-turn movement also were included. The adequacy of the queue storage capacity for the following intersection movements was evaluated in this analysis:

4. US 101 NB Ramps and Tenth Street – Southbound left-turn movement
5. US 101 SB Ramps and SR 152 – Northbound right-turn movement
6. Camino Arroyo and SR 152 – Northbound and Westbound left-turn movements; Northbound and Eastbound right-turn movements
16. Camino Arroyo and Gilroy Crossing – Southbound left-turn and Westbound right-turn movements
17. Camino Arroyo and Holloway Road – Eastbound and Southbound left-turn movements
18. Luchessa/Holloway Connection and Holloway Road - Westbound left-turn movement

The vehicle queue analysis results under background plus project conditions are summarized in Table 7. The intersection queue calculation sheets are included in Appendix G.

Table 7
Intersection Vehicle Queue Analysis

Measurement	US 101 SB Ramps and Tenth Street			US 101 NB Ramps and SR 152			Camino Arroyo and SR 152											
	Southbound Left			Northbound Right			Northbound Left			Westbound Left			Northbound Right			Eastbound Right		
	SBL AM	SBL PM	SBL SAT	NBR AM	NBR PM	NBR SAT	NBL AM	NBL PM	NBL SAT	WBL AM	WBL PM	WBL SAT	NBR AM	NBR PM	NBR SAT	EBR AM	EBR PM	EBR SAT
Existing Conditions																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	253	446	476	115	134	212	48	155	199	9	20	37	11	65	59	121	106	206
95th %. Queue (veh/ln.)	14	22	27	5	6	8	3	8	15	1	2	4	1	4	6	5	6	16
95th %. Queue (ft./ln)[2]	350	550	675	125	150	200	75	200	375	25	50	100	25	100	150	125	150	400
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Conditions																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	309	492	474	173	178	223	59	178	216	9	20	37	11	65	59	147	149	239
95th %. Queue (veh/ln.)	16	24	27	6	7	8	4	9	16	1	2	4	1	4	6	6	8	18
95th %. Queue (ft./ln)[2]	400	600	675	150	175	200	100	225	400	25	50	100	25	100	150	150	200	450
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	YES	YES	YES	**NO**	YES	YES	YES
Background Plus Project (No LH Connection)																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	328	509	494	184	188	234	106	228	270	49	60	80	55	116	110	258	251	353
95th %. Queue (veh/ln.)	17	25	28	7	7	9	5	11	20	3	4	8	3	6	10	9	12	25
95th %. Queue (ft./ln)[2]	425	625	700	175	175	225	125	275	500	75	100	200	75	150	250	225	300	625
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	**NO**	YES	**NO**	**NO**	YES	YES	YES
Background Plus Project (With LH Connection)																		
Cycle Length/Control Delay (sec)[1]	125	125	150	65	75	75	85	100	180	85	100	180	75	100	180	75	100	180
Lanes	2	2	2	2	2	2	3	3	3	2	2	2	1	1	1	1	1	1
Volume (vphpl)	339	515	500	153	158	219	103	228	274	52	66	83	60	125	119	216	198	295
95th %. Queue (veh/ln.)	18	25	29	6	7	8	5	11	20	3	4	8	3	7	10	8	10	21
95th %. Queue (ft./ln)[2]	450	625	725	150	175	200	125	275	500	75	100	200	75	175	250	200	250	525
Storage (ft./ ln.)	1000	1000	1000	300	300	300	350	350	350	150	150	150	125	125	125	775	775	775
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	**NO**	YES	YES	**NO**	YES	**NO**	**NO**	YES	YES	YES

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Table 7 (Continued)
Intersection Vehicle Queue Analysis

Measurement	Camino Arroyo and Gilroy Crossing						Camino Arroyo and Holloway Road						L/H Connection and Holloway Road (All-way Stop)					
	Southbound Left			Westbound Right			Eastbound Left			Southbound Left			Westbound Left			Northbound Left		
	SBL AM	SBL PM	SBL SAT	WBR AM	WBR PM	WBR SAT	EBL AM	EBL PM	EBL SAT	SBL AM	SBL PM	SBL SAT	WBL AM	WBL PM	WBL SAT	NBL AM	NBL PM	NBL SAT
Existing Conditions																		
Cycle Length/Control Delay (sec)[1]	60	60	70	--	--	--	8.4	8.4	8.6	8.0	8.3	8.5	--	--	--	--	--	--
Lanes	1	1	1	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	23	178	209	--	--	--	42	49	61	20	47	69	--	--	--	--	--	--
95th %. Queue (veh/ln.)	2	6	8	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	50	150	200	--	--	--	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	--	--	--	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	YES	**NO**	--	--	--	YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Conditions																		
Cycle Length/Control Delay (sec)[1]	60	60	70	--	--	--	8.4	8.4	8.6	8.0	8.3	8.5	--	--	--	--	--	--
Lanes	1	1	1	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	23	178	209	--	--	--	42	49	61	20	47	69	--	--	--	--	--	--
95th %. Queue (veh/ln.)	2	6	8	--	--	--	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	50	150	200	--	--	--	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	--	--	--	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	YES	**NO**	--	--	--	YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Plus Project (No LH Connection)																		
Cycle Length/Control Delay (sec)[1]	60	60	70	60	60	70	8.4	8.5	8.6	8.2	8.4	8.5	--	--	--	--	--	--
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	--	--	--	--	--	--
Volume (vphpl)	221	382	435	64	68	74	42	49	61	42	56	70	--	--	--	--	--	--
95th %. Queue (veh/ln.)	7	11	13	3	3	4	1	1	1	1	1	1	--	--	--	--	--	--
95th %. Queue (ft./ln)[2]	175	275	325	75	75	100	25	25	25	25	25	25	--	--	--	--	--	--
Storage (ft./ ln.)	175	175	175	Future	Future	Future	125	125	125	100	100	100	--	--	--	--	--	--
Adequate (Y/N)	YES	**NO**	**NO**				YES	YES	YES	YES	YES	YES	--	--	--	--	--	--
Background Plus Project (With LH Connection)																		
Cycle Length/Control Delay (sec)[1]	60	60	70	60	60	70	9.5	12.7	11.8	9.0	10.0	9.5	9.1	14.7	10.1	8.1	8.9	8.4
Lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	214	376	426	64	67	73	109	201	215	40	55	70	93	329	170	2	1	1
95th %. Queue (veh/ln.)	7	11	13	3	3	4	1	2	2	1	1	1	1	3	2	1	1	1
95th %. Queue (ft./ln)[2]	175	275	325	75	75	100	25	50	50	25	25	25	25	75	50	25	25	25
Storage (ft./ ln.)	175	175	175	Future	Future	Future	125	125	125	100	100	100	Future	Future	Future	Future	Future	Future
Adequate (Y/N)	YES	**NO**	**NO**				YES	YES	YES	YES	YES	YES						

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

Vehicle Queue Analysis Results

The results of the queue analysis show that projected queue lengths for the following turn movements would exceed the available queue storage capacity during at least one of the study peak hours:

6. Camino Arroyo and SR 152 –

Northbound Left-Turn Movement

The maximum queue length for the northbound left-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the Saturday peak-hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 16 vehicles per lane under background conditions to 20 vehicles per lane under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 6 vehicles (150 feet) per lane. This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

Project deficiency: SAT peak-hour

Westbound Left-Turn Movement

The maximum queue length for the westbound left-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the Saturday peak-hour under background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 4 vehicles per lane under background conditions to 8 vehicles per lane under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 2 vehicles (50 feet) per lane. This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

Project deficiency: SAT peak-hour

Northbound Right-Turn Movement

The maximum queue length for the northbound right-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the PM peak hour under background plus project conditions and during the Saturday peak hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 6 vehicles under background conditions to 10 vehicles under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 5 vehicles (125 feet). This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

Project deficiency: PM and SAT peak hours

16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement

The maximum queue length for the southbound left-turn movement at the *Camino Arroyo/Gilroy Crossing* intersection is projected to exceed the existing queue storage capacity for this movement during the PM peak-hour under background plus project conditions and during the Saturday peak-hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 8 vehicles under background conditions to 13 vehicles under project conditions (both under the existing roadway

network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 6 vehicles (150 feet). This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

Project deficiency: PM and SAT peak hours

Intersection Deficiencies and Possible Improvements

Described below are deficiencies that are projected to occur with implementation of the proposed project. The project's contribution to the projected deficiencies and/or possible improvements to improve operating conditions also are described below.

Level of Service Deficiencies – Background Plus Project Conditions

13. Automall Parkway and Luchessa Avenue

Deficiency: Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

This City of Gilroy unsignalized intersection is projected to operate acceptably under background conditions and the addition of project traffic (with the Luchessa/Holloway connection) would cause the intersection to operate with average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal during the PM peak-hour. This is considered a project deficiency based on the definition of operational deficiencies at unsignalized intersections identified in the City of Gilroy General Plan Transportation Policies.

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

Level of Service Deficiencies – General Plan Conditions

7. Silacci Way and Pacheco Pass Highway/SR 152

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

This City of Gilroy unsignalized intersection is projected to operate deficiently (average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal) during the PM and Saturday peak hours under 2040 General Plan conditions. The addition of project traffic to this intersection (under both the GP and GP + Luchessa/Holloway connection roadway networks) would cause the worst approach delay to increase by 4 or more seconds during the PM and Saturday peak hours. The projected deficiency at this intersection is caused cumulatively by the proposed project and buildout of all other development projects included in the City of Gilroy General Plan.

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions. The projected deficiency would be caused cumulatively by the proposed project and all other development projects that are part of the 2040 General Plan buildout conditions. Therefore, the

project is required to pay the applicable traffic impact fee (TIF) as a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels.

13. Automall Parkway and Luchessa Avenue

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

This City of Gilroy unsignalized intersection is projected to operate deficiently (average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal) during the AM and PM peak hours under 2040 General Plan conditions. The addition of project traffic to this intersection (under both the GP and GP + Luchessa/Holloway connection roadway networks) would cause the worst approach delay to increase by 4 or more seconds during the AM and PM peak hours. The projected deficiency at this intersection is caused cumulatively by the proposed project and buildout of all other development projects included in the City of Gilroy General Plan.

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions. The projected deficiency would be caused cumulatively by the proposed project and all other development projects that are part of the 2040 General Plan buildout conditions. Therefore, the project is required to pay the applicable traffic impact fee (TIF) as a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels.

Queue Storage Deficiencies

6. Camino Arroyo and Pacheco Pass Highway (SR 152)

Movement: Northbound left-turn
Available queue storage: 350 feet (14 vehicles) per lane
Change in queue length: from 16 vehicles under background conditions to 20 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: SAT peak-hour
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

Movement: Westbound left-turn
Available queue storage: 150 feet (6 vehicles) per lane
Change in queue length: from 4 vehicles under background conditions to 8 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)

Peak hour: SAT peak-hour
Deficiency: 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

Movement: Northbound right-turn
Available queue storage: 125 feet (5 vehicles)
Change in queue length: from 6 vehicles under background conditions to 10 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: PM and SAT peak hours
Deficiency: 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

16. Camino Arroyo and Gilroy Crossing

Movement: Southbound left-turn
Available queue storage: 175 feet (7 vehicles)
Change in queue length: from 8 vehicles under background conditions to 13 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
Peak hour: PM and SAT peak hours
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land-use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies, as outlined in the *VTA Transportation Impact Analysis Guidelines*, were completed. However, this analysis is presented for informational purposes only.

Study Freeway Segments

The following freeway segments were evaluated:

1. US 101, San Martin Avenue to Masten Avenue
2. US 101, Masten Avenue to Leavesley Road
3. US 101, Leavesley Road to Pacheco Pass Highway
4. US 101, Pacheco Pass Highway to Monterey Road
5. US 101, Monterey Road to SR 25

Freeway Segment Level of Service Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

D = V / S
Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour per lane (vphpl)
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to the level of service as shown in Table 8. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl should be used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

CMP Definition of Adverse Operations Effects on Freeway Segments

An adverse effect on traffic conditions on a freeway segment would occur if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under no project conditions to an unacceptable LOS F under with project conditions, or
2. The level of service on the freeway segment is LOS F and the amount of traffic added to that segment by the proposed project constitutes one percent or more of the capacity on that segment.

Freeway Segment Level of Service Results

The results of the CMP freeway level of service analysis under existing plus project conditions are summarized in Table 9.

Existing AM and PM peak hour traffic volumes, average speeds, and densities for the subject freeway segments were obtained from the Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018, which was the latest available monitoring report at the time the traffic analysis was prepared. The CMP report only includes freeway count data for the AM and PM peak hours. Traffic Volumes on the study freeway segments under existing plus project conditions were estimated by adding project trips to the existing freeway traffic volumes.

The results of the freeway segment level of service analysis show that the following study freeway segment currently operates at an unacceptable LOS F during the PM peak-hour:

11. US 101, Southbound from Monterey Road to Bloomfield Avenue (SR 25) (PM peak-hour)

The proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segment, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

Table 8
Freeway Levels of Service Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

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

Table 9
Freeway Segment Level of Service Results

#	Freeway	Segment	Direction	Peak Hour	Existing Plus Project						Project Trips (Existing Roadway Network)		Project Trips (w/ Luchessa-Holloway Connection)	
					Speed[1] (mi/hr)	# of Lanes[1]	Capacity (vph)	Volume[1] (pc/h)	Density (pc/mi/ln)	LOS	Volume (vph)	% of Capacity	Volume (vph)	% of Capacity
1	US 101	from Betabel Road to Bloomfield Avenue (SR 25)	NB	AM	38	2	4,400	3,770	50	E	11	0.25	11	0.25
			NB	PM	58	2	4,400	3,769	33	D	10	0.23	10	0.23
2	US 101	from Bloomfield Avenue (SR 25) to Monterey Road	NB	AM	36	2	4,400	3,713	51	E	22	0.50	22	0.50
			NB	PM	42	2	4,400	3,901	46	D	20	0.45	20	0.45
3	US 101	from Monterey Road to Pacheco Pass Highway	NB	AM	64	3	6,900	4,318	23	C	22	0.32	22	0.32
			NB	PM	63	3	6,900	4,558	24	C	20	0.29	20	0.29
4	US 101	from Pacheco Pass Highway to Leavesley Road	NB	AM	59	3	6,900	5,596	32	D	35	0.51	35	0.51
			NB	PM	59	3	6,900	5,494	31	D	38	0.55	38	0.55
5	US 101	from Leavesley Road to Masten Avenue	NB	AM	40	3	6,900	5,779	48	E	24	0.34	24	0.34
			NB	PM	57	3	6,900	5,772	34	D	26	0.37	26	0.37
6	US 101	from Masten Avenue to San Martin Avenue	NB	AM	34	3	6,900	5,431	53	E	20	0.29	20	0.29
			NB	PM	52	3	6,900	5,979	38	D	22	0.32	22	0.32
7	US 101	from San Martin Avenue to Masten Avenue	SB	AM	60	3	6,900	5,369	30	D	22	0.32	22	0.32
			SB	PM	38	3	6,900	5,647	50	E	20	0.28	20	0.28
8	US 101	from Masten Avenue to Leavesley Road	SB	AM	67	3	6,900	2,626	13	B	26	0.37	26	0.37
			SB	PM	66	3	6,900	5,533	28	D	23	0.33	23	0.33
9	US 101	from Leavesley Road to Pacheco Pass Highway	SB	AM	64	3	6,900	4,419	23	C	38	0.55	38	0.55
			SB	PM	59	3	6,900	5,504	31	D	34	0.49	34	0.49
10	US 101	from Pacheco Pass Highway to Monterey Road	SB	AM	64	3	6,900	4,225	22	C	19	0.28	19	0.28
			SB	PM	30	3	6,900	5,154	57	E	22	0.32	22	0.32
11	US 101	from Monterey Road to Bloomfield Avenue (SR 25)	SB	AM	62	2	4,400	3,315	27	D	19	0.43	19	0.43
			SB	PM	21	2	4,400	2,804	**67**	**F**	22	0.50	22	0.50
12	US 101	from Bloomfield Avenue (SR 25) to Betabel Road	SB	AM	62	2	4,400	3,212	26	C	10	0.22	10	0.22
			SB	PM	58	2	4,400	3,726	32	D	11	0.25	11	0.25

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program (CMP) Monitoring Study, 2018.
Although the CMP Monitoring report does not include count data for the Saturday peak-hour, for informational purposes, the Saturday peak-hour project traffic on the freeway is included.
Bold indicates unacceptable LOS, or project traffic exceeding one percent (1%) of the segments capacity.
Bold and boxed indicate adverse effect.

5.
Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Site access and on-site circulation
- A review of the required on-site parking
- Freeway ramp analysis
- Potential impacts to bicycle, pedestrian, transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Any recommended transportation improvements identified as part of the review may be included as part of the project's Conditions of Approval. However, the improvements are not required to mitigate project impacts per CEQA guidelines.

Project Site Access and On-Site Circulation

This analysis is based on a review of the various project site plans, dated September 2022, produced by ACE Design LLC. The site plan is presented on Figure 2 of this report.

Site Access

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway curb cuts and one proposed new driveway) and one along Holloway Road (existing). The project trip assignment at the project site driveways under the existing roadway network and with the proposed Luchessa/Holloway connection are shown on Figures 18 and 19.

The three northernmost driveways along Camino Arroyo (labeled as Driveways 1 through 3 on Figure 19) would provide access to the fast-food restaurant, gas station/convenience store, and hotels, with all three of the proposed land uses being accessible from each of the three driveways. The warehouse buildings would be accessible via the southernmost driveway along Camino Arroyo (labeled as Driveway 4) and the driveway along Holloway Road (labeled as Driveway 5). Although the site plan shows a fence and gates separating the two warehouse buildings, as directed by the project applicant, it was assumed that these gates would remain open during regular business hours, providing a connection between the two buildings. However, no direct connection would be provided between the fast-food restaurant/gas station/hotel sites (northern project site) and the warehouse sites (southern project site).

Figure 18
Project Traffic at the Project Site Driveways (Without Luchessa/Holloway Connection)

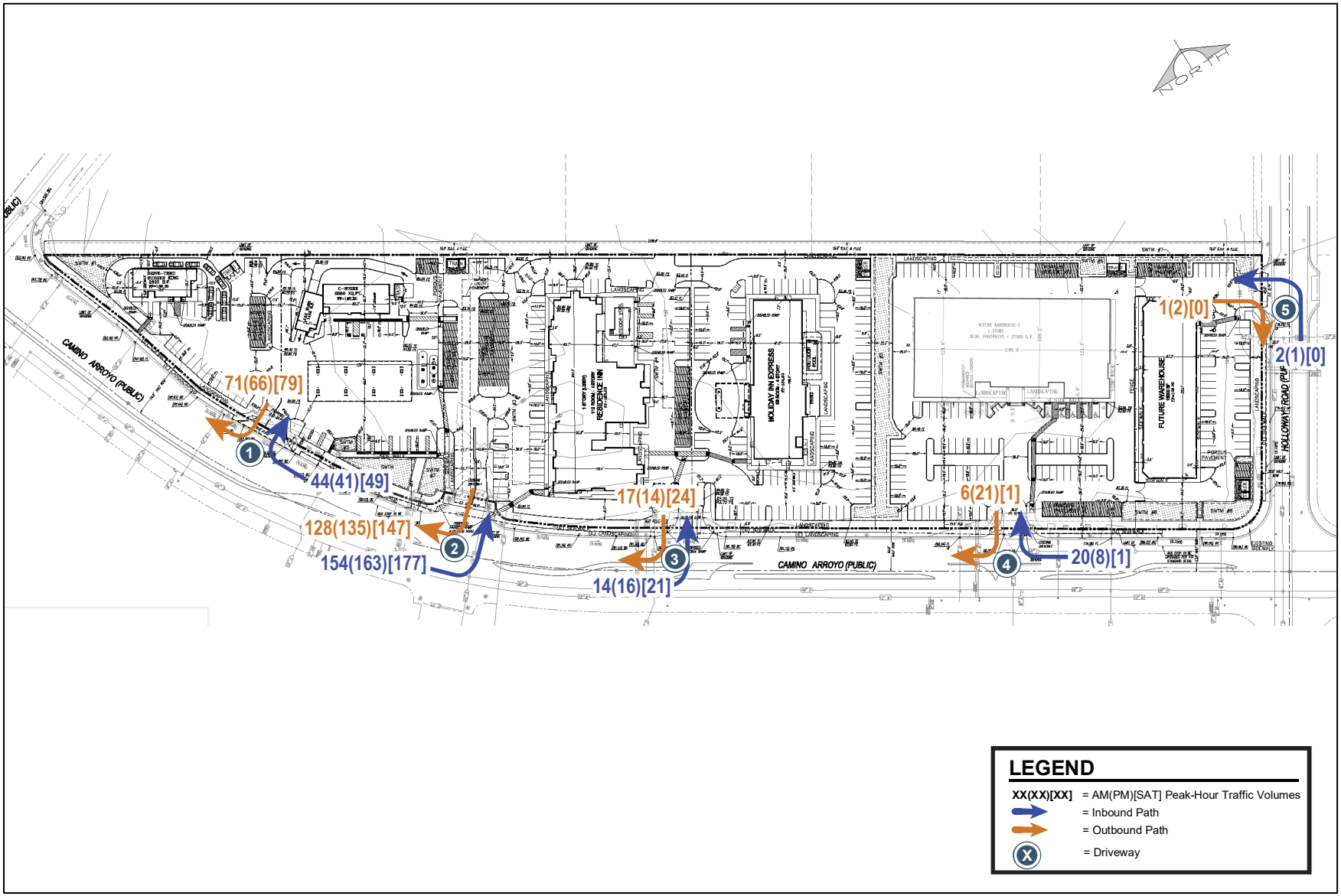
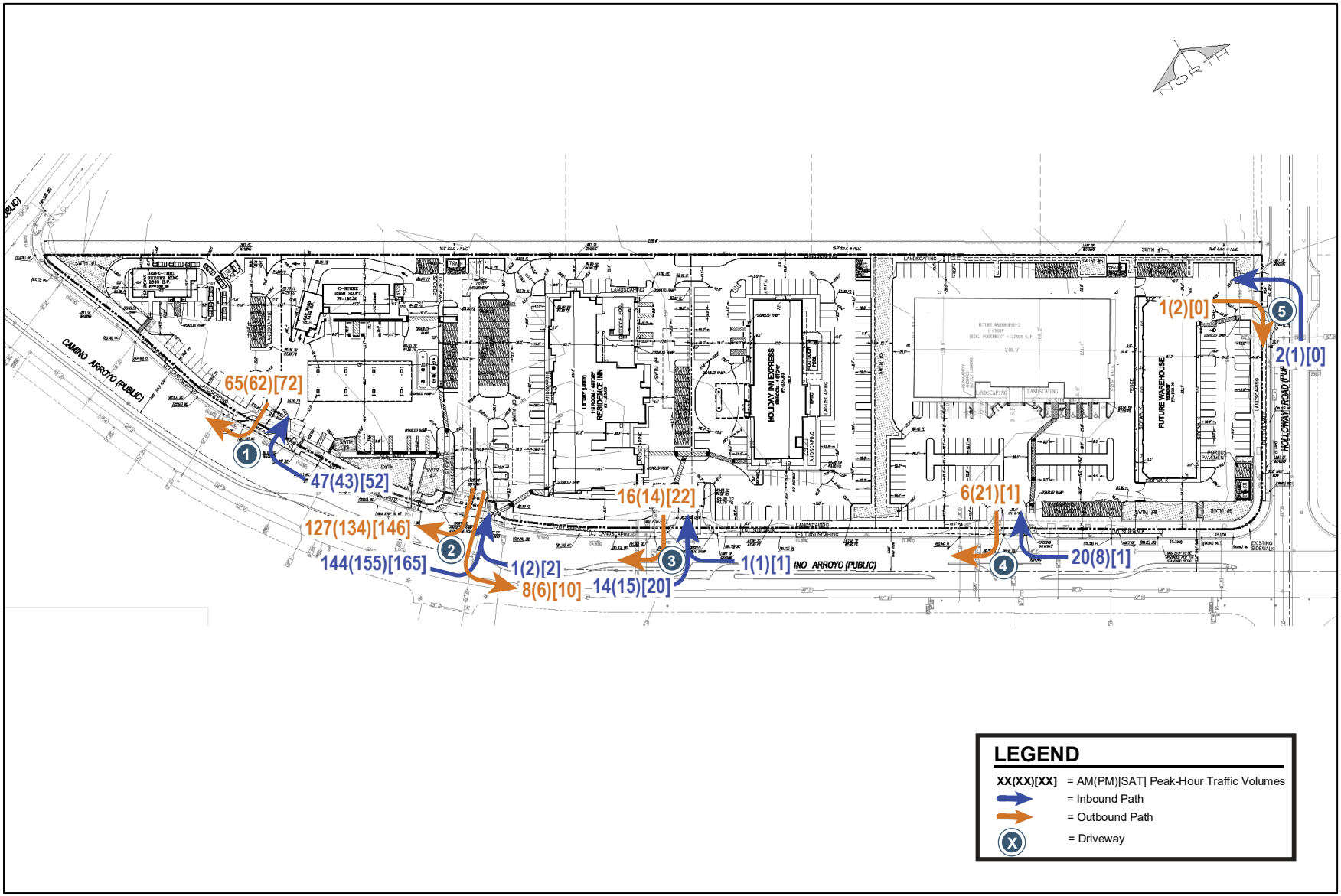


Figure 19
Project Traffic at the Project Site Driveways (With Luchessa/Holloway Connection)



Operations at the Project Driveways

The proposed project is projected to add approximately 500 trips (inbound and outbound combined) during the highest peak hour (Saturday peak-hour) to all five driveways serving the project site. Project traffic at the driveways was assigned based on its origin/destination, the existing and proposed roadway networks, site layout, and project driveway locations and turn restrictions. Following this method, it is estimated that approximately 64 percent (%) of the total project traffic would utilize the Camino Arroyo/Gilroy Crossing project driveway (Driveway 2), and the remainder would use all other driveways, as illustrated on Figures 18 and 19.

Driveway 1

Driveway 1 is a proposed new driveway located approximately 325 feet south of Pacheco Pass Highway and would consist of an approximately 33.8-foot wide right-in/right-out access-only driveway. Driveway 1 would provide direct access to the fast-food restaurant and gas station/convenience store. It is estimated that Driveway 1 would serve a maximum of 49 inbound and 79 outbound trips during the Saturday peak-hour (or approximately 25% of the total project traffic), with slightly fewer trips during the AM and PM peak hours.

Traffic operations at Driveway 1 would be greatly dictated by the operations along northbound Camino Arroyo at Pacheco Pass Highway. The level of service calculations at the intersection of Camino Arroyo/Pacheco Pass Highway show that during the Saturday peak-hour under background conditions, the northbound through queue length is projected to be approximately 14 vehicles per lane, or 350 feet per lane assuming a vehicle length of 25 feet. A queue of this length would extend to the proposed Driveway 1 causing outbound access at Driveway 1 to potentially be momentarily blocked. The projected delay along northbound Camino Arroyo at Pacheco Pass Highway is approximately 59 seconds during the Saturday peak-hour under background plus project conditions. A similar delay would be experienced by outbound traffic at Driveway 1, resulting in a maximum queue length of 3 vehicles at Driveway 1 (outbound direction) during the Saturday peak-hour. Alternatively, drivers could utilize Driveway 2 to exit the site. During the AM and PM peak hours, the northbound queue length along Camino Arroyo is not projected to affect operations at Driveway 1.

Driveway 1 would provide direct access to the fast-food restaurant and gas station/convenience store, the two highest trip generators of the proposed uses. Providing direct inbound/outbound access to these land uses would allow the traffic associated with these uses, in particular the outbound traffic, to bypass the main access intersection (Driveway 2) to exit the site.

Driveway 2

Driveway 2 would consist of the east leg of the existing signalized intersection of Camino Arroyo/Gilroy Crossing and would provide full access to the northern side of the project site. Driveway 2 is shown on the site plan to be 40 feet wide and provide one inbound lane and two outbound lanes. Driveway 2 would be adjacent to the gas station and northern hotel and is projected to serve approximately 64% of the total project traffic, or approximately 300 (inbound and outbound) peak-hour project trips.

The level of service calculations show that the Driveway 2 intersection is projected to operate at acceptable LOS C or better during all three peak hours analyzed under background plus project conditions. It is also projected that a maximum queue length of 4 vehicles would be formed by outbound traffic making a right-turn at Driveway 2. The project site plan shows approximately 100 feet of queue storage capacity at Driveway 2, which would accommodate approximately 4 vehicles per lane, adequately serving the projected queue length.

Driveways 3 and 4

Driveway 3 would provide direct access to the two proposed hotels and is shown on the site plan to be 30 feet wide. This existing driveway (curb cut) is located across from, although not aligning with, one of the Gilroy Crossing shopping center driveways. The offset location of these driveways, along with a raised center median along Camino Arroyo, allow for partial left-turn access only while reducing conflicting movements at the driveways. For example, at Driveway 3, right-in and out access, as well as left-turn in access, is provided to both the project site and the Gilroy Crossing shopping center, but no left-turn out access is provided from either driveway. It is estimated that a maximum of 21 vehicles would make a left-turn into the project site at Driveway 3, and a maximum of 24 vehicles would make a right turn out of Driveway 3 during the Saturday peak-hour. Approximately 7% of the total project traffic is estimated to utilize Driveway 3 during the peak hours.

Driveway 4, like Driveway 3, would be located across from but just south of the southernmost Gilroy Crossing shopping center driveway, providing limited access to the warehouse buildings. The offset location and raised center median along Camino Arroyo provide full-access to the shopping center driveway, but only right-in and out access to Driveway 4. The full-access shopping center driveway provides direct access to the rear of the retail buildings, facilitating outbound access for larger truck traffic delivering goods to the stores. Traffic accessing Driveway 4 from the Camino Arroyo/SR 152 intersection would have to complete a U-turn at the intersection of Camino Arroyo/Holloway Road or access the site via Holloway Road. It is estimated that a maximum of 1 inbound vehicle and 1 outbound vehicle would access Driveway 4 during the Saturday peak-hour. Approximately 4% of the total project traffic is estimated to utilize Driveway 4 during the peak hours. Driveway 4 is shown on the site plan to be 30 feet wide.

Driveway 3 is located approximately 200 feet south of Driveway 2 and approximately 350 feet north of Driveway 4. Driveway 4 is located approximately 260 feet north of Holloway Road. The segment of Camino Arroyo between Gilroy Crossing and Holloway Road consists of a four-lane roadway with a raised center median and is projected to carry approximately 350 vehicles (both directions combined) during the AM peak-hour, 550 vehicles during the PM peak-hour, and 650 vehicles during the Saturday peak-hour under background plus project conditions.

Ideally, when designing site access, opposing driveways along a roadway segment should align to form an intersection, providing full access and concentrating all turn-movements of the intersection to a single location. However, both Driveways 3 and 4 and their opposing driveways across the street were designed to provide limited access by off-setting the driveways and with the use of a raised center median. Providing limited access is typically done to reduce conflicting movements along roadway segments where physical traffic controls (such as stop signs or traffic signal) are not desired. In order to provide full access at Driveways 3 and 4, these site driveways would need to be realigned with the opposing shopping center driveways, the center media would need to be removed, and the intersections may need to be either stop-controlled or signalized, depending on the traffic demand. Alternatively, a two-way left-turn (TWLT) lane also could be provided. Left-turn outbound access from a driveway onto an uncontrolled four-lane roadway is typically not recommended. However, since these driveways are located less than 500 feet from the Camino Arroyo intersections with Gilroy Crossing and Holloway Road, it is not recommended that an all-way stop-control or traffic signal be installed at either one of these two locations.

Based on the project trip assignment, potential left-turn outbound demand from Driveways 3 and 4 would be minimal. Therefore, with the limited access and relatively low traffic volume projections at Driveways 3 and 4, operations at these two driveways are anticipated to be adequate.

Driveway 5

Driveway 5 is located along Holloway Road and consists of a full-access driveway. Driveway 5 would provide access to the warehouse sites. Minimal traffic is estimated to utilize Driveway 5 during the Saturday peak hour. Driveway 5 is shown on the site plan to be 42 feet wide.

With the relatively low traffic volumes along Holloway Road under background plus project conditions, Driveway 5 is anticipated to operate adequately.

Driveway Geometrics

The City of Gilroy *General Guidelines* document, dated August 18, 2014, specifies that industrial and commercial driveways should have a minimum and maximum approach width of 35 and 45 feet, respectively. Although Driveways 1, 3, and 4 do not satisfy the City's minimum width requirements for commercial/industrial driveways, these driveways would provide two 15-foot-wide lanes, which is adequate for the proposed limited-access operations.

Driveway 2 is shown on the site plan to provide one inbound lane and two outbound lanes. However, as it was shown on the intersection operations analysis presented in the previous chapter, in order to serve the projected southbound left-turn movement queue demand, two southbound left-turn lanes are required, which would also require providing two inbound lanes at Driveway 2.

Sight Distance

Adequate sight distance should be provided at the project driveways. Outbound traffic at the driveways must be able to see opposing traffic in order to safely complete a turn out of the site. All project site driveways, with the exception of Driveway 1, are located along a straight roadway segment with minimal visual obstruction. Driveway 1 is located along a slightly curved segment of Camino Arroyo. Additionally, a bus stop is currently located along the project site frontage approximately 150 feet south of Driveway 1.

The posted speed limit on Camino Arroyo along the project site frontage is 35 miles per hour (mph). According to the Caltrans *Highway Design Manual*, the minimum required stopping sight distance for a roadway with a posted speed limit of 35 mph is 250 feet. The sight distance from Driveways 3, 4, and 5 is well beyond the 250 feet minimum distance requirement. The sight distance from Driveway 1 would be to the intersection of Camino Arroyo/Gilroy Crossing, just above the 250 feet of minimal distance required. However, this sight distance also assumes that the existing bus stop would not interfere with the driver's line of sight from Driveway 1 to the Camino Arroyo/Gilroy Crossing intersection. Objects such as bus stop shelters or signage could potentially interfere with drivers' line of sight from Driveway 1.

Providing a clear line of sight from Driveway 1, the available sight distance at all project site driveways would be adequate, based on Caltrans requirements.

Recommendation: The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

Emergency Vehicle Access

Project site driveways must be designed with adequate width to allow emergency vehicles access in and out of the site. Per City design guidelines, a fire access roadway greater than or equal to 20 feet in width is applicable to all commercial, industrial, and residential buildings. The fire access roadway should be provided within 150 feet of structures.

The site plan shows most drive aisles within the project site to range in width from 24 to 26 feet, with a couple of locations with a greater width. All project driveways are a minimum of 30 feet wide, providing the minimum width requirement for emergency vehicle access and circulation. However, the main access driveway (Driveway 2) is proposed to provide a single 11.6-foot-wide inbound lane, in addition to two outbound lanes and raised center median. Therefore, the width of the inbound access lane at Driveway 2 does not meet the 20-foot minimum width requirement for emergency vehicle access.

An emergency vehicle access and circulation plan was prepared as part of the site design (see Figure 20). Emergency vehicle access plans typically show the wheel travel path of a fire engine (or any other larger vehicle) entering, traveling through, and exiting the project site and are used to demonstrate that the proposed site plan layout, drive aisle widths, and corner radii would provide adequate emergency vehicular access and circulation. The fire truck circulation plan shows the wheel travel path of a 40-foot-long fire truck entering and traveling through the site. Emergency vehicle wheel travel paths are shown entering Driveways 3, 4 and 5, circulating the hotels and warehouse sites, and exiting the site via the same or an adjacent driveway. However, no access or circulation within the fast-food restaurant and gas station sites (Driveway 1) are shown on the plan. Additionally, the wheel travel path from Driveway 2 appears to depict outbound access but is not correctly shown as making a right-turn out of the site. The plan also shows emergency vehicles accessing the project site from westbound Holloway Road (Driveway 5) and northbound Camino Arroyo (Driveways 3 and 4).

Although the circulation plan shows adequate site access and on-site circulation for a 40-foot long or smaller emergency vehicle from/to Driveways 3, 4, and 5, at some locations, mainly around turns, the wheel travel paths appear to be close to parking islands, fences, or structures. Additionally, as mentioned above, no access or circulation within the fast-food restaurant/gas station sites and Driveway 1 are shown on the plan.

The project site is served by the Chestnut Fire Station, located at the northeast corner of the Chestnut Street/Tenth Street intersection, less than one mile west of the project site. Emergency vehicles accessing the project site would travel eastbound on Pacheco Pass Highway to Camino Arroyo to enter the site. Since Driveway 2 consists of a signalized full-access driveway, this driveway would provide access to the northern part of the project site emergency vehicles coming from the Camino Arroyo/Pacheco Pass Highway intersection. However, due to the existing raised center median along Camino Arroyo, access to Driveways 3 and 4 from southbound Camino Arroyo would not be possible. Instead, access to Driveways 3 and 4 would be provided via the Silacci Way/Pacheco Pass Highway intersection, heading westbound on Holloway Road and northbound on Camino Arroyo. This longer access route would result in increased emergency vehicle's response times. Alternatively, all emergency access to the north part of the project site could be provided via Driveway 2 (southbound left-turn) while all emergency access to the south part of the project site could be provided via Driveway 5 (eastbound left-turn). This, however, may also result in increased response time to some of the parts of the project site as the fire truck travels through the site.

Inbound access to Driveway 1 from southbound Camino Arroyo would not be possible either, since this would require emergency vehicles to complete a U-turn at Driveway 2, which due to the width of Camino Arroyo (40 feet in the northbound direction), is not possible. Therefore, inbound emergency access to the fast-food restaurant and gas station areas should be provided via Driveway 2.

The fastest emergency access route to the project site would be making a southbound left-turn into each of the project site driveways from Camino Arroyo. This, however, would require the removal of the raised center median, and consequently, the realignment of Driveways 3 and 4 with the opposing driveways across the roadway. Additionally, Driveway 2 may need to be widened to provide the 20-foot minimum width requirement for emergency vehicle access, or two inbound lanes.

Although the emergency vehicle access and circulation plan shows adequate on-site circulation, site access as shown on the site plan may not represent the best access route in terms of response times. Ultimately, City staff, in consultation with the Fire Department, will determine the required improvements to provide adequate emergency response to the project site.

Recommendation: The project should widen the inbound lane at Driveway 2 (Camino Arroyo/Gilroy Crossing intersection) to meet the minimum width requirement for emergency access (20 feet), or provide a second inbound lane to provide adequate inbound emergency vehicle access at this signalized intersection.

Recommendation: The project must work with the City and the Fire Department to identify the best access route for emergency vehicles to provide access to the entire project site and adequate response times.

Fuel Delivery Truck Access and Circulation

Fuel delivery trucks also would access the site on a regular basis. The site plan shows fuel delivery trucks entering the project site from northbound Camino Arroyo at both Driveways 1 and 2, access the underground storage tanks (located south of the row of fuel pumps), and exit the site via Driveway 1. This access and circulation pattern would require delivery trucks to access the site via the Cameron Boulevard/Pacheco Pass Highway intersection, travel southbound on Cameron Boulevard to Venture Way and to northbound Camino Arroyo.

The site plan shows the wheel travel path for the fuel delivery trucks adequately entering, circulating, and exiting the project site. Therefore, the proposed site plan layout and driveway/drive aisle width dimensions would be adequate for fuel delivery truck access (from northbound Camino Arroyo) and on-site circulation.

Solid Waste Collection Trucks Access

A solid waste handling plan was prepared as part of the site design (see Figure 21). The plan shows waste collector trucks entering the project site via each of the project driveways, access the trash enclosure for each of the proposed buildings, and exit the site via the same driveway. As with the emergency vehicle access, because of the limited access at the project driveways along Camino Arroyo, waste collector trucks access would be provided by completing a southbound left-turn movement at Driveway 2 and via Silacci Way or Cameron Boulevard to Holloway Road and Camino Arroyo at the rest of the driveways.

Trash enclosures are shown on the site plan to be located adjacent to or in the immediate vicinity (less than 100 feet) of each of the proposed buildings, with the exception of the north hotel (Residence Inn), which shows the nearest trash enclosure to be located more than 100 feet northeast of the building.

All internal drive aisles are proposed to be a minimum of 24 feet wide, providing adequate on-site circulation for waste collector trucks. Therefore, as shown on the solid waste handling plan, the proposed site plan layout and driveway/drive aisle width dimensions would be adequate for trash collector trucks to access and circulate the project site.

Figure 20
Proposed Fire Truck Circulation Plan

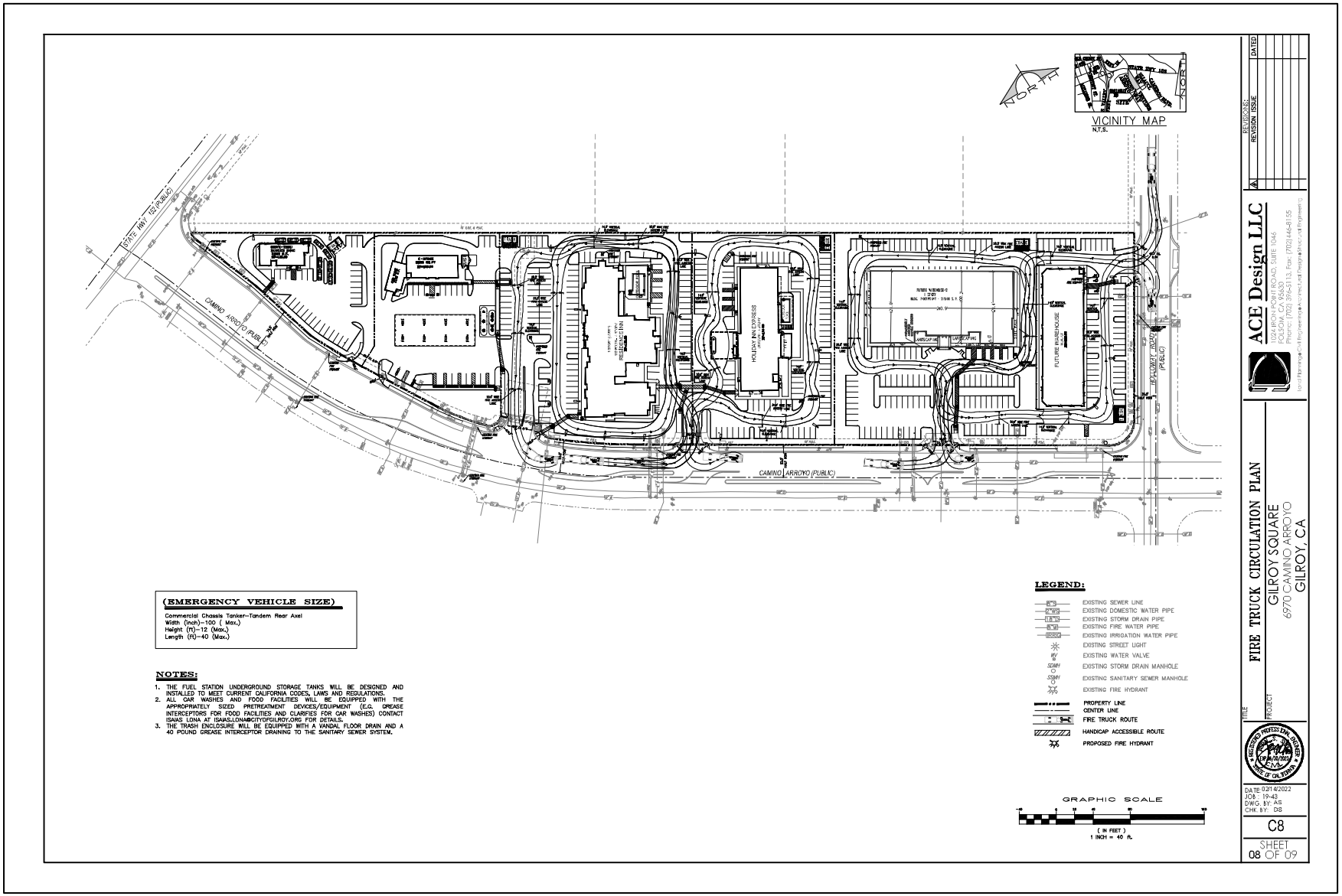
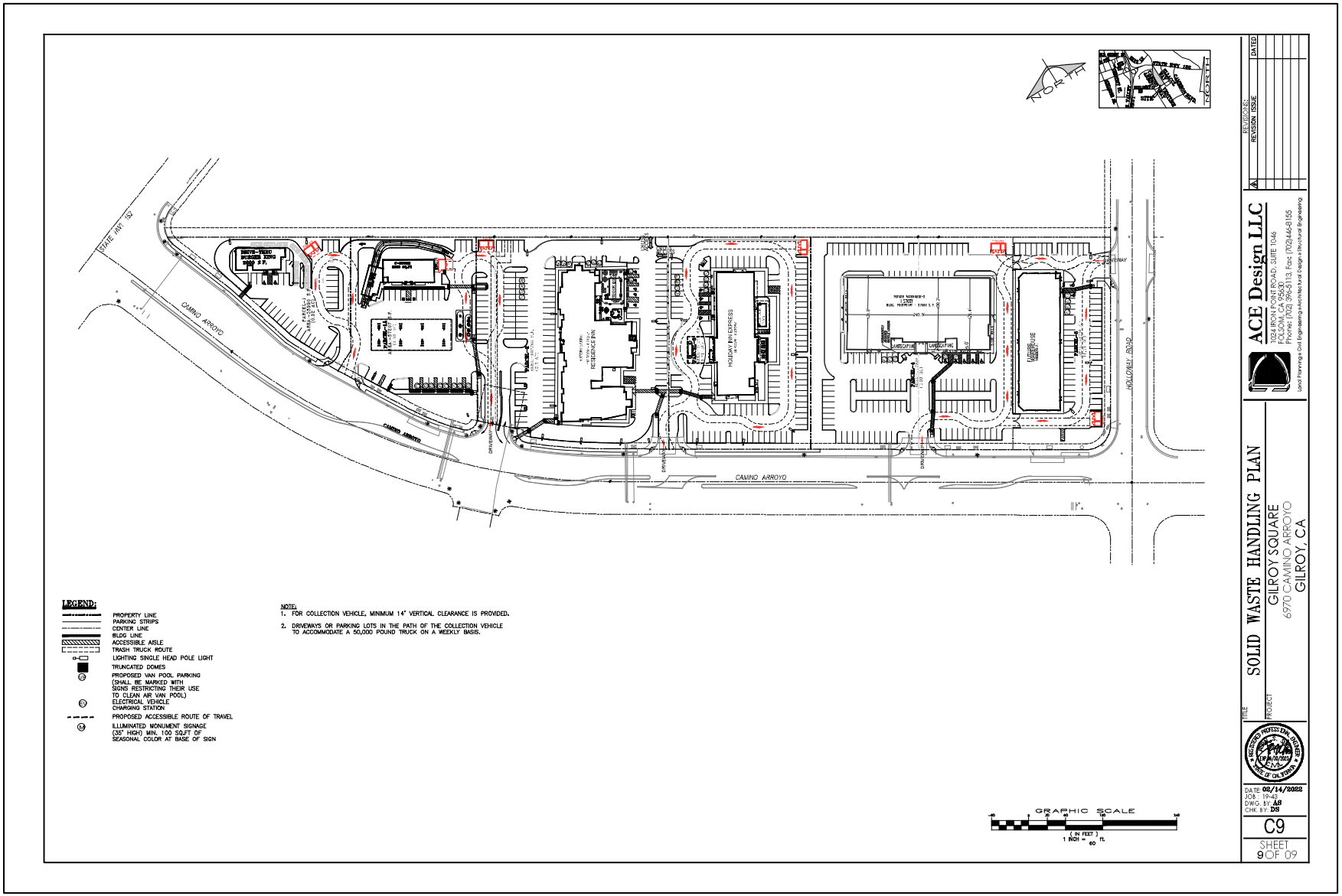


Figure 21
Proposed Solid Waste Truck Collector Circulation Plan



Pedestrian Access

Pedestrian traffic to/from the project site would be able to utilize the existing pedestrian facilities (sidewalks, crosswalks, pedestrian signal phasing at signalized intersections) along the adjacent streets to access the project site. Sidewalks are found along all developed areas within the project area, including along the west side of Camino Arroyo, the north side of Holloway Road (west of Camino Arroyo), the south side of Pacheco Pass Highway (from US 101 to Camino Arroyo and along the McCarthy Business Park, located approximately 1,000 feet east of Camino Arroyo), and along both sides of Camino Arroyo, north of the project site. However, as described earlier in this report, most undeveloped parcels have missing sidewalks, including along the entire project site frontage on Camino Arroyo and Holloway Road, and along most of Pacheco Pass Highway, creating an incomplete pedestrian network.

The project site is required to implement full site frontage improvements, including driveways, curb ramps, and sidewalks. City guidelines require minimum sidewalk width of 10 feet in commercial areas. City guidelines also requires development projects to install (or upgrade existing) pedestrian crossings and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections. By implementing these requirements, additional pedestrian facilities are provided to improve the pedestrian network as part of the city's normal growth process.

The site plan shows new sidewalks along the entire project site frontage, along with curb ramps at all project driveways. With implementation of the proposed sidewalks and curb ramps, pedestrian access between the project site and all adjacent pedestrian destinations, including shopping, dining, and bus stops, would be provided. However, various adjacent roadway segments would continue to have missing sidewalks, which will be installed as undeveloped parcels develop.

On-Site Circulation

The site plan shows 90-degree parking spaces throughout the project served by manly 24- to 26-foot-wide drive aisles. The fast-food restaurant, gas station, and hotels (2) would all be accessible via Driveways 1, 2, and 3. The warehouse sites would be accessible via Driveways 4 and 5, however, no direct vehicular connection would be provided between these sites and the rest of the site.

Fast-Food Restaurant

Direct access to the fast-food restaurant (and drive-through window) would be provided via Driveway 1. Driveway 1 is anticipated to serve fast-food restaurant and gas station traffic only. Drivers would enter the site, park, or access the drive-through window, and exit the site, or would access the fast-food restaurant after (or prior) to accessing the gas station. Overall, on-site circulation within the fast-food restaurant area is anticipated to be adequate.

Drive-Through Window Operations

The proposed drive-through lane entrance would be located along the south side of the building and would wrap around the building in a counter-clockwise direction, ending in front of the building next to the Camino Arroyo project site frontage.

The site plan shows queuing capacity for approximately 9 vehicles within the restaurant's drive-through lane. The queue length at drive-through windows is dependent of the type of establishment and its service rate. For example, drive-through lane lengths for other restaurants in town range from approximately 100 feet/4 vehicles (Wienerschnitzel restaurant on First Street), 250 feet/10 vehicles (McDonald's restaurant on First Street), 170 feet/7 vehicles and 190 feet/7-8 vehicles (Starbucks on Camino Arroyo and Renz Lane, respectively), to approximately 300 feet/12 vehicles (Sonic restaurant

on Pacheco Pass Highway). The City of Gilroy Zoning Ordinance, under section 30.31.20 (Parking Spaces Requirements), states that restaurants with drive-up windows must provide 8 auto waiting spaces for each exterior service window.

Limited published information regarding drive-through window operations and queue lengths is available. However, a study completed by CountingCars.com, a transportation data collection equipment manufacturer located in Minneapolis, Minnesota, provides some information on drive-through window operations for common land uses. "*Drive-Through Queue Generation"*, dated February 2012, provides queuing data for different land uses with drive-through service, based on video recordings conducted at a minimum of six sites per use. All sites surveyed were located in Minneapolis, Minnesota or Kansas City, Kansas and include fast-food restaurants and coffee shops. The report does not provide information on the size of the coffee shops or the fast-food restaurants. Based on the data collected, the report concludes that the 85th percentile maximum queue length for coffee shops is 13 vehicles and 12 vehicles for fast-food restaurants. This information, however, is based on a limited number of studies, none of which were conducted in California, and unknown coffee shop/restaurant size. Thus, the maximum queue length information presented in the study can only be used for comparison purposes. Based on the above queue length information, the proposed queue storage capacity for the proposed restaurant could be exceeded by three vehicles.

Although the anticipated queue length within the proposed drive-through lane cannot be estimated without further research on similar land uses in the area, the proposed length of the drive-through lane would exceed the 8-vehicle waiting spaces required by the City's Zoning Ordinance, and would be in line with the storage capacity provided at similar land use drive-through lanes in town. If the drive-through lane capacity would be exceeded by two to four vehicles, this queue would extend within the restaurant parking area, which although not ideal, would not extend to or create operation issues at Driveway 1 or the gas station.

Gas Station with Convenience Store and Car Wash

The gas station would be directly accessible via Driveways 1 and 2. Drivers would enter the site, access the gas station and/or convenience store, proceed to the car wash, the fast-food restaurant, or exit the site. The entrance to the car wash would be located along the south side of the convenience store and would wrap around behind the building to the car wash tunnel, located along the north side of the store. The gas station area includes wide drive aisles (from 31 to 45 feet wide) that would provide adequate circulation and additional queuing space at the gas pumps without blocking access to adjacent parking spaces. Overall, adequate circulation between the different services within the gas station site and between the gas station and other uses on site would be provided.

Hotels

Direct access to the hotels would be provided via Driveway 3. A row of parking spaces extending directly from Driveway 3 would separate the two hotel buildings, with the main entrance to both hotels facing this row of parking. Circulation within the hotel area would be circular around the proposed buildings, with parking for the south hotel (Holiday Inn Express) located along most sides of the building and parking for the north hotel (Residence Inn) located mainly behind the building. Based on the proposed drive aisle widths (mainly 26 feet wide), circulation within the hotels area would be adequate.

Warehouses

Direct access to the warehouse sites would be provided primarily via Driveway 4, with additional access provided via Driveway 5. Most drive aisles within the warehouse sites parking areas are shown on the site plan to be 26 feet wide. The majority of parking spaces would be located in front of the proposed northerly warehouse building (labeled Warehouse-2 on the site plan), with additional parking spaces

behind the building. Additional parking for the proposed southerly warehouse building (labeled Warehouse-1 on the site plan) would be located adjacent to Holloway Road and the eastern project site boundary. Circulation within the warehouse sites would be continuous allowing drivers to circulate the site and exit via one of the two access driveways. Based on the proposed drive aisle widths and site layout, circulation within the warehouse area would be adequate.

Pedestrian On-Site Circulation

The site plan shows marked pedestrian pathways connecting the parking areas to the proposed buildings and proposed sidewalks along the project site frontage on Camino Arroyo and Holloway Road. However, with the exception of the two hotels, no direct pedestrian connection is shown between adjacent uses. Pedestrians traveling between on-site buildings would have to do so via the sidewalks along the project site frontage. Additionally, some of the north hotel parking spaces would be located next to the gas station, along the Driveway 2 drive aisle, however, a direct pedestrian connection is not shown between these parking spaces and the hotel.

Recommendation: A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

Parking

The projected parking demand for the proposed project was estimated based on the City of Gilroy parking requirements contained within the City of Gilroy Zoning Ordinance (Section 30, Article 31, Off-street parking requirements) and project information.

City of Gilroy Parking Requirements

The City of Gilroy parking code has the following off-street parking requirements for the proposed land uses:

Convenience market (general retail): 1 stall per 250 s.f. of gross floor area
Fast-food restaurant with drive-up window: 1 parking stall for every 100 s.f. of gross floor area plus 1 stall for each shift employee
Hotel: 1 stall for each guest room, plus 6 stalls
Warehouses over 10,000 square feet of gross floor area: 1 stall per five 5,000 square feet of gross floor area; minimum 10 stalls per parcel

It should be noted that City staff requested that the number of parking spaces required to serve the warehouse use be estimated based on a parking rate of 1 parking space per 350 square feet of gross floor area, which is the City's parking rate for industrial land uses. Additionally, the parking rates for the convenience store do not include additional parking requirements for the car wash, which would be part of the gas station.

Based on the City of Gilroy adopted parking rates, the size of the proposed project, information contained on the site plan, and the above assumptions, the proposed project is estimated to require a total of 385 parking spaces (see Table 10), not including the parking spaces required for the gas station car wash. The site plan shows a total of 515 parking stalls on site, which would exceed the City parking requirements.

Table 10
Parking Evaluation

Land Use	Size [1]	Parking Rate [2]	Required Parking Spaces	Provided Parking Spaces	Required ADA Parking[3]
Convenience Store/Gas Station[4]	2,880 s.f.	1 stall per 250 s.f.	12	24	1
Fast-Food Restaurant with Drive-Through Window[5]	2,600 s.f.	1 stall per 100 s.f. + 1 stall per employee	31	30	2
Hotels (2)	200 rooms	1 stall per room + 6 stalls (per hotel)	212	208	7
Warehouses(2)[6]	45,500 s.f.	1 stall per 350 s.f.	130	131	5
		Total:	**385**	**515**	**20**

[1] Information obtained from the project site plan dated February 14, 2022 by ACE Design LLC.
[2] Source: City of Gilroy Zoning Ordinance Section 30.31.
[3] The required number of Americans with Disabilities Act (ADA) parking spaces are based on the number of parking spaces provided.
[4] The parking rates for the convenience store land use do not include additional parking requirements for the car wash, which would be part of the gas station.
[5] The fast-food restaurant would include 5 employees based on information provided by the project applicant.
[6] City staff requested that the number of parking spaces required for the warehouse use be estimated based on a parking rate of 1 parking space per 350 square feet of gross floor area, which is the City's parking rate for industrial land uses.

Americans with Disabilities Act Requirements

The Americans with Disabilities Act (ADA) requires developments to provide one accessible parking space for every 25 parking spaces provided for the first 100 parking spaces, and one additional parking space for every 50 parking spaces provided from 100 up to 200 total parking spaces. Accessible parking spaces shall be at least 96 inches (8 feet) wide and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In addition, one in every 8 accessible spaces, but no less than one, shall be served by an access aisle at least 96 inches wide and shall be designated as "van accessible". It should be noted that the accessible parking spaces are not additional parking spaces but are part of the minimum parking spaces required.

The site plan shows a total of 20 accessible parking spaces are proposed. These consists of two accessible parking spaces at each of the restaurant and gas station sites, a total of nine accessible parking spaces to serve the hotel uses, and a total of seven accessible parking spaces to serve the warehouse uses. Therefore, the proposed project satisfies the minimum ADA parking requirements.

Freeway Ramp Analysis

A freeway ramp analysis was conducted at two freeway interchanges that provides access to the project site. The analysis is based on calculated volume-to-capacity (V/C) ratios and includes freeway ramps that provide access to/from the project site area. The study freeway interchanges include:

1. US 101 at Tenth Street/Pacheco Pass Highway (SR 152)
2. US 101 at Monterey Road

Freeway Interchange Ramp Analysis Methodology

The freeway ramp analysis was performed to evaluate projected interchange operations with implementation of the proposed project and supplements the intersection level of service analysis at the freeway ramp intersections. The study freeway ramps are under the jurisdiction of Caltrans.

The analysis is based on calculated ramp capacity (volume-to-capacity (V/C) ratios) at the study freeway ramps. Evaluation of the ramps' operating levels is based on Caltrans level of service

standards (LOS C or better). The correlation between V/C ratio and level of service for freeway ramps is shown in Table 11.

Table 11
Freeway Ramp Levels of Service Based on Volume-to-Capacity Ratio

Level of Service	V/C Ratio
A	Less than 0.600
B	0.600-0.699
C	0.700-0.799
D	0.800-0.899
E	0.900-0.999
F	1.000 and Greater

Source: Transportation Research Board, *2000 Highway Capacity Manual* . (Washington, D.C., 2000)

Definition of Adverse Operations Effects on Freeway Ramps

The Caltrans level of service standard for freeway ramps is LOS C or better. An adverse effect on traffic conditions on a freeway ramp would occur if for either peak hour:

1. The level of service at the study facility degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under background plus project conditions, or
2. The level of service on the freeway ramp is deficient under background conditions and the project adds traffic to the ramp.

Freeway Ramp Volumes

Peak-hour ramp volumes were interpolated from turning-movement traffic volumes at the adjacent ramp intersections.

Freeway Ramp Capacities

The study freeway off-ramps consist of one or two lanes at the point where they diverge from the freeway mainline and some widen to multiple lanes at the off-ramp intersection. For this ramp analysis, the ramp capacity for the off-ramps is dictated by the number of lanes at the ramps' diverging point from the freeway mainline, since this is the location that dictates how much traffic exits the freeway.

The study on-ramps consist of one or two mixed-flow lanes with or without a separate HOV lane and are controlled by a ramp meter during the peak hours in the peak commute direction only (northbound in the morning and southbound in the evening). All multiple-lane on-ramps studied narrow to a single lane after the ramp meter before the freeway merge point. For metered on-ramps, the constraint point

is at the meter. For non-metered on-ramps, the constraint point is at the ramps' merging point with the freeway.

The typical capacity for a diagonal freeway ramp is 1,800 vehicles per hour per lane (vphpl). Loop ramps have a typical capacity of 1,600 vphpl. For metered on-ramps, the capacity depends on the ramp meter rate. Freeway ramp meter rates for the study on-ramps were assumed to be 900 vph (maximum allowable rate per ramp in Caltrans District 4).

Freeway Ramp Configurations

The *US 101 at Monterey Road* interchange provides full-access to/from US 101 and includes the following ramps:

- US 101 southbound diagonal off-ramp (SB off-ramp) – this ramp is controlled by a traffic signal on Monterey Road and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.
- US 101 southbound diagonal on-ramp (SB on-ramp) – this ramp is controlled by a ramp meter during the PM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (unmetered) – 1,800 vph
  - PM peak hour (metered) – 900 vph
  - SAT peak hour (unmetered) – 1,800 vph
- US 101 northbound diagonal off-ramp (NB off-ramp) – this ramp is controlled by a traffic signal on Monterey Road and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.
- US 101 northbound loop on-ramp (NB on-ramp) – this ramp is controlled by a ramp meter during the AM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (metered) – 900 vph
  - PM peak hour (unmetered) – 1,600 vph
  - SAT peak hour (unmetered) – 1,600 vph

The *US 101 at Tenth Street/Pacheco Pass Highway (SR 152)* interchange consists of a full-access partial cloverleaf interchange and includes the following ramps:

- US 101 southbound diagonal off-ramp (SB off-ramp) – this ramp is controlled by a traffic signal on Tenth Street and consists of two lanes where it diverges from the freeway mainline, for a total capacity of 3,600 vph.
- US 101 southbound loop on-ramp (SB loop on-ramp) – this ramp is controlled by a ramp meter during the PM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (unmetered) – 1,600 vph
  - PM peak hour (metered) – 900 vph
  - SAT peak hour (unmetered) – 1,600 vph
- US 101 northbound diagonal off-ramp (NB off-ramp) – this ramp is controlled by a traffic signal on Pacheco Pass Highway and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.

- US 101 northbound diagonal on-ramp (NB on-ramp) – this ramp is controlled by a ramp meter during the AM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (metered) – 900 vph
  - PM peak hour (unmetered) – 1,800 vph
  - SAT peak hour (unmetered) – 1,800 vph

Freeway Ramp Analysis Results

The results of the freeway ramp analysis under existing and background plus project conditions are summarized in Table 12.

Based on the calculated V/C ratios, all of the study freeway ramps currently operate at acceptable levels. Under background plus project conditions, based on the ramp capacities and traffic volume projections, it is projected that all of the study freeway ramps would continue to operate at acceptable levels.

Bicycle Circulation

Various bicycle facilities exist in the vicinity of the project site, including bike lanes (Class II bikeways) along Camino Arroyo, Sixth Street, Venture Way, and Cameron Boulevard.

The Bicycle Transportation Plan contained in the City of Gilroy General Plan, the City of Gilroy Bicycle/Pedestrian Transportation Plan, and the City of Gilroy Trails Master Plan indicate that a variety of bicycle facilities are planned in the City of Gilroy, some of which would serve the study area.

Of the planned facilities, those relevant to the project include:

Planned Class I multi-use trail:

Along the Miller Slough (Llagas Creek) – between the Sixth Street trailhead west of US 101 to Pacheco Pass Highway/SR 152.

Planned Class II bikeways:

- SR 152 – between the US 101 interchange and Holsclaw Road
- Gilman Road – between Camino Arroyo and Holsclaw Road
- Cameron Boulevard extension – both north and south extensions
- Luchessa Avenue extension – between Monterey Road and Cameron Boulevard
- Holsclaw Road – between SR 152 and Leavesley Road

Project's Effect on Bicycle Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. The potential demand could be served by the various bicycle facilities available in the vicinity of the project site, including the existing bike lanes along Camino Arroyo and Sixth Street, which would provide a connection between the project site and the residential areas on the west side of US 101. Although there are no plans to provide bikeway facilities along Tenth Street between US 101 and Monterey Road, there are planned Class II bikeways along the future Cameron Boulevard extension and Luchessa Avenue extension which would provide a more direct route to residential areas within the southwestern part of Gilroy. Therefore, potential project-generated bicycle traffic could be accommodated by the existing/proposed bicycle facilities in the project area.

Table 12
Freeway Ramps Analysis Results

Interchange/Ramp	Peak Hour	Ramp Type		Constraint Point[1]	Control	Capacity[2] (vph)	Existing Conditions Volume[3] (vph)	Existing Conditions V/C	Existing Conditions LOS[4]	Background Conditions Volume (vph)	Background Conditions V/C	Background Conditions LOS[4]	Background Plus Proj (Existing Roadway Network) Volume (vph)	Background Plus Proj (Existing Roadway Network) V/C	Background Plus Proj (Existing Roadway Network) LOS[4]	Background Plus Proj (Luchessa/Holloway Connection) Volume (vph)	Background Plus Proj (Luchessa/Holloway Connection) V/C	Background Plus Proj (Luchessa/Holloway Connection) LOS[4]
US 101 at Monterey Road																		
Southbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	242	0.134	A	244	0.136	A	244	0.136	A	244	0.136	A
	PM				Signal	1,800	662	0.368	A	685	0.381	A	685	0.381	A	701	0.389	A
	SAT				Signal	1,800	429	0.238	A	455	0.253	A	455	0.253	A	466	0.259	A
Southbound On-Ramp	AM	Diagonal	On	1	Meter-Off	1,800	334	0.186	A	339	0.188	A	339	0.188	A	352	0.196	A
	PM				Meter-On	900	536	0.596	A	564	0.627	B	564	0.627	B	638	0.709	C
	SAT				Meter-Off	1,800	517	0.287	A	549	0.305	A	549	0.305	A	564	0.313	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	499	0.277	A	538	0.299	A	538	0.299	A	596	0.331	A
	PM				Signal	1,800	373	0.207	A	469	0.261	A	469	0.261	A	512	0.284	A
	SAT				Signal	1,800	319	0.177	A	403	0.224	A	403	0.224	A	412	0.229	A
Northbound On-Ramp	AM	Loop	On	1	Meter-On	900	437	0.486	A	438	0.487	A	438	0.487	A	413	0.459	A
	PM				Meter-Off	1,600	292	0.183	A	321	0.201	A	321	0.201	A	223	0.139	A
	SAT				Meter-Off	1,600	340	0.213	A	372	0.233	A	372	0.233	A	303	0.190	A
US 101 at Tenth Street/Pacheco Pass Highway (SR 152)																		
Southbound Off-Ramp	AM	Diagonal	Off	2	Signal	3,600	839	0.233	A	1,104	0.307	A	1,142	0.317	A	1,141	0.317	A
	PM				Signal	3,600	1,434	0.398	A	1,712	0.476	A	1,746	0.485	A	1,748	0.486	A
	SAT				Signal	3,600	1,483	0.412	A	1,691	0.470	A	1,730	0.481	A	1,732	0.481	A
Southbound On-Ramp	AM	Loop	On	1	Meter-Off	1,600	101	0.063	A	130	0.081	A	149	0.093	A	135	0.084	A
	PM				Meter-On	900	277	0.308	A	432	0.480	A	454	0.504	A	380	0.422	A
	SAT				Meter-Off	1,600	219	0.137	A	255	0.159	A	277	0.173	A	262	0.164	A
Northbound Off-Ramp	AM	Diagonal	Off	1	Signal	1,800	325	0.181	A	520	0.289	A	542	0.301	A	482	0.268	A
	PM				Signal	1,800	385	0.214	A	550	0.306	A	570	0.317	A	510	0.283	A
	SAT				Signal	1,800	536	0.298	A	656	0.364	A	677	0.376	A	648	0.360	A
Northbound On-Ramp	AM	Diagonal	On	1	Meter-On	900	592	0.658	B	617	0.686	B	652	0.724	C	652	0.724	C
	PM				Meter-Off	1,800	869	0.483	A	1,038	0.577	A	1,076	0.598	A	1,076	0.598	A
	SAT				Meter-Off	1,800	955	0.531	A	977	0.543	A	1,017	0.565	A	1,017	0.565	A

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
4. The ramp level of service corresponds to the calculated ramp V/C ratios.

Although the City of Gilroy currently does not have requirements for bicycle parking, VTA recommends bicycle-parking rates for new developments in their *Bicycle Technical Guidelines*, revised in February 2022. The recommended bicycle parking rates are shown in Table 13 below. The standards distinguish between Class I (long-term) bicycle parking and Class II (short-term) bicycle parking.

Table 13
Recommended Bicycle Parking

Land Use	Size [1]	Minimum Bicycle Parking Rate [2]		Recommended Bicycle Parking	
		Class I	Class II	Class I	Class II
Convenience Store/Gas Station[3]	2,880 s.f.	1 per 20 employees		1	0
Fast-Food Restaurant with Drive-Through Window[4]	2,600 s.f.	1 per 20 employees	1 per 4ksf	1	1
Hotel[5]	200 rooms	1 per 20 rooms + 1 per 20 employees	1 per 20 rooms	11	10
Warehouse	45,500 s.f.	1 per 10ksf	1 per 5 ksf	5	10
			Total:	**18**	**21**

[1] Information obtained from the project site plan dated September, 2022 by ACE Design LLC.
[2] Source: VTA's Bicycle Parking Supply Recommendations (*Bicycle Technical Guidelines*, February 2022)
[3]The convenience store/gas station use would be served by 3 employees based on information provided by the applicant.
[4]The fast-food use would be served by 5 employees based on information provided by the applicant.
[5]The hotel uses would be served by a maximum of 7 employees per shift based on information provided by the applicant.

Based on the recommended rates for the proposed land uses and the size of the project, a minimum of 18 long-term and 21 short-term bicycle parking spaces should be provided on-site.

The project site plan shows bicycle parking near the convenience store and bicycle lockers near the south hotel. However, the site plan does not specify how many total bicycle parking spaces are being provided.

Recommendation: It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTA's recommended bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

Pedestrian Circulation

Pedestrian traffic between the project site and the surrounding commercial areas would be able to utilize the existing pedestrian facilities (sidewalks, crosswalks, pedestrian signal phasing at signalized intersections) along the adjacent streets. Sidewalks are found along both sides of the street within all commercial areas north, west, and south of the project site.

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The project is proposing 5-foot sidewalks along its entire frontage on Camino Arroyo and Holloway Road, connecting to the existing sidewalks along these roadways.

The project site is located within walking distance (within a half-mile radius) of various restaurants, retail, and service uses. Existing bus stops are located along the project's Camino Arroyo frontage (discussed further below). These existing uses potentially could attract pedestrian traffic from the project site. The existing and proposed sidewalks, along with the crosswalks and pedestrian push buttons, would provide a pedestrian connection between all shopping centers in the study area,

(including those located along the west side of Camino Arroyo and north of SR 152), the bus stops along the project frontage, and the project site.

City guidelines require minimum sidewalk width of 10 feet in commercial areas. They also require development projects to install (or upgrade existing) pedestrian crossings and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections. The existing sidewalks along Camino Arroyo and SR 152 (as well as all proposed sidewalks along the project site frontage) are 5 feet wide.

The northwest corner of the intersection of Camino Arroyo/SR 152 was recently modified to include a pedestrian signal phase to cross the southbound right-turn movement lane (segment between the northwest corner of the intersection and the adjacent pork chop island). The improvement includes ADA-compliant wheelchair access within the pork chop island. However, none of the corners of the intersection currently include ADA-complaint curb ramps.

Recommendation: It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

Recommendation: It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

Transit Service

The project site is directly served by Local Bus Route 84, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital, with bus stops at the intersections of Camino Arroyo/Gilroy Crossing and Camino Arroyo/Holloway Road.

Additional transit services are provided at the Gilroy Transit Center, located in Downtown Gilroy, just over one mile northwest of the project site.

Project's Effect on Transit Services

Although no reduction to the project trip generation estimates was applied due to transit services, it can be assumed that some of the project trips could be made by public transportation. Applying an estimated three percent transit mode share, which is probably the highest that could be expected for the project, to the project trips equates to approximately 6 new transit riders added to the local transit service during the busiest peak-hour. The estimated number of new transit riders to the proposed project could be served by the existing bus line currently serving the project site. However, the limited-service area covered by the existing transit route and the hour-long headways could discourage potential transit users from using public transportation to access the site.

6. Conclusions

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In adherence to SB 743, the effects and impacts on the transportation network as the result of the proposed project were evaluated based on VMT. In addition to the evaluation of VMT, this transportation study also includes level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. The determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Evaluation Results

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPR's small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

Roadway Capacity Analysis Results

Intersection Level of Service Analysis Results

Background Plus Project – With Proposed Luchessa/Holloway Connection

The project would have an operational deficiency at the following intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection:

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

Project Deficiency: PM peak-hour

2040 General Plan Plus Project Conditions

The project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and the planned future roadway network:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   Project deficiency: AM and PM peak hours

2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   Project deficiency: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   Project deficiency: AM and PM peak hours

Intersection Operations Analysis Results

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies for the following turn-movements:

6. Camino Arroyo and SR 152 –
Northbound Left-Turn Movement
Westbound Left-turn movement
Northbound Right-Turn Movement

16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement

Projected Deficiencies and Possible Improvements

Described below are possible improvements to improve operating conditions for the projected deficiencies.

Level of Service Deficiencies – Background Plus Project Conditions

13. Automall Parkway and Luchessa Avenue

Deficiency: Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

Level of Service Deficiencies – General Plan Conditions

7. Silacci Way and Pacheco Pass Highway/SR 152

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

13. Automall Parkway and Luchessa Avenue

Deficiency: General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

Queue Storage Deficiencies

6. Camino Arroyo and Pacheco Pass Highway (SR 152)

Movement: Northbound left-turn
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

Movement: Westbound left-turn
Deficiency: 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

Movement: Northbound right-turn
Deficiency: 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

16. Camino Arroyo and Gilroy Crossing

Movement: Southbound left-turn
Deficiency: 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

Freeway Segment Evaluation

The proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segments, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

E M C

Planning for Success.

March 7, 2023

Kraig Tambornini
Senior Planner
City of Gilroy
7351 Rosanna Street
Gilroy, CA 95020

Re: Gilroy Square Proposed Mitigated Negative Declaration
Revised Mitigated Negative Declaration and Response to Comments

Dear Kraig,

This letter addressed two items in the CEQA process: a revised mitigated negative declaration (MND), and response to comments on the MND.

Revised Mitigated Negative Declaration

City staff found an error in the project description associated with the size of the speculative warehouse buildings after the MND public review period began. The project description, as corrected in strike-through and underline text, is as follows:

> Application for a six-lot subdivision, and Architectural and Site Review to establish the development plan for Phase II of the PUD for development on four of the lots. The proposed project includes two, four-story hotels, a drive-through fast food restaurant, a convenience store, ~~a four-story speculative industrial warehouse, and a~~ and two, one-story speculative warehouse buildings. The warehouse buildings are proposed as future development.

Although the written project description was incorrect, the analysis of the warehouses in the initial study was based upon the site plan presented in Figure 5, Site Plan (Southern) of the initial study, which presents the square footage associated with one-story

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warehouses. Therefore, the initial study evaluated the correct project size, and other than the correction above regarding the warehouses, no changes to the MND are required. A revised MND is attached to this letter. This is the MND that should be adopted by the Planning Commission.

Response to Comments on the MND

EMC Planning Group has reviewed the public comments that were received during the 30-day public review period (January 27, 2023 to February 27, 2021) for the above-referenced mitigated negative declaration (MND). The lead agency (City of Gilroy, hereinafter "City") is not required to respond to public comments on the proposed MND, but the City's decision-making body is required to consider all comments prior to considering adoption of the MND and approval of the project. We are only providing responses to environmental issues, as well as comments on the environmental review (CEQA) process.

The following public comments were received, and are attached to this letter:

1. Gilroy Bicycle Pedestrian Advisory Committee, dated February 23, 2023;
2. California Department of Transportation, District #4, dated February 27, 2023; and
3. Santa Clara Valley Transportation Authority, dated February 27, 2023.

Gilroy Bicycle Pedestrian Advisory Committee (February 23, 2023)

The Gilroy Bicycle Pedestrian Advisory Committee submitted a comment letter on February 23, 2023, which is attached to this response letter. Generally, the comment letter addresses environmental issues associated with vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). Many of the comments are in the form of recommendations (e.g., project to incorporate measures to reduce VMT), while several others acknowledge the VMT and GHG analyses included in the initial study document. Our responses to the comments are provided below.

1. The commenter states that the project will have direct effects on air emissions due to emissions from on-road motor vehicle and recommends encouraging mode shifts to transportation types that reduce emissions (e.g., cycling, walking, and transit).

The comment is a general observation and is acknowledged. No specific comment on an environmental topic or content of the initial study is made. No further response is necessary. No changes to the mitigated negative declaration are necessary.

2. The commenter discusses reasons for the project to implement a transportation demand management (TDM) program and measures that should be considered to reduce VMT.

   TDM programs are commonly required by local agencies for qualifying projects. Gilroy Code Chapter 25B, Transportation Demand Management Program (more specifically, Section 25B.5, Applicability) states that a TDM program shall apply to all work sites within the City with 100 or more employees during the hours of 6:00 AM and 9:00 AM. The proposed project is estimated to generate less than 100 new employees. Therefore, it is not a qualifying project and a TDM program is not required.

   TDM programs or individual TDM measures are also commonly considered to reduce VMT for development projects where VMT impacts are determined to be significant and mitigation is required. Section 16.0, Transportation/Traffic, checklist question "b" of the initial study discusses the project VMT impact. The impact was determined to be less than significant. Therefore, no mitigation to reduce VMT (such as measures commonly included in a TDM program) are required. It is at the City's discretion to require the applicant to implement TDM measures, but such a requirement would be unrelated to the CEQA process.

   No changes to the mitigated negative declaration are necessary.

3. The commenter provides general observations about programs and organizations whose intent is to promote mobility options.

   The comment is acknowledged. No specific comment on an environmental topic or content of the initial study is made. No further response is necessary. No changes to the mitigated negative declaration are necessary.

4. The commenter states that the City has fully connected bike networks and transit options and acknowledges the work of Hexagon Transportation Consultants' analysis for the project.

The comment is acknowledged. No specific comment on an environmental topic or content of the initial study is made. No further response is necessary. No changes to the mitigated negative declaration are necessary.

5. The commenter makes a range of general recommendations/observations. These include:

    a. Applying electric vehicle (EV) reach codes to the project;

    b. Incorporating EV charging stations; and

    c. Relationship between vehicle charger location and VMT, and methods for estimating VMT.

    The comment is acknowledged. No specific comment on the initial study is made.

    Refer to the response to comment #2 above. GHG impacts of the project were found to be less than significant with implementation of related mitigation measures designed to meet GHG reduction performance standards. One of the mitigation measures requires that the applicant install EV infrastructure/charging stations consistent with CALGreen Tier 2 requirements and consistent with Bay Area Air Quality Management District ("air district") guidance for reducing GHG emissions from land development projects. Consequently, the project will support EV use and reductions in GHG emissions that result from reducing VMT associated with fossil-fuel powered transportation. The discussion of methods for estimating GHG reductions associated with EV charging infrastructure is acknowledged.

    No changes to the mitigated negative declaration are necessary.

6. The commenter states agreement with the mitigation measures in the initial study for reducing GHG emissions, but also suggests that the proposed project is not consistent with the air district's GHG performance standard regarding eliminating natural gas use in new residential, commercial and office related land use projects.

    As stated in Section 8.0, Greenhouse Gas Emissions, the applicant has agreed to eliminate natural gas infrastructure for all but the fast-food component of the project, with the intent of meeting air district direction on this issue to the

extent feasible. Other air districts such as the Sacramento Metropolitan Air Quality Management District, have adopted GHG performance standard guidance similar to (and in this case preceding) those adopted by the air district. The latter guidance provides flexibility for mitigating GHG emissions when the applicant for a land use does not design the project to meet one or more of the performance standards. The City has the discretion to reference GHG thresholds of significance (in this case in the form of GHG performance standards) from other public agencies that it feels are most appropriate for the City in its effort to balance economic development with its goals to contribute its fair share toward reducing GHG emissions from land use projects. Mitigation Measure GHG-2 in Section 8.0 of the initial study requires that the applicant off-set the minor volume of GHG emissions that would result from natural gas use in the fast-food component of the project. This off-site would have the net effect of eliminating GHGs related to natural gas use without constraining economic development where natural gas is fundamental to successful operation of a minor component of a broader land use project.

No changes to the mitigated negative declaration are necessary.

7. The applicant recommends adding features to the proposed project that include showers, lockers and dressing, and a bike fixit station.

   These recommendations are presumably made as an incentive to reduce VMT and GHGs by making bicycle transportation attractive to future employees. The first is a common feature considered in land use projects for the stated purpose, but in and of itself is typically not sufficient to have a measurable impact on VMT reduction or associated GHG generation. It is at the City's discretion to require the applicant to implement these measures, but such a requirement would be unrelated to the CEQA process.

   No changes to the mitigated negative declaration are necessary.

8. The commenter states agreement with the Hexagon Transportation Engineers' VMT analysis for the project.

   Comment acknowledged. No specific comment on an environmental topic or content of the initial study is made. No further response is necessary. No changes to the mitigated negative declaration are necessary.

9. The commenter asks whether there is a required Transportation Improvement Fee that will be used to help fund transportation improvements per the *City of Gilroy 2040 General Plan* ("General Plan") Mobility Policy 3.7.

   Yes, the City of Gilroy publishes a "Fees to Build" document that identifies impact fees charged to new development. One is a traffic impact fee for residential, commercial, and industrial developments. Fee requirements are also discussed in the Hexagon Transportation Consultants' transportation analysis included as Appendix G of the initial study.

   No changes to the mitigated negative declaration are necessary.

10. The commenter asks what the project is doing to implement General Plan Mobility Goal M4 and Mobility Policy 4.2 regarding requiring new development to accommodate, enhance, and facilitate public transit, including pedestrian and bicycle access to transit. The commenter recommends that the bus stop in front of the site be improved.

    In comment #6, the commenter cites recommendations made by Hexagon Transportation Consultants for incorporating project design features (that are part of the project description), including new pedestrian connections, bicycle parking, and constructing wide sidewalks along the project frontage. These features would facilitate access to the two existing Santa Clara Valley Transportation Authority (VTA) bus stops located along the project site frontage on Camino Arroyo. These features were identified for inclusion in the project to address its consistency with policies and plans, including the General Plan. It is at the City's discretion to require the applicant to implement additional related measures, but doing so would be unrelated to the CEQA process. Refer also to the response to comment #11.

    No changes to the mitigated negative declaration are necessary.

11. The commenter asks whether the project was routed for plan review with VTA per General Plan Mobility Policies 4.6. and 4.8 regarding coordination with VTA to promote transit. City staff did send the project plans for review and comment to VTA.

    City staff will continue to coordinate with VTA, as VTA also provided comments during the public review period, which are addressed below. The VTA comments suggest one possible improvement to each bus stop – replacing

older concrete pads with new pads. As discussed in the transportation analysis and summary memo prepared by Hexagon Transportation Consultants (Appendix G of the initial study), the project could generate a small number of new transit riders that can be served by existing transit services available at the site. Consequently, transit capacity improvements do not appear to be required. It is at the City's discretion to require the applicant to replace the existing pads at the bus stops per VTA's recommendation (e.g., the City could require these improvements as conditions of approval), but doing so would be unrelated to the CEQA process. Refer also to the responses to comment letter #3 for more information.

No changes to the mitigated negative declaration are necessary.

12. The commenter describes the nearest bus stops and connecting transit services and opportunities to promote the use of public transit.

    The comment is acknowledged. No specific comment on an environmental topic or content of the initial study is made. No further response is necessary and no changes to the mitigated negative declaration are necessary.

13. The commenter notes Policy 1.12 from the General Plan regarding encouraging new development to incorporate TDM measures, and lists a range of potential TDM measures.

    See the response to comment #2. No changes to the mitigated negative declaration are necessary.

California Department of Transportation, District #4 (February 27, 2023)

The California Department of Transportation, District #4, submitted a comment letter on February 27, 2023, which is attached to this response letter. Generally, this comment letter does not raise environmental issues, but rather discusses transportation-related state requirements. Our responses to these comments are provided below.

1. This comment describes the proposed project. It does not raise any environmental issues; therefore, no response is necessary.

2. The commenter expresses support for the various bicycle and pedestrian improvements recommended by Hexagon (Appendix G of the initial study)

and listed in the project description of the initial study (pages 3 and 4). This comment does not raise an environmental issue and therefore, no response is necessary.

3. This comment is regarding reducing VMT and financing transit and active transportation improvements necessitated by the proposed project. The VMT analysis presented in the initial study concluded that the proposed project would not result in significant VMT impacts and, therefore, no mitigation measures are required in order to reduced VMT.

   The various infrastructure improvements identified on pages 3 and 4 of the project description in the initial study are the responsibility of the project developers. The transportation analysis did not identify any other transit and active transportation improvements required by the proposed project. Project developers will be required to pay the City's traffic impact fee. No changes to the mitigated negative declaration are necessary.

4. The proposed project does not require any improvements to the State Transportation Network (STN), other than those identified on pages 3 and 4 that may be within the STN right-of-way (i.e., ADA-compliant curb ramps at all corners of the Camino Arroyo/SR 152 intersection). No changes to the mitigated negative declaration are necessary.

5. This comment discusses the general requirements of project improvements impacting any Caltrans facilities meeting the American Disabilities Act (ADA) and maintaining bicycle and pedestrian access during construction activities. See comment #4 above. No changes to the mitigated negative declaration are necessary.

Santa Clara Valley Transportation Authority (February 27, 2023)

The Santa Clara Valley Transportation Authority submitted a comment letter on February 27, 2023, which is attached to this response letter. Generally, this comment letter does not raise environmental issues, but rather recommends improvements at the existing bus stops along the project frontage and requests for information to be on the project plans, with a chance for additional review. Our response to the comments is provided below.

1. This comment includes recommendations for improvements of the existing bus stops along the project frontage. The City of Gilroy could consider requiring

these improvements as conditions of approval. The comments do not raise an environmental issue; therefore, no changes to the mitigated negative declaration are required.

If you have any questions, please feel free to contact either of us at wissler@emcplanning.com or lutz@emcplanning.com or at 831-649-1799.

Sincerely,

Teri Wissler Adam
Senior Principal

Shoshana Lutz
Associate Planner

Enc: Revised Mitigated Negative Declaration
Comments on the Mitigated Negative Declaration

Community Development Department
Planning Division (408) 846-0440

MITIGATED NEGATIVE DECLARATION

City of Gilroy
7351 Rosanna St.
Gilroy, CA 95020

City File Number: File No. Z 22-01, TM-21-02, and AS 21-13

Project Description:

Name of Project: Gilroy Square

Nature of Project: Application for a six-lot subdivision, and Architectural and Site Review to establish the development plan for Phase II of the PUD for development on four of the lots. The proposed project includes two, four-story hotels, a drive-through fast food restaurant, a convenience store, and two, one-story speculative warehouse buildings. The warehouse buildings are proposed as future development.

Project Location:

Location: 6970 Camino Arroyo in the city of Gilroy.
Assessor's Parcel Number: 841-70-049

Entity or Person(s) Undertaking Project:

Name: Jaspal Singh Sidhu
Address: 1024 Iron Point Road, Folsom, CA 95630
Staff Planner: Kraig Tambornini, Senior Planner

Initial Study:

An initial study of this project was undertaken and prepared for the purpose of ascertaining whether this project might have a significant effect on the environment. A copy of this study is attached.

Findings & Reasons:

The initial study identified potentially significant effects on the environment. However, this project has been mitigated (see Mitigation Measures below which avoid or mitigate the effects) to a point where no significant effects will occur. On the basis of the whole record, there is no substantial evidence the project will have a significant effect on the environment. The following reasons will support these findings:

- The proposal is a logical component of the existing land use of this area.
- Identified adverse impacts are proposed to be mitigated on-site and a mitigation monitoring and reporting program have been prepared.
- The proposed project is consistent with the adopted goals and policies of the General Plan of the City of Gilroy.
- City staff independently reviewed the Initial Study, and this Mitigated Negative Declaration reflects the independent judgment of the City of Gilroy.
- With the application of the following Mitigation Measures the proposed project will not have any significant impacts on the environment.
- The Gilroy Planning Division is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based.

Air Quality

Refer to Mitigation Measure GHG-1.

Biological Resources

BIO-1 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the project applicant shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to methods described in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012). The applicant shall submit evidence of completion of the preconstruction survey to the City of Gilroy Planning Department prior to issuance of a grading permit. Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (California Department of Fish and Wildlife 2012), unless a qualified biologist approved by the California Department of Fish and Wildlife verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or

2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

BIO-2 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), to the extent feasible, construction activities that include any vegetation removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, which is outside of the bird nesting season. If construction activities commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 10 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If no nesting activity is observed, a report shall be submitted to the City of Gilroy and disturbance activities may comments. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer

distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily, or as otherwise required by the California Department of Fish and Wildlife, during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the developer prior to start of construction activities.

Geology and Soils

GEO-1 The developer shall prepare an erosion control plan that details appropriate methods to prevent and/or minimize erosion. The erosion control plan is subject to the review and approval of the City of Gilroy Public Works Department prior to the issuance of a grading permit.

GEO-2 Prior to issuance of a grading permit, the developer shall implement the recommendations outlined in the geotechnical report prepared for the proposed project including, but not limited to:

- Recompact the surface soils;
- Fill material to be excavated and stockpiled so that the native soils can be prepared properly, with inspection of the bottom of the excavation by a qualified geotechnical engineer to verify no additional removal is required; and
- Replace the upper 30 inches of soil within slab-on-grade and exterior flatwork areas with non-expansive fill to reduce the potential soil movement.

Greenhouse Gas Emissions

GHG-1 The proposed project shall be designed to meet the following performance standards:

a. With exception of the planned fast-food use, no permanent natural gas infrastructure shall be permitted as part of the improvement plans for any other individual project uses. These uses shall be all electric; and

b. Electric vehicle infrastructure (e.g., electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 mandatory standards in effect at the time individual building permits are issued, shall be installed at each individual proposed use.

GHG-2 The applicant shall:

a. Prepare a Greenhouse Gas (GHG) Reduction Plan which identifies one or more GHG reduction actions that will be taken to reduce GHG emissions from the proposed fast food use by a minimum of 28.9 MT CO2e per year to offset emissions produced by using natural gas. The GHG Reduction Plan shall prioritize on-site GHG reduction design features.

In lieu of or in addition to one or more of the on-site measures above, the applicant may make direct investments in off-site GHG reduction activities/programs in the vicinity. Examples include building retrofit programs that pay for cool roofs, solar panels, solar water heaters, smart meters, energy efficient lighting energy efficient windows, and insulation. Other examples include financing programs for installing electric vehicle charging stations, electrifying school buses, or planting local urban forests.

The applicant may retain a qualified air quality / GHG professional to quantify the GHG reductions from implementing the Reduction Plan using substantial evidence to be included in the Reduction Plan.

If the applicant elects to quantify the GHG emissions reductions from on-site measures and/or investments in off-site reduction programs and the reductions are less than insufficient to reduce project emissions by a minimum of 28.9 MT CO2e per year, the applicant may secure the reduction balance by purchasing and retiring carbon offset credits. The carbon offset credits shall meet the following standards:

- Carbon offset credits shall be issued by a recognized, reputable and accredited registry that mandates the use of established protocols for quantifying and issuing the offset credits. Credits issued based on protocols approved by the California Air Resources Board should be prioritized. Examples of such registries include the Climate Action Reserve, American Carbon Registry, and Vierra.
- The carbon offset credits should be generated from projects developed in the United States. Credits from projects developed internationally should not be used unless the applicant demonstrates with substantial evidence that sufficient carbon offsets from projects in the United States are unavailable. International offsets must be quantified and issued using established protocols that are recognized in the United States and that are issued by recognized, reputable and accredited registries.
- All carbon offset credits purchased to reduce GHG emissions, must meet the criteria of being real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2).

Prior to the City issuing a building permit for the fast food use, the applicant shall submit the GHG Reduction Plan for review and approval of the City of Gilroy. If carbon offsets are proposed, prior to approval of a building permit, the applicant shall provide an executed contract or other certification to the City Planner that the requisite volume carbon offset credits have been purchased.

b. The planned fast food use shall include all electricity pre-wiring necessary so that the building is ready for a future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future. Prior to issuing a building

permit for the fast food use, the City shall verify that project improvement plans meet the pre-wiring requirement.

Hydrology and Water Quality

HYDRO-1 All stormwater on the project site must be treated aboveground in an approved low-impact development treatment device prior to entering stormwater chambers. The proposed project must show proof of compliance with this requirement on the project plans prior to issuance of a grading permit with approval by the City of Gilroy Public Works Department.

HYDRO-2 The project proponent shall prepare and submit Erosion Control Plans to the City of Gilroy Public Works Department prior to the issuance of a grading permit. The Erosion Control Plans shall illustrate how the project's grading phases would prevent or minimize erosion and siltation on- and off-site, such as the inclusion of Best Management Practices.

HYDRO-3 The project proponent shall prepare and submit a Storm Water Pollution Prevention Plan for review and approval by the City of Gilroy Public Works Department prior to issuance of a grading permit. The Storm Water Pollution Prevention Plan shall identify construction and post-construction Best Management Practices to prevent water pollution at the source

Noise

N-1 Prior to issuance of a building permit for the two proposed hotels, the building plans shall include air conditioning or mechanical ventilation, subject to review and approval by the building department.

Date Prepared: March 2023

Review Period: January 27, 2023 – February 27, 2023

Date Adopted by City Council:

Kraig Tambornini
Senior Planner
Kraig.Tambornini@ci.gilroy.ca.us

GILROY BICYCLE PEDESTRIAN ADVISORY COMMITTEE

February 23, 2023

Re: Mitigated Negative Declaration (MND)
Project Number: Z 22-01, TM 21-02, and AS 21-13
Project Title: Gilroy Square
Project Applicant: Jaspal Singh Sidhu, PE for Temple Gilroy, LLC
Project Location: Located at 6970 Camino Arroyo
Assessor Parcel No. APN 841-070-049

Kraig Tambornini (Senior Planner, City of Gilroy),

1 Thank you for the opportunity to respond to the Gilroy Square Mitigated Negative Declaration (MND). Comments below are based on the review of the MND. Additional comments may be forthcoming pending final review. This project will have a direct impact in the City of Gilroy by achieving our goal to reduce air emissions from on-road motor vehicles and future developments. Improve air quality by encouraging our residents, commuters, employees to mode shift from vehicles to cycling, increase walking as alternatives to driving for short and first/last mile trips, and add new riders to the transit system.

2 This project should include a robust Transportation Demand Management (TDM) Program that leverages nearby transit, bike lanes, and walking routes to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions. With its convenient location to transit, shopping, and bike/ped facilities there are few barriers to reducing VMT at this project. With the recent adoption of our City's General Plan 2040, we as a community called for bold actions that include continuing to promote cleaner modes of transportation. We encourage existing and proposed development to incorporate Transportation Demand Management (TDM) measures such as car-sharing, transit passes, and unbundling of parking (requiring separate purchase or lease of a parking space) where such measures will result in a reduction in vehicle miles traveled, reduction of required amount of parking or an increase in the use of alternate transportation modes. We suggest all new construction incorporate an all-electric model and be fossil fuel free in order to reduce greenhouse gas emissions.

3 We are actively embracing, advancing ideas, and projects that promote the concept of free-range people in the City of Gilroy. We advocate for building and planning that considers future generations as well as current residents who don't own cars. Advancing mobility options reflects what we are teaching the youth in our community through Safe Routes to School and why we are nationally recognized as a Bronze Bicycle Friendly Community from the League of American

3 cont.

Bicyclists, as well as recognized by the World Health Organization as an Age-Friendly Community. Continuing to leverage our Measure B Education & Encouragement (E&E) funding for established work plans/programs will further enhance Gilroy's efforts. Measure B E&E Bike to Work Day, Community Bike/Walks Counts, Community Engagement, General, Online Media Campaign, and Safe Routes to School work plans.

4

While there might be portions of our city that are isolated from transit, this development is not in one of those areas. Gilroy has a fully connected bike network and transit options. We have a large population that works, visits, and attends schools in Gilroy that benefits from local transit and rideshare. Gilroy has the vision that the glass is half full, we have the ability to innovate, and adapt to programs that will further reduce our VMT. Thank you to Hexagon for their great analysis and recommendations.

We have the following recommendations and comments based on the Gilroy Square IS/MND, Hexagon Analysis, and our General Plan 2040 Mobility-

5

REACH Code for Electric Vehicle (EV)- The recent adoption of the 2022 California Green Building Standards Code pertaining to electric vehicle (EV) charging for new residential and non-residential construction REACH codes for EV's applies to this project or CALGreen Tier 2 whichever requires more.

Recommend Installation of Electric Vehicle (EV) Charging Stations as mitigation for the Bay Area Air Quality Management District 2022 Consistency with GHG Reduction Performance Standards- We recommend electric car charging stations with city and developer partnership through such services as Chargepoint and EVgo with a total utilization of up to 10% of the total parking spaces planned for this development. EV Charging Stations as Greenhouse Gas Mitigation 2018 Santa Clara County Study[1] allow for the following VMT mitigations for this development on page 5 of the white paper.

Land Use and Location (VMT/vehicle charged): The type of land use (residential, commercial, institutional, etc.) affects the character of vehicle trips (home-based, work-based, and other) associated with the charger location. The location of the charger will influence the amount of use, the types of trips, and the distance of trips that are facilitated for EV use. The combination of land use and location determined the vehicle-miles traveled (VMT) associated with home-based, work-based, or other based trips shifted from fossil fuel to EVs.There are several different approaches to estimating VMT for use in estimating EVCS benefits.

Method 1: EVCS Charging Activity Approach. Under this method, VMT is estimated based on the expected charging activity per day. This approach assumes that the GHG reductions for an EVCS are only related to the charging activity. The electricity (in kWh) delivered by the charger is converted to miles using the average efficiency of a battery electric engine (kwh/mile), which is then used to estimate both fossil-fuel vehicle GHG emissions and EV GHG emissions. This

[1] https://dtnz.sccgov.org/sites/g/files/exjcpb481/files/Task-3D-EV-Charging-Stations-as-GHG-Mitigation-Mechanism-under-CEQA_White-Paper.pdf

approach requires estimation of daily charger use (see below), and EV GHG efficiency/mile to establish associated mitigation.

Method 2: Location-Based VMT Approach. Under this method, VMT for EVs is based on the land use and location of the EV charger, the number of vehicle charges per day, and vehicle trips associated with that land use. For example, a residential EVCS would be assigned the benefit of shifting all residential fossil-fuel vehicle VMT to EV VMT. Alternatively, the assumption could be limited to home-based trip VMT. For non-residential development, VMT per charging parking space would need to be estimated or VMT could be assigned based on work-trips only. This approach requires estimation of VMT per residential vehicle or non-residential charging space. This is the approach used in the three CAPs reviewed for EVCS benefit quantification.

5 cont.

CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans (Bay Area Air Quality Management District 2022) Consistency with GHG Reduction Performance Standards- The project is not consistent with two (No Natural Gas Appliances or Plumbing, Comply with CALGreen Tier 2 EV Standards) of the four GHG performance standards. Consequently, the project would have a significant impact from generating GHG emissions. We agree with the following mitigation measures proposed to reduce the significant GHG impact to less than significant. With the exception of the planned fast-food use, no permanent natural gas infrastructure shall be permitted as part of the improvement plans for any other individual project uses. These uses shall be all electric; and electric vehicle infrastructure (e.g. electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 (Gilroy's REACH EV codes whichever requirements are higher) mandatory standards in effect at the time individual building permits are issued, shall be installed at each individual proposed use. The applicant shall prepare a Greenhouse Gas (GHG) Reduction Plan. The planned fast food use shall include all electricity pre-wiring necessary so that the building is ready for a future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future. Prior to issuing a building permit for the fast food use, the City shall verify that project improvement plans meet the pre-wiring requirement. We would encourage the developer to not use natural gas for the fast food restaurant as this would reduce the GHG emissions on-site, rather than purchasing off-site credits which may or may not benefit Gilroy.

6

Recommend Shower, Locker, & Dressing Facilities- Provide employee showers and dressing areas for each gender. Provide dressing rooms for each gender and one locker for each required long-term bicycle parking space. Required lockers shall be located in relation to required showers and dressing areas to permit access to locker areas by either gender.

7

Recommend a Dero Bike Fixit Station with Air Kit Bike Pump and Public Outdoor Feature- We recommend placing this bike fixit station at a Public Outdoor Feature or near bike parking at the hotels. This would add to the current network throughout the City.
https://www.dero.com/product/fixit/

Hexagon Analysis- We agree with the following recommendations, and want to see the City of Gilroy implement their own Bike Parking Ordinance and VMT/TDM Ordinance so that future developments don't have to continue to rely on VTA.

-A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

8 ***-Provide adequate bicycle parking supply on-site, based on VTA's recommended bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, a minimum of 18 long- term (Class I) and 21 short-term inverted "U" (Class II) bicycle parking spaces should be provided on-site.***

-10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

-ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

General Plan 2040 Mobility-*The Mobility Element provides the framework for decisions in Gilroy concerning the citywide transportation system. It seeks to create a balanced transportation network that supports and encourages walking, bicycling, and transit ridership. The goals and policies address a variety of topics, including multimodal transportation, complete streets, pedestrian facilities, bikeways, public transit, vehicular transportation, parking, and goods movement.*

9

Mobility 3.7- Traffic Impact Fee for Bicycle/Pedestrian Improvements

Support and finance the construction of pedestrian and bicycle improvements specified in the Mobility Diagrams by using the comprehensive traffic impact fee. Is there a required Transportation Improvement Fee, in proportion to the project's share of transportation improvements needed to serve cumulative development within the City of Gilroy? The funds shall be used to fund improvements identified in the City Traffic Circulation Master Plan, which includes bikeways.

Goal of Mobility M4- Plan for efficient and convenient local and regional transit systems that respond to the changing needs of Gilroy. Mobility 4.2- Transit and Development require new developments to fully accommodate, enhance, and facilitate public transit, including pedestrian and bicycle access to transit. What has this development done to enhance pedestrian and bicycle access to transit? We recommend as a condition of approval the developer install new amenities and improve the bus stop site conditions in front of the development for VTA Route 84. Amenities examples are shelters, lighting, benches, bike racks and trash cans. Partnerships with cities are essential for improving access to public transit.

10

The VTA Better Bus Stops team coordinates regularly with member agency cities on incorporating transit improvements into city-led streetscape projects and conditioning new developments to improve nearby transit stops. Better Bus Stops does not directly contribute to or reduce greenhouse gas (GHG) emissions. However, providing amenities and improving conditions at bus stops improves the transit rider experience and may influence an individual's

10 cont. decision to ride transit. GHG emissions are likely to decrease as more individuals choose transit over driving alone.

Mobility 4.6- Santa Clara Valley Transportation Authority (VTA)
Coordinate with VTA on the planning of new transit routes within Gilroy and maintain a strong relationship with VTA management to ensure continued cooperation. Was this development project routed for plan review with our partner VTA, we have the opportunity to shift riders towards transit through a robust Transportation Demand Management (TDM) program?

11

Mobility 4.8- Consider Transit in Planning and Development Proposals
Coordinate with VTA on advance planning projects and development proposals that may have implications for public transit and consider the VTA's Transit Sustainability Policy/Service Design Guidelines. What has this development done towards meeting this general plan consistency?

Transit Service- The nearest VTA bus stops serving the development are Route 84 (St. Louise Hospital/Gilroy Outlets) located on Camino Arroyo in front of the project. Route 568 Rapid stops and Route 121 Express Gilroy-Lockheed Martin located at Gilroy Transit Center. Caltrain provides service from Gilroy to San Francisco (2-Hour Train Ride) Monday to Friday. Three

12 trains (only two times listed) leave the Downtown Gilroy Transit Center at 5:54am · 6:31am · 6:52am. You can take your bike with you or park it at a locker at the Gilroy Transit Center. Caltrain currently serves riders from Gilroy to San Francisco and a future extension south to Salinas.[2] This is a great opportunity to promote the use of public transit to the residents and visitors through outreach programs established in a Transportation Demand Management (TDM) program. Leverage the Measure B E&E funding the city has and the marketing outreach resources from Valley Transportation Authority (VTA)[3].

Transportation Demand Management Mobility 1.12- Encourage existing and proposed development to incorporate TDM measures such as car-sharing, transit passes, and unbundling of parking (requiring separate purchase or lease of a parking space) where such measures will result in a reduction in vehicle miles traveled, reduction of required amount of parking or an increase in the use of alternate transportation modes.
Recommended TDM programs to include:

13

- Annual Clipper Card, VTA Passes or VTA's Smart Pass https://www.vta.org/go/fares/smartpass (The Smart Pass program allows employers, developers, educational institutions, management companies or homeowners associations the ability to purchase VTA transit passes at a bulk discount rate to provide to employees or residents to encourage transit usage. Smart Passes are good for unlimited use of VTA Bus and Light Rail services, seven days a week. The program also

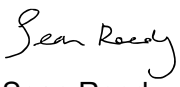
[2] https://www.tamcmonterey.org/monterey-county-rail-extension
[3] https://www.vta.org/faq/how-do-i-start-riding-vta

13 cont.

includes an “Emergency Ride Home” provision that allows Smart Pass holders to take a taxi home if they need to leave work in the middle of the day.)

- Expand Outthink’s Project Chrysalis E-Bike Program with the purchase of e-bikes for every home or a pool of e-bikes for rideshare in a central hub for the project.[4]
- Provide updated bike maps to all employees/contractors from management in correspondence.
- Provide routes to major transit connections, parks, schools, shopping, and restaurants.
- Annual presentation to the Amazon Gilroy Data Center of current bike/walk/transit options and incentive programs offered by the City of Gilroy currently funded by the Measure B Education & Encouragement program.
- Encourage Bay Area Air Quality Management District’s and the Metropolitan Transportation Commission’s (MTC) new post-pandemic compliance option for the regional Commuter Benefits Program: Telework “Flex Your Work” program. Carpooling, public transportation, vanpools, bicycling, walking and teleworking are flexible choices Bay Area employees have when planning daily commutes. Both the new Commuter Benefits Program Option 5: Telework and the “Flex Your Commute” program will encourage sustainable commuting options as the Bay Area continues its recovery from the pandemic and returns to the workplace.

Sincerely,



Sean Reedy
Community Organizer
Gilroy Bicycle Pedestrian Advisory Committee (Gilroy BPAC)
GilroyBPAC@gmail.com
https://www.facebook.com/GilroyBPAC

We are a community group actively embracing, advancing ideas, and projects that promote the concept of free-range people in Gilroy. We support building projects that are energy resilient and promote the reduction of greenhouse gasses (GHG). We are seeking your input whether you are a BMX rider, trail runner, recreational bike rider, MTB rider, walker, and hiker! #GilroyBPAC

[4] https://svcleanenergy.org/wp-content/uploads/CityChrysalis_FinalReport_29Mar2022_digital.pdf

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS–10D | OAKLAND, CA 94623-0660
www.dot.ca.gov

February 27, 2023

SCH #: 2023010472
GTS #: 04-SCL-2023-01162
GTS ID: 28707
Co/Rt/Pm: SCL/152/10.564

Kraig Tambornini, Senior Planner
City of Gilroy
7351 Rosanna Street
Gilroy, CA 95020

Governor's Office of Planning & Research

FEB 27 2023

STATE CLEARING HOUSE

Re: Gilroy Square Mitigated Negative Declaration (MND)

Dear Kraig Tambornini:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Gilroy Square Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the January 2023 MND.

Project Understanding

1 The proposed project is located at 6970 Camino Arroyo in Gilroy, adjacent to SR-152. The project includes subdividing 10.07 acres into six (6) lots, and an Architectural and Site Review to establish the development plan for Phase II of the Regency Center Planned Unit Development (PUD) and approve development on four (4) of the lots. The proposed project includes two, four-story hotels, a drive-through fast food restaurant, a convenience store, a four-story speculative industrial warehouse, and a one-story speculative warehouse building.

Travel Demand Analysis

2 With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide (*link*).

The project VMT analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

2 cont. Based upon the project's location adjacent to SR-152, Caltrans fully supports the proposed bicycle and pedestrian recommendations in Appendix G that recommend pedestrian access among all sites that meet accessibility standards. Any proposed sidewalk improvements within the State Right of Way must be consistent with the Highway Design Manual (HDM).

Caltrans also supports the bicycle parking recommendation put forth in the same appendix.

Transportation Impact Fees

3 Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources, such as Traffic Impact Fees, should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Lead Agency

4 As the Lead Agency, the City of Gilroy is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

5 If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse

Santa Clara Valley Transportation Authority

February 27, 2022

City of Gilroy
7351 Rosanna Street
Gilroy, CA 95020
(Sent via email 02/27/23)

Re: Gilroy Square MND

Dear Kraig,

Thank you for the opportunity to review this project. VTA has the following comments on the Gilroy Square Mitigated Negative Declaration.

Bus Stop Improvements

There are two existing bus stops along the project frontage that is served by Route 84 which connects St. Louise Hospital, Gilroy Crossing and the Gilroy Transit Center. See attached site plan with comments. VTA has the following recommendations:

- VTA bus stop #1 (Northbound Camino Arroyo south of State Hwy 152)
    - Replace older concrete pad with new pad. Specs attached. For new concrete pads contractor must obtain a VTA permit. Contact permits@vta.org at least 2 weeks before work.
    - Confirm sidewalk is at least 8' wide. 8' wide sidewalk is needed for ADA wheelchair boarding at the bus stop.
    - Existing silver metal bench at bus stop to remain
- VTA bus stop #2 (Northbound Camino Arroyo north of Holloway Road)
    - Replace older concrete pad with new pad. Specs attached. For new concrete pads contractor must obtain a VTA permit. Contact permits@vta.org at least 2 weeks before work.
    - Confirm sidewalk is at least 8' wide. 8' wide sidewalk is needed for ADA wheelchair boarding at the bus stop.
    - Existing silver metal bench at bus stop to remain.

1

Please include on the construction plans a note to contact VTA at Bus.Stop@vta.org or 403-321-5800 at least 72 business hours prior to any construction that may impact bus operations.

VTA would like the opportunity to review updated site plans to ensure the placement of driveways, landscaping and any other features do not conflict with bus operations. VTA's Transit Passenger Environment Plan provides design guidelines for bus stops. This document can be downloaded at https://www.vta.org/projects/transit-passenger-environment-plan.

VTA has a Bus Stop Placement, Closures and Relocations Policy (https://www.vta.org/sites/default/files/2022-02/Bus%20Stop%20Policy.pdf).

Sincerely,

Brent Pearse

Brent Pearse
Transportation Planner



0 250 feet

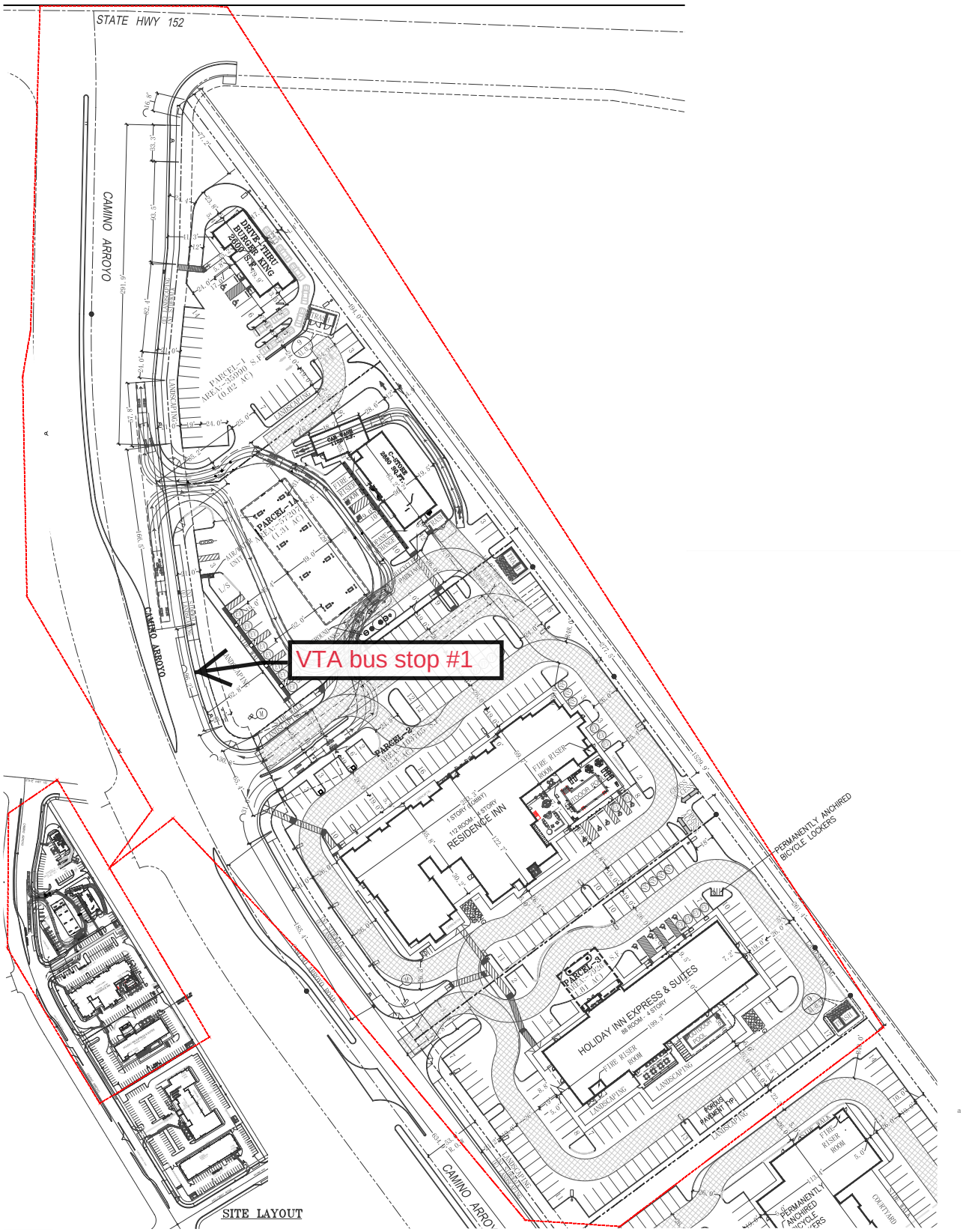
Project Site

Source: Santa Clara County GIS 2022, Google Earth 2022

Figure 2

Aerial Photograph

Gilroy Square Initial Study



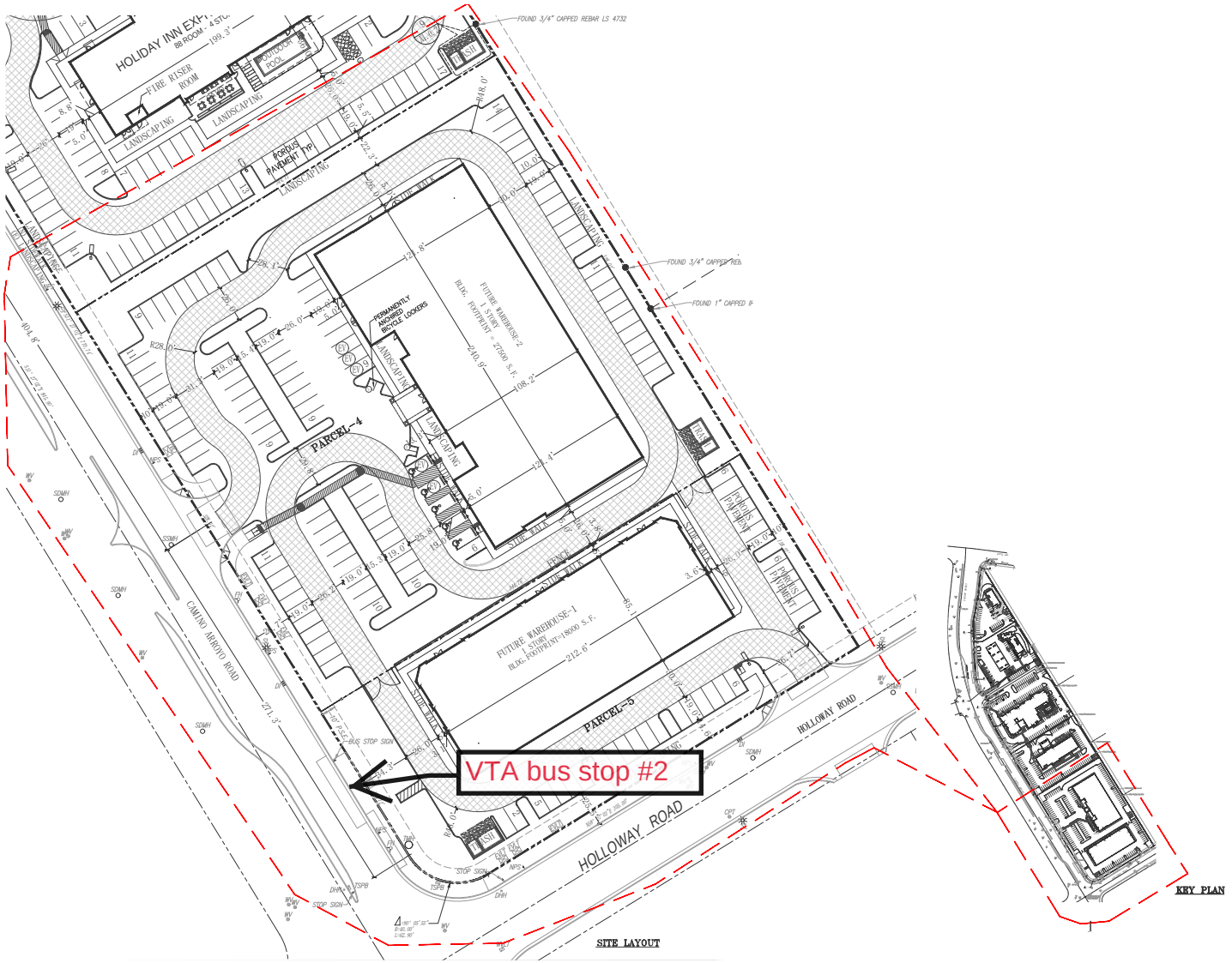
0 200 feet

Source: ACE Design 2022

Figure 4

Site Plan (Northern)

Gilroy Square Initial Study



0 200 feet

Source: ACE Design 2022

Figure 5
Site Plan (Southern)

Gilroy Square Initial Study

2.6 Bus Stop Pavement Standards

The following pavement standards have been designed to provide pavement section at bus stops.

Generally, these improvements are to be made by developers, cities, and VTA at new or existing bus stops where the City or VTA has established that the existing or new roadway pavement will not sustain the bus stop loading.

The typical bus stop pavement pad constructed from Portland concrete cement and the pad size is 10' wide by 55' long pavement. If more than 2 bus routes use the same bus stop, a longer pad will be required.

An asphalt pavement section can be used in place of Portland concrete cement at the request of local city engineer.

See Figure 2.6a through 2.6c for bus pad construction details.

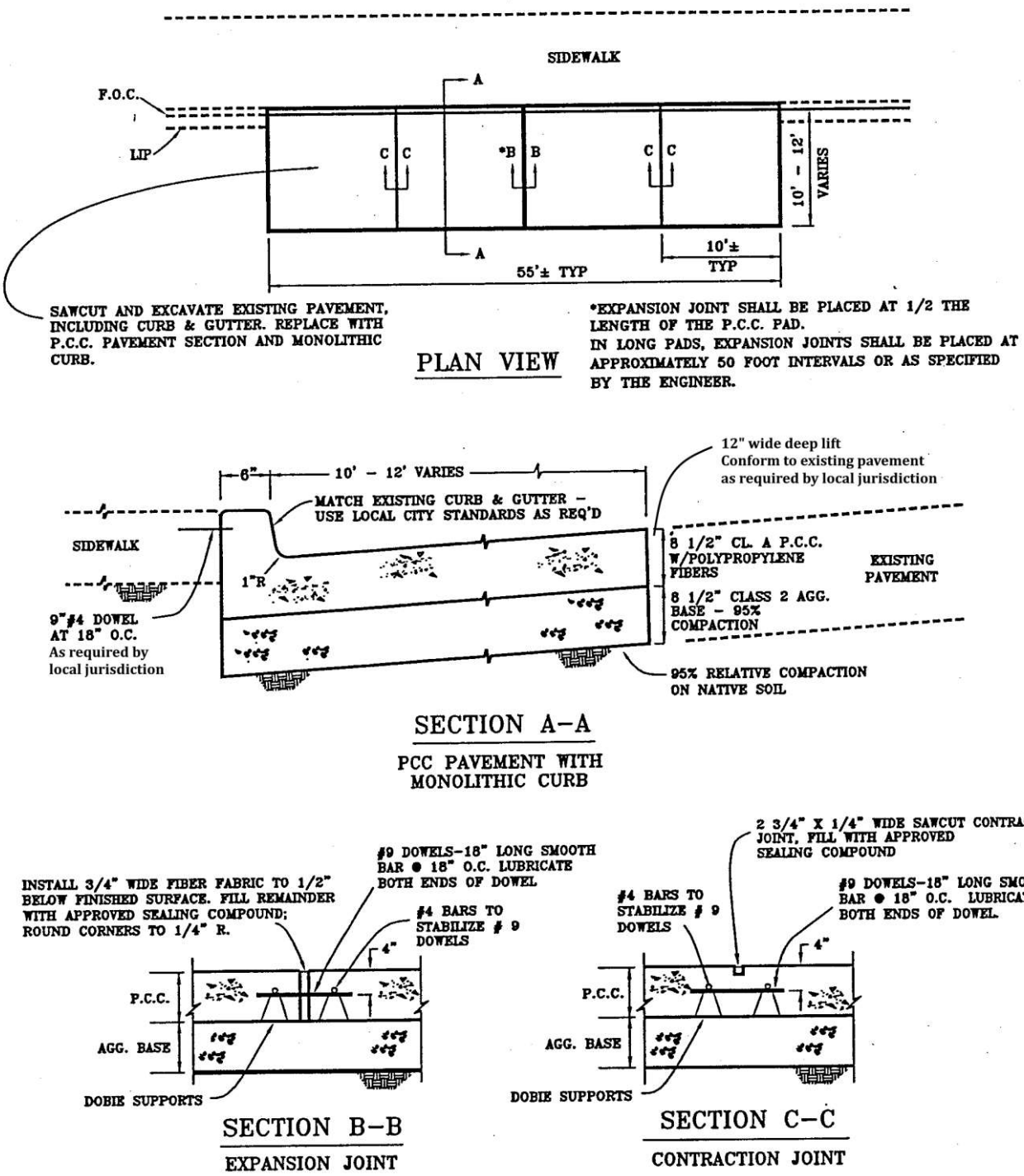
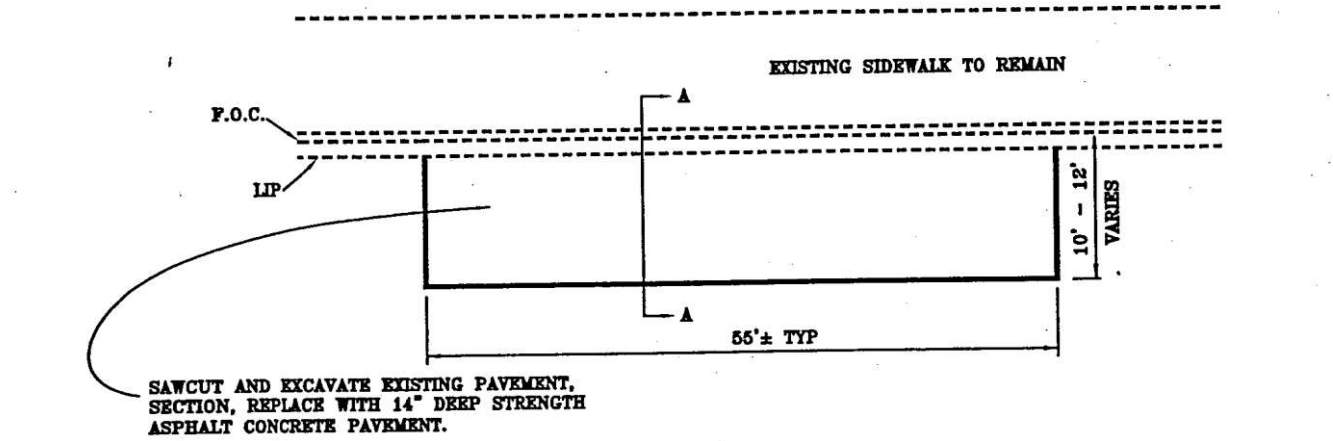
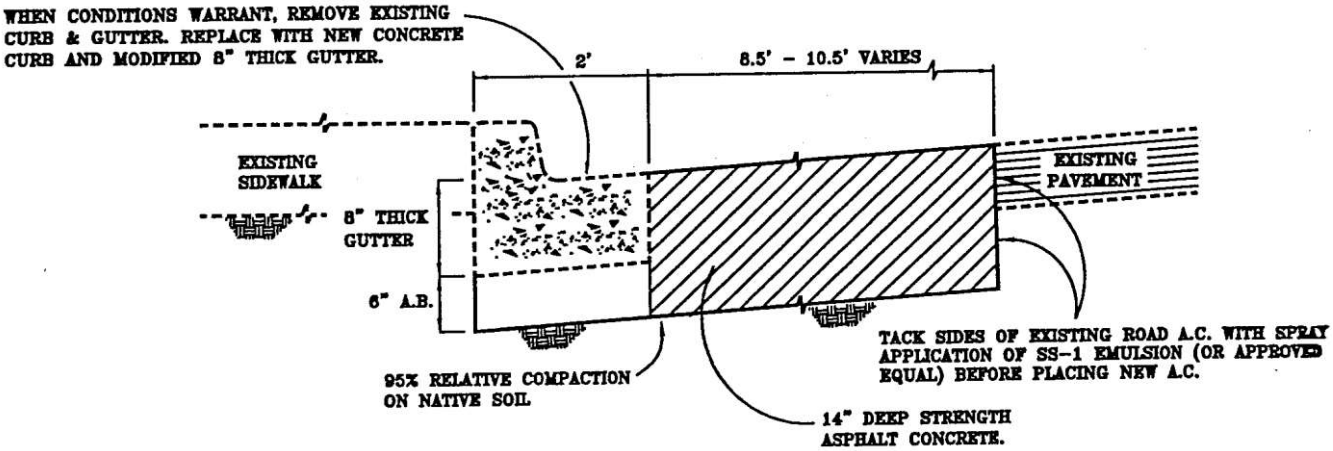


Figure 2.6a – Bus stop pavement details



PLAN VIEW

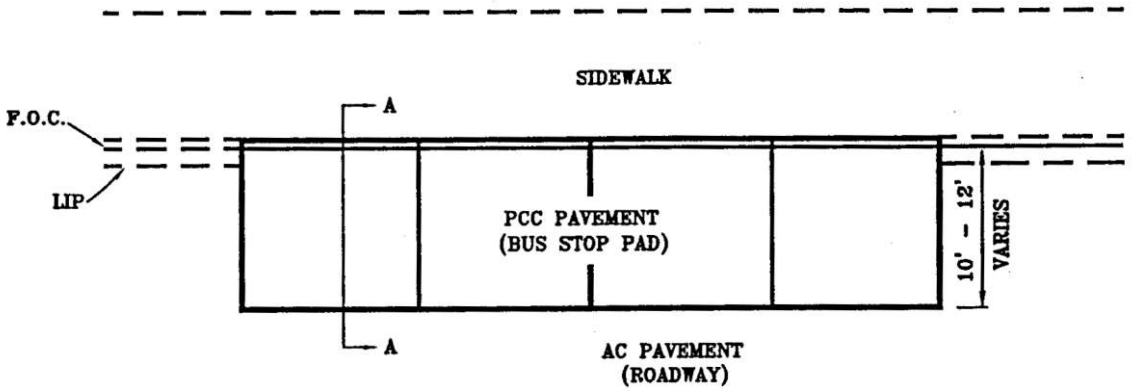


SECTION A–A

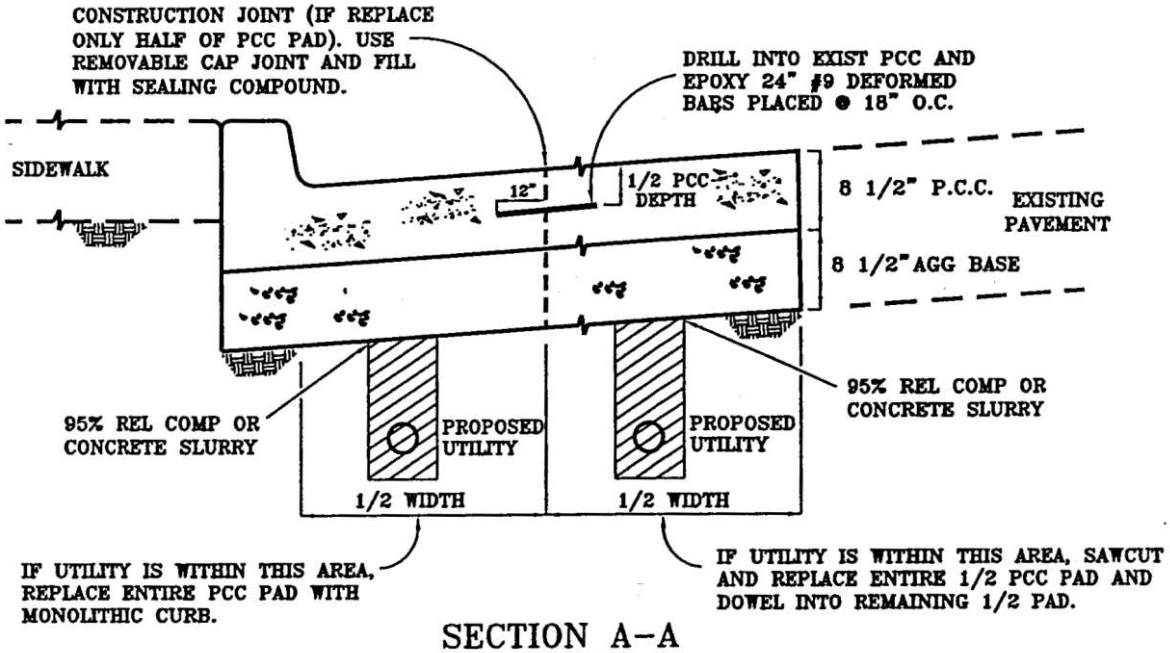
NOTES

1. ASPHALT CONCRETE (A.C.) PAD IS USED FOR BUS AVERAGE DAILY TRAFFIC (A.D.T.) OF 50 OR LESS.
2. 14" DEEP STRENGTH ASPHALT CONCRETE SHALL BE STATE STANDARD TYPE 'A' 3/4" MAX. MEDIUM GRADING, AND SHALL BE PLACED IN ACCORDANCE WITH STATE STANDARD SECTION 39.

Figure 2.6b – Bus stop pavement details



PLAN VIEW



SECTION A-A

PCC PAVEMENT BUS PAD

NOTES:

1. PCC PAVEMENT SHALL CONFORM TO THE DETAILS SHOWN ON SANTA CLARA TRANSPORTATION AGENCY BUS STOP PAVEMENT DETAILS FIGURE 26.

2. THIS DETAIL REFLECTS THE ABSOLUTE MINIMUM REQUIREMENTS. IT IS PREFERED THAT IF ANY UTILITY FALLS WITHIN THE PCC PAVEMENT, THAT IT EITHER BE BORE AND JACKED UNDER PAD OR THAT THE ENTIRE PCC PAD WITH MONOLITHIC CURB BE REPLACED.

3. IF ONLY THE OUTSIDE HALF OF THE PAD IS REPLACED, THE CONSTRUCTION JOINT SHALL CONFORM TO THE PROVISIONS OF SECTION 51-1.13, 'BONDING,' OF THE STATE STANDARD SPECIFICATIONS.

Figure 2.6c – Bus stop pavement details

Community Development Department
Planning Division (408) 846-0440

MITIGATED NEGATIVE DECLARATION

City of Gilroy
7351 Rosanna St.
Gilroy, CA 95020

City File Number: File No. Z 22-01, TM-21-02, and AS 21-13

Project Description:

Name of Project: Gilroy Square

Nature of Project: Application for a six-lot subdivision, and Architectural and Site Review to establish the development plan for Phase II of the PUD for development on four of the lots. The proposed project includes two, four-story hotels, a drive-through fast food restaurant, a convenience store, and two, one-story speculative warehouse buildings. The warehouse buildings are proposed as future development.

Project Location:

Location: 6970 Camino Arroyo in the city of Gilroy.
Assessor's Parcel Number: 841-70-049

Entity or Person(s) Undertaking Project:

Name: Jaspal Singh Sidhu
Address: 1024 Iron Point Road, Folsom, CA 95630
Staff Planner: Kraig Tambornini, Senior Planner

Initial Study:

An initial study of this project was undertaken and prepared for the purpose of ascertaining whether this project might have a significant effect on the environment. A copy of this study is attached.

Findings & Reasons:

The initial study identified potentially significant effects on the environment. However, this project has been mitigated (see Mitigation Measures below which avoid or mitigate the effects) to a point where no significant effects will occur. On the basis of the whole record, there is no substantial evidence the project will have a significant effect on the environment. The following reasons will support these findings:

- The proposal is a logical component of the existing land use of this area.
- Identified adverse impacts are proposed to be mitigated on-site and a mitigation monitoring and reporting program have been prepared.
- The proposed project is consistent with the adopted goals and policies of the General Plan of the City of Gilroy.
- City staff independently reviewed the Initial Study, and this Mitigated Negative Declaration reflects the independent judgment of the City of Gilroy.
- With the application of the following Mitigation Measures the proposed project will not have any significant impacts on the environment.
- The Gilroy Planning Division is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based.

Air Quality

Refer to Mitigation Measure GHG-1.

Biological Resources

BIO-1 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the project applicant shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to methods described in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012). The applicant shall submit evidence of completion of the preconstruction survey to the City of Gilroy Planning Department prior to issuance of a grading permit. Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (California Department of Fish and Wildlife 2012), unless a qualified biologist approved by the California Department of Fish and Wildlife verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or

2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

BIO-2 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), to the extent feasible, construction activities that include any vegetation removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, which is outside of the bird nesting season. If construction activities commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 10 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If no nesting activity is observed, a report shall be submitted to the City of Gilroy and disturbance activities may commence. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer

distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily, or as otherwise required by the California Department of Fish and Wildlife, during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the developer prior to start of construction activities.

Geology and Soils

GEO-1 The developer shall prepare an erosion control plan that details appropriate methods to prevent and/or minimize erosion. The erosion control plan is subject to the review and approval of the City of Gilroy Public Works Department prior to the issuance of a grading permit.

GEO-2 Prior to issuance of a grading permit, the developer shall implement the recommendations outlined in the geotechnical report prepared for the proposed project including, but not limited to:

- Recompact the surface soils;
- Fill material to be excavated and stockpiled so that the native soils can be prepared properly, with inspection of the bottom of the excavation by a qualified geotechnical engineer to verify no additional removal is required; and
- Replace the upper 30 inches of soil within slab-on-grade and exterior flatwork areas with non-expansive fill to reduce the potential soil movement.

Greenhouse Gas Emissions

GHG-1 The proposed project shall be designed to meet the following performance standards:

a. With exception of the planned fast-food use, no permanent natural gas infrastructure shall be permitted as part of the improvement plans for any other individual project uses. These uses shall be all electric; and

b. Electric vehicle infrastructure (e.g., electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 mandatory standards in effect at the time individual building permits are issued, shall be installed at each individual proposed use.

GHG-2 The applicant shall:

a. Prepare a Greenhouse Gas (GHG) Reduction Plan which identifies one or more GHG reduction actions that will be taken to reduce GHG emissions from the proposed fast food use by a minimum of 28.9 MT CO2e per year to offset emissions produced by using natural gas. The GHG Reduction Plan shall prioritize on-site GHG reduction design features.

In lieu of or in addition to one or more of the on-site measures above, the applicant may make direct investments in off-site GHG reduction activities/programs in the vicinity. Examples include building retrofit programs that pay for cool roofs, solar panels, solar water heaters, smart meters, energy efficient lighting energy efficient windows, and insulation. Other examples include financing programs for installing electric vehicle charging stations, electrifying school buses, or planting local urban forests.

The applicant may retain a qualified air quality / GHG professional to quantify the GHG reductions from implementing the Reduction Plan using substantial evidence to be included in the Reduction Plan.

If the applicant elects to quantify the GHG emissions reductions from on-site measures and/or investments in off-site reduction programs and the reductions are less than insufficient to reduce project emissions by a minimum of 28.9 MT CO2e per year, the applicant may secure the reduction balance by purchasing and retiring carbon offset credits. The carbon offset credits shall meet the following standards:

- Carbon offset credits shall be issued by a recognized, reputable and accredited registry that mandates the use of established protocols for quantifying and issuing the offset credits. Credits issued based on protocols approved by the California Air Resources Board should be prioritized. Examples of such registries include the Climate Action Reserve, American Carbon Registry, and Vierra.
- The carbon offset credits should be generated from projects developed in the United States. Credits from projects developed internationally should not be used unless the applicant demonstrates with substantial evidence that sufficient carbon offsets from projects in the United States are unavailable. International offsets must be quantified and issued using established protocols that are recognized in the United States and that are issued by recognized, reputable and accredited registries.
- All carbon offset credits purchased to reduce GHG emissions, must meet the criteria of being real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2).

Prior to the City issuing a building permit for the fast food use, the applicant shall submit the GHG Reduction Plan for review and approval of the City of Gilroy. If carbon offsets are proposed, prior to approval of a building permit, the applicant shall provide an executed contract or other certification to the City Planner that the requisite volume carbon offset credits have been purchased.

b. The planned fast food use shall include all electricity pre-wiring necessary so that the building is ready for a future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future. Prior to issuing a building

permit for the fast food use, the City shall verify that project improvement plans meet the pre-wiring requirement.

Hydrology and Water Quality

HYDRO-1 All stormwater on the project site must be treated aboveground in an approved low-impact development treatment device prior to entering stormwater chambers. The proposed project must show proof of compliance with this requirement on the project plans prior to issuance of a grading permit with approval by the City of Gilroy Public Works Department.

HYDRO-2 The project proponent shall prepare and submit Erosion Control Plans to the City of Gilroy Public Works Department prior to the issuance of a grading permit. The Erosion Control Plans shall illustrate how the project's grading phases would prevent or minimize erosion and siltation on- and off-site, such as the inclusion of Best Management Practices.

HYDRO-3 The project proponent shall prepare and submit a Storm Water Pollution Prevention Plan for review and approval by the City of Gilroy Public Works Department prior to issuance of a grading permit. The Storm Water Pollution Prevention Plan shall identify construction and post-construction Best Management Practices to prevent water pollution at the source

Noise

N-1 Prior to issuance of a building permit for the two proposed hotels, the building plans shall include air conditioning or mechanical ventilation, subject to review and approval by the building department.

Date Prepared: March 2023

Review Period: January 27, 2023 – February 27, 2023

Date Adopted by City Council:

Kraig Tambornini
Senior Planner
Kraig.Tambornini@ci.gilroy.ca.us

Table of Contents

MITIGATION MONITORING AND REPORTING PROGRAM 1

1.1 Introduction 1

1.2 Monitoring Program 1

1.3 Monitoring Program Procedures 1

1.4 Monitoring Checklist 2

Mitigation Monitoring and Reporting Program

1.1 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.

1.2 Monitoring Program

The basis for this monitoring program is the mitigation measures included in the project mitigated negative declaration. 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 mitigated negative declaration.

1.3 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.
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.

1.4 Monitoring Checklist

Step 1 – Prior to Issuance of a Grading Permit

BIO-1 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the project applicant shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to methods described in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012). The applicant shall submit evidence of completion of the preconstruction survey to the City of Gilroy Planning Department prior to issuance of a grading permit. Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993)

and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (California Department of Fish and Wildlife 2012), unless a qualified biologist approved by the California Department of Fish and Wildlife verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
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If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

Party Responsible for Implementation: *Project Applicant*

Party Responsible for Monitoring: *City of Gilroy Planning Department*

Monitoring Notes:

_____

_____

_____

BIO-2 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), to the extent feasible, construction activities that include any vegetation

removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, which is outside of the bird nesting season. If construction activities commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 10 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If no nesting activity is observed, a report shall be submitted to the City of Gilroy and disturbance activities may commence. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize "normal" bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily, or as otherwise required by the California Department of Fish and Wildlife, during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the developer prior to start of construction activities.

Party Responsible for Implementation: *Project Developer*

Party Responsible for Monitoring: *City of Gilroy Planning Department*

Monitoring Notes:

GEO-1 and HYDRO-2 The developer shall prepare an erosion control plan that details appropriate methods to prevent and/or minimize erosion. The erosion control plan shall illustrate how the project's grading phases would prevent or minimize erosion and siltation on- and off-site, such as the inclusion of Best Management Practices. The erosion control plan is subject to the review and approval of the City of Gilroy Public Works Department prior to the issuance of a grading permit.

Party Responsible for Implementation: *Project Developer*

Party Responsible for Monitoring: *City of Gilroy Public Works Department*

Monitoring Notes:

GEO-2 Prior to issuance of a grading permit, the developer shall include the following recommendations in project improvement plans and implement them as outlined in the geotechnical report prepared for the proposed project including, but not limited to:

- Recompact the surface soils;
- Fill material to be excavated and stockpiled so that the native soils can be prepared properly, with inspection of the bottom of the excavation by a qualified geotechnical engineer to verify no additional removal is required; and
- Replace the upper 30 inches of soil within slab-on-grade and exterior flatwork areas with non-expansive fill to reduce the potential soil movement.

Party Responsible for Implementation: *Project Developer*

Party Responsible for Monitoring: *City of Gilroy Public Works Department*

Monitoring Notes:

HYDRO-1 All stormwater on the project site must be treated aboveground in an approved low-impact development treatment device prior to entering stormwater chambers. The developer shall include this measure in project improvement plans and must show proof of compliance with this requirement on the project plans prior to issuance of a grading permit with approval by the City of Gilroy Public Works Department.

Party Responsible for Implementation: *Project Developer*

Party Responsible for Monitoring: *City of Gilroy Public Works Department*

Monitoring Notes:

HYDRO-3 The project proponent shall prepare and submit a Storm Water Pollution Prevention Plan for review and approval by the City of Gilroy Public Works Department prior to issuance of a grading permit. The Storm Water Pollution Prevention Plan shall identify construction and post-construction Best Management Practices to prevent water pollution at the source.

Party Responsible for Implementation: *Project Developer*

Party Responsible for Monitoring: *City of Gilroy Public Works Department*

Monitoring Notes:

Step 2 - Prior to Issuance of Building Permits

GHG-2 The fast-food developer shall:

a. Prepare a Greenhouse Gas (GHG) Reduction Plan which identifies one or more GHG reduction actions that will be taken to reduce GHG emissions from the proposed fast food use by a minimum of 28.9 MT CO2e per year to offset

emissions produced by using natural gas. The GHG Reduction Plan shall prioritize on-site GHG reduction design features.

In lieu of or in addition to one or more of the on-site measures above, the applicant may make direct investments in off-site GHG reduction activities/programs in the vicinity. Examples include building retrofit programs that pay for cool roofs, solar panels, solar water heaters, smart meters, energy efficient lighting energy efficient windows, and insulation. Other examples include financing programs for installing electric vehicle charging stations, electrifying school buses, or planting local urban forests.

The applicant may retain a qualified air quality / GHG professional to quantify the GHG reductions from implementing the Reduction Plan using substantial evidence to be included in the Reduction Plan.

If the applicant elects to quantify the GHG emissions reductions from on-site measures and/or investments in off-site reduction programs and the reductions are less than insufficient to reduce project emissions by a minimum of 28.9 MT CO2e per year, the applicant may secure the reduction balance by purchasing and retiring carbon offset credits. The carbon offset credits shall meet the following standards:

- Carbon offset credits shall be issued by a recognized, reputable and accredited registry that mandates the use of established protocols for quantifying and issuing the offset credits. Credits issued based on protocols approved by the California Air Resources Board should be prioritized. Examples of such registries include the Climate Action Reserve, American Carbon Registry, and Vierra.

- The carbon offset credits should be generated from projects developed in the United States. Credits from projects developed internationally should not be used unless the applicant demonstrates with substantial evidence that sufficient carbon offsets from projects in the United States are unavailable. International offsets must be quantified and issued using established protocols that are recognized in the United States and that are issued by recognized, reputable and accredited registries.

- All carbon offset credits purchased to reduce GHG emissions, must meet the criteria of being real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2).

Prior to the City issuing a building permit for the fast food use, the applicant shall submit the GHG Reduction Plan for review and approval of the City of Gilroy. If carbon offsets are proposed, prior to approval of a building permit, the applicant

shall provide an executed contract or other certification to the City Planner that the requisite volume carbon offset credits have been purchased.

b. The planned fast food use shall include all electricity pre-wiring necessary so that the building is ready for a future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future. Prior to issuing a building permit for the fast food use, the City shall verify that project improvement plans meet the pre-wiring requirement.

Party Responsible for Implementation: *Project Developer*

Party Responsible for Monitoring: *City of Gilroy Planning Department*

Monitoring Notes:

GHG-1 The proposed project shall be designed to meet the following performance standards:

a. With exception of the planned fast-food use, no permanent natural gas infrastructure shall be permitted as part of the improvement plans for any other individual project uses. These uses shall be all electric; and

b. Electric vehicle infrastructure (e.g., electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 mandatory standards in effect at the time individual building permits are issued, shall be installed at each individual proposed use.

Party Responsible for Implementation: *Project Developer*

Party Responsible for Monitoring: *City of Gilroy Planning Department*

Monitoring Notes:

N-1 Prior to issuance of a building permit for the two proposed hotels, the building plans shall include air conditioning or mechanical ventilation, subject to review and approval by the building department.

Party Responsible for Implementation: *Project Developer*

Party Responsible for Monitoring: *City of Gilroy Building Department*

Monitoring Notes:

APPLICANT AGREEMENT TO MITIGATION MEASURES

Pursuant to Section 15070 (Negative or Mitigated Negative Declaration Process) of the State Guidelines implementing the California Environmental Quality Act, I/we, acting as agents for the property owner/developer, hereby agree to all of the following:

1) The draft initial study identifies potentially significant effects from the project, but the study also identifies mitigation measures that would avoid or mitigate the effects to a level where clearly no significant effects would occur;
2) The mitigation measures are hereby incorporated into the project prior to releasing the draft initial study and mitigated negative declaration for public comment;
3) I/we agree to the mitigation measures as necessary to avoid or mitigate significant effects that would otherwise arise from the project. I/we accept the mitigation measures included in the draft initial study and have resolved all questions and concerns regarding the mitigation measures;
4) If, during the public comment period and/or decision-making process, substitute or additional mitigation measures are proposed, the appropriate process must take place for determining whether or not to substitute or apply additional measures;
5) This agreement is binding upon the applicant for this project and any successors in interest or assignees.

This acknowledgment applies to the IS/MND prepared for Gilroy Square development project, File No. Z 22-01, TM 21-02 and AS 21-13, proposed at 6970 Camino Arroyo, Gilroy, CA; APN 841 70 049, and is binding upon the applicant and any successors in interest or assignees:

Desai	1-10-2023
Signature	Date
Bob DESAI	TEMPLE GILROY LLC
Print Name, Title	Company Name

Gilroy Square Project (File No. Z 22-01, TM-21-02, an AS 21-13)

List of Mitigation Measures

BIO-1 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the project applicant shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to methods described in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1993) and the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife 2012). The applicant shall submit evidence of completion of the preconstruction survey to the City of Gilroy Planning Department prior to issuance of a grading permit. Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1993) and the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities. The following table includes buffer areas based on the time of year and level of disturbance (California Department of Fish and Wildlife 2012), unless a qualified biologist approved by the California Department of Fish and Wildlife verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

BIO-2 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), to the extent feasible, construction activities that include any vegetation removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, which is outside of the bird nesting season. If construction activities commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction.

If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 10 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.

If no nesting activity is observed, a report shall be submitted to the City of Gilroy and disturbance activities may comments. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily, or as otherwise required by the California Department of Fish and Wildlife, during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the developer prior to start of construction activities.

GEO-1 The developer shall prepare an erosion control plan that details appropriate methods to prevent and/or minimize erosion. The erosion control plan is subject to the review and approval of the City of Gilroy Public Works Department prior to the issuance of a grading permit.

GEO-2 Prior to issuance of a grading permit, the developer shall implement the recommendations outlined in the geotechnical report prepared for the proposed project including, but not limited to:

- Recompact the surface soils;
- Fill material to be excavated and stockpiled so that the native soils can be prepared properly, with inspection of the bottom of the excavation by a qualified geotechnical engineer to verify no additional removal is required; and
- Replace the upper 30 inches of soil within slab-on-grade and exterior flatwork areas with non-expansive fill to reduce the potential soil movement.

GHG-1 The proposed project shall be designed to meet the following performance standards:

a. With exception of the planned fast-food use, no permanent natural gas infrastructure shall be permitted as part of the improvement plans for any other individual project uses. These uses shall be all electric; and

b. Electric vehicle infrastructure (e.g., electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 mandatory standards in effect at the time individual building permits are issued, shall be installed at each individual proposed use.

GHG-2 The applicant shall:

a. Prepare a Greenhouse Gas (GHG) Reduction Plan which identifies one or more GHG reduction actions that will be taken to reduce GHG emissions from the proposed fast food use by a minimum of 28.9 MT CO_2e per year to offset emissions produced by using natural gas. The GHG Reduction Plan shall prioritize on-site GHG reduction design features.

   In lieu of or in addition to one or more of the on-site measures above, the applicant may make direct investments in off-site GHG reduction activities/programs in the vicinity. Examples include building retrofit programs that pay for cool roofs, solar panels, solar water heaters, smart meters, energy efficient lighting energy efficient windows, and insulation. Other examples

include financing programs for installing electric vehicle charging stations, electrifying school buses, or planting local urban forests.

The applicant may retain a qualified air quality / GHG professional to quantify the GHG reductions from implementing the Reduction Plan using substantial evidence to be included in the Reduction Plan.

If the applicant elects to quantify the GHG emissions reductions from on-site measures and/or investments in off-site reduction programs and the reductions are less than insufficient to reduce project emissions by a minimum of 28.9 MT CO_2e per year, the applicant may secure the reduction balance by purchasing and retiring carbon offset credits. The carbon offset credits shall meet the following standards:

- Carbon offset credits shall be issued by a recognized, reputable and accredited registry that mandates the use of established protocols for quantifying and issuing the offset credits. Credits issued based on protocols approved by the California Air Resources Board should be prioritized. Examples of such registries include the Climate Action Reserve, American Carbon Registry, and Vierra.
- The carbon offset credits should be generated from projects developed in the United States. Credits from projects developed internationally should not be used unless the applicant demonstrates with substantial evidence that sufficient carbon offsets from projects in the United States are unavailable. International offsets must be quantified and issued using established protocols that are recognized in the United States and that are issued by recognized, reputable and accredited registries.
- All carbon offset credits purchased to reduce GHG emissions, must meet the criteria of being real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2).

Prior to the City issuing a building permit for the fast food use, the applicant shall submit the GHG Reduction Plan for review and approval of the City of Gilroy. If carbon offsets are proposed, prior to approval of a building permit, the applicant shall provide an executed contract or other certification to the City Planner that the requisite volume carbon offset credits have been purchased.

b. The planned fast food use shall include all electricity pre-wiring necessary so that the building is ready for a future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future. Prior to issuing a building

permit for the fast food use, the City shall verify that project improvement plans meet the pre-wiring requirement.

HYDRO-1 All stormwater on the project site must be treated aboveground in an approved low-impact development treatment device prior to entering stormwater chambers. The proposed project must show proof of compliance with this requirement on the project plans prior to issuance of a grading permit with approval by the City of Gilroy Public Works Department.

HYDRO-2 The project proponent shall prepare and submit Erosion Control Plans to the City of Gilroy Public Works Department prior to the issuance of a grading permit. The Erosion Control Plans shall illustrate how the project's grading phases would prevent or minimize erosion and siltation on- and off-site, such as the inclusion of Best Management Practices.

HYDRO-3 The project proponent shall prepare and submit a Storm Water Pollution Prevention Plan for review and approval by the City of Gilroy Public Works Department prior to issuance of a grading permit. The Storm Water Pollution Prevention Plan shall identify construction and post-construction Best Management Practices to prevent water pollution at the source.

N-1 Prior to issuance of a building permit for the two proposed hotels, the building plans shall include air conditioning or mechanical ventilation, subject to review and approval by the building department.

General Plan Compliance Review Table
Gilroy Crossing Phase II PUD – Gilroy Square

Policy	Consistency Analysis
Policy 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.	Consistent – The project site is located in an area intended for future commercial/industrial development. The intensity of development is within the maximum 2.0 FAR allowed for the site and is appropriate and consistent with the C3-HC-M2-PUD designation.
Policy LU 1.4 Mix of Uses. Encourage a diverse mix of land uses to achieve a balance between jobs and housing, to ensure the community's long-term, and to increase job opportunities in the city to assist in equalizing the job/housing balance. Through the Land Use Diagram, the City shall encourage a range of housing types, mixed-use districts, a diversity of businesses and industries, and adequate services and leisure activities to meet the social and economic needs of residents.	Consistent –The proposed project provides a range of commercial and industrial development and associated job opportunities on-site as anticipated by the General Plan and property PUD zoning.
LU 1.5 Uses East of 101. Prohibit all residential uses and designate the area for industrial and agricultural uses, employment centers, compatible commercial development, and quasi-public facilities.	Consistent – This project will result in commercial and industrial development as anticipated by the General Plan and the existing PUD.
LU 1.8 Vacant and Underutilized Sites Monitor vacant and underutilized residential and non-residential land to encourage infill development on those sites	Consistent – This project will result in comprehensive development of a site that will build out the property consistent with the PUD.
LU 4.1 Clustering Commercial Uses Encourage new commercial uses to group into clustered areas or centers containing professional offices, retail sales and services. Clustered development shall locate at the intersections of major thoroughfares, and exclude "strip" commercial development (shallow depth, linear form, parking in front of building).	Consistent – The project would provide adequate access, sidewalks and connectivity between sites in substantial conformance with this policy.
LU 4.2 High Quality Design Encourage distinctive and high quality commercial architecture that respects the character of Gilroy and discourages the use of "franchise architecture".	Consistent – The project includes a concurrent architectural and site review and would be compatible with the existing Gilroy Crossings development.
LU 4.4 Commercial Design Standards and Review Procedures Require commercial centers to incorporate high standards of site design, construction, buffering, and screening to ensure their compatibility and opportunity to enhance residential neighborhoods.	Consistent – same comment as above.
LU 4.5 Landscaping in Commercial Areas Require that landscaping on commercial properties be well maintained. The City shall encourage those properties currently without landscaping to provide landscaping.	Consistent – Conditions are recommended to require common maintenance of landscaping, stormwater and parking improvements.
LU 4.8 Tourist-Oriented Commercial Encourage tourist-oriented retail uses to locate near U.S. 101 interchanges and Gilroy Gardens	Consistent – The project includes a brand name quality hotels.
LU 5.1 Industrial Design Standards. Ensure that new industrial developments contribute to the overall attractiveness of the community through appropriate site design, architectural design,	Consistent – The plan provides conceptual site improvement and building plans for the future industrial buildings. Subsequent

Policy	Consistency Analysis
and landscaping.	review will be required to ensure plans submitted for construction match the approved concepts.
LU 5.4 Connectivity within Industrial Areas Encourage greater automobile, bicycle, pedestrian, and transit connections within industrial areas	Consistent – The project includes sidewalks and internal connectivity. Bicycle parking is required per building codes and transit service is accessible on the Camino Arroyo frontage.
LU 8.1 Community Beautification. Ensure the beautification of Gilroy by acquiring easements or development rights for open space, planting street trees, and landscaping public right-ofways	Consistent – The project includes robust landscaping and street trees on the frontage.
Policy LU 8.2 Community Gateway. Require new development at "gateways" to the city (i.e., including Monterey Road, Pacheco Pass, Hecker Pass, and U.S. 101 interchanges) to incorporate high-quality, site and architectural design, distinctive landscaping, public art and/or other improvements that enhance the visual integrity of such areas.	Consistent – The project includes a high quality of design at the intersection of 152 and Camino Arroyo.
LU 8.5 Public Art. Encourage the installation of public art in conjunction with residential and non-residential development	Substantially Consistent – The project is within an existing PUD and did not include a proposed art installation. A condition of approval is recommended to require an art installation on the site.
LU 8.7 Signs and Billboards. Require the location of signs and billboards to respect the surrounding context in order to minimize any negative impact on the visual environment.	Consistent – Signage must comply with the existing program for Gilroy Crossings which requires individual letters on buildings.
LU 8.9. Combined Driveways. Encourage owners s in retail corridors to reduce the number of driveways. When possible, property owners should cooperate and link parking lots to minimize traffic congestion on the arterial road.	Consistent – The project will obtain access from existing planned intersections and driveways, and will also provide a connection to adjacent parcels to the east at Silacci Way.
LU 8.12 Outdoor Lighting Energy Efficiency Select outdoor lighting fixtures to provide maximum energy efficiency as well as effective lighting.	Consistent – All lighting is required to be energy efficient. A photometric plan has been provided that shows lighting sufficient for safety and security of the site.
LU 8.13 Limit Light Pollution Encourage measures to limit light pollution from outdoor sources, and direct outdoor lighting downward and away from sensitive receptors.	Consistent – All lighting is required to be shielded downward and to avoid glare or spillover onto adjacent sites.
M 1.1 Transportation Network. Develop a coordinated transportation network consistent with the Mobility Diagrams M1-M5.	Consistent – Camino Arroyo is an existing arterial that includes Class II bicycle paths, Route 84 bus service and designated truck route. The project would be required to accommodate a bus pad on its frontage.
M 1.6. Street Safety and Accessibility. Design streets and transportation facilities that are safe and accessible to people of all abilities, including those with limited mobility.	Consistent – The project must provide sidewalks that are ADA compliant.
M 1.7 Reduce Vehicle Miles Traveled Reduce vehicle miles traveled (VMT) and greenhouse gas emissions by developing a transportation network that makes it convenient to use transit, ride	Consistent – The project utilizes the existing transportation network with sufficient employment density that does not generate

Policy	Consistency Analysis
a bicycle, walk, or use other non-automobile modes of transportation.	conflicts with VMT measures and does not require VMT mitigation.
M 1.8 Street Landscaping Require landscaping as a part of all new street design, including street trees, landscaped medians and buffers, and high-quality street furniture	Consistent – Street tree planting is included.
M 1.12 Transportation Demand Management. Encourage existing and proposed development to incorporate TDM measures such as car-sharing, transit passes, and unbundling of parking (requiring separate purchase or lease of a parking space) where such measures will result in a reduction in vehicle miles travelled, reduction of required amount of parking or an increase in the use of alternate transportation modes.	Consistent – The City has not adopted a TDM program. The site is parked in compliance with City standards for a business/employment use, is served by existing transportation infrastructure, is required to provide bicycle parking in accord with City REACH codes, and does not trigger VMT mitigations.
M 1.13 Ensure new development fully funds the construction of transportation facilities required to meet the City's LOS policy and other required transportation mitigation, including roadways, trails, and transit stops.	Consistent – as proposed and conditioned the project will pay its fair share of traffic improvement costs through payment of Traffic Impact Mitigation Fees and by construction a left turn lane improvement into the project site from Camino Arroyo.
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 parks and schools, and connect to M-16 City of Gilroy 2040 General Plan | Adopted November 2, 2020 all existing or planned external street and trail facilities in accordance with the Mobility Diagrams.	Consistent – See discussion above.
M 3.3 Sidewalk Network Gaps. Fill gaps in the city's existing sidewalk network as funds become available. New development in the vicinity of such gaps shall contribute to such projects when there is a nexus to do so, as a community benefit, or as an off-setting measure for a transportation impact, such as one identified in a transportation analysis or environmental review process.	Consistent – the project is required to provide minimum 6 foot wide sidewalks along its frontage in compliance with City standards.
M 3.9 Bicycle Parking Require adequate short- and long-term bicycle parking for all land uses except for single-family residential uses	Consistent – As proposed and conditioned the site will include required bicycle parking in compliance the new City REACH codes.
Policy M 4.2. Transit and Development. Require new development to fully accommodate, enhance, and facilitate public transit, including pedestrian and bicycle access to transit.	Consistent – The project would be required to provide a bus pad for VTA bus service provided by Route 84.
M 5.1 Standard Level of Service (LOS) Maintain traffic conditions at LOS C or better at Gilroy intersections and roadways, allowing some commercial and industrial areas (e.g., downtown Gilroy, First Street corridor) to operate at LOS D or better. Existing LOS D areas within City include the Gilroy Premium outlets, Gilroy Crossings, and Regency Commercial areas. Exceptions to this standard will be allowed only where the City Council determines that. the improvements needed to maintain the City' s standard level of service at specific locations are infeasible	Consistent – Traffic analysis has been completed that confirms compliance with LOS standards would be met. The project is required to pay traffic impact fees, will provide additional turn lane improvements as required by the project conditions.
M 5.8 Commercial Driveways Require new commercial development to minimize commercial driveways and locate them to prevent conflicts at intersections and with other driveways. Also	Consistent – The driveways are designed to accommodate vehicle access and avoid conflicts with street circulation.

Policy	Consistency Analysis
encourage the reduction of duplicative existing commercial driveways.	
M 5.17 Transportation Fee Ordinance Require proposed new development to pay for on-site improvements to meet the needs of the development and its proportionate share of the costs for mitigating cumulative traffic impacts within the City of Gilroy. Use the Transportation Fee Ordinance to finance necessary off-site improvements equitably, including intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures	Consistent – The project is required to pay Traffic Impact Fees prior to development to fund its share of costs for traffic improvements required for buildout under the General Plan.
M 6.2 Off-Peak Deliveries Encourage business owners to schedule deliveries during off-peak traffic periods in residential, commercial, or mixed-use areas.	Consistent – Project conditions will require scheduling of planned deliveries during off peak traffic periods.
M 5.18 Traffic Studies Require site-specific traffic studies for proposed new development that may result in a cumulative intersection level of service exceeding the acceptable level established in Policy M 5.1, create safety hazards, or other substantial impacts on the circulation system	Consistent – A traffic study has been prepared and used to evaluate project impacts. Mitigation measures and conditions of approval have been identified to ensure compliance.
EP 2.1 Employment Recruitment Encourage industrial, high-tech, and commercial office employers to locate in Gilroy and provide a diversity of well-paid job opportunities for local residents	Consistent – The project promotes varied employment including restaurant, hotel, and industrial.
EP 3.2 Business-Friendly Values Encourage that the entire City organization, including employees, volunteers, and elected and appointed officials, understand and embrace Gilroy's business-friendly values	Consistent – The project has been promoted as appropriate commercial and industrial development consistent with the existing PUD and the General Plan land use map.
EP 3.10 Permit Processing Ensure a timely, fair, and predictable permit process for all applicants.	Consistent – The project has been processed in compliance with City permitting requirements, permit streamlining and CEQA review timelines.
EP 5.3 Retail Mix Coordinate with retail centers to maintain a fresh mix of stores and an attractive shopping environment.	Consistent – The project will provide buildout an existing commercial/industrial PUD with additional options for residents and visitors to work, dine, stay and obtain services.
EP 6.2 Lodging Encourage hotels to locate in Gilroy, especially full-service business hotels with conference facilities or other amenities that will attract more business travel to Gilroy. Support expansion of bed and breakfast and other leisure hotel options as well.	Consistent – The project provides two new hotels to serve visitors for tourism and business.
EP 7.3 Public Art Support private efforts to create art in public places (e.g., murals, statues) as a means to create a vibrant community that attracts residents and businesses	Consistent – The project is within an existing commercial/industrial PUD and did not include a requirement for public art. However, the project is recommended to propose an art installation on-site, either at the entry or on the Hotel parcels.
EP 8.1 Industrial and Commercial Lands. Protect and improve the	Consistent – The project will build out the

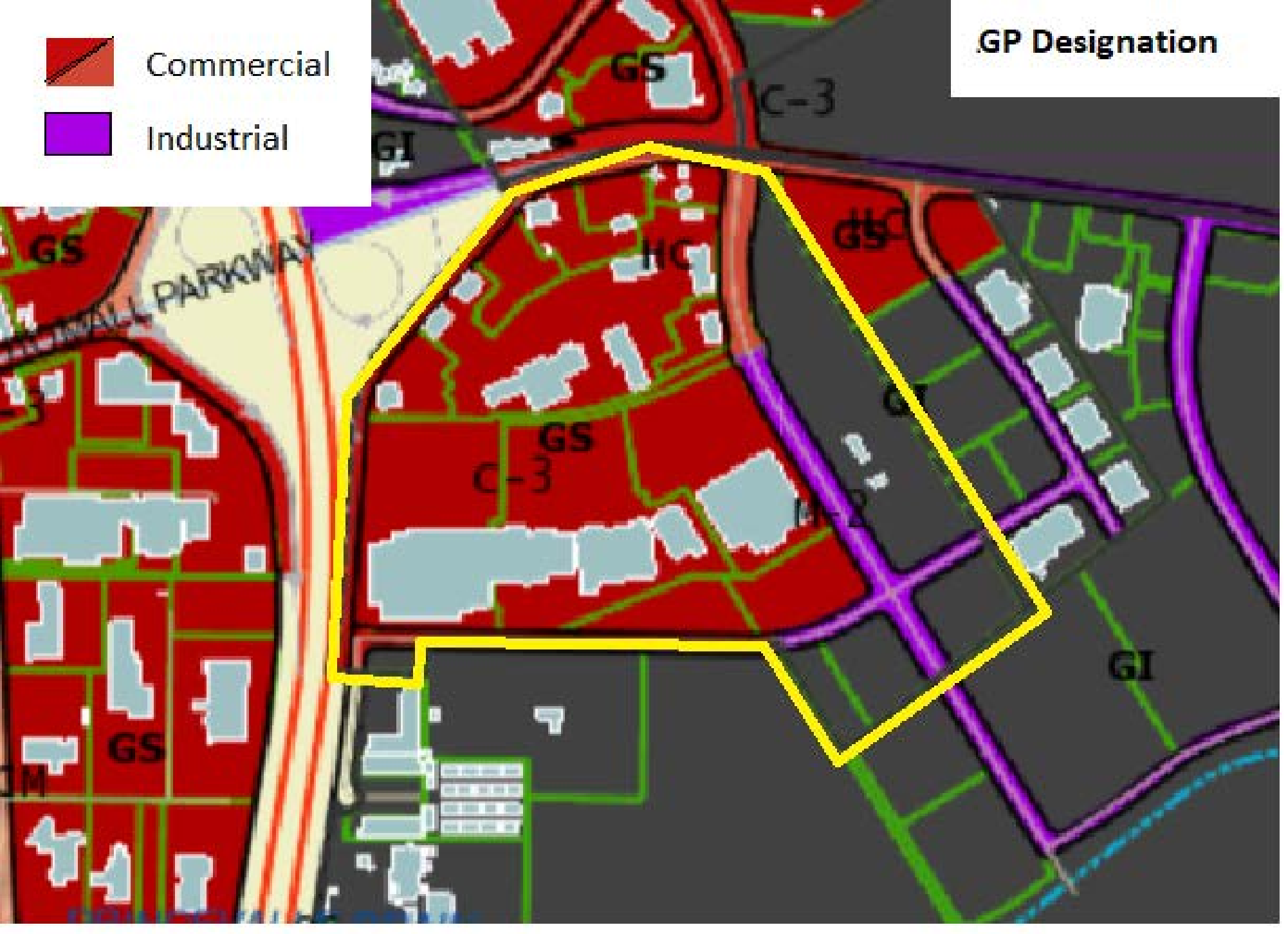
Policy	Consistency Analysis
quantity and quality of lands designated for industrial and commercial use	PUD consistent with anticipated commercial and industrial land uses.
EP 8.2 Jobs to Employed Resident Ratio Seek to improve the city's jobs to employed resident ratio through land use management, in part to support the City's fiscal health	Consistent – The project provides additional employment in the community.
PFS 1.10 Facility and Service Funding Ensure that new development bears the cost for incremental public facilities and services costs it generates	Consistent – Development Impact Fee payments are required prior to construction.
PFS 1.11 Development Impact Fees Require applicants for new development to pay Development Impact Fees for traffic circulation, water, wastewater, storm water and public facilities to offset the costs of expanding these as detailed by the impact fee nexus study	Consistent – See comment above.
PFS 3.6 Water Infrastructure Ensure that water infrastructure is in place or required in conditions of approval prior to approving new development.	Consistent – The Department of Public Works has reviewed the project and confirmed the development is within planned capacity.
PFS 4.2 Wastewater Treatment and Disposal Capacities Provide for and maintain adequate wastewater treatment and disposal capacities to meet the needs of existing users and support the buildout of the Gilroy 2040 General Plan	Consistent – See comment above.
PFS 5.3 Green Infrastructure Require on-site stormwater management system (i.e. "green infrastructure") design and Low Impact Development (LID) techniques per the City's adopted stormwater requirements to preserve and create open space, improve runoff water quality, and decrease runoff volume	Consistent – The project has been analyzed and conditioned to ensure it would comply with LID techniques at time of construction.
PFS 6.1 Mandatory Collection Continue to require weekly solid waste collection throughout the city	Consistent – Waste collection will be provided by the City waste service provider and collection areas have been designated onsite.
PFS 7.3 Sidewalk Network Construct new sidewalks to fill in gaps in the existing sidewalk network, as funding allows	See __M 3.3 above.
Policy PFS 7.5 Street Trees. Strive to line the City's streets with trees so that they become enjoyable and beautiful spaces, creating a rich "urban forest" for the enjoyment of future generations. Tree species should be selected that will provide a canopy of shade and have root systems that will not cause sidewalk buckling and other damage, to the extent practicable.	Consistent – The proposed project would plant parking lot and street trees.
PFS 7.5 Street Trees Strive to line the City's streets with trees so that they become enjoyable and beautiful spaces, creating a rich "urban forest" for the enjoyment of future generations. Tree species should be selected that will provide a canopy of shade and have root systems that will not cause sidewalk buckling and other damage, to the extent practicable	Consistent – See comment above.
PFS 9.3 Development Review Include the Police Department in the review of development proposals to ensure that crime and safety issues are consistently addressed in the review of new development. Such review shall promote the implementation of	Consistent – The project has been evaluated by the Police Department to ensure compliance with this policy.

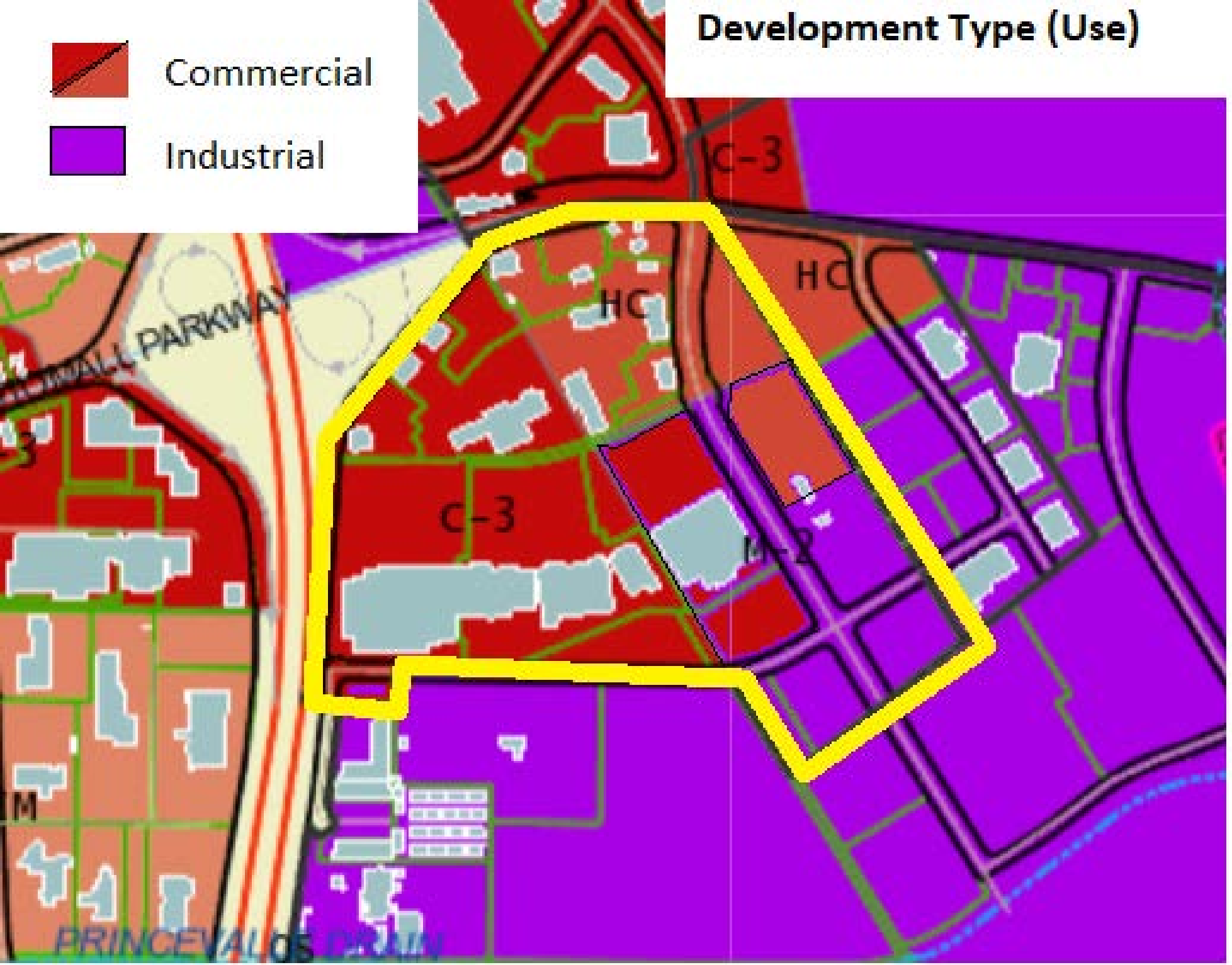
General Plan Compliance Review Table
Gilroy Crossing Phase II PUD – Gilroy Square

Policy	Consistency Analysis
Crime Prevention Through Environmental Design principles.	
PFS 10.3 Development Review Under the direction and authority of the Fire Chief, the Fire Marshall shall review of development proposals to ensure that projects adequately address fire access and building standards.	Consistent – The project has been reviewed and conditioned to comply with Fire regulations including access and building design.
PFS 10.5 New Development Continue to require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards	Consistent – See above.
PFS 10.6 Sprinklers Continue to require installation of sprinklers in all new buildings in accordance with the California Fire Code	Consistent – See above.
NCR 3.3 Shade Tree Program Increase community-wide use of shade trees to decrease energy use associated with building cooling.	Consistent – The project includes a variety of trees including shade trees in the parking lot areas.
NCR 3.15 Reduce Construction Emissions Require the use of low emissions construction equipment for public and private projects, consistent with the air district 2017 Clean Air Plan. Where construction-related emissions would exceed the applicable Thresholds of Significance, the City will consider, on a case-by-case basis, implementing Additional Construction Mitigation Measures (Table 8-3 in BAAQMD's CEQA Guidelines).	Consistent – This is enforced by project conditions of approval and building code requirements.
NCR 3.16 Implement Dust-Control Measures Require the implementation of the air district's dust control measures during construction of individual projects, consistent with the air district 2017 Clean Air Plan.	Consistent – See above.
PH 1.1 Location of Future Development Allow development only in those areas where potential danger to the health, safety, and welfare of residents can be adequately mitigated to an acceptable level of risk. This applies to development in areas subject to flood damage, fire damage, or geological hazard due to their location and/or design.	Consistent – The site consists of infill development.
PH 1.3 Development Review Require appropriate studies as part of the development review process to assess potential hazards and assure that potential impacts are adequately mitigated	Consistent – The project has been evaluated for compliance with CEQA, soils, city stormwater requirements and traffic.
PH 2.5 Geologic Hazards Reports Require geologic hazards reports for all new development applications to assess potential geologic hazards and to determine if these hazards can be adequately mitigated	Consistent – See above.

Gilroy Crossing GP Designation VS Use

PHASE I	GP Designation		Use	
APN	Com.	Ind.	Com.	Ind.
841 67 022		0.47		0.47
841 70 031	2.74		2.74	
841 70 032	7.63		7.63	
841 70 033	1.04		1.04	
841 70 036	10.83		10.83	
841 70 037	2.16		2.16	
841 70 041	0.95		0.95	
841 70 042	1.04		1.04	
841 70 044	9.26		9.26	
841 70 045	11.26		11.26	
841 70 046	1.62		1.62	
841 70 047	1.64		1.64	
841 70 048	1.83		1.83	
PHASE II				
APN				
841 67 032		2.10		2.10
841 67 033		1.29		1.29
841 70 026		2.30		2.30
841 70 049		10.18	6.34	3.84
TOTALS	**52.00**	**16.34**	**58.34**	**10.00**


Commercial
Industrial
GP Designation
GS
C-3
GI
HC
PARKWAY


Development Type (Use)
Commercial
Industrial
C-3
HC
HC
C-3
PARKWAY
PRINCEVALLE DRIVE

A/S 02-22

GILROY CROSSING

MASTER SIGN PROGRAM

Issued by Regency Centers

Prepared by:

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ARROW
SIGN COMPANY

Table of Contents

1.0 Design Guide-Purpose

2.0 Design Specifications:All Tenants

2.1 General Construction Specifications

2.2 Electrical and Illumination

2.3 Installation and Removals

3.0 General Sign Provisions

3.1 Pylon Signs

3.2 Center Identification Signs

3.3 Tenant Signage

3.31 Anchor Tenants

3.32 Major Tenants

3.33 Shop Tenants

3.34 Restaurant and Single Pad Building Tenants

3.4 Permanent Window Graphics

4.0 Submittals and Review

4.1 Prohibited Signs/Banners

4.2 Tenant Responsibilities

5.0 Site Plan

1.0 Design Guide - Purpose

Signage is a crucial element for the identity of this project and its merchants. The purpose of this sign program is to ensure that the signage for Gilroy Crossing is presented with diversity and creativity while maintaining standards that achieve consistency throughout the center.

The guidelines established for the Gilroy Crossing retail/restaurant tenants will provide a coordinated sign system to communicate information in a distinctive and aesthetically pleasing manner. The visual consistency that this criterion creates will minimize confusion and confirm an image of quality, uniting all the individual establishments within Gilroy Crossing.

It shall be the responsibility of each tenant to submit design drawings of the proposed signage first to the Landlord for its written and/or stamped approval and subsequently to the City of Gilroy for approval prior to the installation of any signage. The use of professional designers and/or sign companies to prepare these drawings will be required. The guidelines and requirements for the submittal process is located in section 4.0 "Submittals and Review".

2.0 Design Specifications/All Tenants

All signs shall be reviewed for conformance with these guidelines and overall design quality. Approval or disapproval of sign submittals shall remain the right of the Landlord and the City of Gilroy.

The square footage of individually applied letters for primary tenant identification is defined as the area contained within the smallest rectangles that will enclose each letter or logo.

Sign content shall be limited to the Tenant's name and primary graphic logo unless specifically provided for herein.

Notwithstanding the following Sign Provisions, Tenants may utilize standard corporate logos and/or prototypical signage graphics, subject to approval of the Landlord and local governing entity.

All signage on the building fascia, with exception of certain logo/graphics, shall be of individual channel letters internally illuminated with neon (exposed neon is encouraged). All signs shall be illuminated, internally or externally. No cabinet signs will be permitted. Signage illumination shall not include flashing, moving or scintillating effects.

All signs must be dimensional. Signs painted directly onto the building will not be permitted.

Fascia signs shall be located in the zones designated in the building elevation figures in these Guidelines. Signs may not come within 1 foot of the top, bottom or sides of this zone. In no case may a sign extend beyond the roof parapet or adjacent building eave line unless specifically approved by the Landlord and subsequently the City. Signs are not allowed on or against any roof structures.

2.1 General Construction Specifications

Signs must be constructed and installed to meet or exceed all applicable codes and City requirements. All signs shall be constructed, installed and maintained at the Tenant's expense.

All exterior signs shall be secured by concealed fasteners; bolts, fasteners, clips, and conduits shall be generally hidden from public view. If exposed, all sign parts shall be painted to match the exterior color of the surfaces on which they are mounted.

All building fascia signs shall be attached and mounted directly to the wall. All penetrations of the building structure required for sign installation shall be neatly sealed and watertight. Color and finish of attachments and sealant shall match adjacent exterior finishes.

Surfaces of all signage are intended to be flat without bulges, oil canning or other imperfections.

2.2 Electrical and Illumination

Fabrication and installation shall comply with all Underwriters Laboratories requirements and applicable state and local codes. All components shall bear the U.L. label indicating approval, and be manufactured and installed by a U.L. certified company.

All wiring, raceways, conductors, transformers, ballasts and other equipment shall be concealed from public view.
Primary electrical service to all Tenants' signs shall be tied to Tenant's electrical service. Tenant shall provide time clocks for use in conjunction with the electrical service and be responsible for all associated costs.

The illumination of all sign components shall be uniform in intensity over all the illuminated surfaces.

Illumination and electrical specifications must appear on all shop drawings submitted for approval.

The external illumination of all Tenant signs shall not exceed that which is approved by the Landlord during the submission process. There shall be no excessive glare or coloration from lighting on surrounding areas or on Tenant facades.

2.3 Installation and Removals

All penetrations of any building structure required for sign installations shall be neatly sealed and continuously maintained in watertight condition.

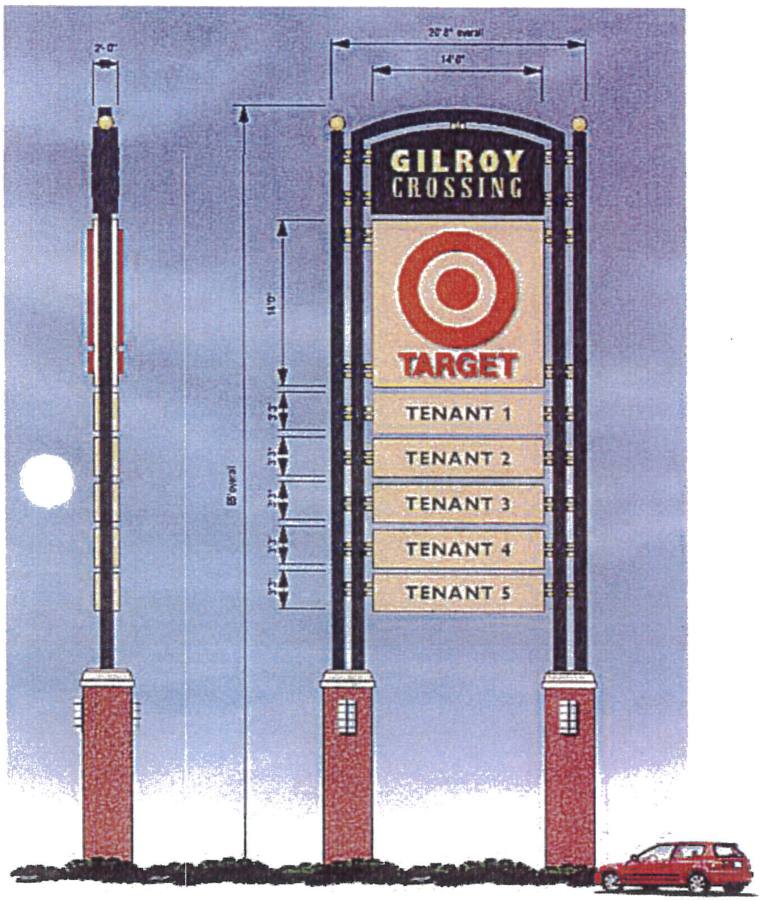
All contractors used by Tenants for installation, removal or service calls on signage must be fully licensed, and must provide Landlord with certificates of insurance prior to the commencement of any work.
All methods of attachment to any structure must be detailed on shop drawings and be approved by the Landlord.

Sign removals shall include the patching and repairing of the entire work area, plus the repainting of any "ghosted" areas as directed by the Landlord.

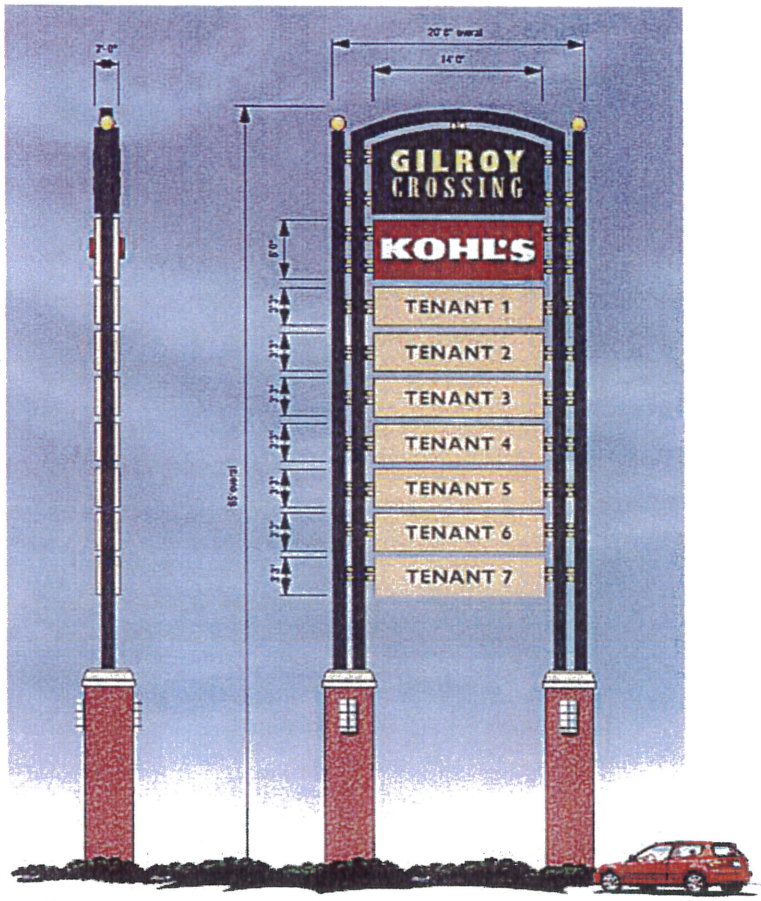
Tenant's Sign Contractor shall repair any damage caused by his work. Tenant's sign contractor must follow the rules and regulations for T.I. contractors provided in each Tenant lease. Damage to any structure that is not repaired by the Contractor shall become the Tenant's responsibility to correct.

The Tenant's Sign Contractor shall be completely licensed by the state of California, carry workman's compensation and public liability insurance, per the lease against all damage suffered or done to any and all persons and/or property while engaged in the construction or erection of signs.

3.0 General Sign Provisions



A Pylon Sign Elevation

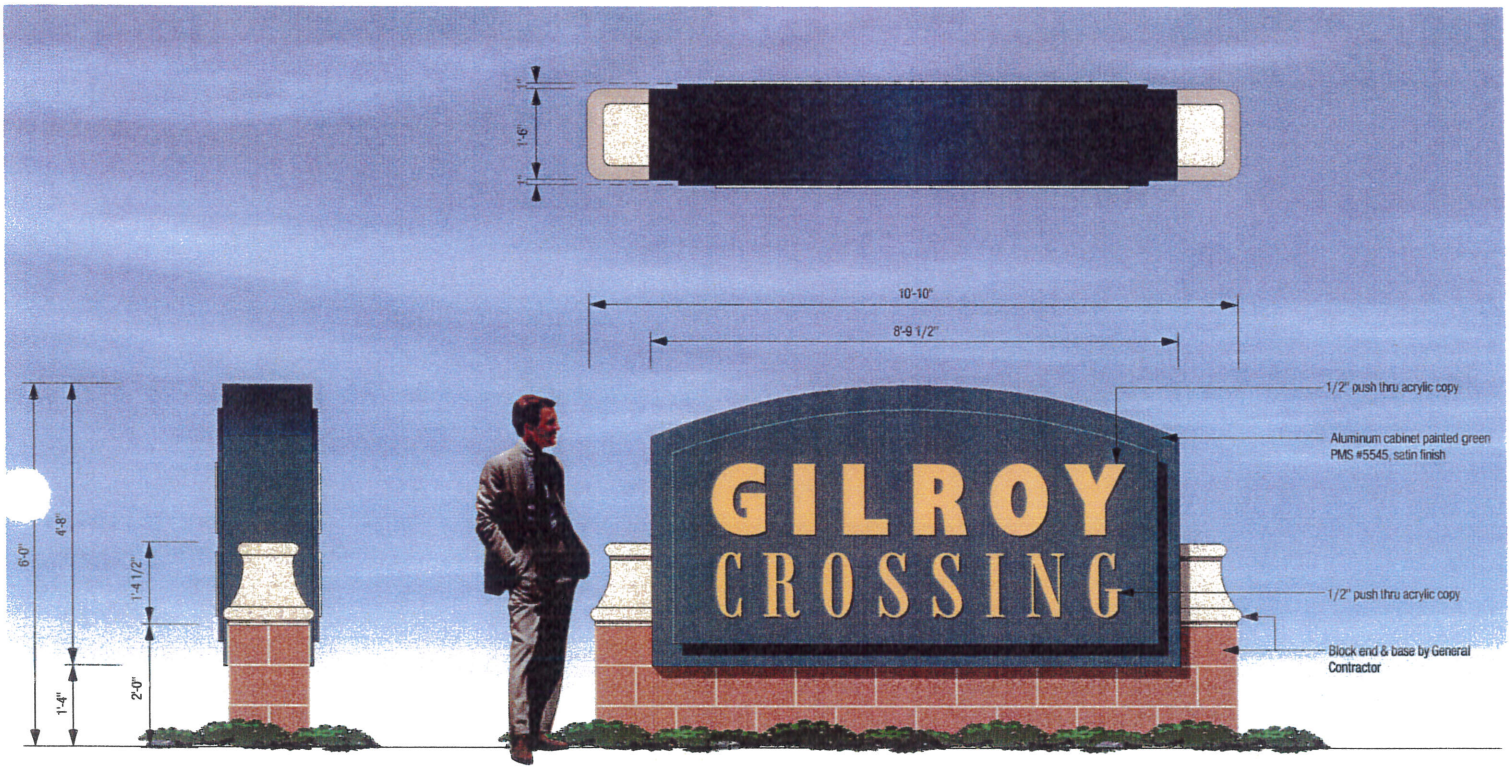


B Pylon Sign Elevation

3.1 Pylon Signs

There will be two pylon signs on the property to identify merchants and direct customers to the center. Each will be double face internally illuminated with the center's name and the major tenants listed. They will stand 65 feet tall and act as landmarks for the center.

General Sign Provisions



Monument Sign

3.2 Center Identification Signs

There will be two Center Identification signs. One the corner of Camino Arroyo Road and Highway 152 and one at the Camino Arroyo entrance to the center. Each will display the center's name only and will identify the property as a unified development. No tenant names will be displayed on the signs.

General Sign Provisions



Typical Elevation-(Partial)



Typical Elevation-(Partial)

3.3 Tenant Signage

Gilroy Crossing encourages the use of various letter styles and colors to achieve a unique and individual look. However, these signage guidelines limit the number of signs, sign sizes (including width) and overall letter heights. Internal-halo illumination is permitted as described below.

Notwithstanding the following Specific Provisions, Tenants may utilize standard corporate logos and/or prototypical signage graphics, subject to approval of the Landlord and local governing entity. All tenant signage is subject to landlord approval.

General Sign Provisions



Typical Elevation



Typical Elevation



Typical Elevation

3.31 Anchor Tenants

Anchor Tenants are defined as tenants occupying 75,000 (or more) square feet of retail space. Anchor Tenants are allowed one (1) sign per every exterior store elevation with a maximum of four (4) signs. Anchor Tenants will be allowed 1 square foot of signage area per lineal foot of frontage, not to exceed the maximum square footage of signage allowed per the Tenant Matrix (as provided in Section 3.34).

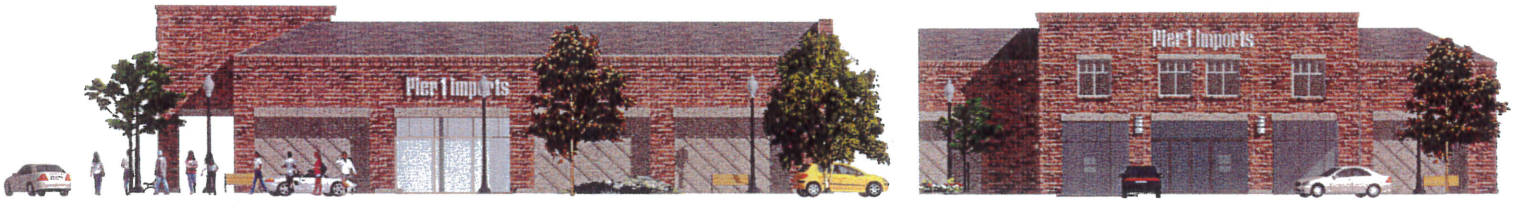
The type of fabricated letters allowed may be either internally illuminated plex face channel letters or the reverse pan-channel constructed with 3" aluminum returns. The reverse pan-channel letter face shall be aluminum. The characteristic of this letter is internally illuminated and lights from behind to create a "halo" look. This allows the letters to be visible at night with the lowest intrusive impact on the surrounding residential areas. These signs are to be internally illuminated with neon.

Anchor tenants will be allowed secondary signage in addition to signage specified above. Up to two (2) secondary signs will be allowed per exterior store elevation with a maximum of eight (8) secondary signs. Total area of all secondary signage not to exceed 33% of the maximum square footage of signage allowed per the Tenant Matrix. All secondary tenant signage is subject to landlord approval.

General Sign Provisions



Typical Elevation



Typical Elevation



Typical Elevation

3.32 Major Tenants

Major Tenants are defined as tenants occupying 10,000 to 74,999 square feet of retail space. Major tenants are allowed one (1) sign per every exterior store elevation with a maximum of three (3) signs. They are allowed to occupy 75% of the storefront (horizontally). Major Tenants will be allowed 1 square foot of signage area per lineal foot of frontage, not to exceed the maximum square footage of signage allowed per the Tenant Matrix.

The letters are to be either internally illuminated plex face channel letters or reverse pan-channel constructed with aluminum returns as described in the section above for "anchor tenants." The major tenants have the option of non-illuminated or internally illuminated signs.

Major tenants will be allowed secondary signage in addition to signage specified above. Up to two (2) secondary signs will be allowed per exterior store elevation with a maximum of four (4) secondary signs. Total area of all secondary signage not to exceed 33% of the maximum square footage of signage allowed per the Tenant Matrix. All secondary tenant signage is subject to landlord approval.

General Sign Provisions



Typical Elevation



Typical Elevation

3.33 Shop Tenants

Shop Tenants are defined as tenants occupying 9,999 (or less) square feet of retail space. Shop tenants are allowed one (1) sign per every store frontage with a maximum of two (2) signs. They are allowed to occupy 75% of the storefront (horizontally). And are allowed 1.5 square feet of signage per linear foot of shop frontage. The shop tenants have the option of non-illuminated or internally illuminated signs as noted in the section(s) above. Illuminated signs shall be reverse pan-channel letters constructed with aluminum returns as described in the section "anchor tenants."

General Sign Provisions

3.34 Restaurant & Single Pad Building Tenants

Restaurant & Single Pad Building Tenants will be allowed one (1) wall sign per each business frontage facing a street, pedestrian plaza and/or parking lot (maximum of 3). Maximum square footage of signage allowed is based on the total square footage occupied by each tenant per the Tenant Matrix. Signs may be internally or externally illuminated. Signage for tenants occupying 9,999 (or less) square feet of retail space shall be reverse pan-channel letters constructed with aluminum returns as described in the section "anchor tenants."



Typical Elevation



Typical Elevation

Tenant Matrix for Primary Fascia/Canopy Signage

Tenant Square Footage Size	Maximum Letter Height	Maximum Logo Height	Maximum Signage Area
0 to 4,999 S.F.	3'-0" High	4'-6" High	100 S.F.
5,000 to 6,499 S.F.	3'-0" High	4'-6" High	150 S.F.
6,500 to 9,499 S.F.	3'-6" High	5'-0" High	200 S.F.
9,500 to 14,499 S.F.	4'-0" High	6'-0" High	300 S.F.
14,500 to 22,499 S.F.	5'-0" High	7'-6" High	400 S.F.
22,500 to 34,999 S.F.	6'-0" High	8'-0" High	600 S.F.
35,000 to 74,999	7'-0" High	10'-6" High	800 S.F.
75,000 and Up	8'-0" High	12'-0" High	1500 S.F.

See General Construction Specifications for measurement of signage area, including logos. National and regional tenants may utilize standard corporate sign packages and/or prototypical signage graphics subject to approval of the Landlord and local governing entity.

General Sign Provisions

3.4 Permanent Window Graphics

Permanent Window Graphics are those signs affixed to a storefront window.

A standard font format shall be used for the Permanent Window Graphics that indicates hours of operation, suite or street address, open/closed and relevant information.

Signage is applied to the surface of door or window glass using vinyl graphics in one of the following colors: gold, aluminum, silver or copper leaf, and white.

All tenants shall affix suite or street address on at least one business storefront window.

Maximum cap height for permanent identification letters shall be 2" with the exception for open/closed sign and suite/address identification which shall not exceed a 6" cap height.

The aggregate square footage of all window signs shall not exceed twenty five (25) percent of the surface area of the window on which it is placed.

Window signs shall not be illuminated.

All window signs shall be approved in writing by the Landlord.

4.0 Submittals and Review

No signs shall be fabricated or installed unless the following approvals have been obtained.

Landlord Approval: Submit three (3) sets of plans, to scale, showing the sign elevation. This drawing must have all materials and colors specified. At least one drawing of the sign must be in color. Also provide material and color samples if requested by the landlord. The plans must also include the building elevation and the location(s) of the signs on the building, and a site plan indicating the location of the store in the shopping center.

Once these plans are stamped and approved, one set shall be retained by the landlord, one set shall be the tenant's copy, and the last set shall be submitted to the City of Gilroy.

If the plans submitted to the landlord are not acceptable or require revisions, they must be resubmitted unless they are approved "with conditions".

City of Gilroy Permit Process: All signs are required to have a sign permit issued from the City of Gilroy. Four (4) sets of plans, including the stamped and approved set from the landlord, are to be submitted to the Planning Department for approval. The next approval must be obtained from the building department, including all mounting details for the sign. All illuminated signs require an electrical permit.

4.1 Prohibited Signs/Banners

No Flashing, moving or scintillating light bulbs or effects are permitted.

Window signs, other than the Permanent Window Graphics, will not be allowed. These signs include neon signs, fiber optic/neon simulated plastic signs and border neon.

The Landlord reserves the right to determine the acceptability of signs. Noncompliant signs are to be removed immediately upon request.

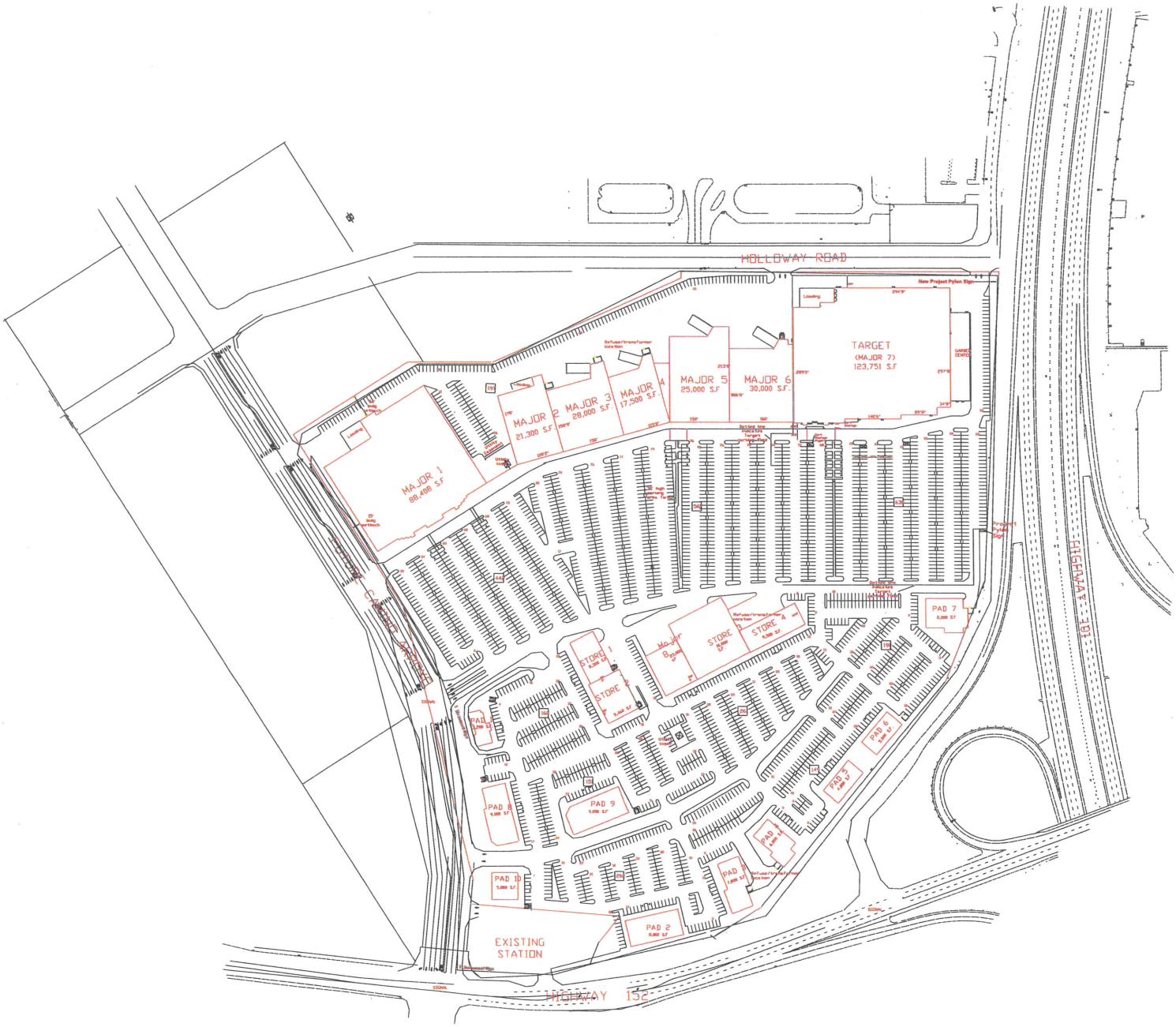
Promotional and temporary signs will not be permitted without written landlord approval and must be in accordance with City of Gilroy ordinances.

4.2 Tenant Responsibilities

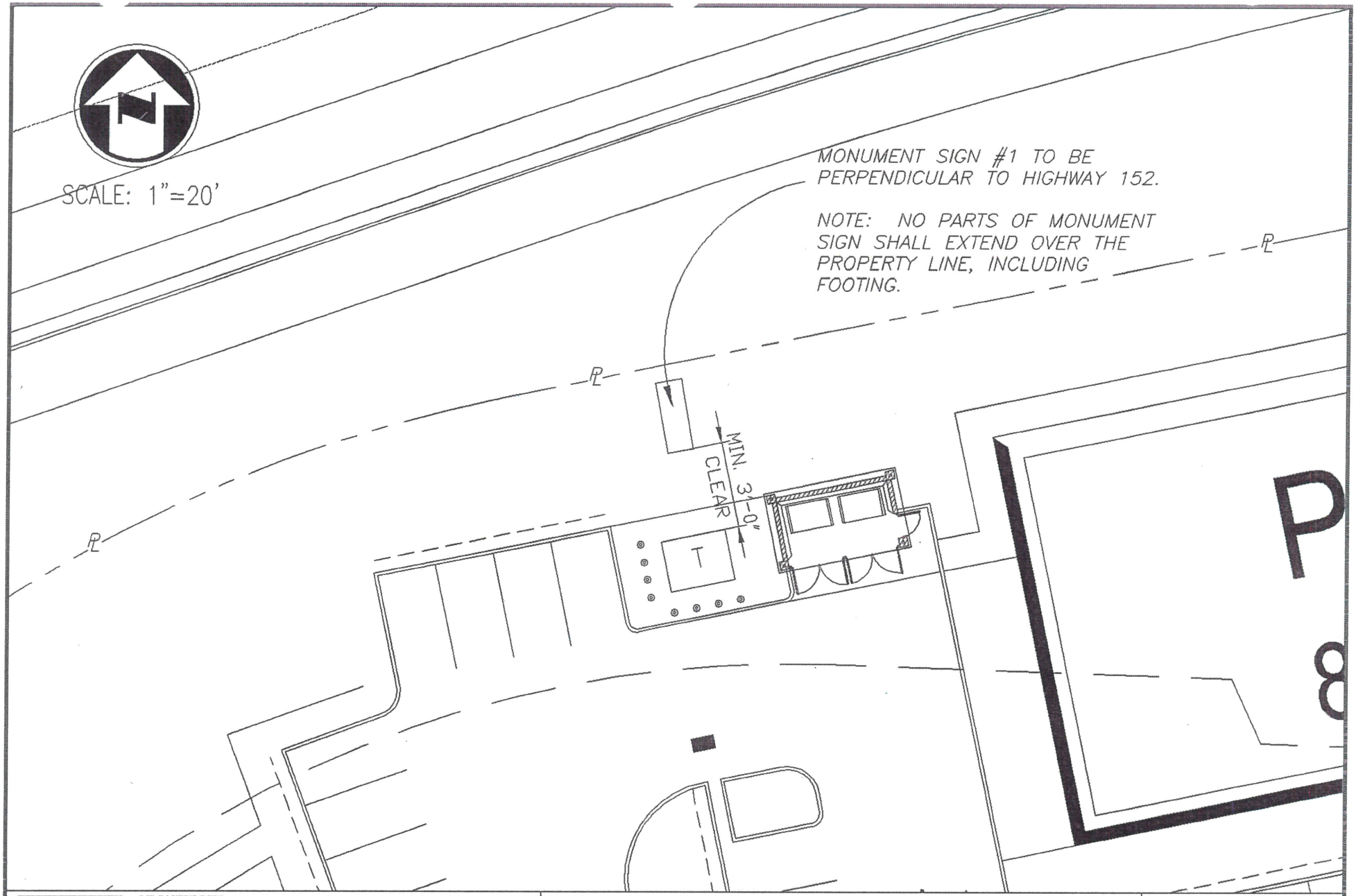
Tenants shall be responsible for the fulfillment of all requirements of these Signage Guidelines and all applicable codes and ordinances. Each Tenant is responsible for the cost of design, fabrication, installation, maintenance and electricity for their own sign(s). Tenants shall be responsible for the immediate repair of neon, which is damaged or not illuminating properly, and the proper maintenance of all tenant signs. All permits required by the City of Gilroy and associated fees, shall be obtained and paid for by the tenant or tenant's representative. Tenants shall be required to perform or cause to have performed such necessary action to correct or repair signage within 10 days of written notice from Landlord.

All sign contractors employed or retained by Tenant must carry Workmen's Compensation and Public Liability insurance per the lease, providing coverage against damage suffered or done to any and all persons and/or property while engaged in the construction or erection of signs, in an amount deemed appropriate by lessor. Tenants shall indemnify and hold harmless the Landlord and the City of Gilroy from any damages that arise from the installation, maintenance or use of Tenant's signage. Upon the termination or conclusion of Tenant's lease, the tenant is responsible at their sole cost for the removal of all signs. All signs must be removed within 30 days of the lease's termination. The storefront fascia shall be patched, touch-up painted and otherwise repaired as detailed in previous section of these guidelines.

5.0 Site Plan



Site Plan



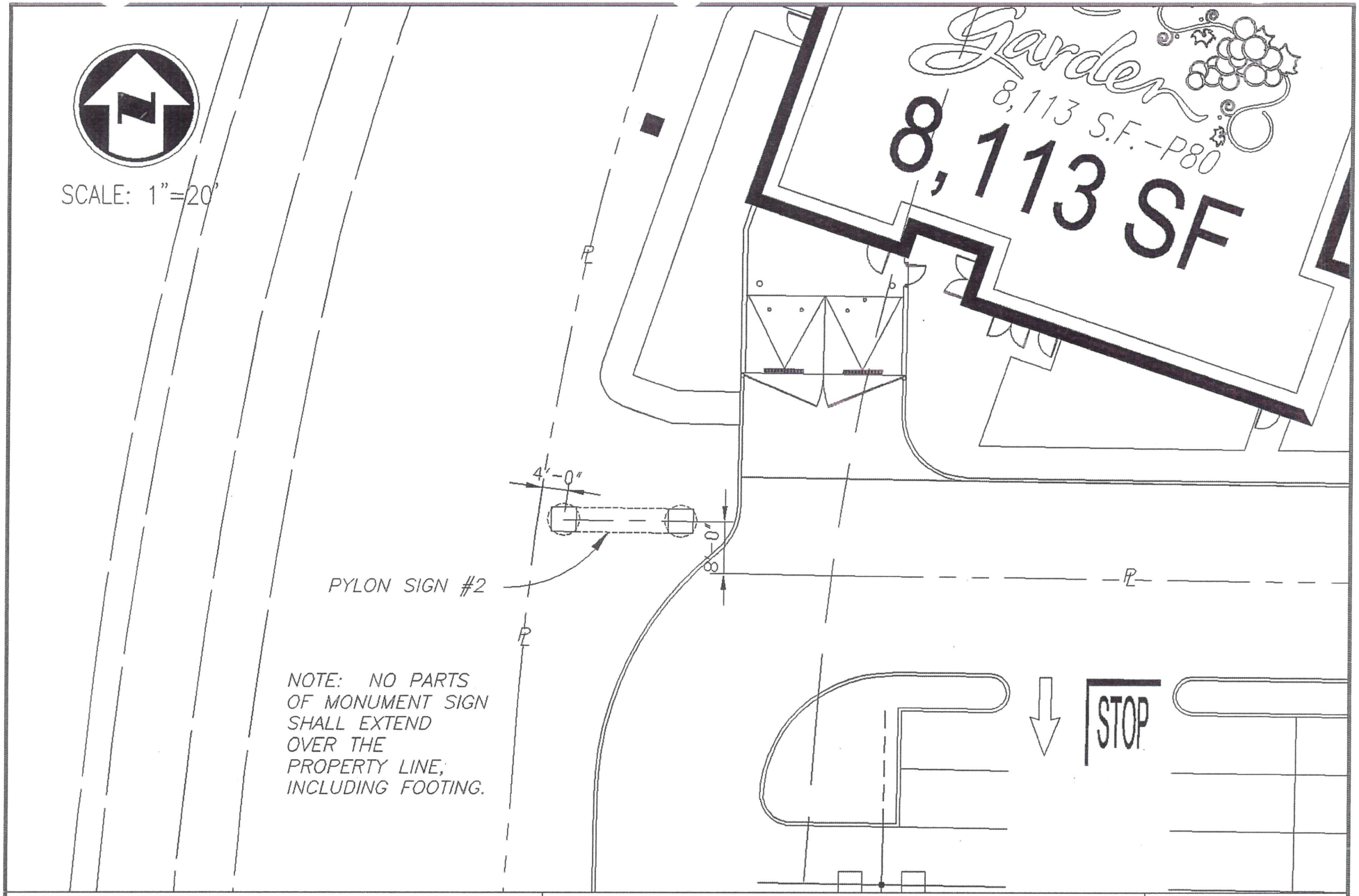
LHA
ARCHITECTURE · PLANNING · INTERIORS

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OSCAR E. LEIDENFROST, A.I.A. C4557
HERBERT H. HOROWITZ, A.I.A. C4478

MONUMENT SIGN NO. 1 LOCATION
GILROY CROSSING SHOPPING CENTER
GILROY CALIFORNIA

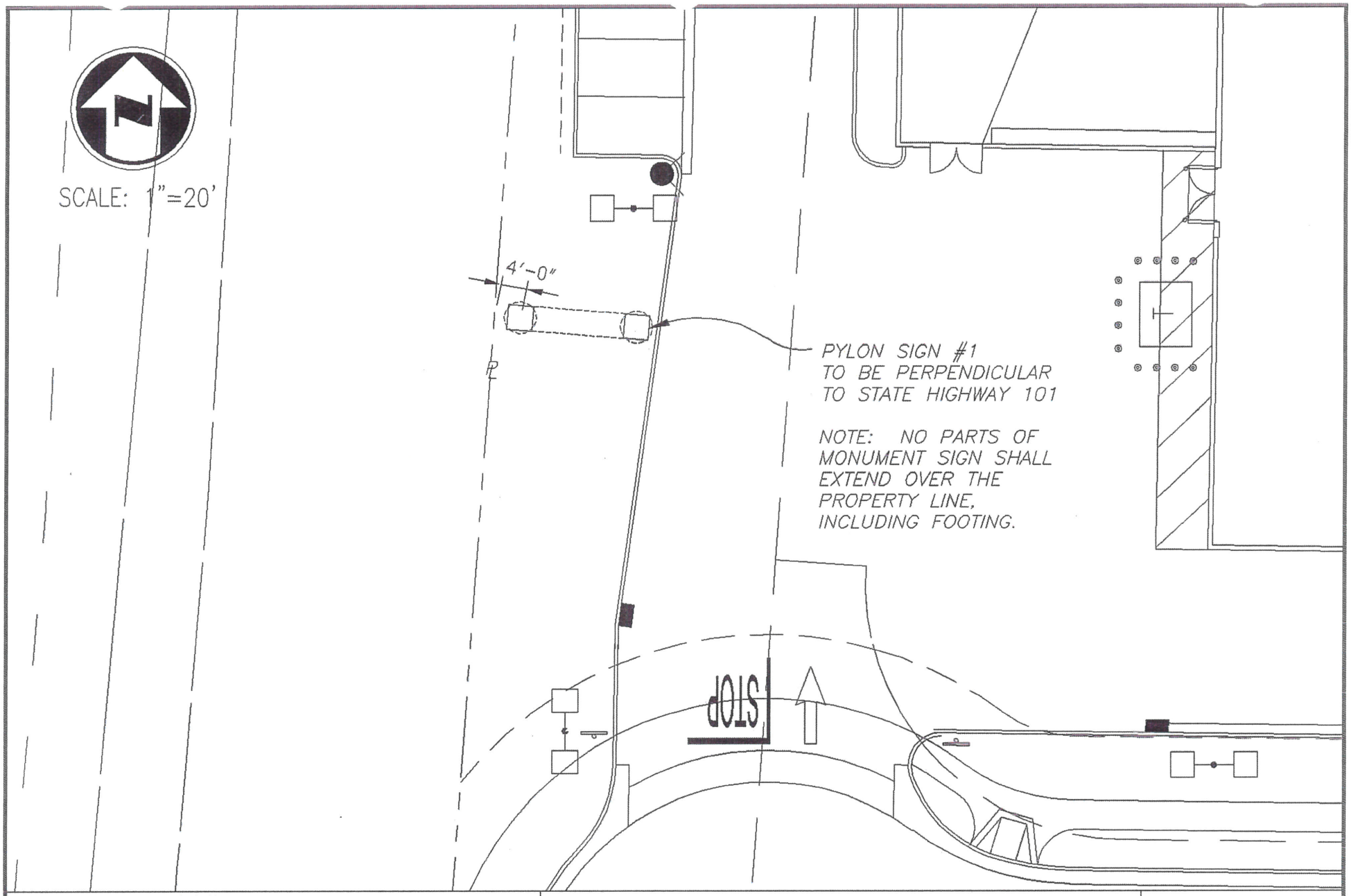
BY: BMW
DATE: 06/10/03
SHEET: 3 of 4
LHA JOB ID: 22098



LHA
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OSCAR E. LEIDENFROST, A.I.A. C4557
HERBERT H. HOROWITZ, A.I.A. C4478

PYLON SIGN NO. 2 LOCATION
GILROY CROSSING SHOPPING CENTER
GILROY CALIFORNIA

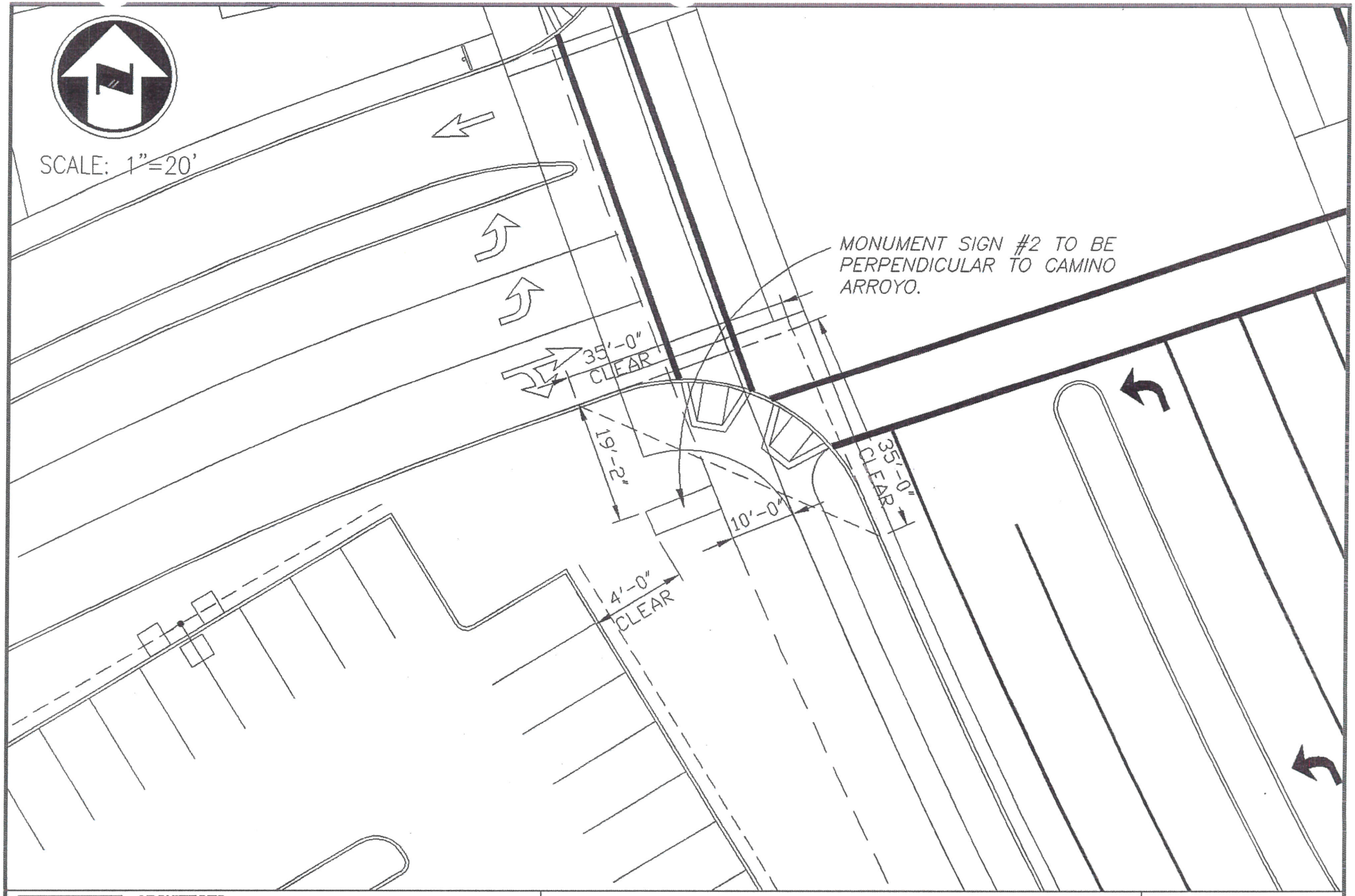
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DATE: 06/10/03
SHEET: 2 of 4
LHA JOB ID: 22098



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PYLON SIGN NO. 1 LOCATION
GILROY CROSSING SHOPPING CENTER
GILROY CALIFORNIA

BY: BMW
DATE: 06/10/03
SHEET: 1 of 4
LHA JOB ID: 22098



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MONUMENT SIGN NO. 2 LOCATION
GILROY CROSSING SHOPPING CENTER
GILROY CALIFORNIA

BY: BMW
DATE: 06/10/03
SHEET: 4 of 4
LHA JOB ID: 22098

RESOLUTION NO. 2023-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY RECOMMENDING TO THE CITY COUNCIL ADOPTION OF A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR GILROY SQUARE PROJECT, INCLUDING ZONE CHANGE, PLANNED UNIT DEVELOPMENT ZONING AMENDMENT, ARCHITECTURAL AND SITE REVIEW AND TENTATIVE MAP ENTITLEMENTS FOR DEVELOPMENT OF 10.18 ACRES OF PROPERTY WITHIN GILROY CROSSINGS PHASE II, C3-HC-M2 PUD OVERLAY ZONE DISTRICT, LOCATED AT 6970 CAMINO ARROYO, APN 841-70-049 (SCH 2023010472)

WHEREAS, on July 29, 2021, Bhagirath Desai, Temple Gilroy LLC submitted an application requesting planned development zone change, architectural and site review and tentative map zoning entitlements for the Gilroy Square development project consisting of a drive-through restaurant, vehicle fueling station with a convenience store and carwash, two 4 story hotels with 200 rooms, and two speculative industrial buildings, all of which would be on separate new parcels; and

WHEREAS, on July 7, 2022, the application submittal was accepted as complete; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA) environmental review was required to identify, evaluate and disclose the potential environmental effects of the project before the City could consider the project merits. In accordance with CEQA Section 15070 of the California Code of Regulations, the City of Gilroy Planning Division prepared an Initial Study and determined that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent; and

WHEREAS, the draft mitigated negative declaration was published and circulated for a 30-day public review from January 27, 2023 through February 27, 2023; and

WHEREAS, minor comments on the draft mitigated negative declaration were received during the public review period, and responses to the comments were prepared that resulted in no changes being made to the analysis, conclusions and determinations of the environmental document; and

WHEREAS, on May 4, 2023 the Planning Commission held a duly noticed public meeting, at which time the Planning Commission received and considered the staff report as well as all evidence received including written and oral public testimony on the Gilroy Square project mitigated negative declaration and the project zoning applications; and

WHEREAS, the Planning Commission based on its independent judgement and analysis of the whole record before it, including the initial study, mitigated negative declaration together

with comments received during the public review period, has determined that the mitigated negative declaration has adequately evaluated the potential impacts of the Gilroy Square project and that there is no substantial evidence that the project will have a significant effect on the environment with the mitigation measures included; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon which the project approval is based is the Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Gilroy hereby recommends the City Council adopt the mitigated negative declaration and mitigation monitoring and reporting program prepared by the City of Gilroy environmental consultant, EMC Planning Group January 2023 and revisions dated March 7, 2023 to analyze the proposed Gilroy Square project.

PASSED AND ADOPTED this 4th day of May, 2023 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Sharon Goei, Secretary
Community Development Director

APPROVED:

Manny Bhandal,
Chairperson

Attachments:

Mitigated Negative Declaration - Revised
Mitigation Monitoring and Reporting Program

RESOLUTION NO. 2023-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY RECOMMENDING TO THE CITY COUNCIL ADOPTION OF A PLANNED UNIT DEVELOPMENT AMENDMENT TO GILROY CROSSINGS PHASE II C3-HC-M2 PUD ZONE DISTRICT, FOR THE GILROY SQUARE PROJECT ON 10.18 ACRES OF PROPERTY LOCATED AT 6970 CAMINO ARROYO, APN: APN 841-70-049 (FILE NUMBER Z 22-01)

WHEREAS, on July 29, 2021, Bhagirath Desai, Temple Gilroy LLC submitted an application requesting planned development zone change for property designated for development as phase II of an existing C3-HC-M2 PUD overlay district known as Gilroy Crossing, originally approved by Ordinance 2003-01, City File Z 02-06; and

WHEREAS, in accordance with the PUD overlay requirements the rezoning request includes an architectural and site review application request for approval of the project site plan and design, along with a tentative parcel map to create six separate lots for proposed development with a drive-through restaurant, vehicle fueling station with a convenience store and carwash, two 4-story hotels with 200 rooms, and two speculative industrial buildings, all of which would be on separate new parcels; and

WHEREAS, on July 7, 2022, the application submittal was accepted as complete; and

WHEREAS, an initial study/mitigated negative declaration (MND) and mitigation monitoring and reporting program (MMRP) has been adopted for the project by separate resolution, and the mitigation monitoring and reporting program shall apply to approve of project zoning entitlements, which incorporates the mitigation measures identified in the MND to reduce the project potential environmental impacts to less than significant, in compliance with the California Environmental Quality Act; and

WHEREAS, on May 4, 2023 the Planning Commission held a duly noticed public meeting, at which time the Planning Commission received and considered the staff report as well as all evidence received including written and oral public testimony on the Gilroy Square zoning amendment and related entitlements; and

WHEREAS, in accordance with City of Gilroy Zoning Code Section's 30.52.40 and Section 30.52.60, the Planning Commission finds that the proposed Zoning Ordinance Planned Unit Development Amendment is necessary to implement the general purposes and intent of the zoning code, including Section 30.1.10 and Section 30.26.10, and the goals and policies of the 2040 General Plan, by proposing a planned development amendment to support the types of commercial and industrial development anticipated for the site and which would benefit Gilroy residents and visitors; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon which the project approval is based is the Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Gilroy hereby recommends to the City Council the approval of Zoning Amendments Z22-01 as identified in Exhibit A to this Resolution,

PASSED AND ADOPTED this ___ day of ____ by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

_____
Sharon Goei, Secretary
Community Development Director

APPROVED:

_____
Manny Bhandal, Chairperson

Exhibit A

ORDINANCE NO. 2023-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GILROY AMENDING GILROY CROSSINGS PHASE II COMMERCIAL/INDUSTRIAL PLANNED UNIT DEVELOPMENT (C3-HC-M2 PUD) ZONE DISTRICT FOR THE GILROY SQUARE PROJECT CONSISTING OF 10.18 ACRES OF PROPERTY LOCATED AT 6970 CAMINO ARROYO, APN: APN 841-70-049 (FILE NUMBER Z 22-01)

WHEREAS, on July 29, 2021, Bhagirath Desai, Temple Gilroy LLC submitted an application requesting adoption of a planned unit amendment and establish the development plan for Phase II of the Gilroy Crossings C3-HC-M2 PUD for the Gilroy Square development project consisting of a drive-through restaurant, vehicle fueling station with a convenience store and carwash, two 4 story hotels with 200 rooms, and two speculative industrial buildings; and

WEREAS, on May 4, 2023, the Planning Commission held a duly noticed public hearing, considered written and oral public testimony, made affirmative findings that the zoning amendment implements the purposes and intent of the zoning code and the general plan goals and policies, and by _____ vote recommended that the City Council approve the zoning amendment; and

WHEREAS, on June __, 2023, the City Council held a duly noticed public hearing, considered written and oral public testimony, the staff report, and all other documentation related to the zoning amendment; and

WHEREAS, an initial study/mitigated negative declaration (MND) and mitigation monitoring and reporting program (MMRP) were adopted for the project, by separate resolution, which incorporates mitigation measures identified to reduce project potential environmental impacts to less than significant, in compliance with the California Environmental Quality Act; and

WHEREAS, the location and custodian of the documents or other materials that constitute the record of proceedings upon which Z 22-01 approval is based is the office of the City Clerk.

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

SECTION I

The City Council finds that:

A. The planned unit development zoning amendment to Z 02-06 for the subject Gilroy Crossings Phase II PUD overlay zone requires approval of a planned unit development permit prior to site development, subject to Gilroy City Code Section 30.50.50(d)

findings. The Gilroy Square project includes a concurrent development plan permit application AS 21-13, which is incorporated herein by reference and including any subsequent amendments that may be approved in compliance with the PUD overlay district regulations.

B. The project conforms to the Gilroy General Plan in terms of general location and standards of development given that the project is consistent with the General Services and General Industrial land use designations as it consists of industrial and retail development as anticipated for the site, has been reviewed for compliance with the general plan goals, and would substantially implement all applicable policies of the general plan.

C. The project provides the type of development that would fill a specific need of the surrounding area. The PUD is required to implement development for this site pursuant to the original PUD and development plan approval AS 02-22 planning commission resolution 2003-3. As proposed the general purposes and intent of the zoning code are satisfied, including the general intent of Section 30.1.10 and the intent of Section 30.26.10 (Planned Unit Development), by proposing a planned development amendment to support the types of commercial and industrial development anticipated for the site and which would benefit Gilroy residents and visitors.

D. The project will not require urban services beyond those that are currently available. All utilities needed to serve the project are located adjacent to the property. No increase in capacity or extension of services is required to serve buildout of the site.

E. The project reflects an economical and efficient pattern of land uses by developing the full potential of the site intensity with commercial and industrial land uses, and promotes an orderly pattern of development by following the existing pattern of development, utilizing approved access points from rights of way, and providing adequate internal and cross lot access.

SECTION II

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

SECTION III

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

PASSED AND ADOPTED this __ day of ____ , 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

_____
Marie Blankley, Mayor

ATTEST:

_____
Thai Pham, City Clerk

RESOLUTION NO. 2023-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY RECOMMENDING TO THE CITY COUNCIL APPROVAL OF AN ARCHITECTURAL AND SITE APPROVAL OF A PLANNED UNIT DEVELOPMENT PERMIT FOR THE GILROY SQUARE PROJECT ON 10.18 ACRES OF PROPERTY LOCATED AT 6970 CAMINO ARROYO, APN: APN 841-70-049 (FILE NUMBER AS 21-13)

WHEREAS, on July 29, 2021, Bhagirath Desai, Temple Gilroy LLC submitted an application for the Gilroy Square project requesting planned unit development zone change for the Gilroy Crossings C3-HC-M2 PUD phase II, architectural and site review for the PUD amendment, and tentative map to create six parcels for proposed development of a drive-through restaurant, vehicle fueling station with a convenience store and carwash, two 4 story hotels with 200 rooms, and two speculative industrial buildings, all of which would be on separate new parcels; and

WHEREAS, on July 7, 2022, the application submittal was accepted as complete; and

WHEREAS, an initial study/mitigated negative declaration (MND) and mitigation monitoring and reporting program (MMRP) has been adopted for the project by separate resolution, and the mitigation monitoring and reporting program shall apply to approve of project zoning entitlements, which incorporates the mitigation measures identified in the MND to reduce the project potential environmental impacts to less than significant, in compliance with the California Environmental Quality Act; and

WHEREAS, on May 4, 2023, the Planning Commission held a duly noticed public meeting, at which time the Planning Commission received and considered the staff report as well as all evidence received including written and oral public testimony on the Gilroy Square zoning amendment and related entitlements; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon which the project approval is based is the Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Gilroy hereby recommends to the City Council the approval of the Architectural and Site Review Planned Unit Development Permit AS 22-13 based on the following findings made pursuant to Gilroy City Code section 30.50.43 (AS review) and Section 30.50.50 (Planned Development Permit review) and subject to the conditions identified in Exhibit A to this Resolution:

A. The project has been reviewed for compliance with City standards for traffic safety and efficiency including driveway and drive aisle dimensions, bicycle and vehicle parking, pedestrian access, emergency vehicle and truck circulation and access, and off-site traffic improvements. Conditions have been included as recommended

by the City Engineer and consistent with those recommended in the project traffic report. The project also requires payment of traffic impact fees, and lengthening of a left turn lane queue lane into the site from Camino Arroyo. These conditions are detailed in the draft resolution for approval. As proposed and conditioned the project will provide safe and efficient traffic circulation;

B. As proposed and conditioned, the project includes planned unit development standards and design criteria that includes unique architectural design details for each site and addressing all sides of each building, diverse colors and materials palettes that complement the buildings, and articulation in building wall planes and fenestration details;

C. As proposed and conditioned parking for vehicles and bicycles will be provided for each building and for drive through service lanes in compliance with City standard parking regulations, building code requirements and design standards;

D. Landscaping details are provided that address stormwater treatment and water efficient landscaping requirements, meeting commercial landscaping standards with minimum 21-foot landscaping proposed along the street frontage, typical 5-foot minimum planters, street trees along the project frontage and perimeter, distributed throughout parking areas, and landscape islands at the ends of parking rows;

E. Buildings are designed to accommodate signage which shall be subject to separate sign permit and review for compliance with the Gilroy Crossings sign program; and

F. The project satisfied findings for approval of the planned unit development permit as follows:

a. Conforms to the Gilroy general plan in terms of general location and standards of development in that the project is recommended as consistent with the general plan and will conform to the standard C3/HC commercial and M2 Industrial zoning building setback and height requirements;

b. Provides development which will fill a specific need of the surrounding area, in that it builds out the site with commercial and industrial uses as anticipated by the general plan and PUD;

c. Does not require urban services beyond those which are currently available, in that the project has been reviewed by appropriate city staff and has been confirmed as within the intensity of development on which sewer and water analyses were based, and sufficient capacity exists for site buildout;

d. Provides a harmonious, integrated plan which justifies exceptions, if such are required, to the normal requirements of this chapter. The applicant is proposing development that conforms to the base zoning regulations and as proposed and conditioned does not require exceptions. Further, the site provides internal connectivity between compatible uses as well as adjacent sites;

e. Reflects an economical and efficient pattern of land uses in that the proposed intensity of development accommodates allowed uses, including desired visitor accommodation, in compliance with city standards;

f. Include greater provisions for landscaping and open space than would generally be required, in that the site utilizes predominately low water use plants as shown on plan sheet L1.00, incorporates bioretention areas in site landscaping, and provides more than 18% of the site in landscaping exceeding the 8% minimum standard required pursuant to section 30.38.60;

g. Utilizes creative, aesthetic design principles to create attractive buildings, open space and site design to blend with the character of surrounding areas; in that the design and architecture includes high quality materials, fully articulated facades, screening of exterior equipment and is compatible with the design in Gilroy Crossings Phase 1 shopping center;

h. Would not create traffic congestion, noise, odor, or other adverse effects on surrounding areas as the project has been conditioned to avoid any conflicts or issues and accommodate anticipated traffic flows; and

i. Provides adequate access, parking, landscaping, trash areas and storage, as necessary, as shown on plans and conditioned.

PASSED AND ADOPTED this ___ day of ____ by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

_____
Sharon Goei, Secretary
Community Development Director

APPROVED:

_____
Manny Bhandal, Chairperson

EXHIBIT A

PLANNING CONDITIONS

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

1.	**APPROVED PROJECT:** The approval is granted for Gilroy Crossings Planned Unit Development Phase II, 10.18 acre site located on the east side of Camino Arroyo, which includes a tentative map to create 6 parcels, architectural and site plan approval for a new restaurant with a drive through, a gas station with convenience store and car wash, two four story hotels and two lots for future industrial uses that shall be subject to C3/HC commercial and M2 industrial development standards, as specifically shown on the approved project development plans as follows: • Architectural Plans prepared for Gilroy Square by ACE Design LLC dated 1/26/23 consisting of 36 sheets; • Civil Plans prepared for Gilroy Square by ACE Design LLC, dated 2/9/23 consisting of 9 sheets; • Landscape Plan prepare for Gilroy Square Development by Quadriga, dated 7/9/21 consisting of 1 sheet; • Photometric Plan prepared for Gilroy Square by ACE Design LLC, dated 1/23/23 consisting of 2 sheets; • Materials Boards for Burger King, C Store, Canopy, Carwash, Holiday Inn Suite, Residence Inn, Future Warehouse 1 and Future Warehouse 2, stamped approved in the project file; and • Tentative Subdivision Map for 6970 Camino Arroyo by Rose's Engineering dated 7/23/22 Sheet 1. Build-out of the project shall conform to the plans, except as otherwise specified in these conditions. Any future adjustment or modification to the plans, including any changes made at time of building permit submittal, shall be considered by the Community Development Director or designee, may require separate discretionary approval, and shall conform to all City, State, and Federal requirements, including subsequent City Code requirements or policies adopted by City Council.
2.	**PERMIT EXPIRATION:** The expiration date of this approval is two years from the decision date, _____. If any development for which architectural and site approval has been granted has not obtained building permits within two (2) years from the date of notification of approval, the approval shall be deemed automatically revoked. Upon application, an extension of time may be granted by the Community

	Development Director or designee. Should Developer intend to request an extension to the permit expiration date, Developer must submit to the Planning Division a written application with applicable fees prior to the expiration date. Only timely requests may be considered pursuant to the City Code.
3.	**RELATED ENTITLEMENTS:** This permit is subject to the findings conditions of approval, and mitigation measures of concurrent related entitlements TM 21-02 and Z 22-01, or any subsequent amendments.
4.	**SUBSEQUENT ENTITLEMENTS:** Subsequent site development, including the speculative industrial parcels if building permit applications are not filed prior to occupancy of the commercial phase of development and in accordance with approved plans, shall be subject to separate staff level administrative architectural and site permit review.
5.	**COMPLIANCE WITH CONDITIONS:** If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to permit revocation or enforcement actions pursuant to the City Code. All costs associated with any such actions shall be the responsibility of Developer, owner or tenant.
6.	**INDEMNIFICATION:** Developer agrees, as a condition of permit approval, at Developer's own expense, to defend, indemnify, and hold harmless the City of Gilroy ("the City") and its officers, contractors, consultants, attorneys, employees and agents from any and all claim(s), action(s) or proceeding(s) brought against the City or its officers, contractors, consultants, attorneys, employees, or agents to challenge, attack, set aside, void or annul the approval of this resolution or any condition attached thereto or any proceedings, acts or determinations taken, including actions taken under the California Environmental Quality Act of 1970, as amended, done or made prior to the approval of such resolution that were part of the approval process.
7.	**SIGNS:** No signs are approved as part of this application. Prior to issuance of a sign permit for this site, Developer shall propose well-designed, quality signs that comply with the allowances of the City Code and Gilroy Crossings (Regency) Sign Program, subject to the satisfaction of the Community Development Director or designee.
8.	**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.

9.	**MULTI-PHASE DEVELOPMENT:** Construction of the project may be done in multiple phases.
The following conditions shall be addressed PRIOR TO ISSUANCE of any BUILDING PERMIT, GRADING PERMIT or IMPROVEMENT PLAN, whichever is first issued, or as otherwise specified in the condition.	
10.	**CONDITIONS OF APPROVAL:** Developer shall include a plan sheet(s) that includes a reproduction of all conditions of approval of this permit, as adopted by the decision-maker.
11.	**PUBLIC ART/PUD AMENITY:** In compliance with City Code 30.26 (PUD amenity) and other City policies, Prior to issuance of building permits, submit a process, timetable, and evidence of commitment acceptable to the City to ensure installation of a suitable, significant piece of public-oriented sculpture or similar public art installation prior to occupancy. This shall include involving the Community Development Director or designee in reviewing preliminary concepts, artist, and type of work. All public art must be reviewed and approved by the City of Gilroy Arts and Culture Commission.
12.	**HABITAT PERMIT:** Concurrent with or prior to an application for a grading permit, Developer shall obtain a final Habitat Permit approval and submit payment of mitigation fees. The grading permit will be issued only after approval of the Habitat Plan permit and payment of assessed fees. The applicant shall be responsible for all costs associated with review and issuance of the permit, including application processing fee and consultant review deposit. The application shall consist of submittal of a Santa Clara Valley Habitat Plan *Application For Private Projects* and *Fees and Conditions.* Applications for Private Projects shall be submitted electronically through the agency website]. See the Santa Clara Valley Habitat Agency website: https://www.scv-habitatagency.org for more information.
13.	**CERTIFICATION OF BUILDING PERMIT PLANS:** The project architect shall certify in writing that the architectural design shown in the building permit plans match the plans approved by the Community Development Director or designee/Planning Commission/City Council. Any changes must be clearly noted. The project architect shall also certify that the structural plans are consistent with the architectural plans. In the event of a discrepancy between the structural plans and the architectural plans, the architectural plans shall take precedence, and revised structural drawings shall be submitted to the Building Division.
14.	**SUBSEQUENT ENTITLEMENTS:** Developer shall obtain necessary permits prior

	to initiating any new construction or modifications authorized under this approval, including but not limited to temporary construction trailers, temporary staging areas, model home sales offices, advertising signs of any kind, exterior and interior modifications. Developer shall pay all requisite fees in effect at the time of plan submittal and/or issuance, as applicable.
15.	**OTHER REVIEW AGENCIES:** This project requires review and approval by outside agencies including, but not limited to [REVIEWING AGENCIES]. Proof of approval from these agencies may be required prior to building permit issuance, inspections, or prior to Certificate of Occupancy.
16.	**COLORS AND MATERIALS:** Plans submitted for building permit applications shall include all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (e.g. stucco with sand finish, plaster with smooth finish) to be used in construction.
17.	**LIGHTING PLAN:** Developer shall submit a lighting plan with the application for building permit. This plan should include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. Parking lot and exterior light fixtures shall be full cutoff type so that lighting is directed downward only, minimizing glare and light pollution, and shall not cast light on any adjacent property or roadway. Developer shall recess or conceal any under-canopy lighting elements so they are not directly visible from any public area. The lighting plan must be approved by the Community Development Director or designee.
18.	**LANDSCAPE AND LIGHTING PLAN:** Prior to issuance of grading permits, Developer shall submit a combined landscape and lighting plan to verify all project onsite lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on public property, including streets. Such lighting shall not conflict with drainage plans, landscape plans, tree locations, parking spaces, or any other such land use concerns.
19.	**BICYCLE RACKS OR STORAGE:** Developer shall provide "inverted U," or equivalent racks as approved by the Community Development Director, and must secure the frame and both wheels. Racks should be located near the building entrance (i.e., within constant visual range) unless it is demonstrated that they create a public hazard or locating them there is otherwise infeasible. If space is unavailable near building entrances, the racks must be designed so that the lock is protected from physical assault. Bicycle lockers shall be provided in addition to bicycle racks as required by the Building Division conditions of approval.
20.	**PARKING MANAGEMENT PLAN (SHARED PARKING):** Developer shall create a parking management plan describing parking allocation for residents, guests,

	and/or commercial uses within the project, subject to approval by the Community Development Director or designee.
21.	**MUTUAL ACCESS:** The Developer shall prepare a legal agreement recorded to run with the land providing for mutual access between commercial lots and between the two industrial parcels, as well as to the properties east of the site, located on Silacci Way. An additional access opportunity shall be provided from the northerly portion of eth site to the parcel(s) east of the site, subject to review and approval by the City Engineer and Community Development Director. Agreement shall be approved by the City Attorney, City Engineer and Community Development Director or designee and shall state that it may not be modified without the City's consent.
22.	**LOADING ZONES:** Prior to issuance of building permit, Developer shall stripe all loading zones, whether situated outside or inside a structure, for loading and unloading activities only and shall post a sign prohibiting storage or other non-loading activity within the designated loading zone.
23.	**TRASH ENCLOSURE:** Prior to building permit issuance, details of an opaque screen trash enclosure are to be shown on construction drawings and approved by the Community Development Director or designee. The trash enclosure should match the architectural design, color, and materials of the primary structure. The trash enclosure for restaurants and other uses with food service shall be equipped with hot water, a drain inlet to the sanitary sewer system, and a locking device.
24.	**SCREENING OF APPERTUNANCES:** Developer shall show on construction drawings details of screening for all exterior equipment, including but not limited to mechanical equipment, post indicator valves, backflow prevention devices, utility meters, mailboxes and address directories, etc. Ground mounted utility appurtenances such as transformers shall not be visible from any public right-of-way and shall be adequately screened through the use or combination of concrete or masonry walls, berms, and landscaping. In addition to the above, backflow preventers shall be painted dark green, except the fire connection which shall be painted yellow. The final placement and design of these items shall be to the satisfaction of the Community Development Director or designee.
25.	**ROOFTOP EQUIPMENT:** Developer shall ensure rooftop mechanical equipment, including but not limited to heating and cooling systems, plumbing vents, ducts,

	antennas and other appurtenances protruding from the roof are recessed or otherwise screened. Details of the roof equipment and roof screens shall be included in the building permit drawings and approved by the Community Development Director or designee.
26.	**ROOF AND BUILDING DRAINPIPES:** Developer shall install all roof and building drainpipes and downspouts inside building elements. These items shall not be visible on any exterior building elevations.
27.	**RAIN GUTTERS AND DOWNSPOUTS:** Developer shall install all roof and building rain gutters and downspouts, vents, and flashing to integrate as closely as possible with building design elements, including matching the color of the adjacent surface.
28.	**LANDSCAPING:** Prior to building permit issuance, proposed landscaping shall be shown on the site plan and submitted with the construction drawings for review and approval by the Community Development Director or designee.
29.	**LANDSCAPE MULCH:** As part of the Landscape Plan submittal, Developer shall clarify a minimum three (3) inch layer of mulch to be applied on all exposed soil surfaces, as required by the State Model Water Efficient Landscape Ordinance (MWELO).
30.	**INVASIVE PLANT SPECIES:** Developer shall not include any invasive plant species, such as those listed by the California Invasive Plant Council.
31.	**LANDSCAPE DOCUMENTATION PACKAGE:** Prior to issuance of building permits or initiation of the proposed use, whichever comes first, Developer shall submit a completed Landscape Documentation Package, including a soil analysis/management report along with appropriate application review fees, to the Community Development Department, including required documentation for compliance verification, and obtain approval of such plans.
32.	**IRRIGATION SENSORS:** Prior to issuance of building permits, developer shall (as part of the irrigation system) indicate on construction drawings sensors that suspend or alter irrigation operation during unfavorable weather conditions (e.g. automatic rain shut-off devices).
33.	**PRECONSTRUCTION NESTING BIRD SURVEY:** To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to

	locate any active nests as follows: "The Developer shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' for active nests: with particular emphasis on nests of migratory birds: if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Wildlife (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present."
The following conditions shall be met prior to RELEASE OF UTILITIES, FINAL INSPECTION, or ISSUANCE OF A CERTIFICATE OF OCCUPANCY, whichever occurs first, or as otherwise specified in the condition.	
34.	**ON- AND OFF-SITE IMPROVEMENTS:** Prior to occupancy, Developer shall complete all required offsite and onsite improvements related to the project, including structures, paving, and landscaping, unless otherwise allowed by the Community Development Director, or stated in these conditions.
35.	**LANDSCAPE AND IRRIGATION INSTALLATION:** Prior to issuance of certificate of occupancy or building permit final sign-off, Developer shall complete installation of all landscaping and irrigation in accordance with the approved plans.
36.	**LANDSCAPE CERTIFICATE OF COMPLETION:** Prior to occupancy or initiation of the proposed use, or completion of each build-out phase of development, Developer shall submit a signed Certificate of Completion, along with all necessary supporting documentation and payment to the Community Development Department, for compliance verification of the landscape installation. Developer is required under the Model Water Efficient Landscape Ordinance (MWELO) to provide a copy of the approved Certificate of Completion to the property owner or his or her designee.
37.	**PLANNING INSPECTION:** Inspection(s) by the Planning Division may be required for the foundation, framing, application of exterior materials, and final completion of each structure to ensure that the construction matches the approved plans.

38.	**SITE CLEAN-UP:** Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials, debris, and vehicles from the subject property.
The following conditions shall be met prior to the approval of the FINAL MAP or PARCEL MAP, or other deadline as specified in the condition.	
39.	**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 otherwise specified in the condition.	
40.	**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."
41.	**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."
42.	**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.
43.	**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.
44.	**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."
45.	**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."
46.	**MITIGATION MEASURES:** The mitigation monitoring and reporting program adopted for the project shall be incorporate by reference herein implementing the following measures: *BIO-1 To avoid/minimize impacts to burrowing owls potentially occurring within the project site, the project applicant shall retain a biologist qualified in ornithology to conduct surveys for burrowing owl. The approved biologist shall conduct a two-visit (i.e., morning and evening) presence/absence survey at areas of suitable habitat on and adjacent to the project site boundary no less than 14 days prior to the start of construction or ground disturbance activities. Surveys shall be conducted according to methods described in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012). The applicant shall submit evidence of completion of the preconstruction survey to the City of Gilroy Planning Department prior to issuance of a grading permit. Because burrowing owls occupy habitat year-round, seasonal no-disturbance buffers, as outlined in the Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium 1993) and the Staff Report on Burrowing Owl Mitigation (California Department of Fish and Wildlife 2012), shall be in place around occupied habitat prior to and during any ground disturbance activities.*

The following table includes buffer areas based on the time of year and level of disturbance (California Department of Fish and Wildlife 2012), unless a qualified biologist approved by the California Department of Fish and Wildlife verifies through non-invasive measures that either: 1) birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance Buffers (meters)		
		Low	Med	High
Nesting Sites	April 1 – Aug 15	200 m	500 m	500 m
Nesting Sites	Aug 16 – Oct 15	200 m	200 m	500 m
Nesting Sites	Oct 16 – Mar 31	50 m	100 m	500 m

If burrowing owl is found and avoidance is not possible, burrow exclusion may be conducted by qualified biologists only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. Occupied burrows shall be replaced with artificial burrows at a ratio of one collapsed burrow to one constructed artificial burrow (1:1). Evicted burrowing owls may attempt to colonize or re-colonize an area that would be impacted, thus ongoing surveillance during project activities shall be conducted at a rate sufficient to detect burrowing owls if they return.

If surveys locate occupied burrows in or near construction areas, consultation with the CDFW shall occur to interpret survey results and develop a project-specific avoidance and minimization approach.

BIO-2 To avoid impacts to nesting birds during the nesting season (January 15 through September 15), to the extent feasible, construction activities that include any vegetation removal or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and

	January 14, which is outside of the bird nesting season. If construction activities commence during the bird nesting season, then a qualified biologist shall conduct a pre-construction survey for nesting birds to ensure that no nests would be disturbed during project construction. *If construction activities are scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), a qualified biologist shall conduct nesting bird surveys. Two surveys for active nests of such birds shall occur within 10 days prior to start of construction, with the second survey conducted with 48 hours prior to start of construction. Appropriate minimum survey radius surrounding the work area is typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities.* *If no nesting activity is observed, a report shall be submitted to the City of Gilroy and disturbance activities may comments. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize "normal" bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily, or as otherwise required by the California Department of Fish and Wildlife, during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g., defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction*

foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. This measure shall be implemented by the developer prior to start of construction activities.

GEO-1 The developer shall prepare an erosion control plan that details appropriate methods to prevent and/or minimize erosion. The erosion control plan is subject to the review and approval of the City of Gilroy Public Works Department prior to the issuance of a grading permit.

GEO-2 Prior to issuance of a grading permit, the developer shall implement the recommendations outlined in the geotechnical report prepared for the proposed project including, but not limited to:

- Recompact the surface soils;
- Fill material to be excavated and stockpiled so that the native soils can be prepared properly, with inspection of the bottom of the excavation by a qualified geotechnical engineer to verify no additional removal is required; and
- Replace the upper 30 inches of soil within slab-on-grade and exterior flatwork areas with non-expansive fill to reduce the potential soil movement.

GHG-1 The proposed project shall be designed to meet the following performance standards:

a. With exception of the planned fast-food use, no permanent natural gas infrastructure shall be permitted as part of the improvement plans for any other individual project uses. These uses shall be all electric; and

b. Electric vehicle infrastructure (e.g., electric vehicle parking spaces, charging station infrastructure, chargers, etc.) consistent with CALGreen Tier 2 mandatory standards in effect at the time individual building permits are issued, shall be installed at each individual proposed use.

GHG-2 The applicant shall:

a. Prepare a Greenhouse Gas (GHG) Reduction Plan which identifies one or more GHG reduction actions that will be taken to reduce GHG emissions from the proposed fast food use by a minimum of 28.9 MT CO_2e per year to offset emissions produced by using natural gas. The GHG Reduction Plan shall prioritize on-site GHG reduction design features.

In lieu of or in addition to one or more of the on-site measures above, the applicant may make direct investments in off-site GHG reduction activities/programs in the vicinity. Examples include building retrofit programs that pay for cool roofs, solar panels, solar water heaters, smart meters, energy efficient lighting energy efficient windows, and insulation. Other examples include financing programs for installing electric vehicle charging stations, electrifying school buses, or planting local urban forests.

The applicant may retain a qualified air quality / GHG professional to quantify the GHG reductions from implementing the Reduction Plan using substantial evidence to be included in the Reduction Plan.

If the applicant elects to quantify the GHG emissions reductions from on-site measures and/or investments in off-site reduction programs and the reductions are less than insufficient to reduce project emissions by a minimum of 28.9 MT CO_2e per year, the applicant may secure the reduction balance by purchasing and retiring carbon offset credits. The carbon offset credits shall meet the following standards:

- Carbon offset credits shall be issued by a recognized, reputable and accredited registry that mandates the use of established protocols for quantifying and issuing the offset credits. Credits issued based on protocols approved by the California Air Resources Board should be prioritized. Examples of such registries include the Climate Action Reserve, American Carbon Registry, and Vierra.
- The carbon offset credits should be generated from projects

developed in the United States. Credits from projects developed internationally should not be used unless the applicant demonstrates with substantial evidence that sufficient carbon offsets from projects in the United States are unavailable. International offsets must be quantified and issued using established protocols that are recognized in the United States and that are issued by recognized, reputable and accredited registries.

- All carbon offset credits purchased to reduce GHG emissions, must meet the criteria of being real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2).

Prior to the City issuing a building permit for the fast food use, the applicant shall submit the GHG Reduction Plan for review and approval of the City of Gilroy. If carbon offsets are proposed, prior to approval of a building permit, the applicant shall provide an executed contract or other certification to the City Planner that the requisite volume carbon offset credits have been purchased.

b. The planned fast food use shall include all electricity pre-wiring necessary so that the building is ready for a future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future. Prior to issuing a building permit for the fast food use, the City shall verify that project improvement plans meet the pre-wiring requirement.

HYDRO-1 All stormwater on the project site must be treated aboveground in an approved low-impact development treatment device prior to entering stormwater chambers. The proposed project must show proof of compliance with this requirement on the project plans prior to issuance of a grading permit with approval by the City of Gilroy Public Works Department.

HYDRO-2 The project proponent shall prepare and submit Erosion Control Plans to the City of Gilroy Public Works Department prior to the issuance of a grading permit. The Erosion Control Plans shall illustrate

	how the project's grading phases would prevent or minimize erosion and siltation on- and off-site, such as the inclusion of Best Management Practices. HYDRO-3 The project proponent shall prepare and submit a Storm Water Pollution Prevention Plan for review and approval by the City of Gilroy Public Works Department prior to issuance of a grading permit. The Storm Water Pollution Prevention Plan shall identify construction and post-construction Best Management Practices to prevent water pollution at the source. *N-1 Prior to issuance of a building permit for the two proposed hotels, the building plans shall include air conditioning or mechanical ventilation, subject to review and approval by the building department.*
BUILDING DIVISION CONDITIONS OF APPROVAL	
47.	**Conditions of Approval:** All conditions of approval shall be included on the first sheet after the cover sheet of the construction drawing submitted for a building permit.
48.	**Pre-Construction Meeting**: A pre-construction meeting shall be held at a time and location agreed upon by the City and applicant for the purpose of reviewing conditions of approval, pre-occupancy requirements / temporary certificate of occupancy and construction-site procedures. This meeting shall be held prior to the issuance of any permit issued by the building department. The applicant shall be represented by his design and construction staff, which includes any sub-contractors. Departments having conditions of approval for the project will represent the City.
49.	**Construction Management Plan**: The project developer shall provide a Construction Management Plan (CMP). The CMP shall be submitted to as part of the building permit and/or Grading Permit and shall be incorporated into the plans for review and approval by the Building Official before issuance of a building permit. This plan shall be a binding document. Failure to adhere to the plan may result in a "Stop Work Notice" being placed on the project. This plan shall be updated as project conditions warrant. The construction plan shall be designed to minimize the loss of public parking spaces and, if any need to be lost, to minimize the length of the time they are used for construction-related activities.

	The CMP shall include but not be limited to: The proposed location of materials and equipment storage, scaffolding, safety measures to protect the public from construction activities, temporary fencing, construction trailers, parking of construction vehicles, location of portable toilets, etc. Work schedule (start of construction date, road or lane closure intent/dates, important milestones and proposed final dates). It shall include the hours of construction, the construction waste Management plan, show the location of all staging/storage types, the travel routes and tum-around locations, any road and/or lane closures and a phasing plan.
50.	**Temporary Fencing:** Temporary fencing along the perimeter of a building site, during construction is required to ensure security, public safety, and/or noise/dust mitigation. “Temporary” shall mean the placement of fencing in a manner that is not permanently attached to the ground, or attached to any other structure or material that is itself permanently attached to the ground. Temporary construction fences consisting of chain-link or plywood, no more that 6-feet in height above the ground and shall not require any permits or special authorization. Unless letters of permission from adjacent property owners or a City encroachment permit have been obtained, temporary construction fencing shall be placed only on the property that contains the subject construction project. All temporary construction fencing shall be thoroughly removed from the project site upon completion of construction. Temporary construction fences proposed in excess of 6-feet in height will require review and permitting by the Building Department (discretionary review is not required for temporary fences).
51.	**Job Site Signage:** Prior to construction, A 24 inch by 36 inch weatherproof sign shall be located so it is clearly readable from the public right-of-way and shall include the following information: a. Address of the project site. b. Permitted hours of construction and of deliveries/off-haul. c. Name, e-mail address and direct phone number of the General Contractor. d. Name, e-mail address and direct phone number of the person responsible for managing the project.

	e. Name and phone number of person to call in case of an emergency. f. Code Enforcement complaint telephone number (408-846-0264).
52.	**Construction Activities:** The following provision to control traffic congestion, noise, and dust shall be followed during site excavation, grading and construction: Unless otherwise provided for in a validly issued permit or approval, construction activities shall be limited between the hours of seven am and seven pm Monday through Friday and nine am to seven pm on Saturday.
53.	**Final Grading and Drainage Plan:** At the time of building permit plan submittal, the project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades (with accurate elevations above sea level indicated) and on-site drainage control measures to prevent storm water runoff onto adjoining properties.
54.	**Pad Elevation Certification:** The applicant and/or developer shall submit a pad elevation certification letter prepared by a licensed land surveyor or registered civil engineer to the Building Official certifying that the pad elevation(s) and building location (setbacks) are pursuant to the approved plans, prior to receiving a foundation inspection for the structure.
55.	**Site Survey:** The applicant shall provide a site survey of entire parcel stamped and signed by a Land Surveyor licensed by the State of California. The survey shall include, but not be limited to, the following: location and dimensions of property line, location of streets and easements, existing buildings, topographic contour lines, trees/landscape, miscellaneous structures, etc.
56.	**Permit Card:** The stamped, approved, job copy of the plans and permit card shall be located onsite at all times.
57.	**Title 24**:The building(s) covered by this approval shall be designed and constructed to the Title 24 Building Standards, including Building, Electrical, Mechanical, Plumbing, Energy, Fire, Green Building and both State and Federal accessibility requirements in effect and as amended by the City of Gilroy at the time of building permit submittal.
58.	**Green Building Standards**: The building shall be designed to include the green building measures specified as mandatory in the application checklists contained in the California Green Building Standards Code. The applicant shall incorporate the checklist along with a notation on the checklist to specify where the information can be located on the plans, details, or specifications, etc. All measures will be verified by the Building Inspector at final inspection.
59.	**Geotechnical Report**: The applicant shall provide a stamped, signed, and dated

	soil investigation report containing design recommendations to the Building Official. The classification shall be based on observation and any necessary tests of materials disclosed by boring or excavations made in appropriate locations. Additional studies may be necessary to evaluate soil strength, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, seismically induced soil liquefaction, soil instability, and expansiveness. Additionally, the applicant shall submit a stamped, signed, and dated letter from the Geotechnical Engineer or Civil Engineer who prepared the soil investigation stating the following: a. The plans and specifications substantially conform to the recommendations in the soil investigation. b. The Geotechnical Engineer or Civil Engineer who prepared the soil investigation has been retained to provide soil site observation and provide periodic and final reports to the City of Gilroy. Prior to final inspection for any building or structure, the Geotechnical Engineer or Civil Engineer who prepared the soil investigation shall issue a final report stating the completed pad, foundation, finish grading and associated site work substantially conform to the approved plans, specifications and investigations.
60.	**Stormwater Pollution Prevention Plan**: The project developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City Engineer/Building Official for review and approval prior to the issuance of a grading or building permit, whichever is sooner. A copy of the approved SWPPP, including all approved amendments, shall be available at the project site for City review until all engineering and building work is complete and City permits have been finaled. A site specific SWPPP must be combined with proper and timely installation of the Best Management Practices (BMPs), thorough and frequent inspections, maintenance, and documentations. SWPPP for projects shall be kept up to date with the projects' progress. Failure to comply with the most updated construction SWPPP may result in the issuance of correction notices, citations, and/ or stop work orders. The project developer is responsible for implementing the following BMPs. These, as well as any other applicable measures, shall be included in the SWPPP and implemented as approved by the City. a. The project developer shall include erosion control/stormwater quality measures on the project grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the public storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and shall be subject to the review and approval of the City Engineer/Building Official. If no grading plan is required,

	necessary erosion control/stormwater quality measures shall be shown on the site plan submitted for a building permit, and shall be subject to the review and approval of the Building Division. The project developer is responsible for ensuring that the contractor is aware of and implements such measures. b. All cut and fill slopes shall be revegetated and stabilized after completion of grading, but in no case later than October 15. Hydroseeding shall be accomplished before September 15 and irrigated with a temporary irrigation system to ensure that the vegetated areas are established before October 15. No grading shall occur between October 15 and May 1 unless approved erosion control/stormwater quality measures are in place, subject to the approval of City Engineer/Building Official. Such measures shall be maintained until such time as permanent landscaping is in place. c. Gather all sorted construction debris on a regular basis and place in the appropriate container for recycling; to be emptied at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater runoff pollution. d. Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked on mud and dirt from these areas before sweeping. e. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding. f. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain. g. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into a street, gutter, or storm drain. h. Concrete wash area: 1) locate wash out area away from storm drains and open ditches; 2) construct a temporary pit large enough to store the liquid and solid waste; 3) clean the pit by allowing concrete to set; 4) break up the concrete; and then 5) recycle or dispose of properly.
61.	**Pre-Manufactured Trailer**: A construction trailer shall be allowed to be placed on

	the project site for daily administration/coordination purposes during the construction period. At no time shall campers, trailers, motor homes, or any other vehicle be used as living or sleeping quarters on the construction site. All such vehicles shall be removed from the site at the end of each workday. A building permit is required for the installation of a pre-manufactured trailer.
62.	**Portable Toilets**: Portable toilets used during construction shall be emptied on a regular basis as necessary to prevent odor. A containment pan is required under all portable toilets.
63.	**Construction Storage**: All construction materials, debris and equipment shall be stored on site. If that is not physically possible, an encroachment permit shall be obtained from the Department of Public Works prior to placing any construction materials, debris, debris boxes or unlicensed equipment in the right-of-way. The placing of portable restroom facilities in the City right-of-way will not be permitted.
64.	**Construction Site Maintenance**: All portions of the job site shall be maintained in an organized and professional condition. All trash, debris, construction scraps and broken/deteriorated machinery shall be removed from the site at the end of each week. If off loaded construction materials are not used within 2 weeks, they shall be screened from view. All sidewalks, driveways and public/private roadways fronting the subject site shall be broom cleaned at the end of each business day.
65.	**Demolition Permit**: Demolition permit(s) shall be issued in accordance with Section 6.1 of the Gilroy Municipal Code. Safeguards during construction shall be provided in accordance with Chapter 33 of the California Building Code.
66.	**Plan Modifications**: Acceptance of the plans does not release the developer from correction of mistakes, errors, or omissions contained therein. If, during the course of construction, the public interest requires a modification or a departure from these accepted plans, the City shall have the authority to require such modifications and shall specify the manner in which the same is to be made.
67.	**BICYCLE PARKING: Short-term bicycle parking.** Provide permanently anchored bicycle racks within 200 feet of the visitor's entrance, for 5 percent of new visitor parking spaces added, with a minimum of one two-bike capacity U-rack. **Long-term bicycle parking.** Provide secure bicycle parking for 5 percent of the tenant-occupant parking spaces with a minimum of one bicycle parking facility. **Long-term bicycle parking for hotel buildings.** Provide one on-site bicycle parking space for every 25 rooms (for employees and guests). Parking facilities shall be conveniently reached from the street.

FIRE PREVENTION CONDITIONS OF APPROVAL	
68.	Request a fire hydrant flow test by contacting Jonathan Crick at Jonathan.crick@cityofgilroy.org. The fee for the fire hydrant flow test is $300.00.
69.	All buildings are to be equipped with modern fire protection system. The Burger King will be required to have a commercial fire sprinkler system (e.g. current edition of NFPA 13).
70.	All fire protection systems (e.g. fire underground water supply, overhead fire sprinkler system, fire alarm, etc.) require deferred (i.e. separate) permits. The fire underground water supply system shall be designed to meet the requirements of the current edition of NFPA 24 and city standards. The building shall be equipped with an NFPA 13 fire sprinkler system designed for the highest expected hazard/commodity classification. The fire sprinkler system and all valves shall be monitored by a fire alarm system.
71.	Show fire hydrant locations in plans. Private fire hydrants shall be positioned such that fire hydrant(s) are not more than 150 feet from the most remote portion of the building or hazard.
72.	Using Autoturn vehicle pathway tracking software, show the pathway of a fire truck navigating into, through, and out of the property. Center dividing islands will need to be removed so that the fire apparatus may take a left hand turn into the development to access all buildings.
73.	The fuel station underground storage tanks shall be designed and installed to meet current California codes, laws, and regulations.
74.	All car washes and food facilities shall be equipped with the appropriately sized pretreatment devices/equipment (e.g. grease interceptors for food facilities, and clarifiers for car washes). Contact Isaias Lona at Isaias.lona@cityofgilroy.org for details.
75.	The trash enclosures shall be equipped with a Vandal-proof floor drain and a 40 pound grease interceptor draining to the sanitary sewer system.
76.	Operational permits will be issued by the Fire Prevention program.

PUBLIC WORKS CONDITIONS OF APPROVAL
The following conditions authorize the specific terms and are a part of the project

ENTITLEMENT(S); and which shall be addressed on the construction plans submitted for any ENCROACHMENT PERMIT, BUILDING PERMIT, GRADING PERMIT or SUPERSTRUCTURE, and shall be satisfied prior to issuance of whichever permit is issued first, or if another deadline is specified in a condition, at that time.	
77.	**PAYMENT OF PUBLIC WORKS PLAN CHECK AND INSPECTION FEE**: At first improvement plan submittal, the applicant shall submit a $10,000.00 (Ten thousand dollar) initial deposit for project plan check and construction inspection. This deposit will be credited/accounted toward final plan check and inspection fee for the project. In addition, the applicant shall submit a detailed project cost estimate prepared by the project engineer, to approval of the City Engineer, with the initial project plan submittal. The cost estimate shall be broken out into on-site and off-site improvements. Prior to plan approval, the applicant shall pay 100% of the plan check and inspection fee based on the approved project cost estimate. Public Works will not sign-off on the issuance of the first City permit without full payment of this plan check and inspection fee. *(PUBLIC WORKS)*.
78.	**PROJECT PHASING:** The first phase of this development (Phase I) by the Master Developer shall make full frontage improvements along the full project boundary (Camino Arroyo, Holloway, & Highway 152) including pavement work, driveways, curb ramps, curb & gutter, 6' minimum commercial sidewalk, on-site stormwater facilities, street trees, signage, striping, utilities to service all lots, undergrounding utilities, intersections, signals, lighting, etc. per City Standards, Specs, and Guidelines. Phase I work shall also include all improvements identified in the traffic study/traffic analysis. At first improvement plan submittal, include a detailed Phasing plan to include all offsite improvements as well as all improvements identified in the traffic study/traffic analysis. Also as part of your first submittal, include all necessary review documents for the proposed Parcel Map/Final Map.
79.	**PLAN SUBMITTAL**: The proposed development Improvement Plans shall be submitted, in full, per the City of Gilroy Public Works Department Submittal Checklist. Off-site and On-Site improvements shall be reviewed and approved by Public Works Engineering prior to first building permit submittal. Subsequent phase building permit issuance will not be allowed until the master developer has completed all phase I work by the master developer. Improvement plans are required for both on-site and off- site improvements, and the improvement plan set cover sheet shall include an index referencing on-site and off-site improvements. All improvements shall be designed and constructed in accordance with the City of Gilroy Municipal Code and Standard Specifications and Details, and are subject to all laws of the City of Gilroy by reference. The improvement plans shall include all civil project plans including, but not limited to, site plans, grading plans, utility plans, joint trench, off-site plans, lighting (photometric) plans, and landscaping plans within the public right-of-way. The plan shall clearly identify both public and private

	utilities. The improvement plans shall be submitted with the Public Works Engineering submittal checklist provided by the City, and available on the City website. In addition: a. A complete set of improvement plans shall consist of Civil site design, landscape site design, Electrical, Joint Trench, etc. Any walls or structural features part of the landscape design shall also be included; b. Improvement plans are required for both on-site and off-site improvements. A separate plan set for each shall be prepared, or at the approval of the City Engineer, onsite and offsite sheets can be combined into one plan set; c. The improvement plan submittal, including utility sheets, shall show appropriate line types and labels to identify different type of utilities pipe material types, and pipe sizes. Utility boxes, hydrants, backflow preventers, etc. shall be relocated/installed behind the back of sidewalk; d. Improvement plans (as second sheet in plan set) shall contain Approved Conditions of Approval; e. Improvement plans shall include General Notes found in the City of Gilroy General Guidelines; f. Improvement plans shall be completed per the Public Works Engineering submittal checklist, which can be found in the City's website. At first submittal, a completed checklist shall be included in the submittal package, and shall show which items have been included. g. The improvement plan cover sheet shall include a table summarizing all facilities (Streets, Utilities, Parks, Landscaping, etc.), showing the ownership of all facilities, access rights to, and the maintenance responsibilities of all facilities; h. Improvement and grading plans shall show existing topo and features at least 50' beyond the project boundary. The plan shall clearly show existing topo, label contour elevations, drainage patterns, flow lines, slopes, and all other property encumbrances; i. 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 Haul Permit is required. A statement indicating the need to obtain a Haul Permit must be added as a general note to the Grading and Drainage Plan; j. All grading and improvement plans shall identify the vertical elevation datum, date of survey, and surveyor; k. A Title Report shall be submitted with first submittal improvement plans. An existing site plan shall be submitted showing all existing site conditions and title report easements. The plan shall include bearing and distance information for all right-of-way and easements; l. The plan shall show any proposed easements to be dedicated for any needed purpose, or any easement expected to be abandoned through

	separate instrument. This includes PUE, PSE, EVAE, Cross-Property Access Easement, Landscape Easement, Drainage Easement, Pole Line Easement, etc.; m. To ensure the plans are coordinated and there are no conflicts between disciplines, the applicant shall provide a "composite exhibit" showing Civil, Landscape, Electrical, and Joint Trench design information (as a separate sheet titled "Composite Plan") to confirm that there are no conflicts; n. All Solid Waste Vehicle circulation movements shall be modeled and shown on a separate plan sheet. The circulation plan shall be prepared to the City Engineer's satisfaction, and modeled using AutoTurn swept analysis software, and shall include all turning and street circulation movements; o. All Emergency Vehicle circulation movements shall be modeled and shown on a separate plan sheet. The circulation plan shall be prepared to the City Engineer's satisfaction, and modeled using AutoTurn swept analysis software, and shall include all turning and street circulation movements; p. All utility boxes, including sanitary sewer and/or water meter boxes, shall have traffic-rated boxes and lids; q. All on-site recycled water system improvements, including appurtenances, shall be located within a PSE. *(PUBLIC WORKS)*
80.	**TRAFFIC STUDY/TRANSPORTATION ANALYSIS:** At first improvement plan submittal, this project shall incorporate and include all design and improvements identified in the Gilroy Square Development Transportation Analysis dated October 10, 2022, prepared by Hexagon Transportation Consultants. The proposed development (including on-site, offsite, and site plan changes) shall comply with all items identified in the Traffic Study/Transportation Study and all improvements shall be complete as part of Phase 1 of the Development. Improvements include, but are not limited to, roadway widening, adding additional turn lanes, lengthening existing turn lanes, signalizing intersections, modifying existing signalized intersects, etc.
81.	**CONDITIONS OF APPROVAL:** As a stand-alone document, submit detailed responses of how the development will comply with each Condition of Approval.
82.	**MASTER PLANS:** Refer to the latest 2022 City Master Plans and check that the development is in conformance with the Master Plans, City Standards, City Specifications, & City General Guidelines. The Developers engineer shall confirm in writing this project is in conformance with Master Plans at first improvement plans submittal. If the project is not in conformance with the Master Plans, the Developers engineer shall design and construct all items to be in conformance with the Master Plans, City Standards, City Specifications, & City General Guidelines.
83.	**CITY WATER MASTER PLAN:** The master plan identifies a 16" water line to be

	installed in the areas surrounding the proposed development. Developer shall install 16" water lines per the City Master Plan as part of Phase 1 of the Development.
84.	**UTILITY PLANS**: A utility plan shall be provided for all projects as specified within these conditions of approval. To ensure coordination between the applicant and the relevant utility company: a. The applicant shall provide joint trench composite plans for the underground electrical, gas, telephone, cable television, and communication conduits and cables including the size, location and details of all trenches, locations of building utility service stubs and meters and placements or arrangements of junction structures as a part of the Improvement Plan submittals for the project. Show preferred and alternative locations for all utility vaults and boxes if project has not obtained PG&E approval. A licensed Civil or Electrical Engineer shall sign the composite drawings and/or utility improvement plans. (All dry utilities shall be placed underground). b. The applicant shall negotiate any necessary right-of-way or easement with PG&E, or any other utilities, subject to the review and approval by the Engineering Division and the utility companies. c. A "Will Serve Letter" shall be provided for each utility company expected to service the subdivision. Early coordination with the utility companies is necessary to obtain this letter. Coordination of City utilities shall be through the Engineering Division. d. 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. (PUBLIC WORKS)
85.	**JOINT TRENCH:** All utility services to the site shall be underground. Joint Trench design shall show the location of the joint trench including all boxes located outside of the roadway pavement section. Show the proposed joint trench location and ensure the plans reflect limits of trenching locations. Joint trench utility boxes shall be located behind the sidewalk and there shall be a minimum of 3' clearance from the back of walk to the face of utility box. *(PUBLIC WORKS)*
86.	**JOINT TRENCH:** Underground existing overhead utilities per City Code. Undergrounding existing utilities shall occur along the entire project frontage, boundaries, and project intersections. Overhead utilities shall be underground at all offsite improvement locations where conflicts with the required traffic improvements are encountered. *(PUBLIC WORKS)*
87.	**UTILITY RESPONSIBILITIES**: Water, Storm, and sewer utilities in private areas shall be privately owned and privately maintained. Conversely, public utilities within utility easements on private property remain the responsibility of the individual

	utility companies to maintain. The plans shall note the inspection, ownership and maintenance responsibility for each utility shown on the plans within a Table of Responsibilities on the project cover sheet of the improvement plans at first improvement plans submittal. The table shall include the list of streets, the responsible party for inspection of the improvements, who is responsible for the ownership of the utility, and who is responsible for the maintenance of the utility. An example of this table, including the types of utilities to be listed, can be provided by the Engineering Division upon request. *(PUBLIC WORKS)*
88.	**PREPARATION OF ELECTRICAL PLANS**: The project electrical plans shall be prepared by a registered professional engineer experienced in preparing these types of plans. The applicant shall submit, with the improvement plans submitted with the first improvement plan submittal, a letter from the design Electrical or Civil Engineer that states the electrical plan conform to City Codes and Standards, and to the approved improvement plans. The letter shall be signed and stamped by the professional engineer that prepares the improvement plans. *(PUBLIC WORKS)*
89.	**EXISTING FACILITIES PROTECTION**: All existing public utilities shall be protected in place and if necessary, relocated as approved by the City Engineer. No permanent structure is permitted within City easements without the approval of the City of Gilroy. *(PUBLIC WORKS)*
90.	**PUBLIC RIGHT-OF-WAY:** Show and label all existing and proposed Right-of-Way on all plans. This includes all Right-of-Way dedications required because of the improvements identified in the project Traffic Study. No permanent private structures are permitted within the City right-of-way.
91.	**RIGHT OF WAY DEDICATION GRANT DEED:** Identify all Right of Way acquisitions that are required to make all the improvements identified in the traffic study. The developer shall secure all Right of Way Acquisitions needed from other private landowners for the developer to construct all improvements per the Traffic Study. All Right of Way Acquisitions shall be secured prior to the first improvement plan submittal.
92.	**PUBLIC EASEMENTS:** Private permanent facilities such as, structures, canopies, signs, utilities, fences, walls, stormwater treatment facilities, etc. are not allowed within public right of way or easement. Show and label all existing and proposed Easements on all plans. This includes all easement dedications required because of the improvements identified in the project Traffic Study. Easement widths shall be per City standard.
93.	**PUBLIC EASEMENT DEDICATION GRANT DEED:** Identify all Public Easement acquisitions that are required to make all the improvements identified in the traffic

	study. The developer shall secure all Public Easement Acquisitions needed from private landowners for the developer to construct all improvements per the Traffic Study. All Easement Acquisitions shall be secured prior to the first improvement plan submittal.
94.	**PUBLIC EASEMENT CROSS SLOPE:** Cross slopes behind the back of curb to the back of the public easement shall be 1.5% cross slope per city standards.
95.	**WATER QUALITY**: Project design shall comply with the Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements. The applicant shall submit the Source Control Checklist as well as the appropriate Performance Requirements Checklist found in Appendix A of the manual at the time of the first improvement plan submittal and building permit submittals. The manual can be found at the following site: www.cityofgilroy.org/261/Storm-Water-Management *(PUBLIC WORKS)*
96.	**DEVELOPER STORM WATER QUALITY RESPONSIBILITY**: The developer is responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations, or a project stop order. *(PUBLIC WORKS)*
97.	**BEST MANAGEMENT PRACTICES (BMP)**: The applicant shall perform all construction activities in accordance with Gilroy Municipal Code Section 27C, Municipal Storm Water Quality Protection and Discharge Controls, and Section E.10, Construction Site Storm Water Run-Off Control Program of the Regional NPDES Permit. Detailed information can be located at: www.flowstobay.org/documents/business/construction/SWPPP.pdf. This sheet shall be printed and included in all construction plan sets permitted for construction in the City of Gilroy. *(PUBLIC WORKS)*
98.	**TRASH CAPTURE DEVICES:** Project shall include a trash capture device at all locations prior to discharge into the public Storm Drain system (Example: CDS units). At first improvement plans submittal, show trash capture devices for all storm drain systems.
99.	**FIRE DEPARTMENT HYDRANT FLOW TEST**: The applicant shall perform a Fire Hydrant flow test to confirm the water system will adequately serve the development, and will modify any part of the systems that does not perform to the standards established by the City. Applicant shall coordinate with Fire Department for the Fire Hydrant flow test. The flow test results shall be submitted at first improvement plan submittal. *(PUBLIC WORKS)*

100.	**WATER CONSERVATION**: The project shall fully comply with the measures required by the City's Water Supply Shortage Regulations Ordinance (Gilroy City Code, Chapter 27, Article VI), and subsequent amendments to meet the requirements imposed by the State of California's Water Board. This ordinance established permanent voluntary water saving measures and temporary conservation standards. *(PUBLIC WORKS)*
101.	**PROJECT STUDIES**: The applicant shall submit, for City approval, any applicable water, sewer, storm drain, and traffic studies for the development deemed appropriate by the City Engineer. These studies shall provide the supporting hydraulic calculation for pipe sizing per the City Standard Design Guidelines. The study shall be reviewed and approved by Engineering. If the results of the study indicate that this development contributes to the over-capacity of the trunk line, the applicant will be required to mitigate the impact by removing and replacing, or upsizing of the existing utilities to accommodate the appropriate level of project flows to the approval of the City Engineer. The improvements shall be addressed on the construction drawings, to the approval of the City Engineer, prior to the issuance of the first City permit. *(PUBLIC WORKS)*
102.	**IMPACT FEES:** The project is subject to the City's Street Tree, Storm, Sewer, Water, Traffic, and Public Facilities Development Impact Fees. The City's latest impact fee schedule is available on the City's website. Payment of all Impact Fees is required at first building permit issuance. Fees shall be based on the current fee schedule in effect at the time of fee payment, consistent with and in accordance with City policy. Note that impact fees increase at the beginning of each fiscal year, July 1. Specific fee language is provided further in these conditions of approval. *(PUBLIC WORKS)*
103.	**STORMWATER MANAGEMENT PLAN**: At first improvement plan submittal, the applicant shall submit a Storm Water Management Plan (SWMP) prepared by a registered Civil Engineer. The SWMP shall analyze the existing and ultimate conditions and facilities, and the study shall include all off-site tributary areas. Study and the design shall be in compliance with Central Coast Regional Water Quality Control Board (CRWQCB) and the City's Stormwater Management Guidance Manual for Low Impact Development & Post Construction Requirements (latest edition). Existing off-site drainage patterns, i.e., tributary areas, drainage amount, and velocity shall not be altered by the development. Sizing tools for structural control measures for runoff retention can be found at https://countyofsb.org/pwd/sbpcw/development/new-and-redevelopment.sbc . Provide infiltration rates using a safety factor of 2 as part of your first improvement plan submittal. The plan shall be to the approval of the City Engineer and shall be approved prior to the issuance of the first City permit. *(PUBLIC WORKS)*
104.	**STORMWATER CONTROL PLAN**: At first improvement plan submittal, the applicant shall submit a design level Stormwater Control Plan Report (in 8 ½ x 11

	report format), to include background, summary, and explanation of all aspects of stormwater management. A report template can be found at the Central Coast Regional Board website (MS Word): https://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/Docs/lid/lid_hydromod_charette_index.html All new and disturbed areas (on-site and off-site) shall be accounted for and part of the stormwater management design calculations. The report shall also include exhibits, tables, calculations, and all technical information supporting facts, including but not limited to, exhibit of the proposed site conditions, which clearly delineates impervious and pervious areas on site. The plan shall provide a separate hatch or shading for landscaping/pervious areas on-site including those areas that are not bio-retention areas. This stormwater control plan report format does not replace, or is not in-lieu of any stormwater control plan sheet in the improvement plans. The stormwater control plan shall include a signed Performance Requirement Certifications specified in the Stormwater Guidance Manual. At applicant's sole expense, the stormwater control plan shall be submitted for review by an independent third party accepted by the City for compliance. Result of the peer review shall be submittal and approved by the City Engineer prior to the issuance of the first City permit. *(PUBLIC WORKS)*
105.	**REPAIR OF PUBLIC IMPROVEMENTS**: The applicant shall repair or replace all existing improvements not designated for removal, and all new improvements that are damaged during construction or removed because of the applicant's operations. The applicant shall request a walk-through with the Engineering Construction Inspector before the start of construction to verify existing conditions. Said repairs shall be completed prior to the first occupancy of the project. *(PUBLIC WORKS)*
106.	**ROADWAY AND INTERSECTION GEOMETRICS, ALIGNMENTS, PROFILES, & SIGNALS:** This project will be required to design and construct roadways and intersections as part of the development. Roadway geometrics, alignments, profiles, etc. are typical plan sheets when designing roadways. At first improvement plan submittal, include roadway and intersection drawings for geometrics, alignments, profiles, signals, etc. You may refer to Caltrans standards and plan preparation manual for examples. All geometric design of road segments and intersections shall conform to AASHTO and Caltrans standards.
107.	**LANE ALIGNMENT:** At first improvement plans submittal, the developer is responsible for showing on the plans lane striping at Intersections fronting the project and intersections identified in the traffic study. All intersections shall have lanes align from one side of the intersection to the far side of the intersection. Lane lines shall align with no offset through the intersection.

108.	**CAMINO ARROYO / GILROY CROSSING INTERSECTION:** At first improvement plan submittal, provide drawings for updating the existing signalized intersection. The current striping exiting the existing development is a double left and a single a right. Vehicles leaving the existing Gilroy Crossing shopping center will require a through lane heading East into the proposed development.
109.	**TRUCK TURNS:** At first improvement plan submittal, provide Truck Turn exhibits. The provided planning level documents showed trucks going into oncoming traffic which is not allowed. Trucks entering and leaving the proposed development and crossing lanes of traffic is not allowed. Truck turning templates shall clearly show trucks entering the proposed development while staying within the travel lane closest to the development and not having to use additional lanes. All frontage roads, frontage intersections, project entrances/exits, intersections identified in the traffic study, roadways identified in the traffic study, and on-site shall be modeled using autoturn for appropriate large truck turning movements, CA legal 67' trucks and City of Gilroy Fire Trucks. All truck movements shall not conflict with opposing lanes. All intersection lane widths shall be dictated by truck movements. Show all possible truck turning movements at all intersections at appropriate scales.
110.	**SIGHT DISTANCE:** At first improvement plan submittal, provide sight distance plans that clearly show standard sight distance will be provided and no items obstruct sight distance for driveways, roadways, intersections, etc. Please note that private signs, fences, walls, buildings, landscape features, above ground utilities, guardrail, barriers, railing, art, etc. will not be allowed within sight distance triangles. Provide all Sight Distance plans per Caltrans, AASHTO, and NCHRP Requirements for all project frontage access points, driveways, roadways, and offsite mitigation measure locations. These calculations shall be done as part of the first improvement plan submittal because it is important to ensure the development meets sight distance standards and all roadways, intersections, driveways, and access points to these facilities are safe for motorists and pedestrians. Sight distance plans shall approved by the City Engineer prior to first permit issuance. *(PUBLIC WORKS)*
111.	**DRIVEWAYS:** The transportation analysis/traffic study identifies proposed Driveway 1 (driveway nearest HWY 152) conflicting with the widening improvements required to improve the Camino Arroyo left and right turn lane. Multiple turn lanes along Camino Arroyo have been identified as deficient and shall be improved per the Traffic Study. There is also a VTA bus stop in this area that requires improvements to the latest VTA standards. All project driveways shall not be detrimental to abutting streets capacities, safety, and/or efficiency. All project driveways shall not be located within the functional area of an intersection or in the influence area of an adjacent driveway. All Project driveways shall not conflict with

	intersections, bus stops, turn lanes, bike lanes, surrounding business access, etc. Tenants and customers will still be able to access the development from the signalized intersection at Camino Arroyo/Gilroy Crossing Shopping Center. Proposed driveway 1 will not be allowed per the above mentioned items. At first improvement plan submittal, include fully designed intersections and frontage improvements per the project Transportation Analysis including all appropriate geometry, signal equipment, turn lanes, bay tapers, through lanes, bike lanes, etc. per Caltrans, AASHTO, NCHRP, & City Standards.
112.	**DRIVEWAY DESIGN**: Driveway grades shall be designed to keep a standard design vehicle from dragging or "bottoming out" on the street or driveway, and to keep water collected in the street from flowing onto the lots. The details of such design shall be provided on the site civil improvement plans at first improvement plan submittal to the satisfaction of the City Engineer. *(PUBLIC WORKS)*
113.	**SIGNING AND STRIPING:** At first improvement plans submittal, the developer is responsible for including signing and striping plans for all areas along the project frontage, all offsite areas identified in the traffic study, and all on-site areas. Signing and striping shall be designed to Caltrans and CAMUTCD standards. All signing and striping plans need to be designed to account for truck turn exhibits. Installation of all signing and striping shall be done as part of Phase 1 of the project. *(PUBLIC WORKS)*
114.	**NO STOPPING ANY TIME SIGNS:** "No Stopping Any Time" signs shall be placed along the entire project frontage. Spacing of the signs should be approximately 75'-100'.
115.	**GRADING & DRAINAGE:** Adjust grade breaks and/or field inlets to capture and direct all stormwater into the stormwater treatment areas prior to entering the public right of way and storm drain facilities. On-site stormwater facilities need to be sized to account for off-site impervious improvement areas. *(PUBLIC WORKS)*
116.	**GRADING & DRAINAGE**: All grading activity shall address National Pollutant Discharge Elimination System (NPDES) concerns. There shall be no earthwork disturbance or grading activities between September 15th and April 15th unless otherwise approved by the City Engineer. If approved, the applicant shall submit a Winterization Erosion Control Plan to the City Engineer for review and approval. This plan shall incorporate erosion control devices and other techniques in accordance with Gilroy Municipal Code § 27C to minimize erosion. Specific measures to control sediment runoff, construction pollution and other potential construction contamination sediment runoff, construction pollution and other potential construction contamination shall be addressed through the Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP). The SWPPP

	shall supplement the Erosion Control Plan and project improvement plans. These documents shall also be kept on-site while the project is under construction. A Notice of Intent (NOI) shall be filed with the State Water Resources Control Board, with a copy provided to the Engineering Division before a grading permit will be issued. A project WDID# shall be added to the grading plans prior to plan approval. *(PUBLIC WORKS)*
117.	**PUBLIC FIRE HYDRANTS:** Fire Hydrant spacing along the project frontage is not per City Standards, Specs, or Guidelines. At first improvement plan submittal, the developer is responsible for showing on the plans the installation of fire hydrants spaced along project frontage per City standards, specs, and guidelines. Installation of the fire hydrants including concrete pads shall be done as part of Phase 1 of the project.
118.	**PAVEMENT SECTION:** At first improvement plan submittal, show pavement sections for all roadways, roadway widening, and drive isles per the Geotechnical Engineering recommendations. Pavement section shall consist of a minimum 6" AC per City standard. Lime treatment is not allowed within public right of way or easements.
119.	**GEOTECHNICAL ENGINEER**: Prior to first permit issuance, the applicant's Geotechnical Engineer shall review the final grading, pavement design and drainage plans to ensure that said designs are in accordance with the recommendations or the project geotechnical study, and the peer review comments. The applicant's Geotechnical Engineer's approval shall then be conveyed to the City either by letter, or by signing the plans. All grading operations and soil compaction activities shall be per the approved project's design level geotechnical report. All grading activities shall be conducted under the observation of, and tested by, a licensed geotechnical engineer. A report shall be filed with the City of Gilroy for each phase of construction, stating that all grading activities were performed in conformance with the requirements of the project's geotechnical report. The applicant shall add this condition to the general notes on the grading plan. Certification of grades and compaction are required prior to Building Permit final. This statement must be added as a general note to the Grading and Drainage Plan. *(PUBLIC WORKS)*
120.	**FINISH FLOOR ELEVATION**: Site design, including building finished floor elevations, shall comply with the 1995 Uvas Creek Overflow Floodplain Delineation Project prepared by Schaaf & Wheeler Consulting Civil Engineers. The project will be required to have a hydrologist review the project grading, to confirm this project

	does not have cumulative impacts to floodwaters. The City will require a review letter by Schaaf & Wheeler (Contact Caitlin Gilmore at 415-823-4964, Schaaf & Wheeler) be submitted to the approval of the City Engineer prior to the issuance of the building permit. *(PUBLIC WORKS)*
121.	**ENCROACHMENT PERMIT REQUIREMENTS AND INSURANCE**: The applicant must obtain an encroachment permit prior to the first building permit submittal and prior to any work being done in the City's right-of-way. Refer to the following link for encroachment permit requirements: https://www.cityofgilroy.org/244/Encroachment-and-Transportation-Permits Submit the encroachment permit at first improvement plan submittal to Weston.hill@cityofgilroy.org The applicant shall have off-site improvement plans prepared for all work in the public right-of-way by a licensed civil engineer, whose signed engineer's stamp shall appear on the plans. All design assumptions and criteria shall be submitted with each submittal. Final construction plans shall be approved by the City Engineer, and released for construction, with the issuance of the encroachment permit. Right-of-way improvements shall include, but not limited to, the following items: *(PUBLIC WORKS)* a. **STREET WIDENING**: The applicant shall widen all streets and intersections identified in the Traffic Study. The applicant shall install new street section, curb, gutter, and sidewalk and relocate affected utilities as directed by the City Engineer. All work shall be shown on the required improvement plans. b. **STREET TREES**: The applicant shall plant street trees along the project frontage to match the City of Gilroy's Street Tree Plan in effect at the time of construction. The street tree plans shall be per City Standard Drawings and will include City Standard tree grates. Trees shall be placed between the curb and sidewalk along Camino Arroyo. Trees shall be placed behind the back of sidewalk along Holloway Rd because sidewalk along Holloway will be monolithic per City Standard. c. **FRONTAGE LANDSCAPING**: The landscaping area between the Camino Arroyo back of curb and the sidewalk shall be a minimum of 4.5' wide per City Standard. The landscaping area for street trees along Holloway shall be a minimum of 4.5'. Coordinate with the planning department for additional landscaping requirements fronting the project within private property. d. **TREE GRATES**: The applicant shall install City Standard Tree Grates as specified in the approved plans. Tree grates shall be 4'x6', model OT-T24 by

Urban Accessories, and shall be black power coated. The tree grates shall be shown on the improvement plans to be located to the approval of the City Engineer, and shall be installed with the street trees as part of Phase 1.

e. **STREET MARKINGS**: The applicant shall install necessary street markings of a material and design approved by the City Engineer, and replace any that are damaged during construction. These include but are not limited to all pavement markings, painted curbs and handicap markings. All permanent pavement markings shall be thermoplastic and comply with Caltrans Standards. Color and location of painted curbs shall be shown on the plans, and are subject to approval by the City Engineer. Any existing painted curb or pavement markings no longer required shall be removed by grinding if thermoplastic, or sand blasting if in paint.

f. **SIGNAGE**: The applicant shall install all necessary temporary and permanent street signs of a material and design approved by the City Engineer, and replace any that are damaged during construction. All permanent signs shall comply with CAMUTCH and Caltrans Standards. Any existing signs no longer required shall be removed.

g. **SIDEWALK**: The applicant shall remove and replace to existing City standards all damaged and non-City Standard sidewalk with a new 6-ft commercial sidewalk surrounding the entire project site. The actual amount of sidewalk to be replaced shall be identified in the improvement plans. Sidewalk replacement shall be constructed per the City Standard Drawings. New 6-ft commercial sidewalk shall be installed along the entire project frontage per City Standard Drawings.

h. **CURB RAMP(S)**: The applicant shall construct all curb ramps in accordance with the latest Caltrans standards. The actual ramp "Case" shall be identified on the plans and shall be to the approval of the City Engineer. Dual curb ramps on the northeast and southeast quadrant shall be installed at the existing signalized intersection project entrance. Curb ramps along the project frontage and intersections fronting the project are not currently being shown. Curb ramps at all intersections along the project frontage, roadways, and intersections identifies in the Traffic study shall be ADA compliant and be designed to latest Caltrans Standards. If there are no curb ramps or existing curb ramps are not ADA compliant, developer shall install ADA compliant curb ramps in all the above-mentioned locations. Crosswalk paths and paths connecting curb ramps shall also meet ADA and PROWAG standards. Any existing crosswalks and paths connecting curb ramps that do not meet ADA and PROWAG standards shall be removed and replaced to meet ADA and PROWAG standards.

i. **CURB AND GUTTER**: At first improvement plan submittal, show the removal and replacement of any damaged and non-City Standard curb and gutter along the project frontage, intersections along the project frontage, roadways identified in the Traffic Study, and intersections identified in the Traffic Study. Removal and replacement limits shall be from expansion joint to expansion joint per City standard. Show the removal and replacement of curb and gutter for locations where existing utilities need to be removed where they cross the curb and gutter. Also show the removal and replacement of curb and gutter where new utilities will cross the curb and gutter. The actual amount of curb and gutter to be replaced shall be determined by the Public Works Construction Inspector and confirmed by the City Engineer in the field prior to construction. New curb and gutter shall be constructed per the City Standard Drawing STR-12.

j. **VALLEY GUTTER**: The applicant shall remove and replace to existing City Standards any valley gutter that is damaged now or during construction of this project. New valley gutter shall be constructed per the City Standard Drawing. Doweling shall be provided to prevent vertical deflection into any abutting curb and gutter sections. The actual limits of valley gutter repair shall be identified in the plans at first improvement plans submittal.

k. **DRIVEWAY APPROACH(ES)**: The applicant shall install City Standard Commercial driveway approaches as shown on the approved plans. The new commercial driveway approach shall be constructed per the City Standard Drawing.

l. **DRIVEWAY TRANSITIONS**: The applicant shall construct new driveway transitions at the existing driveway approach along the project frontage per the City Standard Drawing "Standard Commercial Driveway Approach."

m. **SEWER LATERAL**: The applicant shall install a sewer lateral and main line connection to the sewer main located in Camino Arroyo. Connection to the City main will be with a Manhole.

n. **SANITARY SEWER MANHOLES**: The applicant shall install standard sanitary sewer manholes and test manholes, per approved plans and in accordance with the City Standard Drawing.

o. **STORM DRAIN MANHOLES**: The applicant shall install standard storm drain manholes, per approved plans and in accordance with the City Standard Drawing.

p. **STORM WATER CATCH BASINS:** The applicant shall install standard storm water catch basins, in accordance with the City Standard Drawing.

	q. **STREET LIGHTS**: i. *Cobra Head.* The applicant shall provide and install standard aluminum electrolier street light(s) per City Standard Drawing EL-1 to EL-5. The applicant is responsible for all PG&E service fees and hook-up charges. Any new service point connection required to power the new lights shall be shown on the construction drawings along with the conduit, pull boxes and other items necessary to install the street lights. An Isometric lighting level needs to be provided by the designer/contractor. A separate light study may be required by the City Engineer. The new street light shall has 32' mounting height per Standard Drawing EL-3, with mounting arm length per Standard Drawing EL-4, the Fixture shall be Leotek GC1 or GC2 series in an approved configuration per detail EL-2 or approved equal. The arm shall be installed at the location as shown on the approved plans. r. **FIRE HYDRANTS**: The applicant shall install new fire hydrants along the project frontage. Spacing shall meet City and Fire Marshall requirements. s. **BUS STOPS**: There are existing bus stops along the proposed project frontage that need to be updated to the latest VTA standards. At first improvement plan submittal, show updated bus stops. This project will require review and approval by VTA prior to first permit issuance. t. **WATER SERVICES**: Project will need to evaluate if surrounding domestic water services can provide the new development water use demands (pressure and volume). If existing services do not meet the water use demands, the developer shall install new water lines and services.
122.	**POTHOLE REQUIREMENTS:** The applicant is required to confirm the location of existing utility lines along the project frontage by potholing. Prior to any potholing, applicant shall submit a pothole plan for City review and approval. Applicant shall provide the pothole result to the City Engineer prior to final design.
123.	**EASEMENTS:** Show and label the locations of the existing and proposed Easements on all plans. Identify what easements will be preserved or adjusted. This includes public service easements, public utility easements, private storm drainage, private sanitary sewer, private water, reciprocating ingress/egress easements between lots shown in this Tentative Map, reciprocating ingress/egress easements with the proposed development to the East, etc.
124.	**ACCESS TO EAST DEVELOPMENT:** At first improvement plan submittal, show access to the proposed development located on the East project boundary. Site plan shall be designed with a wide enough drive isle to accommodate two-way traffic going to the development East of the project boundary.

125.	**UTILITIES**: All new services to the development shall be "underground service" designed and installed in accordance with the Pacific Gas and Electric Company, AT&T (phone) Company and local cable company regulations. Transformers and switch gear cabinets shall be placed underground unless otherwise approved by the Planning Director and the City Engineer. Underground utility plans must be submitted to the City prior to installation. *(PUBLIC WORKS)*
126.	**STREET CUT MORATORIUM:** Camino Arroyo is part of the Street Cut Moratorium due to the recently completed paving project. The project is proposing to make new pavement cuts on the newly resurfaced Camino Arroyo. Also, the project will create additional construction traffic and create additional future traffic all reducing the City Pavement Condition Index. The project shall grind and pave the entire width of Camino Arroyo (Lip of Gutter to Lip of Gutter) along the entire project frontage with a minimum 2.5” hot mix AC, and with pavement section dig-outs and repairs. Extend of the dig-outs and repairs to be determined by the Developers Geotechnical Engineer and City Engineer. *(PUBLIC WORKS)*
127.	**PAVEMENT RESTORATION:** Due to the proposed development making pavement cuts into the existing roadway, additional construction traffic, and additional future traffic all reducing the City Pavement Condition Index, show on the plans pavement grind and pave along Holloway Rd. project frontage (half roadway width) with a minimum 2.5” hot mix AC with pavement section dig-out repairs. Also show on the plans pavement crack seal and microsurface slurry seal along the entire frontage of Holloway Rd (lip of gutter to lip of gutter). The extent of the pavement section dig-out repairs to be determined by the developer’s geotechnical engineer and to be confirmed by the City Engineer. The City Engineer shall approve the roadway repair prior to the release of utilities, final inspection, or issuance of a certificate of occupancy, whichever occurs first. (PUBLIC WORKS)
128.	**EXTERIOR SITE LIGHTING STANDARDS**: The applicant shall submit a photometric plan for on-site lighting showing lighting levels to Illuminating Engineering Society (IES) Standards. The plan shall comply with the requirement of an average of 1 foot-candle with a 4:1 minimum to average ratio and a minimum lighting of 0.3 foot-candle. This lighting standard is applicable to all publicly-accessibly parking lots, driveways, circulation areas, aisles, passageways, recesses, and publicly-accessible grounds contiguous to all buildings. Private, interior courtyards not accessible to the public are not required to meet this standard. The lighting system shall be so designed as to limit light spill beyond property lines and to shield the light source from view from off site. The photometric plan shall be approved by the City Engineer or their designee and shall be addressed on the construction plans submitted for any demolition permit, building permit, or grading permit and shall be satisfied prior to issuance of whichever

	permit is issued first. Any subsequent building permits that include any site lighting shall also meet these requirements. *(PUBLIC WORKS)*
129.	**STREET LIGHTING STANDARDS**: The applicant shall submit plans for street/sidewalk showing lighting levels to Illuminating Engineering Society (IES) Standards. At first submittal, provide a photometrics plan along the project frontage. Also provide photometric plans for all the streets and intersections identified in the traffic study. If the existing lighting is not to current City Standard, the project shall install the necessary streetlights to meet the minimum lighting requirements. Photometrics shall meet the following standards: a. Arterial Streets: 1.0 fc average. 3/1 average to minimum uniformity. 0.34 fc minimum b. Collector Streets: 0.6 fc average. 4/1 average to minimum uniformity. 0.2 fc minimum c. Local Streets: 0.4 fc average. 6/1 average to minimum uniformity. 0.07fc minimum. d. High Volume Intersections: 1.1fc average. 3/1 average to minimum uniformity. 0.4 fc minimum. e. Low Volume Intersections: 0.7 fc average. 4/1 average to minimum uniformity. 0.2 fc minimum. The applicant shall submit a photometric plan identifying how these lighting levels are being met given the site geometrics, using the City Standard street lights, and a Type III lighting distribution. The width of the street and lighting levels shall determine the lighting spacing. Street lights and pull boxes shall be installed in the planter strip if one is present, or behind the back of walk where feasible so as to maintain sidewalk clear of obstructions to the approval of the City Engineer. All new streetlight meter pedestals shall be located behind the back of sidewalk and there shall be a minimum of 3' clearance from the back of sidewalk to the face of utility box. Lighting shall be provided on both sides of the roadways. The photometric plan shall be approved prior to the issuance of the first City permit. *(PUBLIC WORKS)*
130.	**FENCES AND OTHER PERMANENT STRUCTURES LOCATED OUTSIDE OF CITY RIGHT-OF-WAY**: The applicant shall locate all project fencing and foundation of a permanent nature within the project's property and outside of the City right-of-way and outside of the Public Easement. *(PUBLIC WORKS)*
131.	**STORM DRAIN INLETS:** Storm drain inlet spacing along the project frontage is not per City Standards, Specs, or Guidelines. At first improvement plan submittal, the developer is responsible for showing on the plans installation of drainage inlets spaced along the project frontage per City Standards, Specs, and Guidelines. Installation of the storm drain inlets shall be done as part of Phase 1 of the project.

132.	**STORM DRAIN INLETS AND WATERWAYS**: Per the City's Clean Water Program's requirements, the applicant shall mark with the words "No Dumping! Flows to Bay," or equivalent, using methods approved by the City standards on all storm inlets surrounding and within the project parcel. Furthermore, storm drains shall be designed to serve exclusively stormwater. Dual-purpose storm drains that switch to sanitary sewer are not permitted in the City of Gilroy. *(PUBLIC WORKS)*
133.	**DOMESTIC WATER:** At first improvement plan submittal, show the installation of domestic water service per City Standards. Water meter shall be located at the back of sidewalk within the Public Easement. Install backflow preventer on private property completely outside of the public right of way and completely outside of public easement per City Standards. Existing services not being used along the project frontage shall be removed up to the main line.
134.	**LANDSCAPE WATER:** At first improvement plan submittal, show the installation of landscaping water service per City Standards. Water meter shall be located at the back of sidewalk within the Public Easement. Install backflow preventer on private property completely outside of the public right of way and completely outside of public easement per City Standards. Existing services not being used along the project frontage shall be removed up to the main line.
135.	**SEPARATE WATER METERS SERVICES**: When a development includes multiple uses (mixed use or other), within one area designated as restaurant space, there shall be a separate water service and meter for the commercial space and a separate water meter for the other development use(s). This will facilitate the accurate assessment of the Sewer Service Charge, which is based on water use and customer class. *(PUBLIC WORKS)*
136.	**GARBAGE/RECYCLE STORAGE AND SERVICE**: The applicant shall provide an adequate area for the purposes of storing garbage and recycling collection containers for scheduled servicing by the franchise solid waste collection service. The containers shall be placed at the service location allowing enough room for the truck to safely approach the containers. The collection containers shall be brought to the service area on the day of service and returned to the storage enclosure by the property owner. The containers are not to be in public view prior to, or beyond the scheduled service times. The applicant shall obtain a review letter from the City's franchise solid waste collection service provider (Recology) confirming serviceability and site accessibility of the solid waste pickup as designed and shown on the project plans and provide to the City Engineer for approval. Contact Lisa Patton, Operations Manager 408-846-4421. No public right of way areas to be used for solid waste pickup. Provide confirmation that the garbage truck can fully access the site and does not have to "back up" into City Right of Way or Easement. There can be no interruption to the City Right of Way or easements due to solid

	waste pickup. *(PUBLIC WORKS)*
137.	**FUEL DISPENSING AREAS**: Per Gilroy Municipal Code Section 27C.8 *Prohibition of Discharges from Industrial or Commercial Activity*, the applicant shall install impermeable surfaces that are graded at the minimum slope necessary to prevent ponding and separated from the rest of the site by a grade break that prevents run-on of stormwater to the maximum extent practicable. A canopy that extends a minimum of ten feet in each direction from each pump shall cover fueling area. The canopy shall not drain onto the fueling area. *(PUBLIC WORKS)*
138.	**UNDERGROUND FRONTAGE UTILITY LINES**: The applicant must underground all overhead utilities, and remove all related utility poles, along the project frontage and project boundary from utility pole to utility pole. The applicant shall be responsible for the coordination with all utility companies existing on the poles and coordinate for their undergrounding or relocation as necessary so that the project frontage and boundary is free from utilities to the approval of the City Engineer. The applicant shall submit plans for this undergrounding work with the civil plans submitted at first improvement plan submittal. Permitting for this undergrounding work shall occur prior to the issuance of the first building permit unless otherwise approved by the City Engineer. *(PUBLIC WORKS)*
139.	**DRAINAGE:** Drainage designed into landscaping with the purpose of reducing volume or improving quality of runoff from the site shall be implemented according to the requirements of the Stormwater Management Guidance Manual for Low Impact Development & Post Construction Requirements (June 2015) and shall also be, subject to the approval of the City Engineer. No increase to the peak discharge shall be permitted downstream. In addition, discharge must conform to any non-point source permit issued by the Regional Water Quality Control Board. Drainage improvements made on-site shall conform to standard engineering practices and shall not allow any site drainage to impact adjacent properties. All drainage capacity calculations shall be performed by a licensed Civil Engineer, whose signed engineer's stamp shall appear on the calculations sheets, and shall be submitted to the City for review and approval with the project civil plans. For projects that include permanent structural controls for water quality protection, the O&M (operation and maintenance) procedures for such control features shall be submitted in a site-specific Stormwater Control Plan (SWCP) which shall be reviewed and approved prior to occupancy. A formal O&M Agreement shall specify the owner's responsibility to ensure their ongoing effective operation and maintenance. Such O&M responsibility requirements shall be recorded on the property deed. If the project is proposing to connect to an existing storm drain system within or downstream from the site, the design engineer shall provide calculations with the

	final design plans to demonstrate that the downstream drainage system has adequate capacity to accommodate the additional site flows being added to the system for the design storm per City Standards. The calculations shall be to the approval of the City Engineer prior to the issuance of the first City permit. *(PUBLIC WORKS)*
140.	**STORMWATER:** The project shall prepare a hydraulic study to evaluate the stormwater impacts and impacts to surrounding discharge locations and receiving waters. Stormwater detention shall be designed to not exceed existing condition discharge rates under stormwater events range of events, such as the 2-yr., 10-yr., and 25-yr. events. Refer to the City of Gilroy General Guidelines Section 7 #13 "A 24-hour, 25-year storm, total rainfall of 4.79 inches shall be used if a reasonable outlet is provided (detention). If no disposal other than evaporation, percolation or irrigation is provided (retention), a 24-hour, 100-year storm, total rainfall of 5.59 inches, shall be used. 25% of the total basin volume shall be considered as freeboard." https://www.cityofgilroy.org/260/Standards-Specifications
141.	**STORMWATER MANAGEMENT**: At Developer's sole expense, Developer shall submit results from a third-party review of the project's stormwater design. The results shall confirm that the project is complying with requirements set in the City of Gilroy Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements. *(PUBLIC WORKS)*
142.	**SITE LANDSCAPING COORDINATION**: The site landscaping needs to be coordinated between the stormwater treatment area and the overall site landscaping plan area. The landscaping within the stormwater treatment area will not count towards the site landscaping requirement. Stormwater treatment areas should be identified on the site first, and then site landscaping to make sure the correct plant material is identified for each area. Some site landscaping plant material may not be suitable in stormwater treatment areas due to the nature of the facility. Sewer facilities cannot be aligned through stormwater treatment facilities. It is the applicant's responsibility to coordinate the civil stormwater treatment facilities and the plans from the project landscaper. *(PUBLIC WORKS)*
143.	**PARKING LOTS**: The applicant shall submit plans for all required off-street parking lots showing proper grading, drainage, ramps profile, and parking dimensions in conformance with City parking standards. The plans shall be approved by the City Engineer prior to the issuance of the first City permits. *(PUBLIC WORKS)*
144.	**BICYCLE PARKING**: The applicant shall provide both long-term bicycle lockers and short-term bicycle racks on-site, as shown on the approved site plan, to the approval of the City Engineer. *(PUBLIC WORKS)*

145.	**OFF-HOURS MATERIAL DELIVERY**: The applicant shall coordinate with the future site operators so that all site delivery of materials and goods are delivered off-hours and on-site. This will allow the on-site customer parking for the development site to be utilized during business hours, and not be impacted by the staging of delivery vehicles. The applicant shall provide a written plan, to ensure that this condition is satisfied, prior to occupancy of the first site building. The plan shall be to the approval of the Planning Manager and City Engineer. *(PUBLIC WORKS)*
146.	**TRAFFIC SIGNAL EQUIPMENT**: Per the project Transportation Analysis/Traffic Study dated October 10, 2022, the applicant shall procure all equipment and install, at developers cost, signal improvements. The signal equipment shall be to City Standard (unless Caltrans requires their standard to be met). The signal equipment shall include a 2070 controller with the latest McCain software, type 332 cabinet, and meet the requirements of the City Traffic Signal Design Standards. Signal equipment shall be installed at the back of walk to provide for a clear sidewalk at the intersection. Design shall be to the approval of (Caltrans and) the City Engineer, and shall be installed as part of Phase I and prior to occupancy of the first project building. *(PUBLIC WORKS)*
147.	**ADDRESS PLAN**: The applicant shall submit to the Public Works Department a final address plan. The plan shall be substantially in conformance with the address plan approved with the Arch & Site application. Said submittal shall be approved by the City Engineer prior to the submittal of plans for any demolition permit, building permit, or site development permit and shall be satisfied prior to issuance of whichever permit is issued first. *(PUBLIC WORKS)*
148.	**PERMITS REQUIRED BY OTHER AGENCIES**: The applicant shall obtain all applicable permits and approval from federal, state, and local agencies as required to construct the proposed improvements. The applicant is hereby informed that permits may be required by one (1) or more of the following: Caltrans, VTA, Army Corps of Engineers, UPRR/CPUC, Valley Water, Fish and Wildlife, Regional Water Quality Control Board, Santa Clara County Roads and Airports, Santa Clara Valley Water District or Habitat Permit. If project is within jurisdiction of any of these agencies, verification of permit or waiver of permit must be given to the Public Works Department prior to issuance of any required City permits. If the City is required to be a party to the permit application and a fee is required, the applicant shall reimburse the City for its cost. A copy of these permits shall be provided to the satisfaction of the City Engineer prior to the issuance of the first City permit. *(PUBLIC WORKS)*
149.	**CALTRANS PERMIT**: Prior to the issuance of the first City permit, the applicant must submit evidence to the Public Works Department of approval by the State of

	California for the performance of any work within the State right-of-way. If the City is required to be a party to the permit application and a fee is required, the applicant shall reimburse the City for its cost. The Applicant is encouraged to contact the Caltrans permit office as soon as possible to learn what is required to obtain Caltrans approval and issuance of a State Encroachment Permit. *(PUBLIC WORKS)*
150.	**STREET TREE DEVELOPMENT IMPACT FEE**: The applicant shall pay a fee to prove funding towards additional tree planting in the City. The fee is based on the amount of added hardscape the project is adding. The estimated impact fee, based on the approved plans, is $7,287. This fee is only an estimate. The actual impact fee will be calculated based on building permit plans submitted, and the fees approved by the City Council in place at the time of the building permit submittal. The fee shall be collected by the Public Works Department and paid prior to issuance of the first City permit. *(PUBLIC WORKS)*
151.	**STORM DEVELOPMENT IMPACT FEE**: The applicant shall pay a fee proportional to the project's share of storm drainage flowing off-site, and shall be used to enhance the City's storm drainage system based on the recommendations of the adopted Storm Drainage Master Plan. The estimated impact fee, based on the approved plans, is $12,014. This fee is only an estimate. The actual impact fee will be calculated based on building permit plans submitted, and the fees approved by the City Council in place at the time of the building permit submittal. The fee shall be collected by the Public Works Department and paid prior to issuance of the first City permit. *(PUBLIC WORKS)*
152.	**SANITARY SEWER DEVELOPMENT IMPACT FEE**: The applicant shall pay a fee proportional to the project's share of the increase amount of sewage generated by the project, which shall be used to enhance the City's sewer system based on the adopted Sewer Master Plan. The estimated impact fee, based on the approved plans, is $1,542,728. This fee is only an estimate. The actual impact fee will be calculated based on building permit plans submitted, and the fees approved by the City Council in place at the time of the building permit submittal. The fee shall be collected by the Public Works Department and paid prior to issuance of the first building permit. At first improvement plan submittal, applicant's engineer shall submit a calculation for sanitary sewer and water generation per the City's Master Plan design criteria. The fee shall be collected by the Public Works Department and paid prior to issuance of the first building permit. *(PUBLIC WORKS)*
153.	**WATER DEVELOPMENT IMPACT FEE**: The applicant shall pay a fee proportional to the project's share of impact to the City's water system, and the water needs of the development. The fee shall be used to fund improvements identified in the City's Water Master Plan. The estimated impact fee, based on the approved plans,

	is $402,763. This fee is only an estimate. The actual impact fee will be calculated based on building permit plans submitted, and the fees approved by the City Council in place at the time of the building permit submittal. At first improvement plan submittal, applicant's engineer shall submit a calculation for water generation per the City's Master Plan design criteria. The fee shall be collected by the Public Works Department and paid prior to issuance of the first building permit. *(PUBLIC WORKS)*
154.	**TRAFFIC IMPACT FEE**: The applicant shall pay a fee proportional to the project's share of transportation improvements needed to serve cumulative development within the City of Gilroy. The funds shall be used to fund improvements identified in the City Traffic Circulation Master Plan. The estimated impact fee, based on the approved plans, is $2,568,157. This fee is only an estimate. The actual impact fee will be calculated based on building permit plans submitted, and the fees approved by the City Council in place at the time of the building permit submittal. The fee shall be collected by the Public Works Department and paid prior to issuance of the first building permit. *(PUBLIC WORKS)*
155.	**PUBLIC FACILITIES IMPACT FEE**: The applicant shall pay a fee proportional to the project's share of the increase to the use of City Public facilities. The estimated impact fee, based on the approved plans, is $3,897,623. This fee is only an estimate. The actual impact fee will be calculated based on building permit plans submitted, and the fees approved by the City Council in place at the time of the building permit submittal. The fee shall be collected by the Public Works Department and paid prior to issuance of the first building permit. *(PUBLIC WORKS)*
156.	**CONSTRUCTION NOTICING**: At least two week prior to commencement of any on or off-site work, the applicant shall post at the site, and to property owners within (300') three hundred feet of the exterior boundary of the project site a notice that construction work will commence on or around the stated date. The notice shall include a list of contact persons with name, title, phone number and area of responsibility. The person responsible for maintaining the list shall be included. The list shall be current at all times and shall consist of persons with authority to initiate corrective action in their area of responsibility. The names of individuals responsible for dust, noise and litter control shall be expressly identified in the notice. Noticing shall be in both English and Spanish. The notice shall be submitted for review to the approval of the City Engineer two weeks prior to the issuance of the first City permit. *(PUBLIC WORKS)*
The following conditions shall be met prior to the approval of the FINAL MAP or PARCEL MAP, or if another deadline is specified in a condition, at that time.	

157.	**DEDICATIONS**: The applicant or owner shall dedicate all necessary right of way along the project frontage, project boundary, and all off-site locations in order to construct the improvements identified in the Transportation Analysis/Traffic Study. Where required, the applicant shall also dedicate a property line radius at the corner of his property. *(PUBLIC WORKS)*
158.	**DEDICATION OF EASEMENT**: The applicant shall dedicate a 16-ft Public Utility Easement to the City for public utilities per City Standards. The easement shall be conveyed by the associated Parcel/Final Map. The applicant shall prepare the easement conveyance documents for review to the approval of the City Engineer. The easement shall be recorded with the County of Santa Clara prior to the issuance of the first City permit. *(PUBLIC WORKS)*
159.	**DRIVEWAY ACCESS EASEMENT**: The applicant or owner shall dedicate reciprocal driveway ingress and egress easements, as delineated on the approved plans. Said easements shall be approved by all affected property owners. The easements shall be approved by the City Engineer, recorded with the County Recorder's Office, and a recorded copy of the document returned to the City prior to the issuance of the first City permit. The easement may also be designated on any associated parcel or subdivision map. *(PUBLIC WORKS)*
160.	**PARCEL MAP**: It shall be the applicant's responsibility to have a parcel map, prepared by a person authorized to practice land surveying in California, delineating all parcels created or deleted and all changes in lot lines in conformance with the Gilroy Municipal Code. The parcel map shall be approved by the Department of Public Works and recorded with the County Recorder's Office prior to the issuance of the first City permit. A parcel map guarantee shall be submitted to the City, by the applicant's title company, prior to release of the parcel map to the title company for recordation. Prior to the City's release of the parcel map to the title company, the applicant may, at the discretion of the City Engineer, be required to submit to the City an electronic copy of the map in the AutoCAD Version being used by the City at the time of recordation. It is the applicant's responsibility to check with their title company and the County Recorder's Office to determine the time necessary to have the map recorded after City approval. *(PUBLIC WORKS)*
161.	**SUBDIVISION (FINAL) MAP**: The applicant shall have a subdivision map, prepared by a person authorized to practice land surveying in California, delineating all parcels created or deleted and all changes in lot lines in conformance with the Gilroy Municipal Code. The Final Subdivision Map shall be approved by the Department of Public Works and recorded by the County Recorder's Office prior to the issuance of the first City permit. A map guarantee shall be submitted to the City, by the applicant's title company, prior to release of

	the map to the title company for recordation. Prior to the City's release of the final map to the title company, the applicant may, at the discretion of the City Engineer, be required to submit to the City an electronic copy of the map in the AutoCAD Version being used by the City at the time of recordation. It is the applicant's responsibility to check with their title company and the County Recorder's Office to determine the time necessary to have the map recorded after City approval. The Subdivision (Final) Map shall be presented to the City Council for review and action. The City Council meeting will be scheduled approximately fifty (50) days after the Subdivision (Final) Map is deemed technically correct, and Improvement Plans with supporting documents, reports and agreements are approved by the City. Executed Subdivision (Final) Map shall be returned to the City Public Works Department if Subdivision (Final) Map has not been filed in the County Recorder's Office within ninety (90) days from the date of City Council's approval. (Note: This item to also be added for condominium projects.) (PUBLIC WORKS)
162.	**PROPERTY IMPROVEMENT AGREEMENT (PIA)**: The applicant shall enter into a property improvement agreement with the City per Gov. Code Section 66462(a), and shall arrange to provide Payment and Performance bonds each for 100% of the cost of public infrastructure improvements to be constructed in the public right-of-way. These improvements shall include, but not be limited to, roadway construction, sidewalk, curb and gutter, water lines, storm lines, sewer lines, street lights, and signal equipment. City Standard insurance shall be provided per the terms of the agreement. The agreement will be forwarded to the City Council for approval with project (parcel or final) map. The PIA shall be approved by the City Council prior to the issuance of the first project permit. *(PUBLIC WORKS)*
163.	**LANDSCAPE MAINTENANCE AGREEMENT:** The developer will be required to enter into a landscape maintenance agreement for the maintenance of landscape in the public right of way along the project frontage.
164.	**MONUMENTS:** The applicant shall arrange for the engineer to have all monuments set per the recorded final map. A certificate letter by the Surveyor or Engineer will be provided to the City Engineer. *(PUBLIC WORKS)*
165.	**COVANANTS, CONDITIONS & RESTRICTIONS (CC&R**): The applicant shall prepare project Covenants, Conditions and Restrictions (CC&R) for the project. The CC&Rs shall be submitted with the project map for review and approval of the City Engineer, the City Attorney, and the Planning Manager. The CC&Rs shall include relevant project Conditions of Approval, and shall include language that restricts the Homeowner's Association from making changes to the CC&Rs without first obtaining approval from the City. The CC&Rs shall be reviewed and approved prior to the City Council approval of the project map. *(PUBLIC WORKS)*

166.	**LOT LINE ADJUSTMENT**: It shall be the applicant's responsibility to have any lot line adjustment, prepared by a person authorized to practice land surveying in California, delineating all changes in lot lines in conformance with the Gilroy Municipal Code. The lot line adjustment shall be approved by the Department of Public Works, recorded by the County Recorder's Office, and a recorded copy of the document returned to the City prior to the issuance of any City permits. It is the applicant's responsibility to check with their title company and the County Recorder's Office to determine the time necessary to have the lot line adjustment recorded after City approval. *(PUBLIC WORKS)*
167.	**ELEVATION CERTIFICATE**: (specifically for projects in the flood zone) An elevation certificate per FEMA requirements must be complete by a Land Surveyor or Civil Engineer. The elevation certificate shall be submitted, to the approval of the City Engineer, prior to the first building occupancy. *(PUBLIC WORKS)*
168.	**STORMWATER MANAGEMENT FACILITIES MAINTENANCE AGREEMENT**: The applicant shall execute a Stormwater Management Facilities Maintenance Agreement with the City Engineer as specified in Chapter 7.39.210-230 of the Stormwater Management and Discharge Control ordinance. The agreement shall outline the operation and maintenance (O&M) plan for the permanent storm water treatment facilities. The City-Standard Stormwater BMP Operation and Maintenance Agreement will be provided by Public Works Engineering. The agreement shall include the following: a. This Agreement shall also provide that in the event that maintenance or repair is neglected, or the stormwater management facility becomes a danger to public health or safety, the city shall have the authority to perform maintenance and/or repair work and to recover the costs from the owner. b. All on-site stormwater management facilities shall be operated and maintained in good condition and promptly repaired/replaced by the property owner(s) or other legal entity approved by the City. c. Any repairs or restoration/replacement and maintenance shall be in accordance with City-approved plans. d. The property owner(s) shall develop a maintenance schedule for the life of any stormwater management facility and shall describe the maintenance to be completed, the time period for completion, and who shall perform the maintenance. This maintenance schedule shall be included with the approved Stormwater Runoff Management Plan. This agreement shall be executed prior to the first occupancy of the building. *(PUBLIC WORKS)*
169.	**STORMWATER MANAGEMENT FACILITIES INSPECTION:** The Stormwater Management Facilities Maintenance Agreement work shall require inspections be performed which shall adhere to the following:

	a. To comply with the State Stormwater requirements and the NPDES permit, the applicant shall secure a QSD or QSP to maintain all erosion control and BMP measures during construction. The applicant's QSD or QSP shall provide the City weekly inspection reports to the approval of the City Engineer. b. Stormwater facility inspections shall be done at least twice per year, once in Fall by October 1st, in preparation for the wet season, and once in Winter by March 15th. Written records shall be kept of all inspections and shall include, at minimum, the following information: 1. Site address; 2. Date and time of inspection; 3. Name of the person conducting the inspection; 4. List of stormwater facilities inspected; 5. Condition of each stormwater facility inspected; 6. Description of any needed maintenance or repairs; and 7. As applicable, the need for site re-inspection. c. Upon completion of each inspection, an inspection report shall be submitted to Public Works Engineering no later than October 1st for the Fall report, and no later than March 15th of the following year for the Winter report. d. Before commencing any grading or construction activities, the applicant shall obtain a National Pollutant Discharge Elimination System (NPDES) permit and provide evidence of filing of a Notice of Intent (NOI) with the State Water Resources Control Board. e. The applicant is responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop order. f. Sequence of construction for all stormwater facilities (bioswales, detention/ retention basins, drain rock, etc.) shall be done toward final phases of project to prevent silting of facilities and reduce the intended use of the facilities. g. Prior to final inspection, all stormwater facilities will be tested by a certified QSP or QSD to meet the minimum design infiltration rate. All tests shall be made at on 20 ft x 20ft grid pattern over the surface of the completed stormwater facility unless otherwise approved by the City Engineer. All soil and infiltration properties for all stormwater facilities shall be evaluated by the geotechnical engineer. Percolation tests (using Double Ring Infiltrometer Testing with appropriate safety factors) at horizontal and vertical (at the depth of the stormwater facility) shall be conducted for each stormwater facility. A 50% safety factor shall be applied to the calculated percolation test and shall be used as the basis for design (the design percolation rate). The geotechnical report shall include a section designated for stormwater design, including percolation results and design parameters. *(PUBLIC WORKS)*

170.	**REGIONAL BOARD 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. *(PUBLIC WORKS)*
The following conditions shall be complied with AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT, or if another deadline is specified in a condition, at that time.	
171.	**PUBLIC WORKS CONSTRUCTION ACTIVITIES**: 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 construction and phasing schedule, and a 24-hour emergency telephone number list. The schedule shall be in Microsoft Project, or an approved equal, and shall identify the scheduled critical path for the installation of improvements to the approval of the City Engineer. The schedule shall be updated weekly. The approved construction and phasing schedule shall be shared with Gilroy Unified School District (GUSD) to avoid traffic impacts to surrounding school functions. An approved construction information handout(s) shall also be provided to GUSD to share with school parents. *(PUBLIC WORKS)* a. All work shown on the improvement plans shall be inspected to the approval of the City Engineer as applicable. Uninspected work shall be removed as deemed appropriate by the City Engineer. b. Construction activities related to the issuance of any Public Works permit shall be restricted to the weekday between 7:00 a.m. and 7:00 p.m., Saturday 9:00 a.m. to 7:00 p.m. for general construction activities. No work shall be done on Sundays and on City Holidays unless otherwise approved by the City Engineer. Please note that no work shall be allowed to take place within the City right-of-way after 5:00 p.m. Monday through Friday. In addition, no work being done under the issuance of a Public Works encroachment permit may be performed on the weekend unless prior approvals have been granted by Public Works. The City Engineer may apply additional construction period restrictions, as necessary, to accommodate standard commute traffic along arterial roadways and along school commute routes. Signs outlining the project construction times shall be posted at conspicuous locations on site where it is visible to the public. The signs shall be per the City Standard Drawing for posting construction hours. The sign shall be kept free of graffiti at all times. Contact the Public Works Department to obtain sample City Standard sign outlining hours of operation.

c. The allowed hours of Public Works construction activities may be waived or modified through an exemption, for limited periods, if the City Engineer finds that the following criteria are met:

i. Permitting extended hours of construction will decrease the total time needed to complete the project thus mitigating the total amount of noise associated with the project as a whole; or,

ii. Permitting extended hours of construction are required to accommodate design or engineering requirements, such as a large concrete pour. Such a need would be determined by the project's design engineer and require approval of the City Engineer.

iii. An emergency situation exists where the construction work is necessary to correct an unsafe or dangerous condition resulting in obvious and eminent peril to public health and safety. If such a condition exists, the City may waive any of the remaining requirements outlined below.

iv. The exemption will not conflict with any other condition of approval required by the City to mitigate significant impacts.

v. The contractor or owner of the property will notify residential and commercial occupants of property adjacent to the construction site of the hours of construction activity which may impact the area. This notification must be provided three days prior to the start of the extended construction activity.

vi. The approved hours of construction activity will be posted at the construction site in a place and manner that can be easily viewed by any interested member of the public.

vii. The City Engineer may revoke the exemption at any time if the contractor or owner of the property fails to abide by the conditions of exemption or if it is determined that the peace, comfort and tranquility of the occupants of adjacent residential or commercial properties are impaired because of the location and nature of the construction. The waiver application must be submitted to the Public Works Construction Inspector ten (10) working days prior to the requested date of waiver.

d. The following provision to control traffic congestion, noise, and dust shall be followed during site excavation, grading and construction:

i. All construction vehicles should be properly maintained and equipped with exhaust mufflers that meet State standards.

ii. Blowing dust shall be reduced by timing construction activities so that paving and building construction begin as soon as possible after completion of grading, and by landscaping disturbed soils as soon as possible.

iii. Further, water trucks shall be present and in use at the construction site. All portions of the site subject to blowing dust shall be watered as often as deemed necessary by the City, or a minimum of three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites in order to ensure proper control of blowing dust for the duration of the project.

iv. Watering on public streets, and wash down of dirt and debris into storm drain systems will not be allowed. Streets will be cleaned by street sweepers or by hand as often as deemed necessary by the Construction Inspector, or at least once a day. Watering associated with on-site construction activity shall take place between the hours of 8 a.m. and 5 p.m. and shall include at least one late-afternoon watering to minimize the effects of blowing dust. Recycled water shall be used for construction watering to manage dust control where possible, as determined by the City Engineer. Recycled water shall be billed at the municipal industrial rate based on the current Santa Clara Valley Water District's municipal industrial rate. Where recycled water is not available potable water shall be used. All potable construction water from fire hydrants shall be metered and billed at the current portable fire hydrant meter rate.

v. All public streets soiled or littered due to this construction activity shall be cleaned and swept on a daily basis during the workweek to the satisfaction of the Construction Inspector.

vi. Construction grading activity shall be discontinued in wind conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems.

vii. Site dirt shall not be tracked into the public right-of-way, and shall

	be cleaned immediately if done, or the project may risk being shut down. Mud, silt, concrete and other construction debris shall not be washed into the City's storm drains. viii. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation. ix. All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site. x. Prior to issuance of any permit, the applicant shall submit any applicable pedestrian or traffic detour plans, to the satisfaction of the City Engineer, for any lane or sidewalk closures. The traffic control plan shall be prepared by a licensed professional engineer with experience in preparing such plans. The Traffic Control Plan shall be prepared by a licensed engineer in accordance with the requirements of the latest edition of the California Manual on Uniform Traffic Control Devices (MUTCD) and standard construction practices. The Traffic Control Plan shall be approved prior to the commencement of any work within the public right-of-way. xi. During construction, the applicant shall make accessible any or all City utilities as directed by the City Engineer. xii. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The applicant shall require the soils engineer submit to daily testing and sampling reports to the City Engineer.
172.	**STREET RESURFACING PRIOR TO ACCEPTANCE:** Prior to final acceptance, the applicant shall apply a microsufacing to all streets, and apply final street markings, per the approved plans, in thermoplastic to Caltrans Standards. All microsurfacing and final striping shall be to the approval of the City Engineer. (PUBLIC WORKS)
173.	**PROJECT CLOSE-OUT AND RECORD DRAWINGS:** At project completion, the applicant shall submit the complete Public Works project closeout package to the Department of Public Works Engineering Division. The project closeout package consists of As-Builts, AutoCAD files, etc. Additional information regarding the Public Works project closeout can be provided to the applicant upon request. This

	condition shall be met prior to the release of utilities, final inspection, or issuance of a certificate of occupancy, whichever occurs first. (PUBLIC WORKS)
174.	**PROJECT CLOSE-OUT**: Prior to City acceptance of all parcel map subdivision developments, tract subdivision developments, and property improvement agreements, the applicant shall comply with all City construction close-out procedures to the approval of the City Engineer. Refer to the City's website for a copy of these procedure. Prior to final inspections, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the Planning Director and City Engineer. A letter indicating that all project conditions have been met shall be submitted prior to the first occupancy. All public improvements, including the complete installation of all improvements relative to streets, fencing, sanitary sewer, storm drainage, water system, underground utilities, etc., shall be completed and attested to by the City Engineer before approval of occupancy of any unit. Where facilities of other agencies are involved, such installation shall be verified as having been completed and accepted by those agencies. In addition, the applicant shall submit a detailed project cost estimate of all public improvements constructed on-site and within the public right-of-way. The cost estimate shall be prepared by the project engineer, and be to the approval of the City Engineer. The cost estimate shall be broken out into on-site and off-site improvements based on the format provided by the City. Until such time as all improvements required are fully completed and accepted by City, the applicant shall be responsible for the care maintenance of and any damage to such improvements. City shall not, nor shall any officer or employee thereof, be liable or responsible for any accident, loss or damage, regardless of cause, happening or occurring to the work or Improvements required for this project prior to the completion and acceptance of the work or Improvements. All such risks shall be the responsibility of, and are hereby assumed by the applicant. *(PUBLIC WORKS)*
175.	**MATERIAL HAULING ROUTE AND PERMIT**: For material delivery vehicles equal to, or larger than two-axle, six-tire single unit truck (SU) size or larger as defined by FHWA Standards, the applicant shall submit a truck hauling route and receive a haul permit that conforms to City of Gilroy Standards to the approval of the City Engineer. Note that the City requires a Haul Permit be issued for any hauling activities. The project sponsor shall require contractors to prohibit trucks from using "compression release engine brakes" on residential streets. A letter from the applicant confirming the intention to use this hauling route shall be submitted to the Department of Public Works, and approved, prior to the issuance of any City permits. All material hauling activities including but not limited to, adherence to the approved route, hours of operation, staging of materials, dust control and street maintenance shall be the responsibility of the applicant. All storage and office

	trailers will be kept off the public right-of-way. Tracking of dirt onto City streets and walks will not be allowed. The applicant must provide an approved method of cleaning tires and trimming loads on-site. Any job-related dirt and/or debris that impacts the public right-of-way shall be removed immediately. No wash down of dirt into storm drains will be allowed. All material hauling activities shall be done in accordance with applicable City ordinances and conditions of approval. Mud, silt, concrete and other construction debris shall not be washed into the City's storm drains. Violation of such may be cause for suspension of work. *(PUBLIC WORKS)*
176.	**CONSTRUCTION WORKER PARKING**: The applicant shall provide an on-site construction-parking plan and shall include an estimate of the number of workers that will be present on the site during the various phases of construction and indicate where sufficient off-street parking will be utilized. Said plan shall be approved by the City Engineer prior to issuance of City permits and shall be complied with at all times during construction. Failure to enforce the parking plan may result in suspension of the City permits. *(PUBLIC WORKS)*
177.	**ARCHITECTURAL COPPER**: Per Gilroy Municipal Code Section 27C.7 *Prohibition of Illegal Discharges,* the applicant shall follow the specific best management practices for the installation of the Architectural Copper. For detailed information please distribute the flyer to all construction personnel involved in the fabrication and installation of the Architectural Copper that is located at: http://flowstobay.org/files/newdevelopment/flyersfactsheets/ArchitecturalcopperBMPs.pdf *(PUBLIC WORKS)*
The following conditions shall be complied with AT ALL TIMES that the use permitted by this entitlement occupies the premises	
178.	**POST CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP)**: In accordance with Gilroy Municipal Code Chapter 27D *Post Construction Storm Water Pollution Prevention* all projects that meet the criteria described in the Storm Water Guidance Manual for Low Impact Development and Post-Construction Requirements shall prepare a storm water control plan (SWCP) and shall meet the requirements of the design standards and selection of best management practices and shall be selected and designed to the satisfaction of the City Engineer or designee. Requirements shall include: a. Owner/occupant shall inspect private storm drain facilities at least two (2) times per year and sweep parking lots immediately prior to and once during the storm season. b. The applicant shall be charged the cost of abatement for issues associated with, but not limited to, inspection of the private storm drain facilities,

	emergency maintenance needed to protect public health or watercourses, and facility replacement or repair in the event that the treatment facility is no longer able to meet performance standards or has deteriorated. Any abatement activity performed on the applicant's property by City staff will be charged to the applicant at the City's adopted hourly rate. c. Label new and redeveloped storm drain inlets with the phrase "No Dumping: Drains to Bay" plaques to alert the public to the destination of storm water and to prevent direct discharge of pollutants into the storm drain. Template ordering information is available at www.flowstobay.org. d. All process equipment, oils fuels, solvents, coolants, fertilizers, pesticides, and similar chemical products, as well as petroleum based wastes, tallow, and grease planned for storage outdoors shall be stored in covered containers at all times. e. All public outdoor spaces and trails shall include installation and upkeep of dog waste stations. Garbage and recycling receptacles and bins shall be designed and maintained with permanent covers to prevent exposure of trash to rain. Trash enclosure drains shall be connected to the sanitary sewer system. *(PUBLIC WORKS)*

End.

RESOLUTION NO. 2023-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY RECOMMENDING TO THE CITY COUNCIL APPROVAL OF TENTATIVE MAP FOR THE GILROY SQUARE PROJECT 10.18 ACRE PROPERTY LOCATED AT 6970 CAMINO ARROYO, APN: APN 841-70-049 (FILE NUMBER TM 21-02)

WHEREAS, on July 29, 2021, Bhagirath Desai, Temple Gilroy LLC submitted an application for the Gilroy Square project requesting planned unit development zone change for the Gilroy Crossings C3-HC-M2 PUD phase II, architectural and site review for the PUD amendment, and tentative map to create six parcels for proposed development of a drive-through restaurant, vehicle fueling station with a convenience store and carwash, two 4 story hotels with 200 rooms, and two speculative industrial buildings, all of which would be on separate new parcels; and

WHEREAS, in compliance with the Subdivision Map Act the tentative map was referred to all utility and service providers for review and comment, including PG&E, Spectrum, Verizon, and local agencies, and no service issues or changes have been identified or required as a result of this review; and

WHEREAS, on July 7, 2022, the application submittal was accepted as complete; and

WHEREAS, an initial study/mitigated negative declaration (MND) and mitigation monitoring and reporting program (MMRP) has been adopted for the project by separate resolution, and the mitigation monitoring and reporting program shall apply to approve of project zoning entitlements, which incorporates the mitigation measures identified in the MND to reduce the project potential environmental impacts to less than significant, in compliance with the California Environmental Quality Act; and

WHEREAS, on May 4, 2023, the Planning Commission held a duly noticed public meeting, at which time the Planning Commission received and considered the staff report as well as all evidence received including written and oral public testimony on the Gilroy Square zoning amendment and related entitlements; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings upon which the project approval is based is the Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Gilroy hereby recommends City Council approval of Tentative Map TM 21-02, pursuant to Gilroy City Code Chapter 21 and subject to all conditions for filing of a final map as identified in AS 21-13 Exhibit A, based on the fact that the findings required for denial of the map pursuant to Government Code Section 66474 are not made, as follows:

A. Finding that the subdivision is not consistent with applicable general and specific plans as specified in 65451 cannot be made given the fact that the project implements the general plan commercial services and general industrial land use designations;

B. Finding that the design or improvement of the subdivision is not consistent with applicable general and specific plans cannot be made based on the fact that the project has been reviewed by all city departments and service providers, which have confirmed existing capacity exists for serve site buildout as proposed and conditioned, and that the existing and proposed improvements meet City standards for the project and as anticipated for development within the PUD overlay district;

C. Finding that the site is not physically suitable for the type of development 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. Finding that the site is not physically suitable for the proposed density of development cannot be made as the project does not include any residential density and the commercial and industrial development are within the allowable floor area ratios;

E. Finding that the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat cannot be made. Environmental review has been prepared that includes mitigation measures to avoid any such impacts, the site is within a developed urban area and is not in or adjacent unique sensitive habitat areas, and the project shall pay habitat permit impact fees applicable to the project pursuant to the Santa Clara Valley Habitat Plan which is adopted to mitigate impacts of development on local flora and fauna;

F. Finding that the design of the subdivision or type of improvements are likely to cause serious public health problems cannot be made given that the site is located within an urban context and has access to urban services including sewer and water; and

G. Finding 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 cannot be made given that there are no existing access easements encumbering this property. Easements for pedestrian access will be provided. 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.

PASSED AND ADOPTED this ___ day of ____ by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

_____
Sharon Goei, Secretary
Community Development Director

APPROVED:

_____
Manny Bhandal, Chairperson

Community Development Department

Sharon Goei
DIRECTOR

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

DATE: May 4, 2023

TO: Planning Commission

FROM: Daryl Jordan, Public Works Director

SUBJECT: Finding of Consistency for the Capital Improvement Program for Fiscal Year 2024 through Fiscal Year 2028 to Determine its Consistency with the City's General Plan and the California Environmental Quality Act (CEQA)

RECOMMENDATION:

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

a) Receive report on proposed Capital Improvement Program (CIP) Fiscal Year 2024 through Fiscal Year 2028; and

b) Adopt a Resolution to make a Finding of Consistency with the General Plan. (roll call vote)

EXECUTIVE SUMMARY

The City of Gilroy's Capital Improvement Program ("CIP") represents an ongoing budget process through which the City identifies, prioritizes, and develops a multi-year work plan for major capital expenditures and their associated funding sources in an effort to improve and maintain the City of Gilroy's roadways, parks, facilities, and other infrastructure. Generally, CIP improvements are major expenditures that have a multi-year life and result in becoming City assets.

The CIP is a strategic planning tool focusing on City-owned infrastructure, summarizing in one document the City's overall capital project needs and associated funding requirements during a five-year period. The CIP document is a work plan and a planning tool, and should be used as such in the biannual operating budget preparation process. There are a wide variety of funding sources for CIP projects, some steady and predictable while others are dependent on outside agencies.

PROJECT DESCRIPTION:

Review of the Capital Improvement Program (CIP) for Fiscal Year 2024 through Fiscal Year 2028 to determine its consistency with the City's General Plan.

BACKGROUND

As part of the City's budget process, the Planning Commission evaluates projects proposed for the five-year capital improvement program for consistency with the City's General Plan. The Commission is requested to review the CIP and report its findings and recommendations, relative to consistency with the General Plan, to the City Council.

Environmental Review: Staff has reviewed the list of projects identified in the CIP and determined that a number of projects will likely involve the need for preparation of environmental documentation in accordance with the California Environmental Quality Act (CEQA).). As individual projects are selected to move forward through the CIP process, the appropriate CEQA documents will be prepared as the project scopes are more clearly defined.

The CIP General Plan conformity determination report is not a project per CEQA Guidelines Section 15378. The CIP is a budgeting and fiscal planning tool. It does not commit the City to construct or implement any specific project.

DISCUSSION AND ANALYSIS:

Staff has reviewed the new projects included in the proposed Capital Improvement Program for Fiscal Year 2024 through Fiscal Year 2028 for General Plan consistency. Attached is a list of the proposed CIP Projects with their associated General Plan Policies and/or Goals to indicate consistency with the document.

NEXT STEPS:

Staff will present the proposed CIP to the City Council on May 3 at a CIP workshop. The CIP will then be presented to Council on June 5 with a recommendation for adoption. Any significant changes made by the City Council may need to return to the Planning Commission for review of General Plan consistency.

Attachments:

A. Draft FY24-28 CIP Budget Book
B. FY24-28 CIP General Plan Consistency Table
C. FY24-28 CIP Planning Commission Resolution

City of Gilroy
Capital Improvement Program
Fiscal Year 2024 to Fiscal Year 2028
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City of Gilroy
Capital Improvement Program

Fiscal Year 2024 to Fiscal Year 2028

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Mayor

Marie Blankley

Members of the City Council

Dion Bracco, Mayor Pro Tempore

Rebeca Armendariz, Council Member

Tom Cline, Council Member

Zack Hilton, Council Member

Carol Marques, Council Member

Fred Tovar, Council Member

Submitted by

Jimmy Forbis, City Administrator

Prepared by

Daryl Jordan, Public Works Director

Julie Oates, Engineer II

Ogarita Carranza, Management Analyst

Bryce Atkins, Assistant to the City Administrator

Harjot Sangha, Finance Director

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Table of Contents

Capital Improvement Program Overview and Guide 1

Project Highlights and Analysis 1

Capital Improvement Program (CIP) Development Process 6

Program Categories 7

Funding Sources 7

CIP Project Charter Anatomy / How to Read a Project Charter 10

CIP Policy Document 15

CIP Budget Summary 20

CIP Budget Program Details 22

CIP Budget Fund Balance Details 27

Appendices – CIP Project Charters 47

- Appendix A – Funded CIP Projects (Within 5-Year CIP) 55
- Appendix B – Unfunded CIP Projects (Recommended Beyond FY28) 181
- Appendix C – Funded Studies/Plans (Within 5-Year CIP) 273
- Appendix D – Unfunded Studies/Plans (Recommended Beyond FY28) 283
- Appendix E – Miscellaneous Funded CIP Projects (Within 5-Year CIP) 305
- Appendix F – Completed CIP Projects 321

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CAPITAL IMPROVEMENT PROGRAM OVERVIEW AND GUIDE



The City of Gilroy's Capital Improvement Program ("CIP") represents an ongoing budget process through which the City identifies, prioritizes, and develops a multi-year work plan for major capital expenditures and their associated funding sources. As a planning tool, the CIP document outlines the process and activities required to improve and maintain the City of Gilroy's roadways, parks, facilities, and other infrastructure. Generally, CIP improvements are major expenditures that result in becoming City assets which have a multi-year life span. The CIP is a strategic planning tool focusing on City-owned infrastructure, summarizing in one document the City's overall capital project needs and associated funding requirements, during a five-year period. The CIP document is a planning tool and should be used as such in the biennial operating budget preparation and update process. There are a wide variety of funding sources for CIP projects, some steady and predictable, while others are dependent on outside agencies.

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PROJECT HIGHLIGHTS AND ANALYSIS

Projects Recommended for Consideration in the Current CIP

<u>Annual Citywide Pavement Rehabilitation – 800060</u>



The purpose of this project is to rehabilitate and maintain the City's pavement condition. The City, with approximately 270 lane miles of paved roads (not including alleys), conducts a pavement condition survey every two years. The 2022 survey showed the citywide average Pavement Condition Index (PCI) is 62 out of 100. This project would prolong the lifespan of the current pavement and prevent further deterioration and reduction in the PCI. The project scope includes:

- Preventive measures such as crack sealing, slurry seal, microsurfacing, and cape seal for pavement in fair to good condition.
- Restoration measures such as grind and overlay, dig-outs, and cold-in-place recycling for pavement in fair to poor condition.
- Rehabilitation/Reconstruction measures to remove and replace pavement in poor to failed condition.

Ice Center Infrastructure – EN2402

This project will design and install the needed infrastructure for the future Gilroy Ice Center located at the Gilroy Sports Park. Expected work includes design, environmental, and construction for site grading, installation of the site stormwater collection system and stormwater treatment facilities, sewer collection, water service distribution, and joint trench. The project will also include the design and construction of traffic signal improvements at the entrance to the Sports Park at the Monterey Road/Monterey Frontage Road intersection.

Civic Center Master Plan – FC2403

The development of a Civic Center Master Plan would examine the City facilities within the City Hall complex area to determine their remaining useful life, identify replacement costs, and identify a phasing plan for implementation. While the Police Station and Gilroy Library are relatively new buildings, other buildings within the complex area are in various degrees of deterioration and need significant investment if the buildings are to be kept in service for the next decade. Buildings considered for review in the master plan effort include City Hall, the Senior Center, the City Hall Annex Building, Wheeler Auditorium, and the Dowdy building.



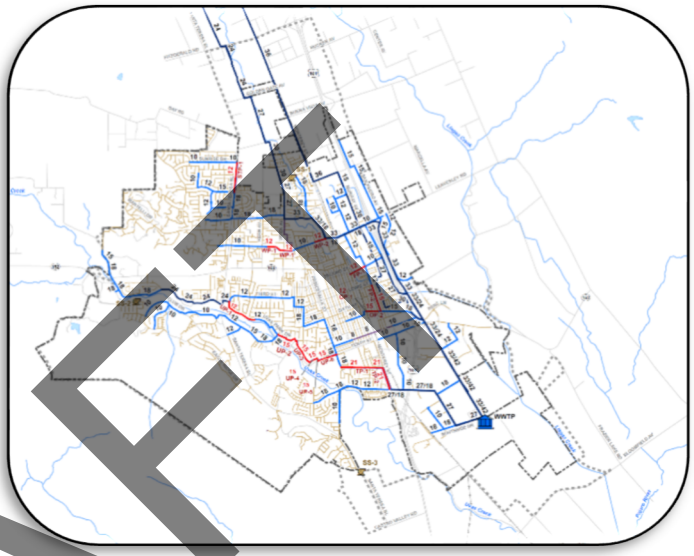
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Citywide Park Restroom Reroofing/Rehabilitation – PK2401

The Citywide Park Restroom Reroofing/Rehabilitation project would replace approximately 32 park restrooms throughout the City with restrooms equipped with fire retardant roofs and durable, fire-resistant building materials. It has become increasingly challenging to maintain these public restrooms due to growing incidents of vandalism. This project would enhance public safety and reduce maintenance costs and staff time.

Master Plan Projects – Sewer Improvements – SW2401

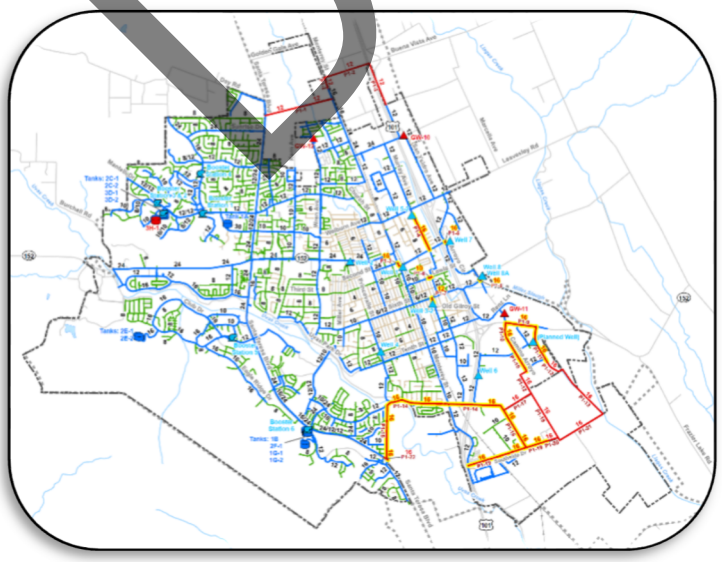
The Master Plan Projects – Sewer Improvements project includes 16 individual projects in 6 system areas throughout the City. The purpose of these projects is to mitigate existing deficiencies in the City's sewer system and implement improvements to service anticipated future growth throughout the City. The projects include pipeline replacements as well as new pipeline improvements. The projects in each subtrunk system area are listed below:



- Santa Teresa - Long Meadow Subtrunk – 1 Replacement
- Welburn Subtrunk – 2 Replacements
- Forest-Swanston Subtrunk – 2 Replacements
- Old Gilroy Subtrunk – 2 Replacements
- Uvas Park Subtrunk – 5 Replacements and 1 New
- Thomas Subtrunk – 2 Replacements

Master Plan Projects – Water Improvements – WT2401

The Master Plan Projects – Water Improvements project includes 26 individual projects throughout the City. The purpose of these projects is to mitigate existing deficiencies in the City's water system and implement improvements to service anticipated future growth throughout the City. The projects include pipeline replacements, new pipeline improvements, groundwater well improvements, and storage reservoir improvements. The number and types of projects in each category are summarized below:



- Pipeline Improvements - 13 Replacements and 9 New
- Storage Reservoir Improvements - 1 New
- Groundwater Well Improvements - 3 New

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Joint Morgan Hill / Gilroy Trunk Line Repairs – SW2402

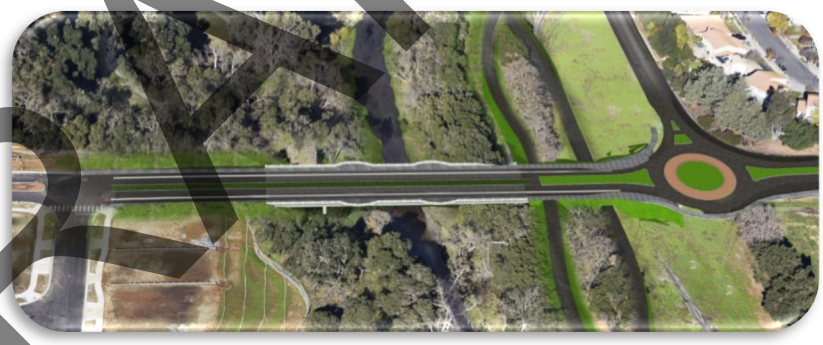
The Master Plan Projects – Joint Trunk Sewer Improvements Project includes 8 projects in the Joint Trunk Pipeline between the Cities of Gilroy and Morgan Hill. The purpose of these projects is to mitigate existing deficiencies in the City's sewer system joint trunk pipeline. The projects include emergency to intermediate pipeline and manhole repairs. The projects are listed below:

- Emergency/Immediate Pipeline Repairs – 5 Projects at various locations
- Emergency/Immediate Manhole Repairs – 40 Projects at various locations
- Intermediate Pipeline Repairs – Various locations

The costs for projects on the Joint Morgan Hill / Gilroy Trunk Line are shared 50/50 between Morgan Hill and Gilroy. Coordination with the City of Morgan Hill will be required to ensure they have sufficient funding to cover their 50% of the costs when projects are considered.

Projects on the Horizon

Tenth Street and Uvas Creek Bridge – 800020



This project consists of constructing a two-lane bridge with sidewalks and Class II Bike Lanes to extend Tenth Street over Uvas Creek. The project will also include a "breezeway bridge" over the current Class I Levee Path, which will enable levee users to cross under Tenth Street and avoid an at-grade vehicle/pedestrian crossing. The project includes a new roundabout at the Uvas Park Drive/Tenth Street intersection. The bridge will connect two segments of Tenth Street, which currently terminate on either side of Uvas Creek, and allow Tenth Street to extend as one continuous roadway from the US 101/Tenth Street (Automall Parkway) Interchange to Santa Teresa Boulevard.

Automall Parkway Pavement Rehabilitation - 800040

The project includes pavement rehabilitation, repair and replacement of deteriorated curb and gutter, reconstruction of approximately 20 curb ramps, drainage and striping improvements, and the addition of Class II Bike Lanes along Automall Parkway between Tenth Street and Luchessa Avenue. The project limits also include Automall Parkway from the Caltrans right-of-way to the Automall Parkway/Tenth Street/Chestnut Street intersection. The pavement condition along this road is in poor condition. This road serves as a commute route and truck route, and provides access to a variety of

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commercial and industrial land uses, including many auto dealerships. This project will promote economic development, improve traffic circulation, and enhance pedestrian and bicyclist safety.

State Trash Amendments Stormwater Compliance Project - 800460

On April 7, 2015, the State Water Resources Control Board (SWRCB) adopted the Statewide Trash Provisions which address the impacts trash has on the beneficial uses of surface waters. The Trash Provisions establish a statewide water quality objective for trash and a prohibition of trash discharge. The City is required to demonstrate full compliance with the Trash Provisions by 2030, with preliminary milestones of 35% by 2026 and 70% by 2028. The City will complete this project as required under the State-Issued Trash Amendments and upcoming reissued NPDES Permit (anticipated in 2024). The proposed project will ultimately include all expenses related to compliance with the Trash Amendments. The tasks necessary to achieve compliance will include resources to ground truth the infrastructure shown in stormwater maps, design, installation, and long-term maintenance of full trash capture devices. The design and installation of the trash capture devices will be conducted by an outside contractor.

Tenth Street and Highway 101 Bridge Widening – 800770



This project would widen the existing bridge overcrossing at the Tenth Street (Automall Parkway)/US 101/SR 152 interchange to add one additional lane through in each direction. The project would include widening the bridge structure, ramp work, grading, striping and signal modification improvements. The project is also expected to include roadway widening and Class II Bike Lanes between the Tenth Street/Automall Parkway/Chestnut Street and SR152/Camino Arroyo intersections and associated ramp and intersection improvements within the project limits. This project has been awarded $7,650,000 in Measure B Highway Program grant funding for the Project Approval & Environmental Documents (PA&ED) and the Planning/Project Initiation Documents (PID) phases. Funding for construction has not yet been identified.

Glen Loma Temporary Fire Station – FR2401

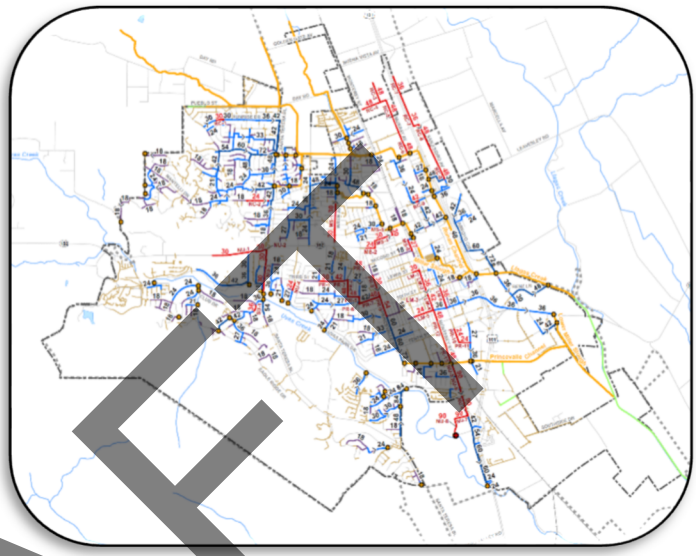
This project would construct a temporary fire station on city-owned property near the Christmas Hill Park Ranch Site (adjacent to the TEEC building) to serve the Santa Teresa fire district. The structure will be a modular building and will include sleeping quarters, an office, a shower, and a kitchen to allow for 24-hour staffing. This project

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would allow for improved emergency response times for the Santa Teresa fire district until a permanent fire station can be built.

Master Plan Projects – Storm Drain Improvements – EN2405

The Master Plan Projects – Storm Drain Improvements project includes 43 individual projects in 6 hydrologic drainage areas throughout the City. The purpose of these projects is to mitigate existing deficiencies in the City's storm drain system and implement improvements to service anticipated future growth throughout the City. The projects include pipeline replacements as well as new pipeline improvements. The number and types of projects in each hydrologic area are summarized below:



- Ronan Channel Drainage Area – 4 Replacements and 5 New
- Miller Slough Drainage Area – 6 Replacements
- North Uvas Drainage Area – 4 Replacements and 4 New
- South Uvas Drainage Area – 1 Replacement
- Princevalle Drainage Area – 12 Replacements and 1 New
- Lower Miller Slough Drainage Area – 6 Replacements

CAPITAL IMPROVEMENT PROGRAM (CIP) DEVELOPMENT PROCESS

Under direction from the City Administrator, the Public Works Department takes the lead in the preparation of the Capital Improvement Program (CIP), and reports to Council of its progress and status. Written reports on the progress of the CIP will be submitted to Council through the City Administrator at the beginning and middle of each fiscal year.

The CIP development process starts with a call for projects. Each department submits a CIP project submittal form to the Engineering Division of Public Works. Engineering then develops a "project charter" for each project. A project charter provides the project description, location, schedule, funding sources, expenditure timing, and an analysis of ongoing maintenance costs. Project charters usually include photos related to the project. The CIP scoring committee (further defined in the CIP Policy) reviews projects and ranks them according to a predetermined set of criteria. High ranking projects are recommended to be included in the CIP budget.

Once a draft of the CIP is developed, Engineering provides the draft CIP for official review by the Planning Commission to ensure projects are consistent with the City's

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General Plan, prior to Council's final CIP review. The proposed CIP is presented to the City Council for final review at a CIP hearing.

Program Categories

The CIP is intended to address the following multi-faceted infrastructure needs of the City:



- **Streets**: projects that develop and maintain the City's roadway system.
- **Parks and Trails**: projects that develop and improve parks and sports fields, park structures, trails, the City Plaza Park, and various citywide tree planting and maintenance projects.
- **Utilities**: projects that develop and maintain the City's water, sewer, and storm drain systems to provide safe, reliable and efficient service to customers.
- **Public Facilities**: projects that purchase, construct, or make capital repairs to City buildings, structures, and equipment.

Funding Sources

- 100 - General Fund: this fund is used to account for all resources except for those where a separate fund is necessary for legal or administrative purposes. This fund includes the City's general-purpose services that relate to public safety, public works, community development, finance, and administration.

- 205 - Gas Tax -This is fuel tax money from the State and is used to fund Chip Seal, traffic signal and streetlight maintenance and electricity, congestion and pavement management, and related capital projects. Interest is allocated.

- 210 - Road Maintenance & Rehabilitation (SB1) - This is a State fuel tax that is allocated on formulae determined by statewide legislation. The City is allowed to use this funding for local street and road repairs only until the City's average Pavement Condition Index (PCI) meets or exceeds 80, at which time a city or county may spend its apportionment of SB1 funds on functions similar to the other Gas Taxes listed above.

- 212 – Measure B - Local Streets and Roads (Measure B) - This is a portion of the Santa Clara County only sales tax measure intended to pay for various transportation improvements in the county including transit, bicycle/pedestrian, highway interchanges, and expressways, and grade separations. The Local

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Streets and Roads portion of the funds is allocated on formulae determined by the revenue measure and is allocated to the Santa Clara Valley Transportation Authority, which allocates a portion to Gilroy for maintaining the City's local streets and roads. More stringent requirements regarding the use of these funds are in place if the City's PCI is below 70. This fund is used for street projects. Interest is allocated.

- 215 - Transportation/Mobility Grants- This is for various transportation grants. Monies are received on a reimbursable basis. Interest is allocated.

- 220 - Vehicle Registration Fee - This fund represents registration fees from Santa Clara County which will be used for pavement maintenance, operations, signals, signs, and marking. Interest is allocated.200 - Sidewalk Repair Reserve: the original seed funds came from the State Franchise Board lawsuit. This money was supplemented by General Fund money. The interest on this fund is used for City sidewalk repair and replacement, including the Annual Shared-Cost Sidewalk Replacement Program.

- 245 - Community Dev Block Grant – HUD annual grant of federal funds to operate the Community Development Block Grant Program. Interest is allocated but must be paid back to the Federal Government.

- 400 - Capital Projects - Allocates resources intended to be used for major capital projects other than those financed by revenues of proprietary funds, including projects that are partially funded from other sources such as grants or fuel tax. Any unallocated interest is allocated to this fund.

- 410 - Storm Drain Development - The purpose of the Storm Drain Development Fund is to finance the construction of drainage collection and distribution systems within the City as described in the City of Gilroy Storm Drain Master Plan. Improvements and expansions of the City's storm drain system are needed to accommodate the development of new residential, commercial, and industrial uses within the City of Gilroy. The Storm Drain Development Fee is used to expand system capacity to accommodate new development. Interest is allocated.

- 415 – Utility Underground Fund - Allocates resources to underground existing overhead utilities (electricity, telephone, and cable) along fully constructed streets. The City collects the fee from developers as development occurs along these streets. Interest is allocated.

- 420 - Street Tree Development - The Street Tree Development Fund collects a front footage fee to plant trees in new developments. Interest is allocated.

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- 425 - Traffic Impact - The purpose of the Traffic Impact Fund is to finance the construction of streets, bridges, interchanges, and traffic signals within the City as described in the City of Gilroy's Circulation Element. Improvements and expansions of the City's traffic circulation system are needed to accommodate the development of new residential, commercial, and industrial uses within the City of Gilroy. The Traffic Impact Fee is used to expand system capacity to accommodate new development. Interest is allocated.

- 430 - Sewer Development - The purpose of the Sewer Development Fund is to finance the construction of sewer collection and conveyance systems within the City as described in the City of Gilroy's Sewer Master Plan. Improvements and expansions of the City's sewer system are needed to accommodate the development of new residential, commercial, and industrial uses within the City of Gilroy. The Sewer Development Fee is used to expand system capacity to accommodate new development. Interest is allocated.

- 435 - Water Development - The purpose of the Water Development Fund is to finance the construction of water transmission, distribution, and storage systems within Pressure Zone 1 of the City water system as described in the City of Gilroy's Water Master Plan. Improvements and expansions of the City's water system are needed to accommodate the development of new residential, commercial, and industrial uses within the City of Gilroy. The Water Development Fee is used to expand capacity to accommodate new development. Interest is allocated.

- 440 - Public Facilities Impact - The purpose of this fund is to finance the construction of parks, police, fire, and other City Facilities as described in the City of Gilroy's Public Facilities Master Plan. These improvements to public facilities are completed to accommodate new residential and commercial development. Interest is allocated.

- 615 - Facilities: This internal service fund accounts for all expenses relating to the operation and maintenance of City facilities. The costs are recovered through an annual "user fee" which is charged to all departments/funds that have facilities.

- 625 - Equipment Outlay: This allocates resources intended for the purchase of General Fund equipment costing more than $1,000.

- 700 - Sewer: This is an enterprise fund which operates and maintains the sewer collection system.

- 705 - Water: This is an enterprise fund which operates and maintains the water production and distribution system.

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CIP Project Charter Anatomy / How to Read a Project Charter

The CIP is primarily organized by project charters. As explained above, a charter is a brief plan for each capital project and provides the requisite information for scheduling and funding a project within the CIP. CIP Charters have 16 separate parts which are explained in detail below:

1. Project Number:
   The project number is intended to identify a project, which could consist of a number of phases or stages of development.

   The project number consists of 6 digits. Currently funded projects begin with 800XX0. New projects in the draft CIP have been assigned "submittal numbers" which will be discussed in the next section.

2. Submittal Number:
   The submittal number is used to keep track of submissions. Departments submitting requests for capital project consideration, funding, and scheduling are identified by a two letter department (or division or section, as appropriate) designation, two letter FY designation (for this budget it is 24), and then a consecutive two digit identifier (recommended to be in priority order, but not necessary).

   For example, the first project submitted by the Facilities Section would have the designation FC2401.

   The department/division/section codes are as follows:

   AD – Administration, including City Attorney
   EN – Engineering
   FC – Facilities
   FR – Fire
   PK – Parks
   RC – Recreation
   SW – Sewer
   WT – Water

3. Project Name:
   The project name is related to a location, which could be a building name or street name, and the broad category of work required. If the project is not tied to a single location, then the most descriptive name available is used. Street names shall be spelled, not numbered (e.g., Ninth Street, not 9th Street), and intersections shall list the non-number street first, the more major street first, or the first alphabetical name first.

4. Department:
   The department listed represents the department/division/section that will be managing the project. For example, the Master Plan Projects – Sewer Improvements project is in the category of Wastewater: Sewer Collection, but the department is listed as Public Works: Engineering with the project being managed by the City Engineer. Some department designations may be further detailed into division or

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section. Coordination of the project is assigned to the most appropriate person. Usually this will be someone in Public Works Engineering, but could also be an Operational section (e.g., Facilities, Parks), or a specialized expert. This person will be the Project Manager.

5. Category:
   Five categories have been identified for capital projects. Within the categories, there may be additional sub-categories. The categories and sub-categories may be revised or updated in any year by the CIP committee and presented for Council approval. Currently, these categories are:

   1. Facilities
      a. Buildings
      b. Building Systems
      c. Specialized Facilities
      d. Parking Lots
   2. Parks & Trails
      a. New Parks
      b. Park Expansion
      c. Trails
      d. Buildings
      e. Play Equipment
      f. Other Structures or Facilities
      g. Master Plans





   3. Streets
      a. Pavement
      b. Pavement Markings
      c. Signage
      d. Traffic Signals
      e. Bridges
      f. Curbs & Sidewalks
      g. Other Concrete Features
      h. Congestion Management
      i. Street Lights
      j. Street Trees

   4. Utilities
      a. Water
         i. Water Storage
         ii. Wells & Pumping
      iii. Distribution
      iv. Fire Hydrants & Blow-Offs

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v. Meters & Service Lines
b. Wastewater
i. Sewer Trunks
ii. Sewer Collection
iii. Manholes, Cleanouts, Etc.
iv. Lift Stations
v. Recycled Water
vi. Inspections
c. Storm Drain
i. Storm Trunks
ii. Storm Collection
iii. Manholes & Appurtenances
iv. Lift Stations





5. Engineering
   a. Master Plans
   b. Stormwater Compliance
   c. Traffic Calming
   d. Standard Drawings & Specs
   e. Plans & Programs
   f. Downtown
   g. Utility Undergrounding

6. <u>Project Type:</u>
   There are seven categories for project type: New, Replacement, Rehabilitation, Renovation, Modification, Demolition, and Studies & Reports. New projects add capital value to the City's asset base. Replacement projects provide an exchange or substitution of a current City resource for a similar system. Rehabilitation projects repair, enhance, or upgrade a current City property or resource. Renovation projects remodel a current City property or resource. Modification projects modify a current City property or resource. Demolition projects demolish a current City property or resource. Studies & Reports projects do not necessarily directly improve a City asset but are a planning/analysis tool for future CIP project identification and/or implementation.

7. <u>Project Manager:</u>
   The Project Manager is the individual in the department responsible for the oversight of the project. For the charters, the CIP team listed the position of the person responsible for delivering the project and not the name of the person that will serve as the project manager because that person may change over the term of the 5-year CIP.

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8. Council Priorities:
   Capital Improvement Projects satisfy the City Council priority to Maintain and Improve City Infrastructure, which is indicated on each project charter.

9. Location:
   Specifies either the general or specific location of the project. This may be a cross-street, an address, or a general location like the Downtown.

10. Project Description:
    This section describes the project in concise details, including any known special aspects. This should include the location and type, or level of work involved, and the project size in square feet of building, parking lot, or park; or in lineal feet for streets, pipelines, sidewalks, trails, bike lanes, etc.

11. Project Justification:
    This provides an explanation as to why this capital project is important and is required. This section identifies the strategic goals and objectives of the project and any Council priorities, Master Plan requirements, safety or health issues, public issues or requests, and any other reason to complete this work.

12. Master Planning Document:
    This section identifies if a project is contained in one of the City's several Master Plans. A project that is specifically referenced in a master plan gains additional priority based on the City's CIP Policy.

13. Project Funding:
    A. Project Costs – These include the cost of construction and the soft costs associated with a project. The soft costs can include preliminary planning efforts, property acquisition, design, construction management, inspection, public outreach, and other non-construction costs that must be accounted for in a thorough cost estimate.

    B. Funding Source – This identifies the cost centers that will fund the project and the specific amount that will be allocated for each year of project development and delivery.

    C. Project Fiscal Balance – From the Project Funding tables, it is easy to see if a project is fully funded for each fiscal year. So long as the sum of the total funding sources for a fiscal year match the sum of the project costs for that same fiscal year, a project is fully funded for that year.

14. Financial Comments:
    This section provides additional details related to a projects' funding. It might be a summary of the project funding source, or it might provide information related to

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alternative funding strategies that might not be easily identified or easy to show in tabular form.

15. Estimated Project Schedule:
    This shows the various project phases, and what year those phases are planned to be completed.

16. Ongoing Operational Cost Impact:
    Ongoing operational costs identify maintenance costs that would be associated with a fully constructed or delivered project, and the frequency of that maintenance.

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CIP, a resolution amending the Council-adopted operating budget(s) shall be proposed to appropriate the expenditures needed to implement the projects identified in the adopted CIP.

2.2.3. CIP Document Preparation, Submittal and Reporting

Under direction from the City Administrator, the Public Works Department takes the lead in the preparation of the current Capital Improvement Plan, and reporting to Council of its progress and status. Written reports on the progress of the CIP will be submitted to Council through the City Administrator at the beginning and mid-year of each fiscal year.

Proposed projects are submitted by each department of the City via a CIP application form submitted to the Engineering Division of Public Works as part of their biennial call for projects. A reviewing committee will be established to evaluate the potential projects. The projects being recommended for inclusion in the CIP shall have a project charter developed, which will provide the project schedule, funding sources and timing, expenditure timing, location information, a description of the project, and an analysis of the ongoing maintenance and other cost impacts to the operating budget as a result of implementing the project. Once the projects and funding are assembled, the committee shall score the projects against the evaluation criteria, and then rank the projects based on the score and the funding sources. Once the draft CIP is developed, Engineering will submit the CIP for official review by the Planning Commission to ensure projects are consistent with the City's General Plan prior to Council's final CIP review. The proposed CIP is presented to the City Council for final review at a CIP hearing in spring, along with CIP and budget amendment approval scheduled in June.

The CIP will include unfunded projects as a separate, unranked list of projects that will proceed through the process, including presentation to the Planning Commission and approved for conformance with General Plan guidelines. These unfunded projects will be brought to Council for approval at a later time, when resources become available, however will be included in the CIP document for easy reference.

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2.3. CIP Proposed Project Criteria

2.3.1. Fixed Capital Infrastructure Scoring

When scoring proposed projects for funding and/or ranking, the below factors and points will be used by the CIP Committee. Scores from each committee member will be aggregated into a total score for the project.

Factor	Description	Possible Points
Critical health, environmental or safety hazard	Project either reduces or eliminates risk to public health and safety associated with either a poor condition or lack of infrastructure.	20
Law or Mandate	The project brings the City into compliance with regulation, mandate, court order or other legal requirement	15
Project Readiness (non-financial)	How many prerequisites for the project, aside from funding, are complete and what prerequisites for the project remain. Years to complete the project are also considered in this factor	15
Council Strategic Plan Goals	Project will meet or make progress towards attaining a goal identified as a strategic priority of the City Council	10
Infrastructure Preservation	The benefit comparison of short-term repairs compared to long-term replacement of the infrastructure proposed to be improved by the project	10
Availability of External or Dedicated Funding	The project has received and/or uses outside funding sources, or the City has a history of receiving funding from the planned or requested funding sources	10
Master Plan Compliance	Project is identified as a priority project in an adopted Master Plan.	10
Economic/community impact	The effect that the project will have on the local economy and/or community, including public perception	5
Annual Operating and Maintenance Cost	The project's effect on operating and maintenance costs compared to the current infrastructure	5

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The Engineering Division will maintain Scoring Guidelines for the CIP review committee to provide a robust rubric for scoring within the above criteria.

2.4. Capital Improvement Plan Committee

The Capital Improvement Plan Committee ("CIP Committee") is a committee of Gilroy employees that shall score and evaluate the CIP projects and vehicles/equipment for ranking and consideration for funding. They shall also be the team to recommend funding to the City

Council, identifying funding sources and making other recommendations as needed to present a draft CIP to the City Council for consideration and adoption.

The CIP Committee shall be comprised of 6 employees. The composition of these employees shall be as follows:

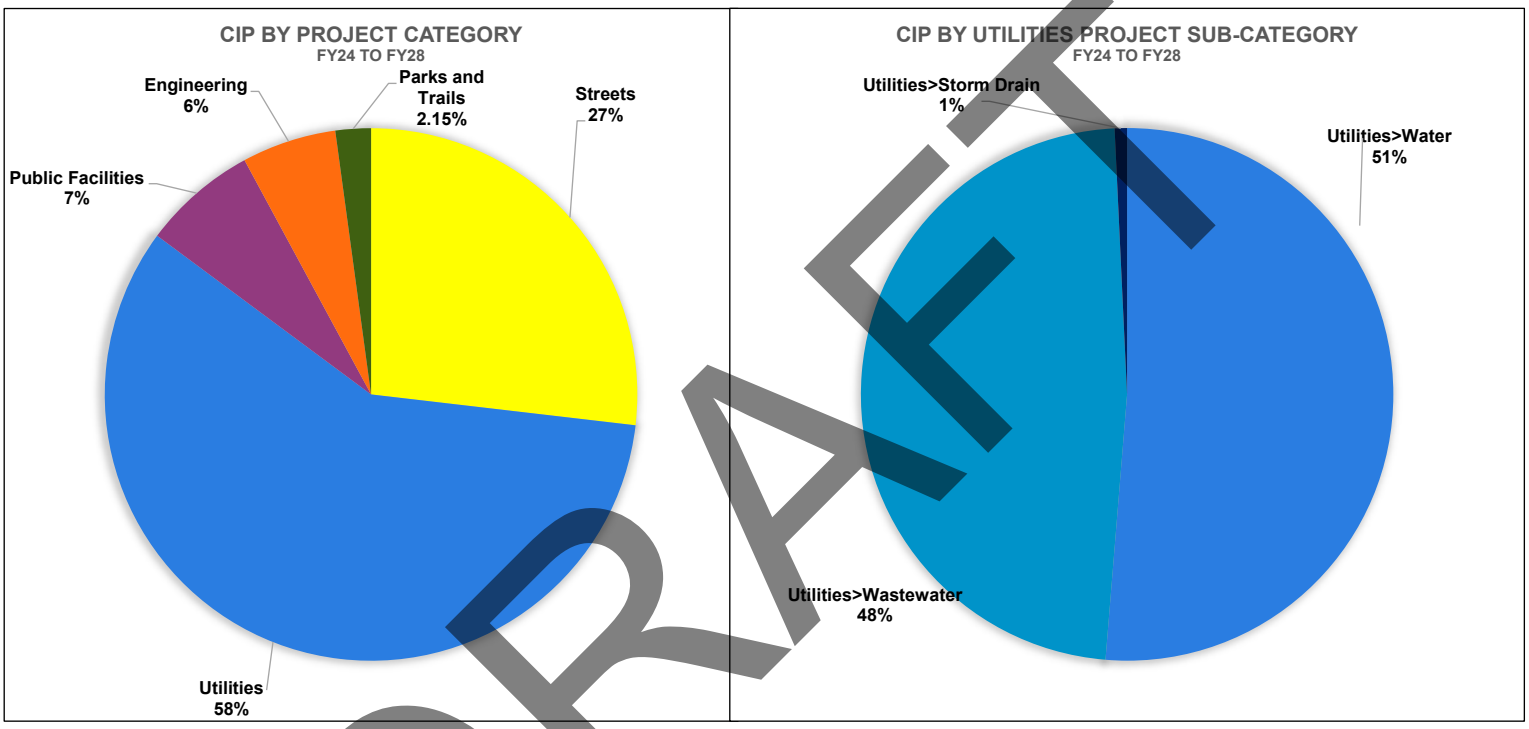
- Public Works Director
- Deputy Public Works Director
- City Engineer
- Senior CIP Engineer
- Public Works Management Analyst
- Senior Management Analyst – City Administrator's Office

The CIP Committee will be supported by other staff positions, but only these 6 employees will have scoring authority, and represent the CIP at the City Administrator review meeting, at the CIP adoption Council Meetings and study sessions, and Public Hearings.

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Capital Improvement Program Summary
Budget by Project Category
FY24 - FY28

By Project Category	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total	Percent
Streets	$ 7,929,766	$ 14,928,516	$ 9,219,262	$ 4,532,150	$ 4,606,649	$ 41,216,343	27%
Utilities	28,191,036	26,962,678	13,966,858	8,775,431	11,605,978	89,501,981	58%
Public Facilities	6,038,827	4,361,371	211,900	71,100	-	10,683,198	7%
Engineering	4,502,024	230,811	750,706	3,193,777	119,354	8,796,672	6%
Parks and Trails	532,600	1,719,500	350,000	350,000	350,000	3,302,100	2%
Utilities>Water	7,613,980	21,032,380	7,683,280	4,677,221	4,905,867	45,912,728	51%
Utilities>Wastewater	20,551,846	5,930,298	5,996,878	4,098,210	6,338,211	42,915,443	48%
Utilities>Storm Drain	25,210	-	286,700	-	361,900	673,810	1%
Total All Projects	**$ 47,194,253**	**$ 48,202,876**	**$ 24,498,726**	**$ 16,922,458**	**$ 16,681,981**	**$ 153,500,294**	**100%**



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Capital Improvement Program Summary
Number of Projects by Project Category
FY24 - FY28

By Project Category	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total	Percent
Streets	$ 7,929,766	$ 14,928,516	$ 9,219,262	$ 4,532,150	$ 4,606,649	$ 41,216,343	27%
Utilities	28,191,036	26,962,678	13,966,858	8,775,431	11,605,978	89,501,981	58%
Public Facilities	6,038,827	4,361,371	211,900	71,100	0	10,683,198	7%
Engineering	4,502,024	230,811	750,706	3,193,777	119,354	8,796,672	6%
Parks and Trails	532,600	1,719,500	350,000	350,000	350,000	3,302,100	2%
Utilities>Water	$ 7,613,980	$ 21,032,380	$ 7,683,280	$ 4,677,221	$ 4,905,867	$ 45,912,728	51%
Utilities>Wastewater	20,551,846	5,930,298	5,996,878	4,098,210	6,338,211	42,915,443	48%
Utilities>Storm Drain	25,210	-	286,700	-	361,900	673,810	1%
Total All Projects	**47,194,253**	**48,202,876**	**24,498,726**	**16,922,458**	**16,681,981**	**153,500,294**	**100%**

Note: Some projects are phased over multiple years. The "5-Year Total" represents the total number of individual projects per category.

Capital Improvement Program Summary
Budget by Funding Source
FY24 - FY28

By Funding Source	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total	Percent
100 - General Fund	$ 3,068,914	$ 7,690,871	$ 360,000	$ 431,100	$ 360,000	$ 11,910,885	8%
200 - Sidewalk Repair Reserve	500,000	500,000	500,000	500,000	500,000	2,500,000	2%
205 - Gas Taxes	1,034,120	1,191,573	903,493	872,200	890,810	4,892,196	3%
210 - Road Funds	1,482,596	1,527,074	1,565,251	1,604,382	1,644,492	7,823,795	5%
212 - Measure B	900,000	4,500,000	4,950,000	900,000	900,000	12,150,000	8%
220 - Vehicle Registration Fee	230,000	240,500	491,525	555,568	571,347	2,088,940	1%
245 - CDBG	261,950	99,500	311,900	100,000	100,000	873,350	0.6%
400 - Capital Projects	1,194,580	-	-	-	-	1,194,580	0.8%
410 - Storm Drain Development In	220,438	220,811	621,506	595,477	471,254	2,129,486	1%
415 - Utility Undergrounding	-	-	405,900	2,588,300	-	2,994,200	2%
425 - Traffic Impact	2,631,607	8,660,209	708,993	-	-	12,000,809	8%
430 - Sewer Development Impact	1,082,025	1,397,666	1,341,170	1,941,401	4,086,062	9,848,324	6%
435 - Water Development Impact	3,550,800	-	-	2,885,454	3,029,726	9,465,980	6%
440 - Public Facilities Impact	143,793	941,107	-	-	-	1,084,900	1%
487 - Downtown Beautification	3,582,765	-	-	-	-	3,582,765	2%
615 - Facilities	277,000	-	-	-	-	277,000	0.18%
625 - Equipment Outlay	3,685,718	-	-	-	-	3,685,718	2%
700 - Sewer	19,604,444	4,532,632	4,655,708	2,156,809	2,252,149	33,201,742	22%
705 - Water	3,523,503	16,619,180	7,683,280	1,791,767	1,876,141	31,493,871	21%
Total All Projects	**$ 47,194,253**	**$ 48,202,876**	**$ 24,498,726**	**$ 16,922,458**	**$ 16,681,981**	**$ 153,500,294**	**100%**

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Program Details
Streets

Project Number	Project Title	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
800020	Tenth Street and Uvas Creek Bridge*	1,000,000	-	-	-	-	1,000,000
800060	Annual Pavement Maintenance	4,482,596	4,527,074	2,965,251	3,004,382	3,044,492	18,023,795
800070	Annual Curb Ramps Citywide	240,000	240,000	240,000	240,000	240,000	1,200,000
800080	Annual Safe Routes to Schools	62,600	65,730	69,017	72,467	76,091	345,905
800180	Traffic Calming	150,000	-	-	-	-	150,000
800320	Annual Shared-Cost Sidewalk Replacement Program	500,000	500,000	500,000	500,000	500,000	2,500,000
800330	Annual Pavement Markings	210,000	220,500	231,525	243,101	255,256	1,160,382
800340	Annual Signal/Street Light Maintenance	321,520	337,596	354,476	372,200	390,810	1,776,602
800350	Luchessa/Church Traffic Signal Installation	85,800	897,600	-	-	-	983,400
800360	Mantelli/Kern Traffic Signal Installation	94,600	983,900	-	-	-	1,078,500
800370	Monterey/I.O.O.F. Traffic Signal Installation	108,900	932,700	-	-	-	1,041,600
800410	Annual Citywide Traffic Signal Upgrades	150,000	150,000	-	-	-	300,000
800440	Automall/Luchessa Traffic Signal Installation	79,200	841,400	-	-	-	920,600
800450	Annual CDBG Sidewalk/Curb Ramp Project	261,950	99,500	100,000	100,000	100,000	661,450
800480	First/Kern Traffic Signal Installation	182,600	902,300	-	-	-	1,084,900
800770	Tenth Street/Hwy 101 Bridge Widening	-	4,230,216	4,758,993	-	-	8,989,209
	Total All Projects	$ 7,929,766	$ 14,928,516	$ 9,219,262	$ 4,532,150	$ 4,606,649	$ 41,216,343

Funding Sources	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
100 - General Fund	1,600,000	1,600,000	-	-	-	3,200,000
200 - Sidewalk Repair Reserve	500,000	500,000	500,000	500,000	500,000	2,500,000
205 - Gas Taxes	1,034,120	1,191,573	903,493	872,200	890,810	4,892,196
210 - Road Funds	1,482,596	1,527,074	1,565,251	1,604,382	1,644,492	7,823,795
212 - Measure B	900,000	4,500,000	4,950,000	900,000	900,000	12,150,000
220 - Vehicle Registration Fee	230,000	240,500	491,525	555,568	571,347	2,088,940
245 - CDBG	261,950	99,500	100,000	100,000	100,000	661,450
425 - Traffic Impact	1,701,100	5,188,116	708,993	-	-	7,598,209
Total All Projects	$ 7,929,766	$ 14,928,516	$ 9,219,262	$ 4,532,150	$ 4,606,649	$ 41,216,343

* Note: 800020 Tenth Street and Uvas Creek Bridge has only been funded for the design phase.

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Program Details
Parks and Trails

Project Number	Project Title	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
800270	Lions Creek Trail West of Santa Teresa and Day	182,600	1,369,500	-	-	-	1,552,100
PK2401	Citywide Park Restroom Reroofing/Rehabilitation	350,000	350,000	350,000	350,000	350,000	1,750,000
	Total All Projects	$ 532,600	$ 1,719,500	$ 350,000	$ 350,000	$ 350,000	$ 3,302,100

Funding Sources	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
100 - General Fund	532,600	1,719,500	350,000	350,000	350,000	3,302,100
Total All Projects	$ 532,600	$ 1,719,500	$ 350,000	$ 350,000	$ 350,000	$ 3,302,100

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Program Details
Utilities

Project Number	Project Title	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
800050	McCarthy Site Well (Well #9)	3,550,800	-	-	-	-	3,550,800
800250	Casey and Swanston Water Line Replacement	294,800	2,825,800	-	-	-	3,120,600
800310	Automated Flexnet Water Meter Installation	612,700	612,700	-	-	-	1,225,400
800390	Miller and Third Storm Drain Rehabilitation	-	-	286,700	-	-	286,700
800400	Monterey and Luchessa Storm Drain Modifications	-	-	-	-	361,900	361,900
800430	Cohansey Avenue/Terri Court Storm Drain Improvements	25,210	-	-	-	-	25,210
800490	Annual Citywide Sewer Repair and Rehabilitation Program	250,000	250,000	250,000	250,000	250,000	1,250,000
800510	Asbestos Cement Sewer Pipe Replacement Citywide	-	199,100	1,008,600	-	-	1,207,700
800520	Carmel-Dowdy Alley - Sixth to Seventh Sewer Replacement	57,200	273,200	-	-	-	330,400
800530	Large Diameter Sewer Rehabilitation Citywide	-	202,400	1,081,100	-	-	1,283,500
800540	Monterey and Princevalle Sewer Network	-	-	-	755,038	2,840,381	3,595,419
800550	Old Gilroy - Chestnut to Forest Sewer Upgrade	35,200	251,600	-	-	-	286,800
800560	Seventh St - Carmel-Dowdy to Hanna-Rosanna Alleys Sewer Replacement	-	48,400	211,300	-	-	259,700
800570	Sewer Plant Expansion (SCRWA)	15,700,000	1,900,000	500,000	-	-	18,100,000
800590	Broadway and Sargent Water Line Replacement	-	129,800	877,600	-	-	1,007,400
800600	Church and Gurries Water Line Replacement	66,000	314,600	-	-	-	380,600
800610	Church Street - Welburn to First Water Line Replacement	-	176,000	1,173,400	-	-	1,349,400
800620	Forest and Eighth Water Line Replacement	66,000	369,200	-	-	-	435,200
800630	Steel Water Service Lines Replacement Citywide	104,280	104,280	104,280	104,280	104,280	521,400
800640	Monterey and Eighth Water Line Replacement	-	74,800	406,700	-	-	481,500
800650	Abandon 2" Water Line from 7041 to 7161 Monterey Street	108,900	847,000	-	-	-	955,900
800660	Murray at Burke Water Line Reroute	-	102,300	469,400	-	-	571,700
800670	Saint Louise Hospital Large Water Meter Replacement	63,200	-	-	-	-	63,200
800690	Water Reservoirs A and B - Painting	483,200	-	-	-	-	483,200
800700	Water Reservoirs A and B - Retrofit Overflow Piping	482,000	-	-	-	-	482,000
800710	Water Well Nos. 1 and 4 Compliance Improvements	82,600	-	-	-	-	82,600
800720	Water Well Nos. 1, 2, 4 and 6 Upgrade Improvements	1,025,200	10,527,000	-	-	-	11,552,200
900740	Monterey - Leavesley to Ronan Water Line Replacement	-	535,700	4,651,900	-	-	5,187,600
EN2402	Ice Center Infrastructure	674,300	4,413,200	-	-	-	5,087,500
SW2401	Master Plan Projects - Sewer Improvements	2,671,998	2,805,598	2,945,878	3,093,172	3,247,830	14,764,476
SW2402	Joint Morgan Hill-Gilroy Trunk Line Repairs	1,837,448	-	-	-	-	1,837,448
WT2401	Master Plan Projects - Water Improvements	-	-	-	4,572,941	4,801,587	9,374,528
	Total All Projects	$ 28,191,036	$ 26,962,678	$ 13,966,858	$ 8,775,431	$ 11,605,978	$ 89,501,981

Funding Sources	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
410 - Storm Drain Development Impact	25,210	-	286,700	-	361,900	673,810
425 - Traffic Impact	530,507	3,472,093	-	-	-	4,002,600
430 - Sewer Development Impact	1,082,025	1,397,666	1,341,170	1,941,401	4,086,062	9,848,324
435 - Water Development Impact	3,550,800	-	-	2,885,454	3,029,726	9,465,980
440 - Public Facilities Impact	143,793	941,107	-	-	-	1,084,900
700 - Sewer	19,469,821	4,532,632	4,655,708	2,156,809	2,252,149	33,067,119
705 - Water	3,388,880	16,619,180	7,683,280	1,791,767	1,876,141	31,359,248
Total All Projects	$ 28,191,036	$ 26,962,678	$ 13,966,858	$ 8,775,431	$ 11,605,978	$ 89,501,981

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Program Details
Public Facilities

Project Number	Project Title	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
800160	Golf Course Water Tank Replacement	-	149,500	-	-	-	149,500
800230	Shooting Range Assessment	277,000	-	-	-	-	277,000
800780	San Ysidro Park Healthy Living Enhancement	378,529	2,621,471	-	-	-	3,000,000
900370	City Hall Annex HVAC Replacement	-	604,400	-	-	-	604,400
900460	Electrical Panel Evaluation Corporation Yard for OSHA Requirements	44,500	-	-	-	-	44,500
900480	Gilroy Center for the Arts HVAC Replacement	-	138,000	-	-	-	138,000
900490	Old City Hall HVAC Replacement	360,700	-	-	-	-	360,700
900520	Senior Center ADA Restroom Access	-	-	-	71,100	-	71,100
900530	Senior Center Roof Replacement	-	230,400	-	-	-	230,400
900620	Miller Park Restrooms Electrical Undergounding	97,800	-	-	-	-	97,800
FC2401	Cherry Blossom Apartments Reroofing	-	-	211,900	-	-	211,900
FC2402	Creamery Building Demolition	-	145,600	-	-	-	145,600
FC2403	Civic Center Master Plan	750,000	-	-	-	-	750,000
FC2404	Citywide Energy Saving Measures	3,685,718	-	-	-	-	3,685,718
FC2405	City Hall Reroofing	-	472,000	-	-	-	472,000
FR2401	Glen Loma Temporary Fire Station	444,580	-	-	-	-	444,580
	Total All Projects	$ 6,038,827	$ 4,361,371	$ 211,900	$ 71,100	$ -	$ 10,683,198

Funding Sources	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
100 - General Fund	881,529	4,361,371	-	71,100	-	5,314,000
245 - CDBG	-	-	211,900	-	-	211,900
400 - Capital Projects	1,194,580	-	-	-	-	1,194,580
615 - Facilities	277,000	-	-	-	-	277,000
625 - Equipment Outlay	3,685,718	-	-	-	-	3,685,718
Total All Projects	$ 6,038,827	$ 4,361,371	$ 211,900	$ 71,100	$ -	$ 10,683,198

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Program Details
Engineering

Project Number	Project Title	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
800240	Traffic Circulation Master Plan and Traffic Impact Fee Update	400,000	-	-	-	-	400,000
800420	Utility Undergrounding - Monterey Street - Eighth to Tenth	-	-	405,900	2,588,300	-	2,994,200
800460	State Trash Amendments Stormwater Compliance Project	118,800	118,800	237,600	470,737	10,000	955,937
800470	Stormwater NPDES Compliance	86,428	112,011	107,206	134,740	109,354	549,739
800760	Gourmet and Railroad Alley Improvements	3,582,765	-	-	-	-	3,582,765
EN2403	Corporation Yard EV and EV Charging	314,031	-	-	-	-	314,031
	Total All Projects	$ 4,502,024	$ 230,811	$ 750,706	$ 3,193,777	$ 119,354	$ 8,796,672

Funding Sources	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28	5-Year Total
100 - General Fund	54,785	10,000	10,000	10,000	10,000	94,785
410 - Storm Drain Development Impact	195,228	220,811	334,806	595,477	109,354	1,455,676
425 - Traffic Impact	400,000	-	-	-	-	400,000
487 - Downtown Beautification	3,582,765	-	-	-	-	3,582,765
700 - Sewer	134,623	-	-	-	-	134,623
705 - Water	134,623	-	-	-	-	134,623
Total All Projects	$ 4,502,024	$ 230,811	$ 750,706	$ 3,193,777	$ 119,354	$ 8,796,672

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200 - Sidewalk Repair Reserve
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	200 - Sidewalk Repair Reserve						
Acct. #:							
Est. Beginning Fund Balance - July 1		1,365,613	1,701,930	1,459,098	1,216,481	974,045	731,795
Revenues							
	Impact Fees	-	-	-	-	-	-
	Allocated Interest	7,559	7,786	8,019	8,220	8,425	8,636
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	-	-	-	-	-	-
	Special Assessments	-	-	-	-	-	-
	Charges for Services	-	-	-	-	-	-
	Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
	Other Revenue (Transfers In)	250,000	250,000	250,000	250,000	250,000	250,000
Total Revenue		257,559	257,786	258,019	258,220	258,425	258,636
Fund Balance Subtotal after Revenue		1,623,172	1,959,716	1,717,117	1,474,700	1,232,470	990,431
Operating Expenditures							
	Personnel	-	-	-	-	-	-
	Materials and Services	(600)	(618)	(637)	(656)	(675)	(696)
	Capital Outlay	-	-	-	-	-	-
	Transfers	-	-	-	-	-	-
	Internal Service Fund Charges	-	-	-	-	-	-
	Other Charges	-	-	-	-	-	-
Total Operating Expenses		(600)	(618)	(637)	(656)	(675)	(696)
Net Surplus/(Deficit)		256,959	257,168	257,383	257,564	257,750	257,940
Total All Funds Available		1,622,572	1,959,098	1,716,481	1,474,045	1,231,795	989,735
Capital Projects:							
800320	Annual Shared-Cost Sidewalk Replacement Program	79,358	(500,000)	(500,000)	(500,000)	(500,000)	(500,000)
	Total Capital Projects	79,358	(500,000)	(500,000)	(500,000)	(500,000)	(500,000)
Ending Fund Balance - June 30		1,701,930	1,459,098	1,216,481	974,045	731,795	489,735

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205 - Gas Taxes
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	205 - Gas Taxes						
Acct. #:							
Est. Beginning Fund Balance - July 1		4,311,146	549,052	414,375	143,940	183,553	276,864
Revenues							
	Impact Fees	-	-	-	-	-	-
	Allocated Interest	-	-	-	-	-	-
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	1,532,669	1,701,791	1,744,336	1,787,944	1,832,643	1,878,459
	Special Assessments	-	-	-	-	-	-
	Charges for Services	-	-	-	-	-	-
	Use of Money/Property (Interest and Rents)	31,146	32,080	33,043	33,869	34,716	35,583
	Other Revenue	-	-	-	-	-	-
Total Revenue		1,563,815	1,733,871	1,777,379	1,821,813	1,867,358	1,914,042
Fund Balance Subtotal after Revenue		5,874,961	2,282,923	2,191,753	1,965,753	2,050,911	2,190,906
Operating Expenditures							
	Personnel	-	-	-	-	-	-
	Materials and Services	(704,802)	(725,946)	(747,724)	(770,156)	(793,261)	(817,059)
	Capital Outlay	-	-	-	-	-	-
	Transfers	(107,363)	(107,363)	(107,363)	(107,363)	(107,363)	(107,363)
	Internal Service Fund Charges	(1,087)	(1,120)	(1,153)	(1,188)	(1,223)	(1,260)
	Other Charges	-	-	-	-	-	-
Total Operating Expenses		(813,252)	(834,429)	(856,241)	(878,707)	(901,847)	(925,682)
Net Surplus/(Deficit)		750,563	899,443	921,138	943,106	965,511	988,360
Total All Funds Available		5,061,709	1,448,495	1,335,513	1,087,046	1,149,064	1,265,224
Capital Projects:							
800060	Annual Citywide Pavement Rehabilitation	(4,006,447)	(500,000)	(500,000)	(500,000)	(500,000)	(500,000)
800070	Annual Citywide Curb Ramp Project	(200,000)	-	(138,247)	-	-	-
800080	Annual Safe Routes to Schools	-	(62,600)	(65,730)	(49,017)	-	-
800340	Annual Signal/Street Light Maintenance	(306,210)	(321,520)	(337,596)	(354,476)	(372,200)	(390,810)
800410	Annual Citywide Traffic Signal Upgrades	-	(150,000)	(150,000)	-	-	-
	Total Capital Projects	(4,512,657)	(1,034,120)	(1,191,573)	(903,493)	(872,200)	(890,810)
Ending Fund Balance - June 30		549,052	414,375	143,940	183,553	276,864	374,414

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210 - Road Funds
Fund Balance Detail

FUND ACTIVITY DETAIL	Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund: 210 - Road Funds						
Acct. #:						
Est. Beginning Fund Balance - July 1	2,455,639	1,545,639	1,535,339	1,524,730	1,513,802	1,502,547
Revenues						
Impact Fees	-	-	-	-	-	-
Allocated Interest	-	-	-	-	-	-
Revenue Projections	-	-	-	-	-	-
Taxes	-	-	-	-	-	-
Licenses and Permits	-	-	-	-	-	-
Fines and Forfeitsures	-	-	-	-	-	-
Intergovernmental Transfers	1,300,752	1,482,596	1,527,074	1,565,251	1,604,382	1,644,492
Special Assessments	-	-	-	-	-	-
Charges for Services	-	-	-	-	-	-
Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
Other Revenue	-	-	-	-	-	-
Total Revenue	1,300,752	1,482,596	1,527,074	1,565,251	1,604,382	1,644,492
Fund Balance Subtotal after Revenue	3,756,391	3,028,235	3,062,413	3,089,981	3,118,184	3,147,039
Operating Expenditures						
Personnel	-	-	-	-	-	-
Materials and Services	(10,000)	(10,300)	(10,609)	(10,927)	(11,255)	(11,593)
Capital Outlay	-	-	-	-	-	-
Transfers	-	-	-	-	-	-
Internal Service Fund Charges	-	-	-	-	-	-
Other Charges	-	-	-	-	-	-
Total Operating Expenses	(10,000)	(10,300)	(10,609)	(10,927)	(11,255)	(11,593)
Net Surplus/(Deficit)	1,290,752	1,472,296	1,516,465	1,554,323	1,593,127	1,632,899
Total All Funds Available	3,746,391	3,017,935	3,051,804	3,079,053	3,106,929	3,135,446
Capital Projects:						
800060 Annual Citywide Pavement Rehabilitation	(2,200,752)	(1,482,596)	(1,527,074)	(1,565,251)	(1,604,382)	(1,644,492)
Total Capital Projects	(2,200,752)	(1,482,596)	(1,527,074)	(1,565,251)	(1,604,382)	(1,644,492)
Ending Fund Balance - June 30	1,545,639	1,535,339	1,524,730	1,513,802	1,502,547	1,490,954

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212 - Measure B
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	212 - Measure B						
Acct. #:							
Est. Beginning Fund Balance - July 1		2,061,910	1,161,910	1,161,910	1,161,910	1,161,910	1,161,910
Revenues							
	Impact Fees	-	-	-	-	-	-
	Allocated Interest	-	-	-	-	-	-
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	900,000	900,000	4,500,000	4,950,000	900,000	900,000
	Special Assessments	-	-	-	-	-	-
	Charges for Services	-	-	-	-	-	-
	Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
	Other Revenue	-	-	-	-	-	-
Total Revenue		900,000	900,000	4,500,000	4,950,000	900,000	900,000
Fund Balance Subtotal after Revenue		2,961,910	2,061,910	5,661,910	6,111,910	2,061,910	2,061,910
Operating Expenditures							
	Personnel	-	-	-	-	-	-
	Materials and Services	-	-	-	-	-	-
	Capital Outlay	-	-	-	-	-	-
	Transfers	-	-	-	-	-	-
	Internal Service Fund Charges	-	-	-	-	-	-
	Other Charges	-	-	-	-	-	-
Total Operating Expenses		-	-	-	-	-	-
Net Surplus/(Deficit)		900,000	900,000	4,500,000	4,950,000	900,000	900,000
Total All Funds Available		2,961,910	2,061,910	5,661,910	6,111,910	2,061,910	2,061,910
Capital Projects:							
800060	Annual Citywide Pavement Rehabilitation	(1,800,000)	(900,000)	(900,000)	(900,000)	(900,000)	(900,000)
800770	Tenth Street/Hwy 101 Bridge Widening	-	-	(3,600,000)	(4,050,000)	-	-
	Total Capital Projects	(1,800,000)	(900,000)	(4,500,000)	(4,950,000)	(900,000)	(900,000)
Ending Fund Balance - June 30		1,161,910	1,161,910	1,161,910	1,161,910	1,161,910	1,161,910

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215 - Transportation/ Mobility Grant
Fund Balance Detail

FUND ACTIVITY DETAIL	Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund: 215 - Transportation/ Mobility Grant						
Acct. #:						
Est. Beginning Fund Balance - July 1	227,986	227,986	227,986	227,986	227,986	227,986
Revenues						
Impact Fees	-	-	-	-	-	-
Allocated Interest	-	-	-	-	-	-
Revenue Projections	-	-	-	-	-	-
Taxes	-	-	-	-	-	-
Licenses and Permits	-	-	-	-	-	-
Fines and Forfeitsures	-	-	-	-	-	-
Intergovernmental Transfers	-	220,000	81,753	-	-	-
Special Assessments	-	-	-	-	-	-
Charges for Services	-	-	-	-	-	-
Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
Other Revenue	-	-	-	-	-	-
Total Revenue	-	220,000	81,753	-	-	-
Fund Balance Subtotal after Revenue	227,986	447,986	309,739	227,986	227,986	227,986
Operating Expenditures						
Personnel	-	-	-	-	-	-
Materials and Services	-	-	-	-	-	-
Capital Outlay	-	-	-	-	-	-
Transfers	-	-	-	-	-	-
Internal Service Fund Charges	-	-	-	-	-	-
Other Charges	-	-	-	-	-	-
Total Operating Expenses	-	-	-	-	-	-
Net Surplus/(Deficit)	-	220,000	81,753	-	-	-
Total All Funds Available	227,986	447,986	309,739	227,986	227,986	227,986
Capital Projects:						
800070 Annual Curb Ramps Citywide	-	(220,000)	(81,753)	-	-	-
Total Capital Projects	-	(220,000)	(81,753)	-	-	-
Ending Fund Balance - June 30	227,986	227,986	227,986	227,986	227,986	227,986

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220 - Vehicle Registration Fee
Fund Balance Detail

FUND ACTIVITY DETAIL	Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund: 220 - Vehicle Registration Fee						
Acct. #:						
Est. Beginning Fund Balance - July 1	1,011,784	1,556,489	1,713,185	1,870,982	1,787,583	1,650,211
Revenues						
Impact Fees	-	-	-	-	-	-
Allocated Interest	-	-	-	-	-	-
Revenue Projections	-	-	-	-	-	-
Taxes	-	-	-	-	-	-
Licenses and Permits	-	-	-	-	-	-
Fines and Forfeitsures	-	-	-	-	-	-
Intergovernmental Transfers	389,944	401,642	413,692	424,034	434,635	445,501
Special Assessments	-	-	-	-	-	-
Charges for Services	-	-	-	-	-	-
Use of Money/Property (Interest and Rents)	9,761	10,054	10,355	10,614	10,880	11,152
Other Revenue	-	-	-	-	-	-
Total Revenue	399,705	411,696	424,047	434,648	445,514	456,652
Fund Balance Subtotal after Revenue	1,411,489	1,968,185	2,137,232	2,305,630	2,233,097	2,106,863
Operating Expenditures						
Personnel	-	-	-	-	-	-
Materials and Services	(25,000)	(25,000)	(25,750)	(26,523)	(27,318)	(28,138)
Capital Outlay	-	-	-	-	-	-
Transfers	-	-	-	-	-	-
Internal Service Fund Charges	-	-	-	-	-	-
Other Charges	-	-	-	-	-	-
Total Operating Expenditures	(25,000)	(25,000)	(25,750)	(26,523)	(27,318)	(28,138)
Net Surplus/(Deficit)	374,705	386,696	398,297	408,126	418,196	428,515
Total All Funds Available	1,386,489	1,943,185	2,111,482	2,279,108	2,205,779	2,078,726
Capital Projects:						
800070 Annual Citywide Curb Ramp Project	-	(20,000)	(20,000)	(240,000)	(240,000)	(240,000)
800080 Annual Safe Routes to Schools	-	-	-	(20,000)	(72,467)	(76,091)
800330 Annual Pavement Markings	170,000	(210,000)	(220,500)	(231,525)	(243,101)	(255,256)
Total Capital Projects	170,000	(230,000)	(240,500)	(491,525)	(555,568)	(571,347)
Ending Fund Balance - June 30	1,556,489	1,713,185	1,870,982	1,787,583	1,650,211	1,507,379

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245 - CDBG
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	245 - CDBG						
Acct. #:							
Est. Beginning Fund Balance - July 1		(362,209)	(590,734)	(804,243)	(1,026,866)	(1,471,738)	(1,714,855)
Revenues							
	Impact Fees	-	-	-	-	-	-
	Allocated Interest	-	-	-	-	-	-
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	779,246	648,000	368,000	368,000	368,000	368,000
	Special Assessments	-	-	-	-	-	-
	Charges for Services	-	-	-	-	-	-
	Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
	Other Revenue	-	-	-	-	-	-
Total Revenue		779,246	648,000	368,000	368,000	368,000	368,000
Fund Balance Subtotal after Revenue		417,037	57,266	(436,243)	(658,866)	(1,103,738)	(1,346,855)
Operating Expenditures							
	Personnel	(122,295)	(125,964)	(129,743)	(133,635)	(137,644)	(141,773)
	Materials and Services	(130,993)	(134,923)	(138,970)	(143,140)	(147,434)	(151,857)
	Capital Outlay	-	-	-	-	-	-
	Transfers	(38,452)	(39,606)	(40,794)	(42,018)	(43,278)	(44,576)
	Internal Service Fund Charges	(17,738)	(18,270)	(18,818)	(19,383)	(19,964)	(20,563)
	Other Charges	(427,088)	(280,797)	(162,797)	(162,797)	(162,797)	(162,797)
Total Operating Expenditures		(736,566)	(599,559)	(491,122)	(500,972)	(511,117)	(521,567)
Net Surplus/(Deficit)		42,680	48,441	(123,122)	(132,972)	(143,117)	(153,567)
Total All Funds Available		(319,529)	(542,293)	(927,366)	(1,159,838)	(1,614,855)	(1,868,422)
Capital Projects:							
800450	Annual CDBG Sidewalk/Curb Ramp Project	(271,205)	(261,950)	(99,500)	(100,000)	(100,000)	(100,000)
FC2401	Cherry Blossom Apartments Reroofing	-	-	-	(211,900)	-	-
	Total Capital Projects	(271,205)	(261,950)	(99,500)	(311,900)	(100,000)	(100,000)
Ending Fund Balance - June 30		(590,734)	(804,243)	(1,026,866)	(1,471,738)	(1,714,855)	(1,968,422)

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400 - Capital Projects
Fund Balance Detail

FUND ACTIVITY DETAIL	Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund: 400 - Capital Projects						
Acct. #:						
Est. Beginning Fund Balance - July 1	5,494,297	5,298,076	4,140,261	4,178,129	4,216,943	4,256,728
Revenues						
Impact Fees	-	-	-	-	-	-
Allocated Interest	35,694	36,765	37,868	38,814	39,785	40,779
Revenue Projections	-	-	-	-	-	-
Taxes	-	-	-	-	-	-
Licenses and Permits	-	-	-	-	-	-
Fines and Forfeitsures	-	-	-	-	-	-
Intergovernmental Transfers	2,336,791	-	-	-	-	-
Special Assessments	-	-	-	-	-	-
Charges for Services	-	-	-	-	-	-
Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
Other Revenue	-	-	-	-	-	-
Total Revenue	2,372,485	36,765	37,868	38,814	39,785	40,779
Fund Balance Subtotal after Revenue	7,866,782	5,334,841	4,178,129	4,216,943	4,256,728	4,297,507
Operating Expenditures						
Personnel	-	-	-	-	-	-
Materials and Services	-	-	-	-	-	-
Capital Outlay	-	-	-	-	-	-
Transfers	-	-	-	-	-	-
Internal Service Fund Charges	-	-	-	-	-	-
Other Charges	-	-	-	-	-	-
Total Operating Expenditures	-	-	-	-	-	-
Net Surplus/(Deficit)	2,372,485	36,765	37,868	38,814	39,785	40,779
Total All Funds Available	7,866,782	5,334,841	4,178,129	4,216,943	4,256,728	4,297,507
Capital Projects:						
800090 Eigleberry and Seventh Parking Lot	(2,551,396)	-	-	-	-	-
FC2403 Civic Center Master Plan	-	(750,000)	-	-	-	-
FR2401 Glen Loma Temporary Fire Station	(17,310)	(444,580)	-	-	-	-
Total Capital Projects	(2,568,706)	(1,194,580)	-	-	-	-
Ending Fund Balance - June 30	5,298,076	4,140,261	4,178,129	4,216,943	4,256,728	4,297,507

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410 - Storm Drain Development Impact
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	410 - Storm Drain Development Impact						
Acct. #:							
Est. Beginning Fund Balance - July 1		1,223,210	863,874	833,739	966,340	583,872	117,952
Revenues							
	Impact Fees	66,697	99,608	259,873	142,258	28,573	59,110
	Allocated Interest	7,327	7,547	7,773	7,968	8,167	8,371
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	85,834	88,498	91,276	94,461	98,606	464,345
	Special Assessments	-	-	-	-	-	-
	Charges for Services	-	-	-	-	-	-
	Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
	Other Revenue	-	-	-	-	-	-
Total Revenue		159,858	195,653	358,922	244,687	135,346	531,826
Fund Balance Subtotal after Revenue		1,383,068	1,059,527	1,192,661	1,211,026	719,218	649,778
Operating Expenditures							
	Personnel	-	-	-	-	-	-
	Materials and Services	(5,000)	(5,150)	(5,305)	(5,437)	(5,573)	(5,712)
	Capital Outlay	-	-	-	-	-	-
	Transfers	-	-	-	-	-	-
	Internal Service Fund Charges	(194)	(200)	(206)	(211)	(216)	(222)
	Other Charges	-	-	-	-	-	-
Total Operating Expenditures		(5,194)	(5,350)	(5,510)	(5,648)	(5,789)	(5,934)
Net Surplus/(Deficit)		154,664	190,303	353,412	239,038	129,556	525,892
Total All Funds Available		1,377,874	1,054,177	1,187,151	1,205,378	713,429	643,844
Capital Projects:							
800390	Miller and Third Storm Drain Rehabilitation	-	-	-	(286,700)	-	-
800400	Monterey and Luchessa Storm Drain Modifications	-	-	-	-	-	(361,900)
800430	Cohansey Avenue/Terri Court Storm Drain Improvements	-	(25,210)	-	-	-	-
800460	State Trash Amendments Stormwater Compliance Project	-	(108,800)	(108,800)	(227,600)	(460,737)	-
800470	Stormwater NPDES Compliance	(514,000)	(86,428)	(112,011)	(107,206)	(134,740)	(109,354)
	Total Capital Projects	(514,000)	(220,438)	(220,811)	(621,506)	(595,477)	(471,254)
Ending Fund Balance - June 30		863,874	833,739	966,340	583,872	117,952	172,590

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415 - Utility Undergrounding
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	415 - Utility Undergrounding						
Acct. #:							
Est. Beginning Fund Balance - July 1		-	3,487,397	3,487,455	3,487,514	3,081,675	493,437
Revenues							
	Impact Fees	-	-	-	-	-	-
	Allocated Interest	56	58	59	61	62	64
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	3,487,341	-	-	-	-	-
	Special Assessments	-	-	-	-	-	-
	Charges for Services	-	-	-	-	-	-
	Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
	Other Revenue	-	-	-	-	-	-
Total Revenue		3,487,397	58	59	61	62	64
Fund Balance Subtotal after Revenue		3,487,397	3,487,455	3,487,514	3,487,575	3,081,737	493,501
Operating Expenditures							
	Personnel	-	-	-	-	-	-
	Materials and Services	-	-	-	-	-	-
	Capital Outlay	-	-	-	-	-	-
	Transfers	-	-	-	-	-	-
	Internal Service Fund Charges	-	-	-	-	-	-
	Other Charges	-	-	-	-	-	-
Total Operating Expenditures		-	-	-	-	-	-
Net Surplus/(Deficit)		3,487,397	58	59	61	62	64
Total All Funds Available		3,487,397	3,487,455	3,487,514	3,487,575	3,081,737	493,501
Capital Projects:							
800420	Utility Undergrounding - Monterey Street - Eighth to Tenth	-	-	-	(405,900)	(2,588,300)	-
	Total Capital Projects	-	-	-	(405,900)	(2,588,300)	-
Ending Fund Balance - June 30		3,487,397	3,487,455	3,487,514	3,081,675	493,437	493,501

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425 - Traffic Impact
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	425 - Traffic Impact						
Acct. #:							
Est. Beginning Fund Balance - July 1		17,488,071	20,757,271	25,707,998	26,349,575	31,425,241	33,969,528
Revenues							
	Impact Fees	2,410,936	7,504,053	9,221,157	5,702,069	2,459,689	2,250,000
	Allocated Interest	86,452	89,046	91,717	94,010	96,360	98,769
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	-	-	-	-	-	-
	Special Assessments	-	-	-	-	-	-
	Charges for Services	-	-	-	-	-	-
	Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
	Other Revenue	-	-	-	-	-	-
Total Revenue		2,497,388	7,593,099	9,312,874	5,796,079	2,556,049	2,348,769
Fund Balance Subtotal after Revenue		19,985,459	28,350,370	35,020,872	32,145,654	33,981,290	36,318,297
Operating Expenditures							
	Personnel	-	-	-	-	-	-
	Materials and Services	(10,425)	(10,738)	(11,060)	(11,392)	(11,733)	(12,085)
	Capital Outlay	3,802,388	-	-	-	-	-
	Transfers	-	-	-	-	-	-
	Internal Service Fund Charges	(26)	(27)	(28)	(28)	(29)	(30)
	Other Charges	-	-	-	-	-	-
Total Operating Expenditures		3,791,937	(10,765)	(11,087)	(11,420)	(11,763)	(12,116)
Net Surplus/(Deficit)		6,289,325	7,582,334	9,301,786	5,784,659	2,544,286	2,336,654
Total All Funds Available		23,777,396	28,339,605	35,009,784	32,134,234	33,969,528	36,306,181
Capital Projects:							
800020	Tenth Street and Uvas Creek Bridge	(2,020,125)	(1,000,000)	-	-	-	-
800180	Traffic Calming	-	(150,000)	-	-	-	-
800240	Traffic Circulation Master Plan and Traffic Impact Fee Update	-	(400,000)	-	-	-	-
800350	Luchessa/Church Traffic Signal Installation	-	(85,800)	(897,600)	-	-	-
800360	Mantelli/Kern Traffic Signal Installation	-	(94,600)	(983,900)	-	-	-
800370	Monterey/I.O.O.F. Traffic Signal Installation	-	(108,900)	(932,700)	-	-	-
800440	Automall/Luchessa Traffic Signal Installation	-	(79,200)	(841,400)	-	-	-
800770	Tenth Street/Hwy 101 Bridge Widening	(1,000,000)	-	(630,216)	(708,993)	-	-
EN2402	Ice Center Infrastructure	-	(530,507)	(3,472,093)	-	-	-
800480	First/Kern Traffic Signal Installation	-	(182,600)	(902,300)	-	-	-
	Total Capital Projects	(3,020,125)	(2,631,607)	(8,660,209)	(708,993)	-	-
Ending Fund Balance - June 30		20,757,271	25,707,998	26,349,575	31,425,241	33,969,528	36,306,181

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430 - Sewer Development Impact
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	430 - Sewer Development Impact						
Acct. #:							
Est. Beginning Fund Balance - July 1		14,976,397	13,766,601	12,683,273	15,075,759	14,868,118	11,841,568
Revenues							
	Impact Fees	608,436	1,803,192	5,620,243	3,315,184	1,093,093	1,357,983
	Allocated Interest	81,904	84,361	86,892	89,064	91,291	93,573
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	368,682	380,706	353,347	-	-	-
	Special Assessments	-	-	-	-	-	-
	Charges for Services	-	-	-	-	-	-
	Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
	Other Revenue	-	-	-	-	-	-
Total Revenue		1,059,022	2,268,259	6,060,482	3,404,248	1,184,384	1,451,556
Fund Balance Subtotal after Revenue		16,035,419	16,034,860	18,743,755	18,480,007	16,052,502	13,293,124
Operating Expenditures							
	Personnel	-	-	-	-	-	-
	Materials and Services	(10,313)	(10,622)	(10,941)	(11,269)	(11,607)	(11,956)
	Capital Outlay	-	-	-	-	-	-
	Transfers	(2,244,000)	(2,244,000)	(2,244,000)	(2,243,600)	(2,241,600)	(2,243,300)
	Internal Service Fund Charges	-	-	-	-	-	-
	Other Charges	(14,505)	(14,940)	(15,388)	(15,850)	(16,326)	(16,815)
	Anticipated Developer Reimbursements	-	-	-	-	-	-
Total Operating Expenditures		(2,268,818)	(2,269,563)	(2,270,329)	(2,270,719)	(2,269,533)	(2,272,071)
Net Surplus/(Deficit)		(1,209,796)	(1,303)	3,790,153	1,133,529	(1,085,149)	(820,515)
Total All Funds Available		13,766,601	13,765,298	16,473,425	16,209,288	13,782,969	11,021,053
Capital Projects:							
800520	Carmel-Dowdy Alley - Sixth to Seventh Sewer Replacement	-	(57,200)	(273,200)	-	-	-
800540	Monterey and Princevalle Sewer Network	-	-	-	-	(755,038)	(2,840,381)
800560	Seventh St - Carmel-Dowdy to Hanna-Rosanna Alleys Sewer Replacement	-	-	(48,400)	(211,300)	-	-
SW2401	Master Plan Projects - Sewer Improvements	-	(1,024,825)	(1,076,066)	(1,129,870)	(1,186,363)	(1,245,681)
	Total Capital Projects	-	(1,082,025)	(1,397,666)	(1,341,170)	(1,941,401)	(4,086,062)
Ending Fund Balance - June 30		13,766,601	12,683,273	15,075,759	14,868,118	11,841,568	6,934,991

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435 - Water Development Impact
Fund Balance Detail

FUND ACTIVITY DETAIL	Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund: 435 - Water Development Impact						
Acct. #:						
Est. Beginning Fund Balance - July 1	6,053,344	5,835,557	2,788,493	4,327,304	5,246,814	2,686,023
Revenues						
Impact Fees	319,569	478,204	1,512,512	892,597	297,121	363,752
Allocated Interest	32,895	33,882	34,898	35,771	36,665	37,582
Revenue Projections	-	-	-	-	-	-
Taxes	-	-	-	-	-	-
Licenses and Permits	-	-	-	-	-	-
Fines and Forfeitsures	-	-	-	-	-	-
Intergovernmental Transfers	-	-	-	-	-	-
Special Assessments	-	-	-	-	-	-
Charges for Services	-	-	-	-	-	-
Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
Other Revenue	-	-	-	-	-	-
Total Revenue	352,464	512,086	1,547,410	928,368	333,786	401,334
Fund Balance Subtotal after Revenue	6,405,808	6,347,643	4,335,904	5,255,672	5,580,600	3,087,357
Operating Expenditures						
Personnel	-	-	-	-	-	-
Materials and Services	(8,100)	(8,343)	(8,593)	(8,851)	(9,117)	(9,390)
Capital Outlay	-	-	-	-	-	-
Transfers	-	-	-	-	-	-
Internal Service Fund Charges	(6)	(6)	(6)	(7)	(7)	(7)
Other Charges	-	-	-	-	-	-
Total Operating Expenditures	(8,106)	(8,349)	(8,600)	(8,858)	(9,123)	(9,397)
Net Surplus/(Deficit)	344,358	503,737	1,538,811	919,510	324,663	391,937
Total All Funds Available	6,397,702	6,339,293	4,327,304	5,246,814	5,571,477	3,077,959
Capital Projects:						
800050 McCarthy Site Well (Well #9)	(562,145)	(3,550,800)	-	-	-	-
WT2401 Master Plan Projects - Water Improvements	-	-	-	-	(2,885,454)	(3,029,726)
Total Capital Projects	(562,145)	(3,550,800)	-	-	(2,885,454)	(3,029,726)
Ending Fund Balance - June 30	5,835,557	2,788,493	4,327,304	5,246,814	2,686,023	48,233

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440 - Public Facilities Impact
Fund Balance Detail

FUND ACTIVITY DETAIL	Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund: 440 - Public Facilities Impact						
Acct. #:						
Est. Beginning Fund Balance - July 1	4,734,333	3,523,961	3,275,361	9,503,703	12,479,739	11,067,987
Revenues						
Impact Fees	2,506,546	3,635,084	10,934,196	6,769,131	2,326,152	2,416,349
Allocated Interest	-	-	-	-	-	-
Revenue Projections	-	-	-	-	-	-
Taxes	-	-	-	-	-	-
Licenses and Permits	-	-	-	-	-	-
Fines and Forfeitsures	-	-	-	-	-	-
Intergovernmental Transfers	-	-	-	-	-	-
Special Assessments	-	-	-	-	-	-
Charges for Services	-	-	-	-	-	-
Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
Other Revenue	-	-	-	-	-	-
Total Revenue	2,506,546	3,635,084	10,934,196	6,769,131	2,326,152	2,416,349
Fund Balance Subtotal after Revenue	7,240,879	7,159,045	14,209,557	16,272,834	14,805,891	13,484,336
Operating Expenditures						
Personnel	-	-	-	-	-	-
Materials and Services	(10,000)	(10,300)	(10,609)	(10,927)	(11,255)	(11,593)
Capital Outlay	-	-	-	-	-	-
Transfers	(3,706,918)	(3,729,591)	(3,754,139)	(3,782,168)	(3,726,649)	(4,023,015)
Internal Service Fund Charges	-	-	-	-	-	-
Other Charges	-	-	-	-	-	-
Total Operating Expenditures	(3,716,918)	(3,739,891)	(3,764,748)	(3,793,095)	(3,737,904)	(4,034,607)
Net Surplus/(Deficit)	(1,210,372)	(104,807)	7,169,448	2,976,036	(1,411,752)	(1,618,258)
Total All Funds Available	3,523,961	3,419,154	10,444,810	12,479,739	11,067,987	9,449,728
Capital Projects:						
EN2402 Ice Center Infrastructure	-	(143,793)	(941,107)	-	-	-
Total Capital Projects	-	(143,793)	(941,107)	-	-	-
Ending Fund Balance - June 30	3,523,961	3,275,361	9,503,703	12,479,739	11,067,987	9,449,728

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487 - Downtown Beautification
Fund Balance Detail

FUND ACTIVITY DETAIL	Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund: 487 - Downtown Beautification						
Acct. #:						
Est. Beginning Fund Balance - July 1	-	(378,000)	-	-	-	-
Revenues						
Impact Fees	-	-	-	-	-	-
Allocated Interest	-	-	-	-	-	-
Revenue Projections	-	-	-	-	-	-
Taxes	-	-	-	-	-	-
Licenses and Permits	-	-	-	-	-	-
Fines and Forfeitsures	-	-	-	-	-	-
Intergovernmental Transfers	-	3,960,765	-	-	-	-
Special Assessments	-	-	-	-	-	-
Charges for Services	-	-	-	-	-	-
Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
Other Revenue	-	-	-	-	-	-
Total Revenue	-	3,960,765	-	-	-	-
Fund Balance Subtotal after Revenue	-	3,582,765	-	-	-	-
Operating Expenditures						
Personnel	-	-	-	-	-	-
Materials and Services	-	-	-	-	-	-
Capital Outlay	-	-	-	-	-	-
Transfers	-	-	-	-	-	-
Internal Service Fund Charges	-	-	-	-	-	-
Other Charges	-	-	-	-	-	-
Total Operating Expenditures	-	-	-	-	-	-
Net Surplus/(Deficit)	-	3,960,765	-	-	-	-
Total All Funds Available	-	3,582,765	-	-	-	-
Capital Projects:						
800760 Gourmet and Railroad Alley Improvements	(378,000)	(3,582,765)	-	-	-	-
Total Capital Projects	(378,000)	(3,582,765)	-	-	-	-
Ending Fund Balance - June 30	(378,000)	-	-	-	-	-

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615 - Facilities
Fund Balance Detail

FUND ACTIVITY DETAIL	Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund: 615 - Facilities						
Acct. #:						
Est. Beginning Fund Balance - July 1	1,787,292	630,030	353,030	353,031	353,031	353,031
Revenues						
Impact Fees	-	-	-	-	-	-
Allocated Interest	10,231	10,538	10,854	11,125	11,404	11,689
Revenue Projections	-	-	-	-	-	-
Taxes	-	-	-	-	-	-
Licenses and Permits	-	-	-	-	-	-
Fines and Forfeitsures	-	-	-	-	-	-
Intergovernmental Transfers	300,000	-	-	-	-	-
Special Assessments	-	-	-	-	-	-
Charges for Services	2,292,306	3,081,744	3,181,546	3,284,397	3,390,334	3,499,451
Use of Money/Property (Interest and Rents)	245,000	245,000	245,000	245,000	245,000	245,000
Other Revenue	-	-	-	-	-	-
Total Revenue	2,847,537	3,337,282	3,437,400	3,540,522	3,646,738	3,756,140
Fund Balance Subtotal after Revenue	4,634,829	3,967,312	3,790,431	3,893,553	3,999,769	4,109,171
Operating Expenditures						
Personnel	(752,462)	(775,036)	(798,287)	(822,236)	(846,903)	(872,310)
Materials and Services	(2,182,361)	(2,247,831)	(2,315,266)	(2,384,724)	(2,456,266)	(2,529,954)
Capital Outlay	-	-	-	-	-	-
Transfers	(99,052)	(102,024)	(105,085)	(108,237)	(111,484)	(114,829)
Internal Service Fund Charges	(179,021)	(184,392)	(189,924)	(195,621)	(201,490)	(207,535)
Other Charges	(27,183)	(27,998)	(28,838)	(29,703)	(30,594)	(31,512)
Total Operating Expenditures	(3,240,079)	(3,337,282)	(3,437,400)	(3,540,522)	(3,646,738)	(3,756,140)
Net Surplus/(Deficit)	(392,542)	0	0	0	0	0
Total All Funds Available	1,394,750	630,030	353,031	353,031	353,031	353,031
Capital Projects:						
800140 City Hall Backup Generator	(700,920)	-	-	-	-	-
800230 Shooting Range Assessment	(63,800)	(277,000)	-	-	-	-
Total Capital Projects	(764,720)	(277,000)	-	-	-	-
Ending Fund Balance - June 30	630,030	353,030	353,031	353,031	353,031	353,031

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625 - Equipment Outlay
Fund Balance Detail

FUND ACTIVITY DETAIL	Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund: 625 - Equipment Outlay						
Acct. #:						
Est. Beginning Fund Balance - July 1	3,078,025	3,780,612	112,269	4,501,601	4,519,945	4,538,747
Revenues						
Impact Fees	-	-	-	-	-	-
Allocated Interest	16,869	17,375	17,896	18,344	18,802	19,272
Revenue Projections	-	-	-	-	-	-
Taxes	-	-	-	-	-	-
Licenses and Permits	-	-	-	-	-	-
Fines and Forfeitsures	-	-	-	-	-	-
Intergovernmental Transfers	685,718	-	-	-	-	-
Special Assessments	-	-	-	-	-	-
Charges for Services	-	-	-	-	-	-
Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
Other Revenue	-	-	3,685,718	-	-	-
Total Revenue	702,587	17,375	3,703,614	18,344	18,802	19,272
Fund Balance Subtotal after Revenue	3,780,612	3,797,987	3,815,883	4,519,945	4,538,747	4,558,020
Operating Expenditures						
Personnel	-	-	-	-	-	-
Materials and Services	-	-	-	-	-	-
Capital Outlay	-	-	-	-	-	-
Transfers	-	-	-	-	-	-
Internal Service Fund Charges	-	-	-	-	-	-
Other Charges	-	-	685,718	-	-	-
Total Operating Expenditures	-	-	685,718	-	-	-
Net Surplus/(Deficit)	702,587	17,375	4,389,332	18,344	18,802	19,272
Total All Funds Available	3,780,612	3,797,987	4,501,601	4,519,945	4,538,747	4,558,020
Capital Projects:						
FC2404 Citywide Energy Saving Measures	-	(3,685,718)	-	-	-	-
Total Capital Projects	-	(3,685,718)	-	-	-	-
Ending Fund Balance - June 30	3,780,612	112,269	4,501,601	4,519,945	4,538,747	4,558,020

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700 - Sewer
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	700 - Sewer						
Acct. #:							
Est. Beginning Fund Balance - July 1		62,369,457	50,395,537	37,092,510	39,049,937	41,009,364	45,594,355
Revenues							
	Impact Fees	-	-	-	-	-	-
	Allocated Interest	114,063	117,485	121,009	124,035	127,136	130,314
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	2,244,000	2,244,000	2,244,000	2,243,600	2,241,600	2,243,300
	Special Assessments	-	-	-	-	-	-
	Charges for Services	13,002,387	13,392,459	13,794,232	14,139,088	14,492,565	14,854,880
	Use of Money/Property (Interest and Rents)	87,000	89,610	92,298	94,606	96,971	99,395
	Other Revenue	-	-	-	-	-	-
Total Revenue		15,447,450	15,843,554	16,251,540	16,601,329	16,958,272	17,327,889
Fund Balance Subtotal after Revenue		77,816,907	66,239,091	53,344,050	55,651,265	57,967,636	62,922,244
Operating Expenditures							
	Personnel	(3,126,116)	(3,219,899)	(3,316,496)	(3,415,991)	(3,518,471)	(3,624,025)
	Materials and Services	(2,112,168)	(2,175,533)	(2,240,799)	(2,308,023)	(2,377,264)	(2,448,582)
	Capital Outlay	-	-	-	-	-	-
	Transfers	(300,000)	(330,630)	(340,549)	(350,765)	(361,288)	(372,127)
	Internal Service Fund Charges	(1,526,286)	(1,572,075)	(1,619,237)	(1,667,814)	(1,717,848)	(1,769,384)
	Other Charges	(2,556,800)	(2,244,000)	(2,244,400)	(2,243,600)	(2,241,600)	(2,243,300)
Total Operating Expenditures		(9,621,370)	(9,542,137)	(9,761,481)	(9,986,193)	(10,216,471)	(10,457,417)
Net Surplus/(Deficit)		5,826,080	6,301,417	6,490,059	6,615,135	6,741,801	6,870,471
Total All Funds Available		68,195,537	56,696,954	43,582,569	45,665,072	47,751,164	52,464,827
Capital Projects:							
800490	Annual Citywide Sewer Repair and Rehabilitation	-	(250,000)	(250,000)	(250,000)	(250,000)	(250,000)
800510	Asbestos Cement Sewer Pipe Replacement Citywide	-	-	(199,100)	(1,008,600)	-	-
800530	Large Diameter Sewer Rehabilitation Citywide	-	-	(202,400)	(1,081,100)	-	-
EN2403	Corporation Yard EV and EV Charging	-	(134,623)	-	-	-	-
800550	Old Gilroy - Chestnut to Forest Sewer Upgrade	-	(35,200)	(251,600)	-	-	-
SW2401	Master Plan Projects - Sewer Improvements	-	(1,647,173)	(1,729,532)	(1,816,008)	(1,906,809)	(2,002,149)
SW2402	Joint Morgan Hill-Gilroy Trunk Line Repairs	-	(1,837,448)	-	-	-	-
800570	Sewer Plant Expansion (SCRWA)	(17,800,000)	(15,700,000)	(1,900,000)	(500,000)	-	-
	Total Capital Projects	(17,800,000)	(19,604,444)	(4,532,632)	(4,655,708)	(2,156,809)	(2,252,149)
Ending Fund Balance - June 30		50,395,537	37,092,510	39,049,937	41,009,364	45,594,355	50,212,678

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705 - Water
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	705 - Water						
Acct. #:							
Est. Beginning Fund Balance - July 1		30,616,245	30,052,776	31,205,130	19,402,082	16,599,600	19,753,241
Revenues							
	Impact Fees	-	-	-	-	-	-
	Allocated Interest	171,458	176,602	181,900	186,447	191,108	195,886
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	250,000	-	-	-	-	-
	Special Assessments	-	-	-	-	-	-
	Charges for Services	14,283,530	15,132,614	15,586,592	15,976,257	16,375,664	16,785,055
	Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
	Other Revenue	184,006	189,526	195,212	200,092	205,095	210,222
Total Revenue		14,888,994	15,498,742	15,963,704	16,362,797	16,771,867	17,191,163
Fund Balance Subtotal after Revenue		45,505,239	45,551,518	47,168,834	35,764,879	33,371,467	36,944,405
Operating Expenditures							
	Personnel	(3,809,998)	(3,366,077)	(3,467,059)	(3,571,071)	(3,678,203)	(3,788,549)
	Materials and Services	(2,100,407)	(1,453,693)	(1,497,304)	(1,542,223)	(1,588,490)	(1,636,144)
	Capital Outlay	(9,337)	(9,617)	(9,906)	(10,203)	(10,509)	(10,824)
	Transfers	(321,000)	(383,936)	(395,454)	(407,318)	(419,537)	(432,123)
	Internal Service Fund Charges	(2,333,653)	(1,363,986)	(1,404,906)	(1,447,053)	(1,490,464)	(1,535,178)
	Other Charges	(6,083,868)	(4,245,576)	(4,372,943)	(4,504,132)	(4,639,256)	(4,778,433)
Total Operating Expenditures		(14,658,263)	(10,822,885)	(11,147,572)	(11,481,999)	(11,826,459)	(12,181,253)
Net Surplus/(Deficit)		230,731	4,675,857	4,816,133	4,880,798	4,945,408	5,009,911
Total All Funds Available		30,846,976	34,728,633	36,021,262	24,282,880	21,545,008	24,763,152
Capital Projects:							
800250	Casey and Swanston Water Line Replacement	-	(294,800)	(2,825,800)	-	-	-
800310	Automated Flexnet Water Meter Installation	(794,200)	(612,700)	(612,700)	-	-	-
800590	Broadway and Sargent Water Line Replacement	-	-	(129,800)	(877,600)	-	-
800600	Church and Gurries Water Line Replacement	-	(66,000)	(314,600)	-	-	-
800610	Church Street - Welburn to First Water Line Replacement	-	-	(176,000)	(1,173,400)	-	-
800620	Forest and Eighth Water Line Replacement	-	(66,000)	(369,200)	-	-	-
800630	Steel Water Service Lines Replacement Citywide	-	(104,280)	(104,280)	(104,280)	(104,280)	(104,280)
900740	Monterey - Leavesley to Ronan Water Line Replacement	-	-	(535,700)	(4,651,900)	-	-
800640	Monterey and Eighth Water Line Replacement	-	-	(74,800)	(406,700)	-	-
800650	Abandon 2" Water Line from 7041 to 7161 Monterey Street	-	(108,900)	(847,000)	-	-	-
800660	Murray at Burke Water Line Reroute	-	-	(102,300)	(469,400)	-	-
800670	Saint Louise Hospital Large Water Meter Replacement	-	(63,200)	-	-	-	-
800690	Water Reservoirs A and B - Painting	-	(483,200)	-	-	-	-
800700	Water Reservoirs A and B - Retrofit Overflow Piping	-	(482,000)	-	-	-	-
800710	Water Well Nos. 1 and 4 Compliance Improvements	-	(82,600)	-	-	-	-
800720	Water Well Nos. 1, 2, 4 and 6 Upgrade Improvements	-	(1,025,200)	(10,527,000)	-	-	-
EN2403	Corporation Yard EV and EV Charging	-	(134,623)	-	-	-	-
WT2401	Master Plan Projects - Water Improvements	-	-	-	-	(1,687,487)	(1,771,861)
	Total Capital Projects	(794,200)	(3,523,503)	(16,619,180)	(7,683,280)	(1,791,767)	(1,876,141)
Ending Fund Balance - June 30		30,052,776	31,205,130	19,402,082	16,599,600	19,753,241	22,887,011

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100 - General Fund
Fund Balance Detail

FUND ACTIVITY DETAIL		Projected FY23	Proposed FY24	Proposed FY25	Forecast FY26	Forecast FY27	Forecast FY28
Fund:	100 - General Fund						
Acct. #:							
Est. Beginning Fund Balance - July 1							
Revenues							
	Impact Fees	-	-	-	-	-	-
	Allocated Interest	-	-	-	-	-	-
	Revenue Projections	-	-	-	-	-	-
	Taxes	-	-	-	-	-	-
	Licenses and Permits	-	-	-	-	-	-
	Fines and Forfeitsures	-	-	-	-	-	-
	Intergovernmental Transfers	-	-	-	-	-	-
	Special Assessments	-	-	-	-	-	-
	Charges for Services	-	-	-	-	-	-
	Use of Money/Property (Interest and Rents)	-	-	-	-	-	-
	Other Revenue	-	-	-	-	-	-
Total Revenue		-	-	-	-	-	-
Fund Balance Subtotal after Revenue		-	-	-	-	-	-
Expenditures							
	Ongoing Operating Expenditures	-	-	-	-	-	-
	Personnel	-	-	-	-	-	-
	Materials and Services	-	-	-	-	-	-
	Capital Outlay	-	-	-	-	-	-
	Transfers	-	-	-	-	-	-
	Internal Service Fund Charges	-	-	-	-	-	-
	Other Charges	-	-	-	-	-	-
	Total Operating Expenditures	-	-	-	-	-	-
Total Expenses		-	-	-	-	-	-
Net Surplus/(Deficit)		-	-	-	-	-	-
Total All Funds Available		-	-	-	-	-	-
Capital Projects:							
800060	Annual Citywide Pavement Rehabilitation	(3,200,000)	(1,600,000)	(1,600,000)	-	-	-
800110	Downtown Parking Management Plan	(300,761)	-	-	-	-	-
800160	Golf Course Water Tank Replacement	-	-	(149,500)	-	-	-
800270	Lions Creek Trail West of Santa Teresa and Day	-	(182,600)	(1,369,500)	-	-	-
FC2405	City Hall Reroofing	-	-	(472,000)	-	-	-
800460	State Trash Amendments Stormwater Compliance Project	-	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)
800470	Stormwater NPDES Compliance	(120,000)	-	-	-	-	-
900370	City Hall Annex HVAC Replacement	-	-	(604,400)	-	-	-
900460	Electrical Panel Evaluation Corporation Yard for OSHA Requirements	-	(44,500)	-	-	-	-
900480	Gilroy Center for the Arts HVAC Replacement	-	-	(138,000)	-	-	-
900490	Old City Hall HVAC Replacement	-	(360,700)	-	-	-	-
900520	Senior Center ADA Restroom Access	-	-	-	-	(71,100)	-
900530	Senior Center Roof Replacement	-	-	(230,400)	-	-	-
900620	Miller Park Restrooms Electrical Undergrounding	-	(97,800)	-	-	-	-
EN2403	Corporation Yard EV and EV Charging	-	(44,785)	-	-	-	-
FC2402	Creamery Building Demolition	-	-	(145,600)	-	-	-
PK2401	Citywide Park Restroom Reroofing/Rehabilitation	-	(350,000)	(350,000)	(350,000)	(350,000)	(350,000)
800780	San Ysidro Park Healthy Living Enhancement	-	(378,529)	(2,621,471)	-	-	-
	Total Capital Projects	(3,620,761)	(3,068,914)	(7,690,871)	(360,000)	(431,100)	(360,000)

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Appendices



Fiscal Year 2024-2028

Capital Improvement Program

Project Charters

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City of Gilroy

Public Works Department

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Appendices – CIP Project Charters
Table of Contents

Appendix A – Funded CIP Projects (Within 5-Year CIP) 55

800020 Tenth Street and Uvas Creek Bridge 57

800050 McCarthy Site Well (Well #9) 59

800060 Annual Citywide Pavement Rehabilitation 61

800070 Annual Citywide Curb Ramp Project 63

800080 Annual Safe Routes to Schools 65

800160 Golf Course Water Tank Replacement 67

800180 Traffic Calming 69

800250 Casey and Swanston Water Line Replacement 71

800270 Lions Creek Trail West of Santa Teresa and Day 73

800310 Automated Flexnet Water Meter Installation 75

800320 Annual Shared-Cost Sidewalk Replacement Program 77

800330 Annual Pavement Markings 79

800350 Luchessa/Church Traffic Signal Installation 81

800360 Mantelli/Kern Traffic Signal Installation 83

800370 Monterey/I.O.O.F. Traffic Signal Installation 85

800390 Miller and Third Storm Drain Rehabilitation 87

800400 Monterey and Luchessa Storm Drain Modifications 89

800410 Annual Citywide Traffic Signal Upgrades 91

800420 Utility Undergrounding - Monterey Street - Eighth to Tenth 93

800440 Automall/Luchessa Traffic Signal Installation 95

800450 Annual CDBG Sidewalk/Curb Ramp Project 97

800480 First/Kern Traffic Signal Installation 99

800490 Annual Citywide Sewer Repair and Rehabilitation Program 101

800510 Asbestos Cement Sewer Pipe Replacement Citywide 103

800520 Carmel-Dowdy Alley - Sixth to Seventh Sewer Replacement 105

800530 Large Diameter Sewer Rehabilitation Citywide 107

800540 Monterey and Princevalle Sewer Network 109

800550 Old Gilroy - Chestnut to Forest Sewer Upgrade 111

800560 Seventh St - Carmel-Dowdy to Hanna-Rosanna Alleys Sewer Replacement 113

DRAFT

800570 Sewer Plant Expansion (SCRWA) 115
800590 Broadway and Sargent Water Line Replacement 117
800600 Church and Gurries Water Line Replacement 119
800610 Church Street - Welburn to First Water Line Replacement 121
800620 Forest and Eighth Water Line Replacement 123
800630 Steel Water Service Lines Replacement Citywide 125
800640 Monterey and Eighth Water Line Replacement 127
800650 Abandon 2" Water Line from 7041 to 7161 Monterey Street 129
800660 Murray at Burke Water Line Reroute 131
800670 Saint Louise Hospital Large Water Meter Replacement 133
800690 Water Reservoirs A and B – Painting 135
800700 Water Reservoirs A and B - Retrofit Overflow Piping 137
800710 Water Well Nos. 1 and 4 Compliance Improvements 139
800720 Water Well Nos. 1 , 2, 4 and 6 Upgrade Improvements 141
800760 Gourmet and Railroad Alley Improvements 143
800770 Tenth Street/Hwy 101 Bridge Widening 145
800780 San Ysidro Park Healthy Living Enhancement 147
900370 City Hall Annex HVAC Replacement 149
900480 Gilroy Center for the Arts HVAC Replacement 151
900490 Old City Hall HVAC Replacement 153
900530 Senior Center Roof Replacement 155
900620 Miller Park Restrooms Electrical Undergrounding 157
900740 Monterey - Leavesley to Ronan Water Line Replacement 159
EN2402 Ice Center Infrastructure 161
EN2403 Corporation Yard EV and EV Charging 163
FC2401 Cherry Blossom Apartments Reroofing 165
FC2402 Creamery Building Demolition 167
FC2405 City Hall Reroofing 169
FR2401 Glen Loma Temporary Fire Station 171
PK2401 Citywide Park Restroom Reroofing/Rehabilitation 173
SW2401 Master Plan Projects - Sewer Improvements 175
SW2402 Joint Morgan Hill-Gilroy Trunk Line Repairs 177
WT2401 Master Plan Projects - Water Improvements 179

DRAFT

Appendix B – Unfunded CIP Projects (Recommended Beyond FY28).....181
800010 Rancho Hills Development Concrete Repairs.....183
800030 Corp Yard Stormwater Compliance Improvements.....185
800040 Automall Parkway Pavement Rehabilitation.....187
800120 Las Animas Park Tennis Court - Fence Repairs.....189
800280 Lions Creek Trail West Gap Closure - Kern to Day.....191
800290 Santa Teresa Fire Station - New Station.....193
800380 Church Street Storm Drain Extension - Seventh to 7233 Church.....195
800680 New Water Storage Tank at Walton Heath Court.....197
800730 Gateway Senior Apartments Pedestrian Crossing Safety Improvements.....199
900030 Drainage Improvements to Mitigate Minor Flooding.....201
900070 Luchessa Bridge Pedestrian and Bicycle Safety Improvements.....203
900090 Mantelli/Church Bulb-Out and Crosswalk Improvements.....205
900100 Miller/Uvas Creek Trail Pedestrian Improvements.....207
900110 Murray Avenue Sidewalk Gap Closure.....209
900120 Sidewalk Gap Closure - 8340 Swanston Lane.....211
900130 Storm Drain Cleaning and Inspection Program.....213
900140 Fifth Street - Miller to Princevalle Storm Drain Replacement.....215
900150 Fifth Street - Princevalle to Rosanna New Storm Drain Trunk.....217
900160 Forest and Eighth Storm Drain Connection Replacement.....219
900170 Ninth Street Storm Drain Extension - Monterey to Eigleberry.....221
900180 Princevalle System - Fifth to Santa Paula Storm Drain Improvements.....223
900190 Rosanna - Fourth to Princevalle Channel Storm Drain Improvements.....225
900200 Second Street - Hanna to Miller Slough Storm Drain Improvements.....227
900210 Third Street Storm Drain Extension - Hanna to Eigleberry.....229
900230 Wren Avenue Bridge Over Lions Creek BPMP.....231
900320 Railroad At-Grade Crossing Pedestrian Safety Improvements.....233
900330 Neighborhood Street Lighting.....235
900350 Church Street Sidewalk Gap Closure.....237
900400 Chestnut Fire Station Bay Heaters and HVAC Replacement.....239
900450 7380 Dowdy Building Demolition.....241
900500 Parks/Civic Facilities Sidewalk Improvements Citywide.....243
900510 City-Owned Parking Lots Resurfacing.....245

DRAFT

900590 Chestnut Fire Station Seismic Upgrade 247
900600 Las Animas Fire Station Upgrade and Renovation 249
900610 Christmas Hill Park Trail Wayfinding Signage 251
900630 Forest Street Park Expansion 253
900640 Las Animas Veterans Park Miscellaneous Facility Rehabilitation 255
900680 Gilroy Sports Park Improvements Phases IV and V 257
900690 Rehabilitate Softball Fields at Las Animas and Christmas Hill Parks 259
900720 Old Gilroy Street at Railroad Crossing Sewer Replacement 261
900730 Martin and Railroad Water Line Replacement 263
EN2404 Monterey Rd Sidewalk - Luchessa to Tenth 265
EN2405 Master Plan Projects - Storm Drain Improvements 267
EN2406 Luchessa Ave / Rossi Ln Reconstruction 269
PK2402 Parks Master Plan 271
Appendix C – Funded Studies/Plans (Within 5-Year CIP) 273
800110 Downtown Parking Management Plan 275
800230 Shooting Range Assessment 277
800240 Traffic Circulation Master Plan and Traffic Impact Fee Update 279
FC2403 Civic Center Master Plan 281
Appendix D – Unfunded Studies/Plans (Recommended Beyond FY28) 283
900220 Storm Outfalls #6 and #7 - Investigations and Monitoring for NPDES 285
900250 Development of Stormwater Specifications 287
900260 Update to the City's Trails Master Plan (Bike Master Plan) 289
900270 Development of a Pedestrian Master Plan 291
900280 Update to the City's Standard Drawings/Specifications/Design Standards 293
900290 Development of an ADA Transition Plan 295
900360 ADA Assessment - City Facilities Citywide 297
900650 Christmas Hill Ranch Site Master Planning 299
900660 Farrell Park Facility Master Planning 301
900670 Uvas Creek Staging and Neighborhood Park Master Planning 303
Appendix E – Miscellaneous Funded CIP Projects (Within 5-Year CIP) 305
800340 Annual Signal/Street Light Maintenance 307
800430 Cohansey Avenue/Terri Court Storm Drain Improvements 309
800460 State Trash Amendments Stormwater Compliance Project 311

DRAFT

800470 Stormwater NPDES Compliance 313
900460 Electrical Panel Evaluation Corporation Yard for OSHA Requirements 315
900520 Senior Center ADA Restroom Access 317
FC2404 Citywide Energy Saving Measures 319
Appendix F – Completed CIP Projects 321
800090 Eigleberry and Seventh Parking Lot 323
800140 City Hall Backup Generator 325
800150 Corp Yard Fuel Tank Repair 327
800170 Citywide Regulatory Sign Replacement 329
800200 Citywide Sidewalk Condition Assessment 331
800210 Orchard/Tenth Crosswalk Enhancements 333
800260 Bridge Preventative Maintenance Program 335
800300 Replace Station Alerting System - All Fire Stations 337
800740 San Ysidro Lighting / Picnic Area Improvements Project 339
800750 Gilroy Sports Park Playground Surface Repair 341
900380 CHS Aquatics Pool Re-Plastering 343

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DRAFT

Appendix A – Funded CIP Projects (Within 5-Year CIP)

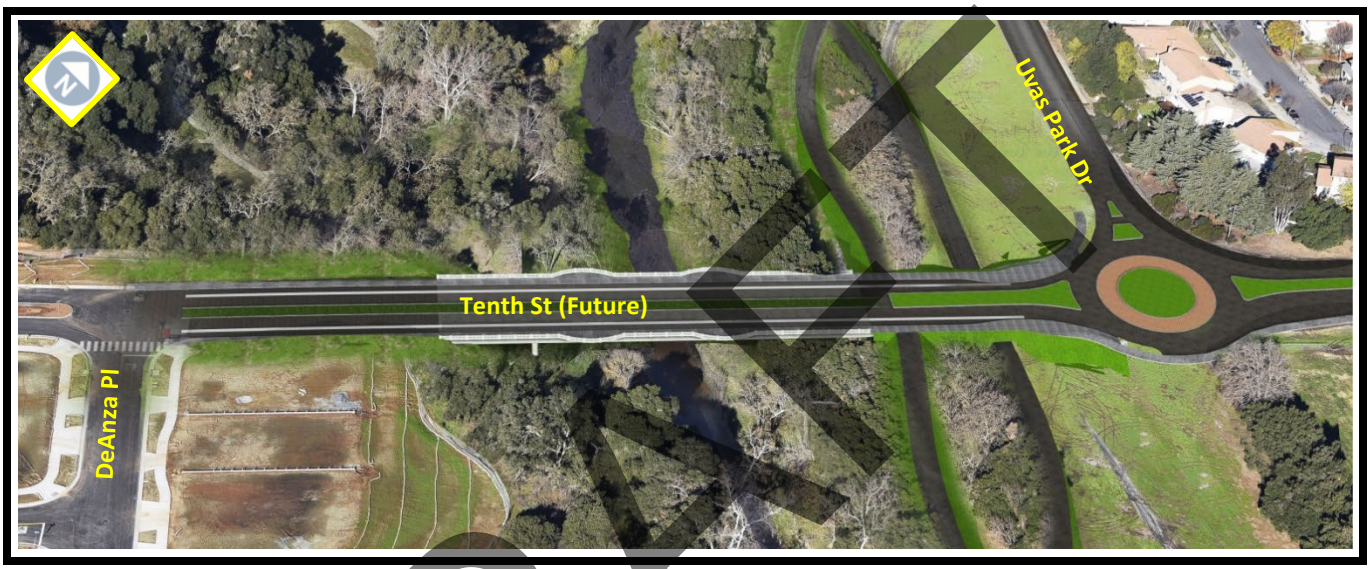
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CITY OF GILROY **FUNDED***
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Tenth Street and Uvas Creek Bridge	**Project No.**	800020
Category	Streets: Bridges	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Tenth Street at Uvas Creek



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Project Description and Purpose

This project consists of constructing a two-lane bridge with sidewalks and Class II Bike Lanes along Tenth Street over Uvas Creek, as well as other features. The project will also include a “breezeway bridge” over the current Class I Levee Path, which will enable levee users to cross under Tenth Street, avoiding an at-grade vehicle/pedestrian crossing. The project includes a new roundabout at the Uvas Park Drive/Tenth Street intersection. The bridge will connect two segments of Tenth Street, which currently terminate on either side of Uvas Creek, and allow Tenth Street to extend as one continuous roadway from the US 101 / Tenth Street (Automall Parkway) Interchange to Santa Teresa Boulevard.

Project Justification

This project is identified in the Traffic Circulation Master Plan. Per a 2005 Development Agreement with the Glen Loma Ranch Development, the City will complete the design of the bridge and the developer will build the bridge with reimbursement from the Traffic Impact Fee (TIF) Fund. The City Council has directed the bridge to be designed with a width of 76 feet to accommodate four travel lanes in the future. Construction of this bridge will provide improved transportation circulation within the City and will improve emergency response time.

Master Planning Documents

This project is included in the City’s Traffic Circulation Master Plan which is part of the General Plan Mobility Element.

CITY OF GILROY **FUNDED***
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800020)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design								
Design	$2,020,125							**$2,020,125**
CEQA		$1,000,000						**$1,000,000**
Construction							$23,013,049	**$23,013,049**
Con. Support							$4,061,126	**$4,061,126**
Total	**$2,020,125**	**$1,000,000**					**$27,074,175**	**$30,094,300**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Traffic Improvement Fund (425)	$2,020,125	$1,000,000						**$3,020,125**
Unfunded							$27,074,175	**$27,074,175**
Total	**$2,020,125**	**$1,000,000**					**$27,074,175**	**$30,094,300**

Financial Comments

The design and environmental work for this project are being funded by Traffic Impact Fees (425). Funding for construction and construction management have not been identified. The estimate assumes no property acquisition for the project. The Gilroy Unified School District and the Santa Clara Valley Water would provide any needed property at no cost. If the project is required to purchase property from the School District or Valley Water, project costs could increase significantly.

*This project will only be funded for design and environmental.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Environmental	FY24
Project Construction	Beyond FY28
Project Completion	Beyond FY28

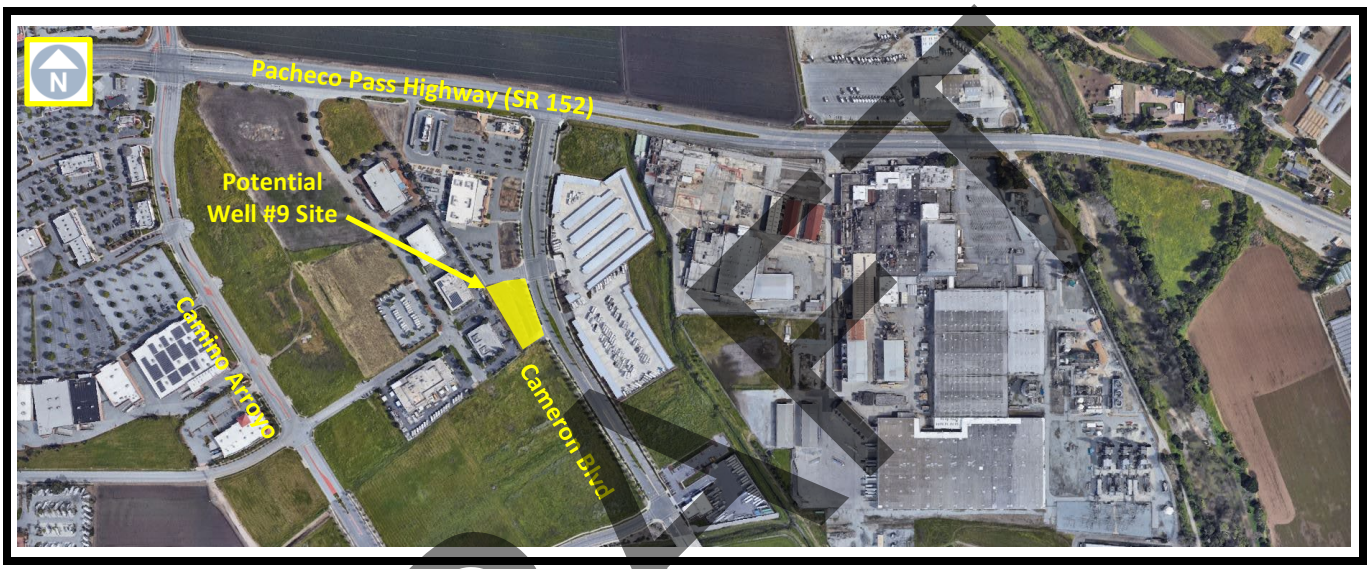
Ongoing Operational Cost Impact

Ongoing maintenance to the bridge and associated project improvements will include bridge deck sealing every three to five years, graffiti mitigation and general clean-up around the structure, and landscape activities (if any) associated within the roundabout areas.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	McCarthy Site Well (Well #9)	**Project No.**	800050
Category	Water: Wells & Pumping	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	6601 Cameron Boulevard



Project Description and Purpose

This project will design and construct a new potable water well to increase the City's water supply by approximately one million gallons per day (MGD). The investigation of possible well locations, property acquisition, a Right-of-Entry Agreement, and the development of conceptual plans are expected to be completed by the end of FY20. The project includes drilling a test hole and a monitoring well and constructing a production well and pump station with associated plumbing, electrical, and mechanical equipment. A site located at 6601 Cameron Boulevard has been identified as a possible location for the new well.

Project Justification

The City has recently undergone a significant amount of new development resulting in increased demand for potable water. A November 2018 report on Potable Water Demand and Supply for Imminent Development estimated that by 2022, the Average Daily Demand (ADD) for potable water will increase from the existing rate of 7.2 MGD to 8.1 MGD (an increase of 0.9 MGD). The increase in ADD due to imminent development is approximately one million gallons per day, which is equivalent to one new well with an average production of 1,500 gallons per minute (GPM). This project is required to meet the demand for water in the near future. The City Council approved the design and construction of a new well based on current and projected ADD and historical consumption.

Master Planning Documents

This project supports the City's Water Master Plan by planning, developing, and financing water system facilities to provide reliable and enhanced service for existing customers and to serve anticipated growth.

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Project Funding

(Public Works) (800050)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design	$205,647							**$205,647**
Design	$356,498	$260,444						**$616,942**
CEQA		$41,129						**$41,129**
Construction		$2,632,285						**$2,632,285**
Con. Support		$616,942						**$616,942**
Total	**$562,145**	**$3,550,800**						**$4,112,945**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water Development Impact (435)	$562,145	$4,233,500						**$4,795,645**
Total	**$562,145**	**$3,550,800**						**$4,112,945**

Financial Comments

This project will be funded by the Water Development Impact Fee Fund (435).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY20 – FY24
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

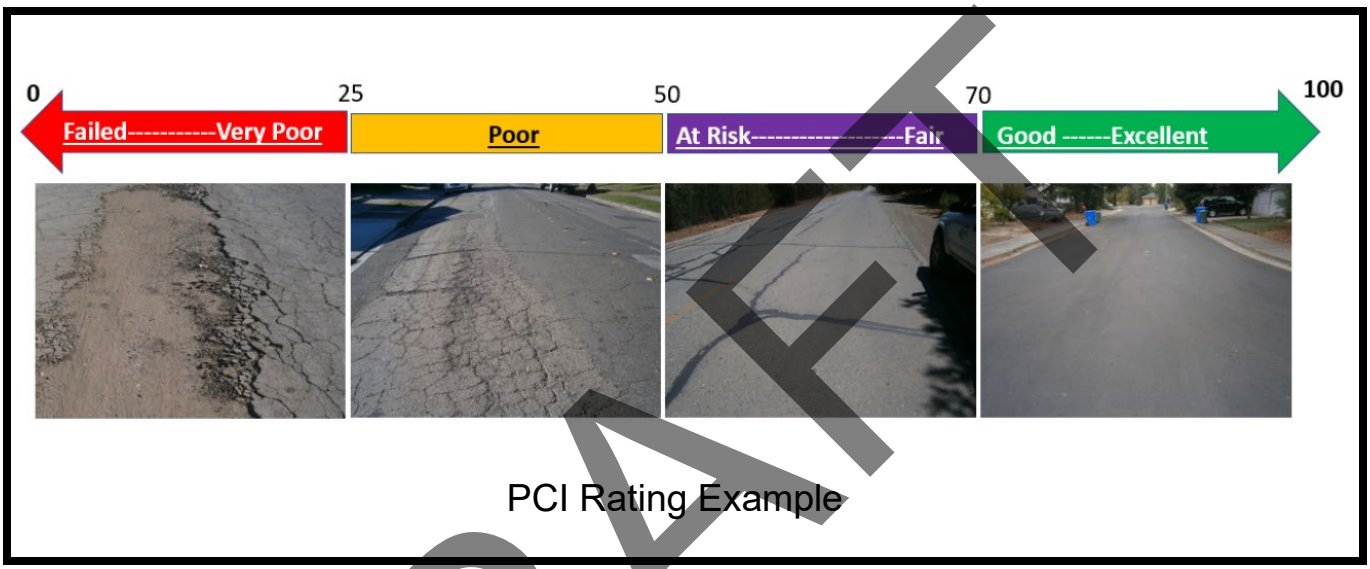
Ongoing Operational Cost Impact

The annual cost for the operation and maintenance of the well is approximately $21,500. This includes costs for chlorine, mechanical cleaning, semi-annual equipment testing, regulatory permitting, and regular staff maintenance of the facility.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Annual Citywide Pavement Rehabilitation	**Project No.**	800060
Category	Streets: Pavement	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



PCI Rating Example

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Project Description and Purpose

The purpose of this project is to rehabilitate and maintain the City's pavement condition. The City, with approximately 270 lane miles of paved roads (not including alleys) conducts a pavement condition survey every two years. The 2022 survey showed the citywide average Pavement Condition Index (PCI) is 62 out of 100. This project would prolong the lifespan of the current pavement and prevent further deterioration and reduction in the PCI. The project scope includes:

- Preventive measures such as crack sealing, slurry seal, microsurfacing, and cape seal for pavement in fair to good condition.
- Restoration measures such as grind and overlay, dig-outs, and cold-in-place recycling for pavement in fair to poor condition.
- Rehabilitation/Reconstruction measures to remove and replace pavement in poor to failed condition.

Project Justification

The City's current pavement assets are valued at $219.4 million, which represents one of the largest assets owned and maintained by the City. Without proper maintenance, the investment needed to sustain this asset becomes economically unsustainable. A drop in PCI results in much higher maintenance and restoration costs.

Master Planning Documents

This project supports the City's Traffic Circulation Master Plan by providing a safe and well-maintained travel way.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800060)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$448,260	$452,707	$296,525	$300,438	$304,449		**$1,802,380**
CEQA		$2,241	$2,264	$1,483	$1,502	$1,522		**$9,012**
Construction		$3,583,836	$3,619,396	$2,370,718	$2,402,003	$2,434,071		**$14,410,024**
Con. Support		$448,260	$452,707	$296,525	$300,438	$304,449		**$1,802,380**
Total		**$4,482,596**	**$4,527,074**	**$2,965,251**	**$3,004,382**	**$3,044,492**		**$18,023,795**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
SB-1* (210)		$1,482,596	$1,527,074	$1,565,251	$1,604,382	$1,644,492		**$7,823,795**
Measure B** LS&R (212)		$900,000	$900,000	$900,000	$900,000	$900,000		**$4,500,000**
Gas Taxes (205)		$500,000	$500,000	$500,000	$500,000	$500,000		**$2,500,000**
General Fund (100)		$1,600,000	$1,600,000					**$3,200,000**
Total		**$4,482,596**	**$4,527,074**	**$2,965,251**	**$3,004,382**	**$3,044,492**		**$18,023,795**

* The Road Repair and Accountability Act (SB-1) provides Transportation funding to state and local agencies for 10 years; the funding comes from additional gas tax, vehicle license and registration fees.

** Measure B is a 30-year, half-cent countywide sales tax to enhance transit, highways, expressways, and active transportation; the Local Streets and Roads category of Measure B provides for street pavement maintenance.

Financial Comments

Funding for this project will be from SB-1 (210), Measure B (212), Gas Taxes (205), and the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
All Phases	FY24 and Ongoing

Ongoing Operational Cost Impact

This project directly addresses maintenance needs. As the City invests more funding in this program, and as the City's PCI increases, ongoing maintenance costs should be reduced.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Annual Citywide Curb Ramp Project	**Project No.**	800070
Category	Streets: Curbs and Sidewalks	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Example: After Curb Ramp Upgrade

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Project Description and Purpose

The purpose of this project is to upgrade existing pedestrian curb ramps and to install new pedestrian curb ramps at high priority areas and locations with high levels of pedestrian activity. All upgraded and new pedestrian curb ramps will be compliant with the Americans with Disabilities Act (ADA). It is estimated that the city currently owns and maintains approximately 4,000 curb ramps. Curb ramps are an important part of making sidewalks, street crossings, and the other pedestrian routes within the public right-of-way accessible to all users, including people with disabilities.

Project Justification

Title II of the ADA requires local governments to make pedestrian crossings accessible to people with disabilities by providing curb ramps. To allow people with disabilities to cross streets safely, local governments must provide curb ramps at pedestrian crossings and at public transportation stops where walkways intersect with a vertical curb. To comply with ADA requirements, the curb ramps provided must meet specific standards for width, slope, cross slope, placement, and other features. Per ADA standards, all streets constructed after January 26, 1992 must provide curb ramps in compliance with ADA standards. In addition, any street that was constructed prior to 1992, but was altered after 1992, must also provide ADA-compliant curb ramps.

Master Planning Documents

This project is consistent with the City's General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800070)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$1,000	$1,000	$1,000	$1,000	$1,000		**$5,000**
Design		$32,000	$32,000	$32,000	$32,000	$32,000		**$160,000**
CEQA		$1,000	$1,000	$1,000	$1,000	$1,000		**$5,000**
Construction		$184,000	$184,000	$184,000	$184,000	$184,000		**$920,000**
Con. Support		$22,000	$22,000	$22,000	$22,000	$22,000		**$110,000**
Total		**$240,000**	**$240,000**	**$240,000**	**$240,000**	**$240,000**		**$1,200,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Gas Taxes (205)			$138,247					**$138,247**
Vehicle Registration Fees (220)		$20,000	$20,000	$240,000	$240,000	$240,000		**$760,000**
Transportation/ Mobility Grant (215)		$220,000	$81,753					**$301,753**
Total		**$240,000**	**$240,000**	**$240,000**	**$240,000**	**$240,000**		**$1,200,000**

Financial Comments

This project will be funded by Gas Taxes (205), Vehicle Registration Fees (220), and Transportation/Mobility Grant Funds (215).

Estimated Project Schedule

Project Phase	Timeline
Project Design	Annually
Project Advertisement	Annually
Project Construction	Annually
Project Completion	Annually

Ongoing Operational Cost Impact

There are no net, new operational costs associated with this project.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Annual Safe Routes to Schools	**Project No.**	800080
Category	Streets: Curbs and Sidewalks	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



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Project Description and Purpose

The purpose of the Safe Routes to School (SRTS) project is to provide minor capital improvements to enhance the safety of pedestrians and bicyclists around schools. Engineering staff attends regular coordination meetings with the Gilroy Unified School District (GUSD) to address safety concerns and develop strategies to encourage the use of alternative modes of transportation in the vicinity of schools. This project will allow staff to identify and construct minor improvements based on discussions with the School District, SRTS Groups, and the Bicycle Pedestrian Commission. SRTS improvements may include pavement striping, regulatory and advisory signs, crosswalks, sidewalks, and other minor concrete improvements.

Project Justification

In 2012, Council adopted Resolution 2012-20 supporting the SRTS program. This program is designed to promote the health and safety of children who walk or bicycle to school. Per the resolution, Council committed to encouraging walking, bicycling, and transit use among students and families in the community. Since 2016, the Santa Clara County Public Health Department has supported Gilroy in developing a SRTS Action Plan, which provides a framework for the GUSD and the City to collaborate and improve safety through the implementation of SRTS. This project will allow the City to address deficiencies which are highlighted in this plan.

Master Planning Documents

This project is consistent with the City's General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

Project Funding

(Public Works) (800080)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$4,400	$4,620	$4,851	$5,094	$5,348		**$24,313**
Construction		$56,000	$58,800	$61,740	$64,827	$68,069		**$309,435**
Con. Support		$2,200	$2,310	$2,426	$2,547	$2,674		**$12,156**
Total		**$62,600**	**$65,730**	**$69,017**	**$72,467**	**$76,091**		**$345,905**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Gas Taxes (205)		$62,600	$65,730	$49,017				**$177,347**
Vehicle Registration (220)				$20,000	$72,467	$76,091		**$168,558**
Total		**$62,600**	**$65,730**	**$69,017**	**$72,467**	**$76,091**		**$345,905**

Financial Comments

It's estimated that the first-year capital costs for this project would be approximately $63,000. This cost includes engineering traffic studies, design, and construction of minor improvement. Future investment is needed in order to provide upkeep for the improvement and expand to other schools within the City. Future years will be funded using Gas Tax (205) and Vehicle Registration Fee (220). An escalation factor of 5% is used to account for annual design and construction inflation.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Annually
Project Advertisement	Annually
Project Construction	Annually
Project Completion	Annually

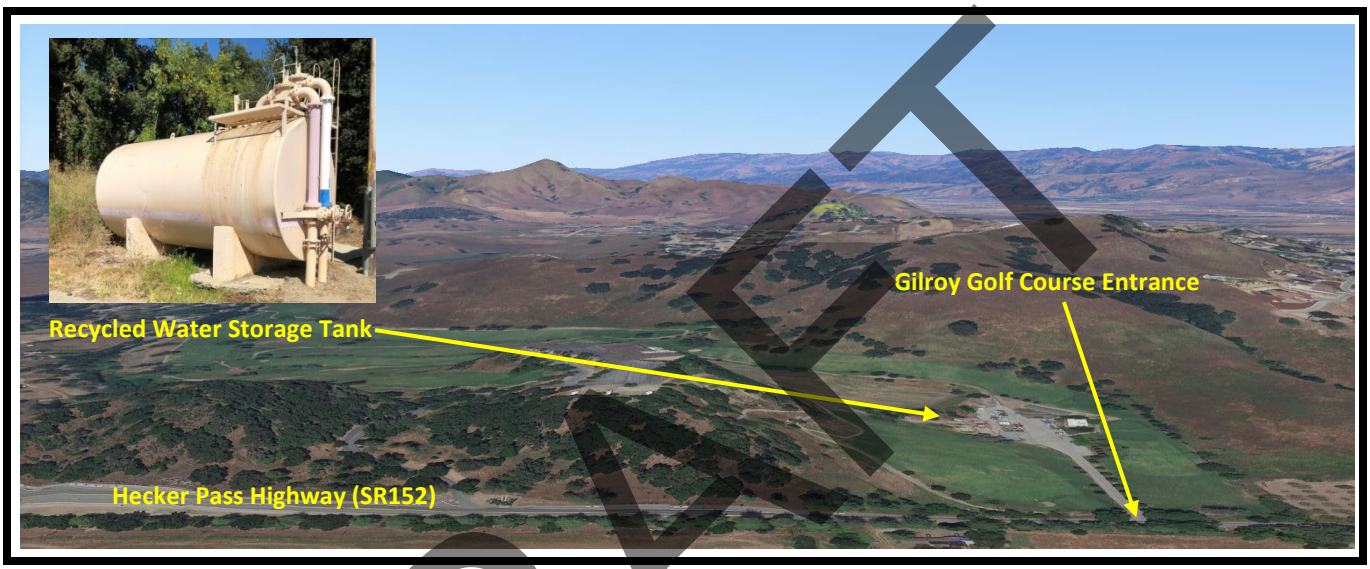
Ongoing Operational Cost Impact

There are no net, new operational costs associated with this project.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Golf Course Water Tank Replacement	**Project No.**	800160
Category	Facilities: Specialized Facilities	**Department**	Facilities
Project Type	Replacement	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Gilroy Golf Course



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Project Description and Purpose

This project would replace the current recycled water storage tank at Gilroy Golf Course. The project would include the design of a suitable concrete pad for an 8,000-gallon water storage tank, replacement of the current tank, duplication of the auto-fill plumbing, and an upgrade to the hardware associated with the current irrigation system.

Project Justification

The existing 8,000-gallon recycled water tank was professionally assessed by a consultant, and they have found the tank to be severely corroded and in dire need of replacement. The tank is required for the Golf Course's irrigation system. Should this tank rupture, it would render them unable to water the site, which would severely impact the public that uses the course and cause extensive and expensive damage to the greens and fairways. This tank has already received many repairs to stop previous leaks. A new tank is needed to ensure the greens and fairways are irrigated and the golf course can remain open.

Recycled water is a reliable source of water for landscape irrigation, agriculture, and industrial operations. It can contribute to the long-term water security of the region by alleviating water supply challenges such as recurring droughts, and residential and commercial growth.

Master Planning Documents

Gilroy Golf Course receives its recycled water from the South County recycled water distribution system. The South County Recycled Water Master Plan (Master Plan) was prepared in 2004 by the Santa Clara Valley Water District (Valley Water) and the South County Regional Wastewater Authority (SCRWA), with participation from the cities of Gilroy and Morgan Hill. The Master Plan was updated in 2015.

Project Funding

(Public Works) (800160)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$17,600					**$17,600**
CEQA			$1,100					**$1,100**
Construction			$111,000					**$111,000**
Con. Support			$19,800					**$19,800**
Total			**$149,500**					**$149,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)			$149,500					**$149,500**
Total			**$149,500**					**$149,500**

Financial Comments

This project would be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

This project would reduce operational costs because temporary repairs would no longer be needed.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Traffic Calming	**Project No.**	800180
Category	Streets: Congestion Management	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Project Description and Purpose

This project will fund the installation of physical traffic calming devices to reduce or eliminate the negative effects of motor vehicle traffic on residential streets. This can be done by causing drivers to reduce their speed or to use an alternative route through the use of engineering solutions and the installation of physical devices. These devices could include driver feedback signs, curb extensions, speed cushions, and roundabouts, as identified through the community outreach process outlined in the City's Neighborhood Traffic Management Program (NTMP).

Project Justification

In November 2019, the City Council approved the City's Neighborhood Traffic Management Program. The NTMP includes provisions for the installation of traffic calming improvements. The City has received approximately 20 neighborhood requests for traffic calming, which have been on hold pending approval of the NTMP document. Moving forward, staff will conduct outreach with the residents on the list, and begin the process to determine the need for installation of actual traffic calming improvements. The improvements will ultimately address neighborhood traffic concerns and community safety issues.

Master Planning Documents

This project supports the City's Traffic Circulation Master Plan by providing a safe and well-maintained travel way.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800180)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$10,000						**$10,000**
Construction		$138,900						**$138,900**
Con. Support		$1,100						**$1,100**
Total		**$150,000**						**$150,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)		$150,000						**$150,000**
Total		**$150,000**						**$150,000**

Financial Comments

Projects will be identified on a first come, first served basis, and comprehensive NTMP project implementation will be funded through the CIP process, where projects will compete for funding annually with other CIP projects.

It is hoped that this program could eventually be funded through Traffic Impact Fee (TIF) funds, but the Traffic Impact Fee Program will need to be modified to do this.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Ongoing
Project Advertisement	Ongoing
Project Construction	Ongoing
Project Completion	Ongoing

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Casey and Swanston Water Line Replacement	**Project No.**	800250
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Casey Lane and Swanston Lane



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Project Description and Purpose

This project would replace approximately 1,800 feet of deteriorating 6" cast iron water line with 10" ductile iron pipe on Swanston Lane between Leavesley Road and Forest Street, and replace approximately 600 feet of deteriorating 4" cast iron line with 10" ductile iron pipe on Casey Lane between Monterey Road and Swanston Lane. This project also includes replacing service laterals with new 1" and 2" copper service lines, installation of associated valves and fire hydrants, and abandonment of the existing 4" water line.

Project Justification

These water lines have experienced numerous leaks and have reached the end of their useful life, which could result in catastrophic failure if not replaced. This project will save City staff repair time and water loss from leaks, and improve fire flow pressure to nearby commercial land uses. The current pavement condition on Casey and Swanston Lanes is failed to poor. As a result, Casey Lane will require full reconstruction and Swanston Lane will require a grind and overlay. Although not included in this project's cost estimate, the paving improvements could be combined with the water line project, which would provide a cost savings by constructing these improvements as one project. In addition to Enhancing Public Safety Capabilities, this project would also meet the Council Strategic Goals of Ensuring Financial Stability and Ensuring Neighborhoods Benefit Equally from City Services.

Master Planning Documents

This project is not listed in any master plan document but will provide reliable and enhanced service for existing customers and to serve anticipated future growth.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800250)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$13,200						**$13,200**
Design		$268,400						**$268,400**
CEQA		$13,200						**$13,200**
Construction			$2,332,000					**$2,332,000**
Con. Support			$371,800					**$371,800**
Other Fees			$122,000					**$122,000**
Total		**$294,800**	**$2,825,800**					**$3,120,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (720)		$294,800	$2,825,800					**$3,120,600**
Total		**$294,800**	**$2,825,800**					**$3,120,600**

Financial Comments

This project will be funded by the Water Fund (720).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY25
Project Construction	FY25
Project Completion	FY25

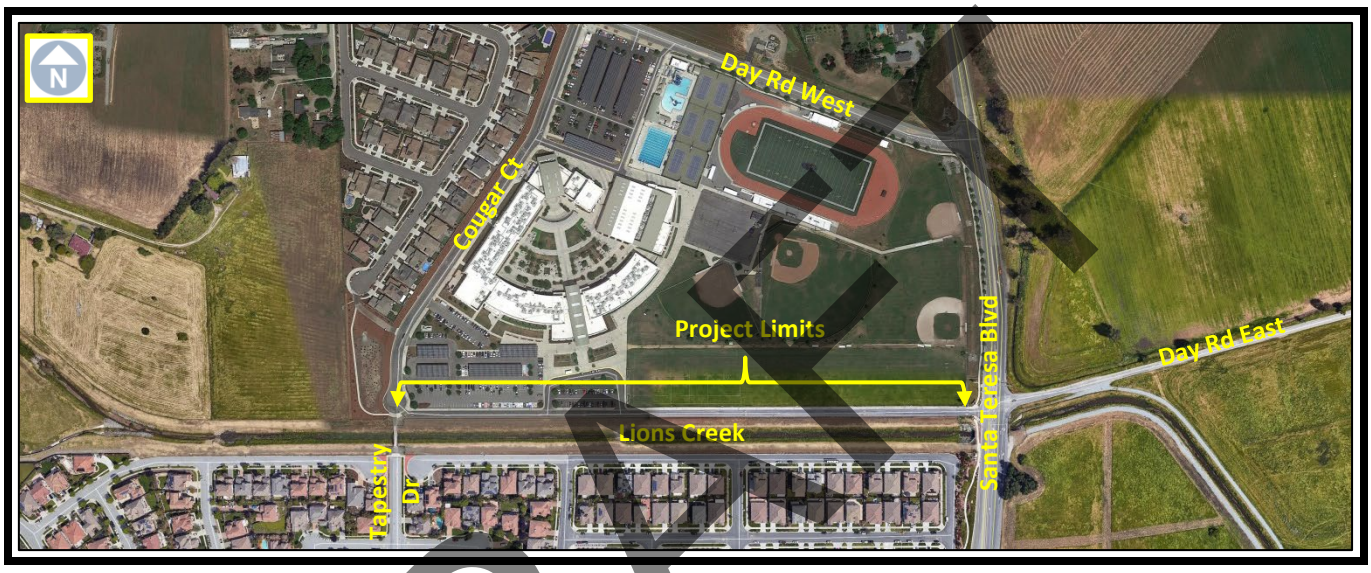
Ongoing Operational Cost Impact

This project will create a reduction in maintenance costs associated with the aged and undersized infrastructure that will be replaced.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Lions Creek Trail West of Santa Teresa and Day	**Project No.**	800270
Category	Parks and Trails: Trails	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Lions Creek - Santa Teresa Boulevard to Tapestry Drive



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Project Description and Purpose

This project would construct a Class I, multi-use trail approximately 2,000 linear feet in length from Santa Teresa Boulevard to Tapestry Drive along Lions Creek. The trail would provide recreational usage along the creek and pedestrian access between nearby neighborhoods and Christopher High School. The scope of work would include:

- Asphalt concrete Class I trail (for bicycles and pedestrians)
- ADA-compliant curb ramps at all trail entrances
- Concrete retaining wall

Project Justification

This project was originally approved by Council for design in 2010 as part of three major trail projects in the City (the Ronan Channel Trail and two segments of the Lions Creek Trail). However, funds previously allocated for this trail were diverted to the Ronan Channel Trail project to allow the Ronan Channel Trail project to be constructed and to take full advantage of federal funds that were available. The Lions Creek Trail project, which is currently at the 60% design phase, qualifies for future local and federal grants for the construction phase.

Master Planning Documents

This project is in conformance with the adopted Trail Master Plan and has already received environmental clearance, which is a prerequisite for permitting.

Project Funding

(Public Works) (800270)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$6,600						**$6,600**
Design		$121,000						**$121,000**
CEQA		$55,000						**$55,000**
Construction			$1,243,000					**$1,243,000**
Con. Support			$126,500					**$126,500**
Total		**$182,600**	**$1,369,500**					**$1,552,100**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)		$182,600	$1,369,500					**$1,552,100**
Total		**$182,600**	**$1,369,500**					**$1,552,100**

Financial Comments

This project will be funded by the General Fund (100). These funds will be reimbursed with grant funding. This project qualifies for the Measure B Bicycle & Pedestrian Capital Projects Competitive Grant Program and Valley Water's Access to Trails & Open Space Grant funding.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

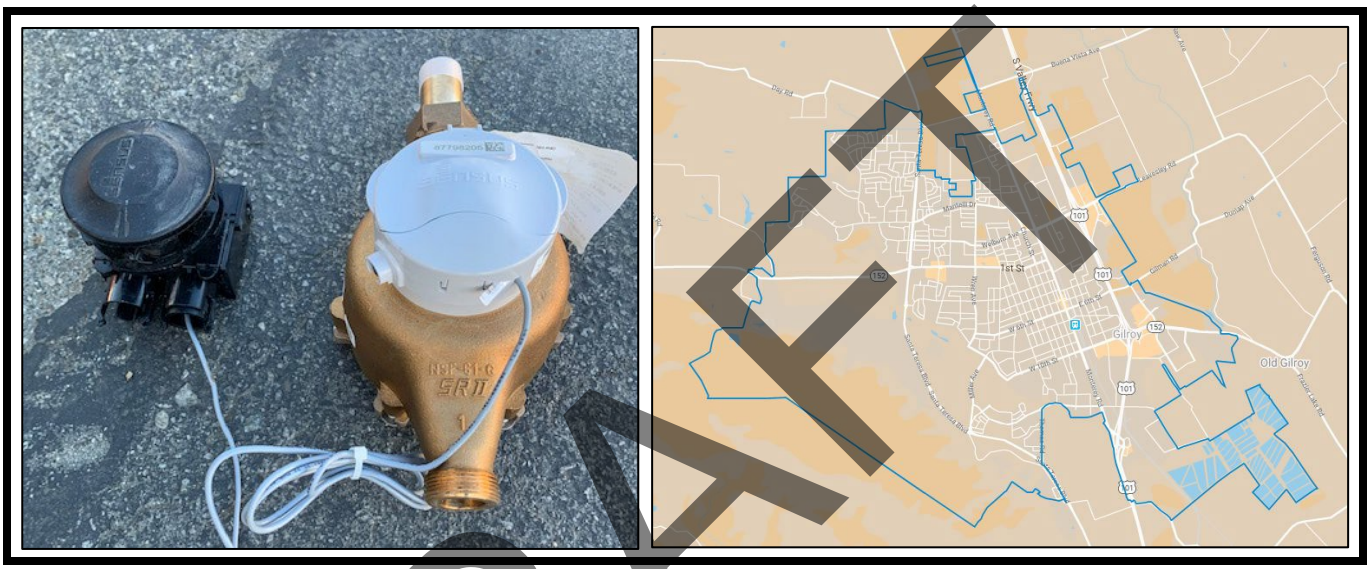
Ongoing Operational Cost Impact

There are no operational costs associated with this project. Once completed, this project will require an annual maintenance cost of approximately $16,000 per year. The trail will also require resurfacing (Type II Slurry Seal and Restriping) every 8 years at approximately $35,000 per treatment.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Automated Flexnet Water Meter Installation	**Project No.**	800310
Category	Water: Meters & Service Lines	**Department**	Public Works: Water
Project Type	Rehabilitation	**Project Manager**	Water Operations Supervisor
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



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Project Description and Purpose

This project would continue the ongoing process of converting all radio read meters to Advanced Meter Infrastructure (AMI). The City currently has approximately 2,250 meters to upgrade. All of the water meters in the City are already “radio read,” but they require a reader to be in the vicinity of the meter. This project would allow real-time meter reading capabilities. This would enable leaks to be identified more quickly, monitoring for concerning activity, verification of billing data, and any needed updating for records. Over 85% of the City’s water meters have already been upgraded.

Project Justification

In 2012, with City Council approval, staff began exchanging traditional residential water meters with AMI meters. AMI meters provide the City with remote access to water consumption information. This information has enabled the City to notify customers of water leaks, saving them money and reducing overall water demand. This has been a cornerstone of the City’s water conservation program and targets non-beneficial uses of water. As of March 2023, approximately 12,750 out of 15,000 meters have been upgraded to AMI meters.

Master Planning Documents

This project is not listed in any master plan document.

Project Funding

(Public Works) (800310)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design	$24,200	$18,700	$18,700					**$61,600**
Construction	$770,000	$594,000	$594,000					**$1,958,000**
Total	**$794,200**	**$612,700**	**$612,700**					**$2,019,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)	$794,200	$612,700	$612,700					**$2,019,600**
Total	**$794,200**	**$612,700**	**$612,700**					**$2,019,600**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

There will be reduced operational costs for reading and maintaining meters in the future, allowing staff to focus on other operational needs.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Annual Shared-Cost Sidewalk Replacement Program	**Project No.**	800320
Category	Streets: Curbs and Sidewalks	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

The purpose of this program is to assist property owners in maintaining their sidewalk in a safe manner. In doing so, the program assists residents in maintaining the condition of walkways for which they have maintenance responsibility. To assist the property owners with these repairs, the current program reimburses 50% of the sidewalk repair cost and 100% of any other repairs in the City's right-of-way, including; curb and gutter, driveway approach, street repair, tree removal (if warranted), and replacement. To date the City has had over 1,500 residential participants and has expended over $5 million.

Project Justification

According to the California Streets and Highway Code, the owner of a property fronting a public street must maintain the sidewalk, curb and gutter, and park strip area in a condition that will not endanger persons or property, or interfere with the convenient use of the area. The current sidewalk program began in 1994. Without this reimbursement mechanism, residents would be less likely to maintain the structural quality of their sidewalk and curb, leaving the sidewalk system in a poor and unsafe condition.

Master Planning Documents

This project is not listed in any master plan.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800320)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$10,000	$10,000	$10,000	$10,000	$10,000		**$50,000**
Construction		$470,000	$470,000	$470,000	$470,000	$470,000		**$2,350,000**
Con. Support		$20,000	$20,000	$20,000	$20,000	$20,000		**$100,000**
Total		**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**		**$2,500,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sidewalk Repair Reserve (200)		$500,000	$500,000	$500,000	$500,000	$500,000		**$2,500,000**
Total		**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**		**$2,500,000**

Financial Comments

This project will be funded by the Sidewalk Repair Reserve Fund (200).

Estimated Project Schedule

Project Phase	Timeline
Project Design	Annually
Project Advertisement	Annually
Project Construction	Annually
Project Completion	Annually

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Annual Pavement Markings	**Project No.**	800330
Category	Streets: Pavement Markings	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

The purpose of this project is to upgrade and refresh existing pavement markings as needed throughout the City per the requirements set forth by the California Department of Transportation (Caltrans). Since 2017, the Council has approved an annual contract to restripe city streets and maintain longitudinal pavement markings to a minimum level of retro-reflectivity. To date, the approved funds have been expended through the restriping of approximately 192,000 linear feet of pavement markings. It is estimated that there are a total of approximately 1.2 million linear feet of markings throughout the City.

Project Justification

Per the recently adopted 2019 California Manual on Uniform Traffic Control Devices (MUTCD), local governments are required to maintain a minimum level of retro-reflectivity for longitudinal pavement markings. This new standard promotes safety while providing sufficient flexibility for agencies to choose a maintenance method that best matches their specific conditions. Table 3A-1 of the California MUTCD provides the minimum required levels for different types of pavement markings at various types of locations. It is recommended that this type of project be continued on an annual basis because the retro-reflectivity of pavement striping and markings will degrade over time, and can pose a safety hazard for drivers and pedestrians.

Master Planning Documents

This project supports the City's Traffic Circulation Master Plan by providing a safe and well-maintained travel way.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800330)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$15,000	$15,750	$16,538	$17,364	$18,233		**$82,884**
Construction		$185,000	$194,250	$203,963	$214,161	$224,869		**$1,022,242**
Con. Support		$10,000	$10,500	$11,025	$11,576	$12,155		**$55,256**
Total		**$210,000**	**$220,500**	**$231,525**	**$243,101**	**$255,256**		**$1,160,383**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Vehicle Registration Fee (220)		$210,000	$220,500	$231,525	$243,101	$255,256		**$1,160,383**
Total		**$210,000**	**$220,500**	**$231,525**	**$243,101**	**$255,256**		**$1,160,383**

Financial Comments

This project will be funded by Vehicle Registration Fees (220).

Estimated Project Schedule

Project Phase	Timeline
Project Design	Annually
Project Advertisement	Annually
Project Construction	Annually
Project Completion	Annually

Ongoing Operational Cost Impact

This project directly addresses maintenance needs. There are no new operational costs associated with this project.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Luchessa /Church Traffic Signal Installation	**Project No.**	800350
Category	Streets: Traffic Signals	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Luchessa Avenue and Church Street


Two-Way Stop Control at Luchessa Avenue and Church Street

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Project Description and Purpose

This project will design and construct a four-way, six-phase traffic signal at the Luchessa Avenue/Church Street intersection. The signal will have dedicated left-turn phasing for the east-west movements on Luchessa Avenue and passive left-turn phasing for the north-south movements on Church Street. The project will include pedestrian countdown timers as well as other pedestrian and lighting safety improvements at the intersection.

Project Justification

A signal warrant analysis was conducted for this intersection in late 2019. Signal warrants were close to being met, which would justify installation of traffic signal improvements. With increased traffic expected over the next several years, it is expected that signal warrants for this location will be met in the next two years. Completing the signal design improvements in advance will put the City in a position to put the project out to bid for construction once the signal warrants are met. This project will enhance safety at this intersection.

Master Planning Documents

This project supports the City's Traffic Circulation Master Plan by providing a safe and well-maintained travel way.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800350)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$9,900						**$9,900**
Design		$72,600						**$72,600**
CEQA		$3,300						**$3,300**
Construction			$869,000					**$869,000**
Con. Support			$28,600					**$28,600**
Total		**$85,800**	**$897,600**					**$983,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
TIF (425)		$85,800	$897,600					**$983,400**
Total		**$85,800**	**$897,600**					**$983,400**

Financial Comments

This project is fully funded through the Traffic Impact Fee Program (425).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

There would be minimal on-going maintenance costs associated with this project.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Mantelli/Kern Traffic Signal Installation	**Project No.**	800360
Category	Streets: Traffic Signals	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Mantelli Drive and Kern Avenue



All-Way Stop Control at Mantelli Drive and Kern Avenue

DRAFT

Project Description and Purpose

This project will design and construct a four-way, eight-phase traffic signal at the intersection of Mantelli Drive and Kern Ave. The signal will have dedicated left-turn phasing for the east-west approaches along Mantelli Drive and the north-south approaches along Kern Avenue. The project will include pedestrian count-down timers, intersection pedestrian improvements, and safety lighting.

Project Justification

Currently this skewed intersection at Mantelli Drive (a four-lane, two-way undivided roadway) and Kern Avenue (a two-lane, two-way undivided roadway) is all-way stop controlled. However, the geometry of the intersection has made it difficult for pedestrians and bicyclists to cross the intersection. Under General Plan buildout conditions, this intersection is projected to meet traffic signal warrants. In the meantime, pedestrian and bicycle volumes are projected to increase due to the intersection's proximity to Rod Kelley Elementary School, and the recent installation of Class II bike lanes along Mantelli Drive. This intersection has long been the subject of numerous grievances to the Gilroy Unified School District as well as Safe Routes to School groups.

Master Planning Documents

A traffic signal at this location is included in the Traffic Circulation Master Plan and the Traffic Impact Fee program as Intersection Number 7.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800360)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$11,000						$11,000
Design		$80,300						$80,300
CEQA		$3,300						$3,300
Construction			$952,000					$952,000
Con. Support			$31,900					$31,900
Total		**$94,600**	**$983,900**					**$1,078,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
TIF (425)		$94,600	$983,900					**$1,078,500**
Total		**$94,600**	**$983,900**					**$1,078,500**

Financial Comments

This project will be funded by the Traffic Impact Fee (TIF) Program (425).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

Once completed, the operation and maintenance cost for the traffic signal is estimated at $6,500 annually.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Monterey/I.O.O.F. Traffic Signal Installation	**Project No.**	800370
Category	Streets: Traffic Signals	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Monterey Street and I.O.O.F. Avenue



One-Way Stop Control at Monterey Street and I.O.O.F. Avenue

DRAFT

Project Description and Purpose

This project will design and construct a four-way, four-phase traffic signal at the intersection of Monterey Street and I.O.O.F. Avenue. The signal will have passive left-turn phasing for the north-south and east-west approaches (including the private driveway). The project will include pedestrian countdown timers as well as other pedestrian and lighting safety improvements at the intersection.

As part of the Monterey Street Pavement Rehabilitation project, a pedestrian Rectangular Rapid Flashing Beacon (RRFB) system was installed in 2019 to increase pedestrian safety as part of the Safe Routes to School Action Plan. Phase I (design) of the traffic signal improvements will begin as soon as the signal warrants are met. Phase II (construction) will begin as funding is available.

Project Justification

A signal warrant analysis was conducted for this intersection in late 2019. Signal warrants were close to being met, which would justify installation of the signal improvements. With increased activity in downtown and increased traffic expected over the next several years, it is expected that signal warrants for this location will be met in the next two years. Completing the signal design improvements in advance will put the City in a position to put the project out to bid for construction once the signal warrants are met. This project will enhance safety at this intersection.

Master Planning Documents

This project supports the City's Traffic Circulation Master Plan by providing a safe and well-maintained travel way.

Project Funding

(Public Works) (800370)

Project Costs	Total Prior	FY24	FY25	FY25	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$9,900						$9,900
Design		$95,700						$95,700
CEQA		$3,300						$3,300
Construction			$903,000					$903,000
Con. Support			$29,700					$29,700
Total		**$108,900**	**$932,700**					**$1,041,600**

Funding Source	Total Prior	FY24	FY25	FY25	FY27	FY28	Beyond 5 Years	Project Total
TIF (425)		$108,900	$932,700					**$1,041,600**
Total		**$108,900**	**$932,700**					**$1,041,600**

Financial Comments

This intersection is not currently included in the City's Traffic Impact Fee (TIF) Program. However, it will be added to the TIF Program during the update of the Transportation Circulation Master Plan and Traffic Impact Fee updates. It will then be available for funding by the TIF Program (425).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

Once completed, the operation and maintenance cost for the traffic signal is estimated at $6,500 annually.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Miller and Third Storm Drain Rehabilitation	**Project No.**	800390
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Miller Avenue and Third Street



Project Description and Purpose

This project would design and construct approximately 100 linear feet of new 18” storm drain pipe in the vicinity of the Miller Avenue/Third Street intersection. The project scope includes:

- Remove and replace 100 linear feet of existing 12” reinforced concrete pipe (RCP) with 18” RCP.
- Remove and relocate existing catch basin
- Connect new pipes to existing storm drain system

Project Justification

The existing catch basin at the intersection of Miller Avenue and Third Street is not optimally located. During moderate rain events, flood waters have extended from Third Street to Miller Avenue where there is high volume of vehicle at higher speed. This flooding may cause safety issues such as hydroplaning. Additionally, the storm drain lateral pipe that is connecting this catch basin to the main line is also acting as a mainline carrying additional volume from upper stream of this intersection. This lateral is undersized and is restricting optimal flow to the mainline. By relocating and up-sizing this line, flooding within this intersection will be eliminated and will restore additional operation capacity to respond to other locations.

Master Planning Documents

This project supports the 2023 Storm Drainage System Master Plan.

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Project Funding

(Public Works) (800390)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design				$46,200				**$46,200**
CEQA				$1,100				**$1,100**
Construction				$202,000				**$202,000**
Con. Support				$37,400				**$37,400**
Total				**$286,700**				**$286,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Storm Drain Development Impact (410)				$286,700				**$286,700**
Total				**$286,700**				**$286,700**

Financial Comments

This project will be funded by the Storm Drain Development Impact Fund (410).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY26
Project Advertisement	FY26
Project Construction	FY26
Project Completion	FY26

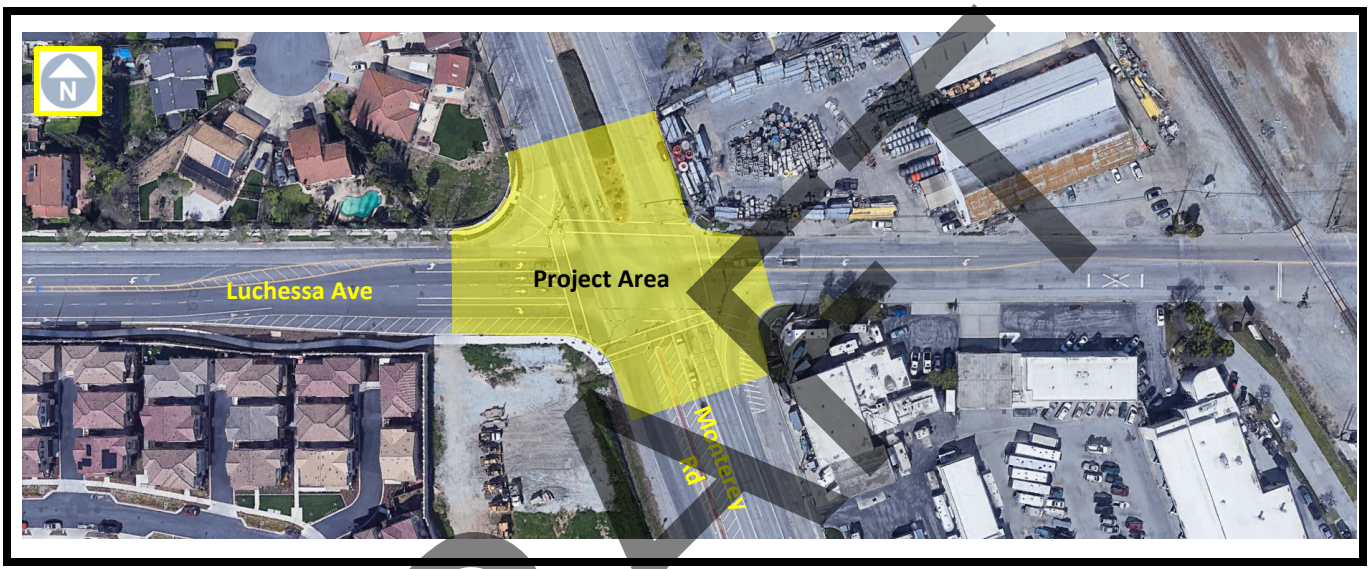
Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Monterey and Luchessa Storm Drain Modifications	**Project No.**	800400
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Monterey Road and Luchessa Avenue



Project Description and Purpose

This project would design and construct two storm drain catch basins at the intersection of Monterey Road and Luchessa Avenue. The project scope includes:

- Install 120 linear feet of reinforced concrete pipe
- Install 2 catch basins
- Connect new pipes to existing storm drain system

Project Justification

There is currently only one catch basin at the intersection of Monterey Road and Luchessa Avenue that collects the storm water for this area. The catch basin is located at the northwest corner and is not sufficient in collecting storm water for the other three corners. As this is a large intersection with higher crown/slope along the roadway, there is no path for the water to travel to this existing catch basin. During moderate rain events, the flooding has reached Monterey Road where there is high volume of vehicle at higher speed. This flooding may cause safety issues such as hydroplaning. By installing two new catch basins at the northeast and southeast corner, flooding at this intersection will be eliminated restoring additional operation capacity to respond to other locations. The southwest corner can be constructed once the fronting property is constructed.

Master Planning Documents

This project supports the 2023 Storm Drainage System Master Plan.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800400)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design						$57,200		**$57,200**
CEQA						$1,100		**$1,100**
Construction						$253,000		**$253,000**
Con. Support						$50,600		**$50,600**
Total						**$361,900**		**$361,900**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Storm Drain Development Impact (410)						$361,900		**$361,900**
Total						**$361,900**		**$361,900**

Financial Comments

This project will be funded by the Storm Drain Development Impact Fund (410).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY28
Project Advertisement	FY28
Project Construction	FY28
Project Completion	FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal and added to the maintenance schedule.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Annual Citywide Traffic Signal Upgrades	**Project No.**	800410
Category	Streets: Traffic Signals	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Project Description and Purpose

The purpose of this project is to assess the consistency of the City's traffic signal equipment, and make improvements so all 33 City-owned and controlled signalized intersections have the same signal equipment. Each signalized intersection should have the same type 2070 signal controller, cabinet, controller software, battery back-up system, pedestrian count-down timer, Accessible Pedestrian Signal (APS) push button heads, and video detection. In addition to replacing the needed signal equipment listed above to ensure equipment consistency, the project will also include replacing underground loop traffic detectors with overhead video assisted traffic detection.

Project Justification

Having consistent signal equipment at all City signalized intersections will save on maintenance costs and provide the best operational efficiency and safety for our residents.

Master Planning Documents

This project supports the City's Traffic Circulation Master Plan.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800410)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$10,000	$10,000					**$20,000**
Construction		$140,000	$140,000					**$280,000**
Total		**$150,000**	**$150,000**					**$300,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Gas Taxes (205)		$150,000	$150,000					**$300,000**
Total		**$150,000**	**$150,000**					**$300,000**

Financial Comments

This project will be funded for the first two years by Gas Tax Funds (205). Funding will need to be identified in FYs 26-28.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24 – FY25
Project Advertisement	
Project Construction	FY24 – FY25
Project Completion	FY24 – FY25

Ongoing Operational Cost Impact

There are no net new operational costs for this project.

Battery back-up systems are required to be replaced every five years at a total cost of replacement of $1,000 per location.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Utility Undergrounding – Monterey St – Eighth to Tenth	**Project No.**	800420
Category	Engineering: Utility Undergrounding	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Monterey St between Eighth and Tenth Streets


Typical Overhead Distribution Line


Conduit and Trench for Underground Distribution

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Project Description and Purpose

This project would underground the existing overhead utility lines along Monterey Street between Eighth Street and Tenth Street using PG&E Rule 20A Fund Credits. The project could include sidewalk improvements, stormwater treatment improvements, street improvements, paving improvements, and other utility coordination efforts.

Project Justification

Per California Public Utilities Commission (CPUC) mandates, Pacific Gas and Electric (PG&E) sets aside funding each year for local agencies. Funding is allocated for undergrounding overhead utilities in order to prevent future calamities. The City of Gilroy has an accumulated balance in excess of $3,000,000 of these funds. Undergrounding utilities along Monterey Street, one of the primary roadways leading into the City's Transit Center and Downtown, would enhance the visual characteristics of the area and enhance economic development.

Master Planning Documents

This project supports the Downtown Strategic Plan by supporting the downtown.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800420)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design				$53,900				**$53,900**
Design				$324,500				**$324,500**
CEQA				$27,500				**$27,500**
Construction					$2,453,000			**$2,453,000**
Con. Support					$135,300			**$135,300**
Total				**$405,900**	**$2,588,300**			**$2,994,200**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Utility Undergrounding (415)				$405,900	$2,588,300			**$2,994,200**
Total				**$405,900**	**$2,588,300**			**$2,994,200**

Financial Comments

This project is funded through PG&E Undergrounding Credits. The project is estimated at $2,994,200. Per PG&E, as of March 2022, the City of Gilroy has 3,487,341 work credits ($3,487,341 value) that can be utilized for undergrounding. With each work credit equaling one dollar of work that PG&E would put towards the work they would perform on the project, there should be adequate funding for this project. Funding for this project is through the Utility Undergrounding Fund (415) which will be reimbursed from PG&E's Rule 20A fund.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY26
Project Advertisement	FY26
Project Construction	FY27
Project Completion	FY27

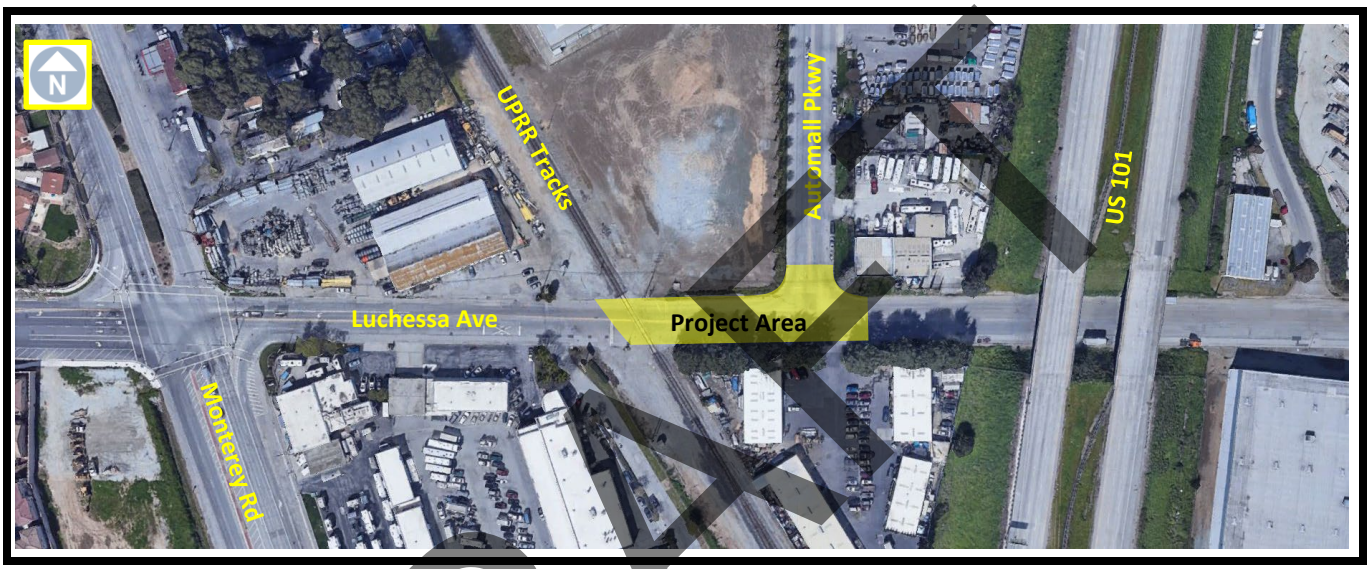
Ongoing Operational Cost Impact

Operational cost will be added to the current operating budget.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Automall/Luchessa Traffic Signal Installation	**Project No.**	800440
Category	Streets: Traffic Signals	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Automall Parkway and Luchessa Avenue



Project Description and Purpose

This project will design and construct a four-way, eight-phase traffic signal at the intersection of Automall Parkway and Luchessa Avenue. The signal will have dedicated left-turn phasing for the east-west movements along Luchessa Avenue and the north-south movements along Automall Parkway. The project will include pedestrian count-down timers, intersection pedestrian improvements, safety lighting, and coordination with the Union Pacific Railroad company.

Project Justification

This intersection currently meets traffic signal warrants for the installation of signal improvements. This intersection has long been a high area of concern for residents as well as the business district south of the City. Currently this intersection is one-way stop controlled on southbound Automall Parkway. However, the high volume of trucks and passenger vehicles has degraded the level of service for this intersection. The installation of signal improvements will improve the safety of the intersection and optimize this intersection with minimal interference/conflict with the nearby at-grade railroad crossing.

Master Planning Documents

This traffic signal is listed in the Traffic Circulation Master Plan and the Traffic Impact Fee program under Intersection Number 26.

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Project Funding

(Public Works) (800440)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$8,800						**$8,800**
Design		$68,200						**$68,200**
CEQA		$2,200						**$2,200**
Construction			$815,000					**$815,000**
Con. Support			$26,400					**$26,400**
Total		**$79,200**	**$841,400**					**$920,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
TIF (425)		$79,200	$841,400					**$920,600**
Total		**$79,200**	**$841,400**					**$920,600**

Financial Comments

This project will be funded by the Traffic Impact Fee Program (425). It includes additional funding for coordination with the Union Pacific Railroad during design.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

Once completed, the operation and maintenance cost for the traffic signal is estimated at $7,500 annually.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Annual CDBG Sidewalk/ Curb Ramp Project	**Project No.**	800450
Category	Streets: Curbs & Sidewalks	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Various



DRAFT

Project Description and Purpose

This project will install new sidewalk (gap closures) and curb ramps, both new and replacement of non-compliant existing ramps, where eligible for annual Community Development Block Grant (CDBG) funding. Currently, these improvements can happen only in low- and moderate-income neighborhoods. Depending on the potential adoption of a city-wide neighborhood revitalization area designation, these funds may be used more broadly throughout the City in the future.

Project Justification

The City is required to install and maintain ADA accessible curb ramps and accessible sidewalk along publicly accessible pathways within the City. This project will focus on installing and upgrading ADA curb ramps in areas approved for CDBG funds expenditure. Consideration will also be given to locations along streets scheduled to be paved under the annual Street Resurfacing Project, which is funded using Measure B and SB-1 funds. This will allow the maximum use of the paving funds for asphalt rehabilitation as opposed to using paving funding for curb ramp work. Construction of these compliant new curb ramps will improve the accessibility and safety for the pedestrians in Gilroy.

Master Planning Documents

This project supports the City's General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800450)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$15,717	$5,970	$6,000	$6,000	$6,000		**$39,687**
CEQA		$2,620	$995	$1,000	$1,000	$1,000		**$6,615**
Construction		$235,755	$89,550	$90,000	$90,000	$90,000		**$595,305**
Con. Support		$7,859	$2,985	$3,000	$3,000	$3,000		**$19,844**
Total		**$261,950**	**$99,500**	**$100,000**	**$100,000**	**$100,000**		**$661,450**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
CDBG (245)		$261,950	$99,500	$100,000	$100,000	$100,000		$661,450
Total		**$261,950**	**$99,500**	**$100,000**	**$100,000**	**$100,000**		**$661,450**

Financial Comments

This project will be funded by Community Development Block Grant (CDBG) funds (245).

Estimated Project Schedule

Project Phase	Timeline
Project Design	Annually
Project Advertisement	Annually
Project Construction	Annually
Project Completion	Annually

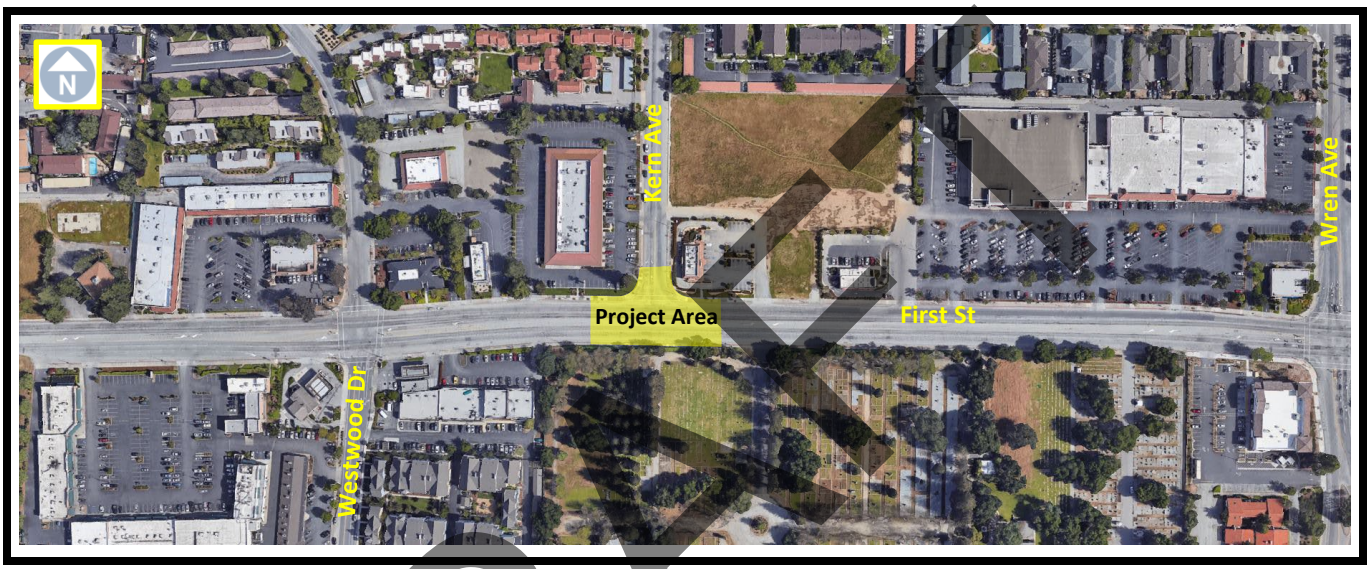
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	First/Kern Traffic Signal Installation	**Project No.**	800480
Category	Streets: Traffic Signals	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	First Street and Kern Avenue



DRAFT

Project Description and Purpose

This project will design and construct a new traffic signal at the intersection of First Street and Kern Avenue. The project will also include pedestrian count-down timers, safety lighting, and associated signing and striping improvements.

Project Justification

This one-way stop-controlled intersection currently meets traffic signal warrants for the installation of signal improvements. The high traffic volumes at this intersection have increased vehicular delay and degraded the level of service to an unacceptable condition. In addition, a new residential development is proposed to be constructed near the northeast corner of this intersection. The residential development is in the project design and entitlement phase. Once this development is constructed and occupied, it will generate additional traffic that will impact this intersection by increasing delay and further degrading the level of service. The installation of signal improvements at this location will improve the delay and level of service to an acceptable condition. These improvements will also enhance the safety of all road users, including pedestrians, bicyclists, and motorists.

Master Planning Documents

This traffic signal is identified in the Traffic Circulation Master Plan and the Traffic Impact Fee program as Intersection Number 11.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800480)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$35,200						**$35,200**
Design		$143,000						**$143,000**
CEQA		$4,400						**$4,400**
Construction			$789,000					**$789,000**
Con. Support			$113,300					**$113,300**
Total		**$182,600**	**$902,300**					**$1,084,900**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
TIF (425)		$182,600	$902,300					**$1,084,900**
Total		**$182,600**	**$902,300**					**$1,084,900**

Financial Comments

This project will be funded by the Traffic Impact Fee Program (425).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

The operation and maintenance cost for the traffic signal is estimated at $7,500 annually.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Annual Citywide Sewer Repair and Rehabilitation Program	**Project No.**	800490
Category	Wastewater: Sewer Collection	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Project Description and Purpose

This annual project will include sewer main repairs that are beyond the capability of City Maintenance Crews who perform typical spot repairs. The project would include various locations identified through regular video inspection activities, normal maintenance, and operational activities performed by Maintenance Crews, and include engineering design, construction, construction management, and inspection. The work will include various diameters of pipe in locations throughout the City.
In addition, areas with frequent customer concerns or service requests will be included in this program.

Project Justification

This project will improve the City's ability to prevent and respond to undue sewage spills and backups. Some repair projects are not identifiable at one time and may individually be too small to be considered for capital project bidding and construction. By gathering information from several sources and identifying a reasonable size project over several locations, the City can be responsive to the findings of the maintenance activities and be proactive in correcting deficiencies before there is a catastrophic failure event. In accordance with the City's updated Purchasing Policy, the Public Works Department plans to issue a Job Order Contact/s (on-Call construction) for this work. The overall scope is small enough to allow for quick processing of drawings and specifications, making this approach more economical and reliable.

Master Planning Documents

This project provides reliable and enhanced sewer service for existing customers and anticipated growth, which is the focus of the 2023 Sewer System Master Plan.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800490)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$15,000	$15,000	$15,000	$15,000	$15,000		**$75,000**
CEQA		$1,000	$1,000	$1,000	$1,000	$1,000		**$5,000**
Construction		$184,000	$184,000	$184,000	$184,000	$184,000		**$922,500**
Con. Support		$15,000	$15,000	$15,000	$15,000	$15,000		**$75,500**
Total		**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**		**$1,250,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer (700)		$250,000	$250,000	$250,000	$250,000	$250,000		$1,250,000
Total		**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**		**$1,250,000**

Financial Comments

This project will be funded by the Sewer Fund (700).

Estimated Project Schedule

Project Phase	Timeline
Project Design	Annually
Project Advertisement	Annually
Project Construction	Annually
Project Completion	Annually

Ongoing Operational Cost Impact

This project addresses maintenance needs. Completion of this project could reduce operational costs. Any of these repairs are intended to be neutral or reduce operating costs and should also provide savings in unknown emergency costs by preventing potential serious system failures.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Asbestos Cement Sewer Pipe Replacement Citywide	**Project No.**	800510
Category	Wastewater: Sewer Collection	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

This project would replace all Asbestos Cement and Reinforced Concrete Pipe within the City's wastewater collection system. The project includes nine locations for a total of 1,740 linear feet. The work will include replacing pipes of various diameters in locations throughout the City. The first year will include verifying the locations, designing the improvements, and developing one or more construction contracts to be completed in subsequent years.

Project Justification

Hydrogen sulfide corrodes concrete pipes and may cause sinkholes where the pipe wall is breached and the surrounding soil is carried away. In addition, the wastewater may contaminate the soil. This project will start by identifying the locations needing pipe replacement. The City has five Asbestos Cement Pipe segments totaling 1,065 linear feet and four Reinforced Concrete Pipe segments totaling 675 linear feet, for a total of 1,740 linear feet of gravity lines in the collection system. These repairs are needed because of the potential for pipe collapse, which would undermine public streets and cause blockages in the sanitary sewer collection system.

Master Planning Documents

This project provides for reliable and enhanced sewer service for existing customers and to serve anticipated growth which is the focus of the 2023 Sewer System Master Plan.

Project Funding

(Public Works) (800510)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design			$4,400					**$4,400**
Design			$176,000					**$176,000**
CEQA			$18,700					**$18,700**
Construction				$870,000				**$870,000**
Con. Support				$138,600				**$138,600**
Total			**$199,100**	**$1,008,600**				**$1,207,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer (700)			$199,100	$1,008,600				**$1,207,700**
Total			**$199,100**	**$1,008,600**				**$1,207,700**

Financial Comments

This project will be funded by the Sewer Fund (700).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY26
Project Completion	FY26

Ongoing Operational Cost Impact

This project address maintenance needs. Completion of this project would reduce operational costs for trouble spots.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Carmel-Dowdy Alley – Sixth to Seventh Sewer Replacement	**Project No.**	800520
Category	Wastewater: Sewer Collection	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Carmel-Dowdy Alley from Sixth Street to Seventh Street



Project Description and Purpose

This project will replace and upgrade approximately 600 linear feet of existing 8” sewer pipe to a 10” sewer pipe in the alley between Carmel Street and Dowdy Street from Sixth Street to Seventh Street.

Project Justification

This portion of the subtrunk has a high likelihood of surcharging during wet weather conditions. Other portions of the subtrunk were replaced per the recommendation of the 1993 Sewer System Master Plan. Three portions of this subtrunk are recommended for replacement.

Master Planning Documents

This project is not identified in the 2023 Sewer System Master Plan.

DRAFT

FUNDED

Project Funding

(Public Works) (800520)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$56,100						**$56,100**
CEQA		$1,100						**$1,100**
Construction			$238,000					**$238,000**
Con. Support			$35,200					**$35,200**
Total		**$57,200**	**$273,200**					**$330,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer Development Impact (430)		$57,200	$273,200					**$330,400**
Total		**$57,200**	**$273,200**					**$330,400**

Financial Comments

This project will be funded by the Sewer Development Impact Fund (430).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

No additional costs are expected. Completion of this project should reduce operational costs.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Large Diameter Sewer Rehabilitation Citywide	**Project No.**	800530
Category	Wastewater: Sewer Collection	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

This project would repair sewer mains 10” and larger throughout the City that were inspected and assessed in 2009. The project includes various locations. The first year will include verifying the locations, design, and scoping. Construction will be completed in subsequent years.

Project Justification

The City hired a contractor to inspect and evaluate trunk sewer lines 10” in diameter and larger in 2009. A number of locations were identified as being severely impaired and requiring immediate attention. This project will start by addressing those identified locations, including ascertaining the locations and limits, starting with the information from 2009. In subsequent years additional locations will be added based upon more current inspections. These repairs are significant because of the volume of flow and the large areas that benefit from the trunk lines. Many of the large diameter trunks run through important commercial locations in the City and will therefore be significantly impacted if this project is not completed.

Master Planning Documents

This project provides for reliable and enhanced sewer service for existing customers and to serve anticipated growth, which is the focus of the 2023 Sewer System Master Plan.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800530)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$200,200					**$200,200**
CEQA			$2,200					**$2,200**
Construction				$915,000				**$915,000**
Con. Support				$166,100				**$166,100**
Total			**$202,400**	**$1,081,100**				**$1,283,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer Fund (700)			$202,400	$1,081,100				**$1,283,500**
Total			**$202,400**	**$1,081,100**				**$1,283,500**

Financial Comments

This project is funded by the Sewer Fund (700).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY26
Project Completion	FY26

Ongoing Operational Cost Impact

This project addresses maintenance needs. Completion of this project should reduce operational costs.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Monterey and Princevalle Sewer Network	**Project No.**	800540
Category	Wastewater: Sewer Collection	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Tenth Street to Luchessa Avenue



Project Description and Purpose

This project will replace and upgrade approximately 4,500 linear feet of existing sewer lines between the intersections of Princevalle Street/Catherine Court and Monterey Road/Luchessa Avenue. This replacement will consist of upsizing the current 18” sewer pipes to 21”.

Project Justification

The City’s Sewer System Master Plan indicated that this portion of the subtrunk may be undersized due to the growth in the western foothills of the City and recommended these that lines should be upsized. Alternative construction methods could be considered to save costs of construction and surface restoration. The recommended mitigation is to upgrade the size of existing pipes to accommodate the additional usage.

Master Planning Documents

This project is identified in the 2023 Sewer System Master Plan.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800540)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design					$179,771			$179,771
Design					$539,313			$539,313
CEQA					$35,954			$35,954
Construction						$2,301,068		$2,301,068
Con. Support						$539,313		$539,313
Total					**$755,038**	**$2,840,381**		**$3,595,418**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer Development Impact (430)					$755,038	$2,840,381		**$3,595,418**
Total					**$755,038**	**$2,840,381**		**$3,595,418**

Financial Comments

This project will be funded by the Sewer Development Impact Fund (430).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY27
Project Advertisement	FY27
Project Construction	FY28
Project Completion	FY28

Ongoing Operational Cost Impact

This project would result in decreased maintenance costs due to reductions in cleaning time.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Old Gilroy – Chestnut to Forest Sewer Upgrade	**Project No.**	800550
Category	Wastewater: Manholes & Cleanouts	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Old Gilroy Street between Forest St and Chestnut St



Project Description and Purpose

This project will redesign and modify a sewer manhole that has two sewer lines running through it, including the higher as a PVC pipe with the crown removed, and the lower being an older line that may now be abandoned. Investigation into the actual extent of the deeper, apparently abandoned line will allow for proper design of how best to remove this potential overflow location from being a concern.

Project Justification

Design and reconstruction of the sewer system in the area to correct the current condition is needed for clarity of operations and maintenance functionality. Failure to act would result in delayed response times to service calls and potential blockages that could result in impacts to the surrounding community and the Downtown.

Master Planning Documents

This project is not included in the 2023 Sewer System Master Plan.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800550)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$34,100						**$34,100**
CEQA		$1,100						**$1,100**
Construction			$223,000					**$223,000**
Con. Support			$28,600					**$28,600**
Total		**$35,200**	**$251,600**					**$286,800**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer (700)		$35,200	$251,600					**$286,800**
Total		**$35,200**	**$251,600**					**$286,800**

Financial Comments

This project will be funded by the Sewer Fund (700). The scope of this project will not be fully known until the line can be investigated. The project cost estimate is therefore based on what is believed to be a “worst-case” scenario and may be conservatively high.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

No additional costs are expected. Completion of this project could reduce operational costs.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Seventh St – Carmel-Dowdy to Hanna-Rosanna Alleys Sewer Replacement	**Project No.**	800560
Category	Wastewater: Sewer Collection	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Seventh St btwn Carmel-Dowdy and Hanna-Rosanna Alleys



Project Description and Purpose

This project will replace and upgrade approximately 739 linear feet of existing 8” sewer pipe to a 10” sewer pipe on Seventh Street from the alley between Carmel Street and Dowdy Street to the alley between Hanna Street and Rosanna Street. This project is part of three segments to be replaced in this subtrunk.

Project Justification

This portion of the subtrunk has a high likelihood of surcharging during wet weather conditions. Other portions of the subtrunk were replaced per the recommendation of the 1993 Sewer Master Plan. Three portions of this subtrunk are recommended for replacement. This segment is on the high frequency cleaning list maintained by Public Works Operations.

Master Planning Documents

This project is not included in the 2023 Sewer Master Plan.

DRAFT

FUNDED

Project Funding

(Public Works) (800560)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$47,300					**$47,300**
CEQA			$1,100					**$1,100**
Construction				$186,000				**$186,000**
Con. Support				$25,300				**$25,300**
Total			**$48,400**	**$211,300**				**$259,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer Development Impact (430)			$48,400	$211,300				**$259,700**
Total			**$48,400**	**$211,300**				**$259,700**

Financial Comments

This project will be funded by the Sewer Development Impact Fee (430) fund.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY26
Project Completion	FY26

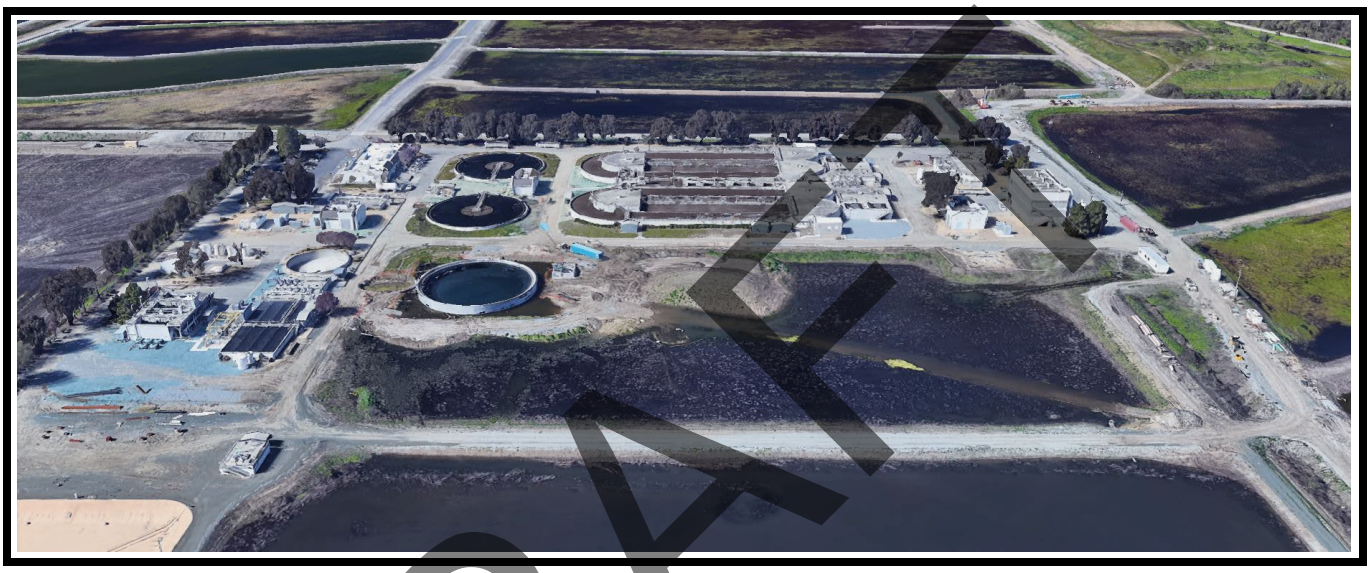
Ongoing Operational Cost Impact

There are no operational costs associated with this project. This project will reduce future maintenance costs.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Wastewater Treatment Plant Expansion (SCRWA)	**Project No.**	800570
Category	Wastewater: Wastewater Treatment	**Department**	Public Works: Engineering
Project Type	Expansion	**Project Manager**	Director of Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	1500 Southside Drive



DRAFT

Project Description and Purpose

The South County Regional Wastewater Authority (SCRWA) treatment plant was constructed in 1994. It treats wastewater for the Cities of Gilroy and Morgan Hill. This project would expand the capacity of the existing plant to meet the demands associated with future growth in the area. In addition to expanding the plant's treatment capacity, this project would also implement new standards for wastewater treatment to comply with State Water Resources Control Board requirements.

Project Justification

This project will allow the treatment plant to continue to provide adequate levels of service to its customers and meet State Water Resources Control Board regulatory requirements.

Master Planning Documents

This project is included in the 2023 Sewer System Master Plan.

Project Funding

(Public Works) (800570)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Construction	$16,198,000	$14,287,000	$1,729,000	$455,000				**$32,669,000**
Con. Support	$1,602,000	$1,413,000	$171,000	$45,000				**$3,231,000**
Total	**$17,800,000**	**$15,700,000**	**$1,900,000**	**$500,000**				**$35,900,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer (700)	$17,800,000	$15,700,000	$1,900,000	$500,000				**$35,900,000**
Total	**$17,800,000**	**$15,700,000**	**$1,900,000**	**$500,000**				**$35,900,000**

Financial Comments

This project will be funded from the Sewer Fund (700).

Estimated Project Schedule

Project Phase	Timeline
Project Design	
Project Advertisement	
Project Construction	FY24 – FY26
Project Completion	FY26

Ongoing Operational Cost Impact

The ongoing operational costs will increase due to managing a larger plant. These costs are necessary to manage the increased capacity due to the City's growth, and will be offset by the increased fees associated with the growth.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Broadway and Sargent Water Line Replacement	**Project No.**	800590
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Broadway Street and Sargent Street



DRAFT

Project Description and Purpose

This project would upgrade water lines to ensure adequate water pressure for fire protection during fire emergencies. This project will upgrade approximately 1,300 feet of 6” pipe to 8” pipe on Broadway Street between Wayland Lane and Hanna Street, and approximately 200 feet of 4” pipe to 8” pipe on Sargent Street from Broadway Street to 200 feet south of Broadway Street.

Project Justification

The Fire Marshal has indicated the water pressures in this area require this project to allow for new construction and provide sufficient pressure for Fire Operations.

Master Planning Documents

This project supports the 2023 Water System Master Plan.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800590)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$128,700					**$128,700**
CEQA			$1,100					**$1,100**
Construction				$783,000				**$783,000**
Con. Support				$94,600				**$94,600**
Total			**$129,800**	**$877,600**				**$1,007,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)			$129,800	$877,600				**$1,007,400**
Total			**$129,800**	**$877,600**				**$1,007,400**

Financial Comments

The water project is funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY26
Project Completion	FY26

Ongoing Operational Cost Impact

This project's operational costs would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Church and Gurries Water Line Replacement	**Project No.**	800600
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Gurries Drive between Hanna Street and Church Street



Project Description and Purpose

This project would upgrade water lines to ensure adequate water pressure for fire protection during fire emergencies. This project will upgrade approximately 400 feet of 4” pipe to 6” pipe on Gurries Drive from Church Street to approximately 400 feet west of Church Street. Due to their close proximity to one another, this project could be combined with Project 800610 (Church – Welburn to First Line Replacement).

Project Justification

The Fire Marshal has indicated the water pressures in this area require this project to allow for new construction and provide sufficient pressure for Fire Operations.

Master Planning Documents

This project supports the 2023 Water System Master Plan.

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Project Funding

(Public Works) (800600)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$64,900						**$64,900**
CEQA		$1,100						**$1,100**
Construction			$275,000					**$275,000**
Con. Support			$39,600					**$39,600**
Total		**$66,000**	**$314,600**					**$380,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)		$66,000	$314,600					**$380,600**
Total		**$66,000**	**$314,600**					**$380,600**

Financial Comments

This project is funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

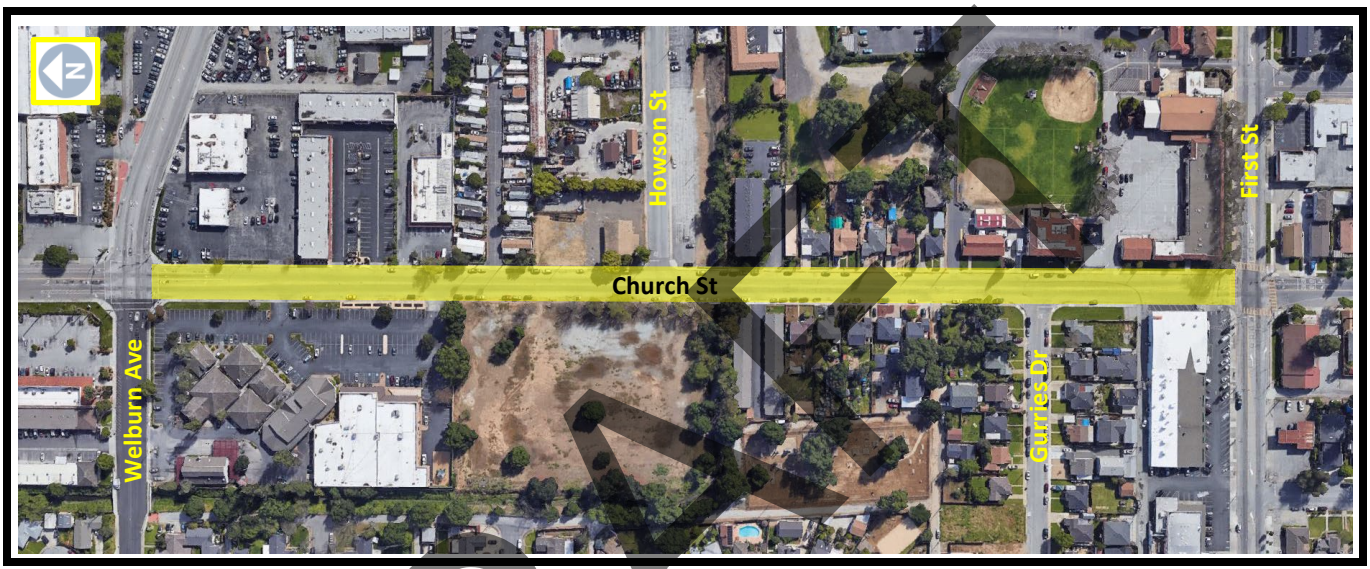
Ongoing Operational Cost Impact

This project's operational costs would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Church Street – Welburn to First Water Line Replacement	**Project No.**	800610
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Church Street between Welburn Ave and First St



Project Description and Purpose

This project would upgrade approximately 2,000 feet of 6” cast iron water main to an 8” or greater ductile iron pipe along Church Street between Welburn Avenue and First Street. Due to their close proximity to one another, this project could be combined with Project 800600 (Church and Gurries Line Replacement).

Project Justification

This project is required due to the large number of failures in this line that have required expensive repairs. The replacement of this line would save the City in staff overtime. All of the breaks on this line require large sections of pipe to be replaced.

Master Planning Documents

This project improves reliability for existing customers and enhances the system to serve anticipated growth which is the focus of the 2023 Water System Master Plan.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800610)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$174,900					**$174,900**
CEQA			$1,100					**$1,100**
Construction				$1,026,000				**$1,026,000**
Con. Support				$147,400				**$147,400**
Total			**$176,000**	**$1,173,400**				**$1,349,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)			$176,000	$1,173,400				**$1,349,400**
Total			**$176,000**	**$1,173,400**				**$1,349,400**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY26
Project Completion	FY26

Ongoing Operational Cost Impact

This project's operational costs would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Forest and Eighth Water Line Replacement	**Project No.**	800620
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Eighth Street between Alexander St and Forest St



Project Description and Purpose

This project would upgrade an existing water line to ensure adequate water pressure for fire protection during fire emergencies. This project will upgrade approximately 375 feet of 4” pipe to 6” pipe on Eighth Street between Alexander Street and Forest Street.

Project Justification

The Fire Marshal has indicated this project is necessary to allow for new construction and provide sufficient water pressure for Fire Operations. This project is recommended for design and construction as soon as possible to improve fire flows in the Gilroy water system.

Master Planning Documents

This project supports the 2023 Water System Master Plan.

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Project Funding

(Public Works) (800620)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$63,800						**$63,800**
CEQA		$2,200						**$2,200**
Construction			$323,000					**$323,000**
Con. Support			$46,200					**$46,200**
Total		**$66,000**	**$369,200**					**$435,200**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)		$66,000	$369,200					**$435,200**
Total		**$66,000**	**$369,200**					**$435,200**

Financial Comments

This project is funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

This project's operational costs would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Steel Water Service Lines Replacement Citywide	**Project No.**	800630
Category	Water: Meters & Service Lines	**Department**	Public Works: Water
Project Type	Replacement	**Project Manager**	Water Operations Supervisor
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



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Project Description and Purpose

This project would replace steel water service lines that may have lead fittings throughout the City. The City has approximately 250 steel service lines that need to be replaced by 2028. City crews will replace approximately 210 of the smaller, less complicated services. Approximately 40 of the remaining service lines may require design and construction to be performed by a consultant and contractor.

Project Justification

Per State of California law (SB 1398 and SB 427), community water systems must replace all known user service lines and their associated fittings that may contain lead and are actively used in the water distribution system. The Steel Service Lines Replacement project will enhance the health and safety of the community by ensuring the City's water distribution system provides a reliable and adequate supply of safe drinking water. The majority of the steel service lines associated with this project are located within the City's low- and moderate-income neighborhoods, as designated by the US Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) Program. The City's low- and moderate-income neighborhoods are in need of higher levels of investment to meet the needs of the community.

Master Planning Documents

This project improves reliability for existing customers and enhances the system to serve anticipated growth which is the focus of the 2023 Water System Master Plan.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800630)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$14,080	$14,080	$14,080	$14,080	$14,080		$70,400
CEQA		$440	$440	$440	$440	$440		$2,200
Construction		$79,200	$79,200	$79,200	$79,200	$79,200		$396,000
Con. Support		$10,560	$10,560	$10,560	$10,560	$10,560		$52,800
Total		**$104,280**	**$104,280**	**$104,280**	**$104,280**	**$104,280**		**$521,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)		$104,280	$104,280	$104,280	$104,280	$104,280		**$521,400**
Total		**$104,280**	**$104,280**	**$104,280**	**$104,280**	**$104,280**		**$521,400**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24 – FY28
Project Advertisement	FY24 – FY28
Project Construction	FY24 – FY28
Project Completion	FY24 – FY28

Ongoing Operational Cost Impact

This project will reduce operational costs.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Monterey and Eighth Water Line Replacement	**Project No.**	800640
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Alley between Monterey St and Eigleberry St



Project Description and Purpose

This project would upgrade water lines to ensure adequate water pressure for fire protection during fire emergencies. This project will upgrade approximately 600 feet of 4” pipe to 8” pipe in the alley between Eigleberry Street and Monterey Street, from West Eighth Street to approximately 600 feet north of West Eighth Street.

Project Justification

The Fire Marshal has indicated this project is necessary to allow for new construction and provide sufficient water pressure for Fire Operations. This project is recommended for design and construction as soon as possible to improve fire flows in the Gilroy water system.

Master Planning Documents

This project supports the 2023 Water System Master Plan.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800640)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$72,600					**$72,600**
CEQA			$2,200					**$2,200**
Construction				$355,000				**$355,000**
Con. Support				$51,700				**$51,700**
Total			**$74,800**	**$406,700**				**$481,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)			$74,800	$406,700				**$481,500**
Total			**$74,800**	**$406,700**				**$481,500**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY26
Project Completion	FY26

Ongoing Operational Cost Impact

This project's operational costs would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Abandon 2” Water Line from 7041 to 7161 Monterey Street	**Project No.**	800650
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7041 to 7161 Monterey Street



Project Description and Purpose

There is a substandard 2” galvanized water main that runs under the sidewalk and feeds 6 meters on the west side of the street from 7041 to 7161 Monterey Street (between West Eighth Street and West Tenth Street). This project would abandon the 2” galvanized water main, which is approximately 650 feet long, and replace and connect 6 service laterals, each of which are approximately 60 feet long, to the existing 10” water main on Monterey Street.

Project Justification

This project would abandon an inadequate 2” water main that has been patched together over time. It would also eliminate six steel service lines with lead fittings. This project would save the City money by reducing staff time to conduct repairs to the deficient line.

Master Planning Documents

This project is not included in the 2023 Water System Master Plan.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800650)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$107,800						**$107,800**
CEQA		$1,100						**$1,100**
Construction			$748,000					**$748,000**
Con. Support			$99,000					**$99,000**
Total		**$108,900**	**$847,000**					**$955,900**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)		$108,900	$847,000					**$955,900**
Total		**$108,900**	**$847,000**					**$955,900**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

This project will reduce maintenance costs by approximately $5,000 per year based on repair history to the current substandard line.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Murray at Burke Water Line Reroute	**Project No.**	800660
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Murray Avenue North of Leavesley Road



Project Description and Purpose

This project will upgrade water lines to ensure adequate water pressure is maintained to provide protection during fire emergencies. It would abandon approximately 1,570 feet of 4” pipe on Murray Avenue from Leavesley Road to 150 feet north of Garfield Court, and connect the 6” pipe on Burke Drive to the 12” pipe on Murray Avenue. It will also require the reconnection of approximately 12 service lines on the west side of Murray Avenue from the abandoned 4” pipe to the existing 12” pipe.

Project Justification

The Fire Marshal has indicated the water pressures in this area require this project to allow for new construction and provide sufficient pressure for Fire Operations.

Master Planning Documents

This project supports the 2023 Water System Master Plan.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800660)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$100,100					**$100,100**
CEQA			$2,200					**$2,200**
Construction				$399,000				**$399,000**
Con. Support				$70,400				**$70,400**
Total			**$102,300**	**$469,400**				**$571,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)			$102,300	$469,400				**$571,700**
Total			**$102,300**	**$469,400**				**$571,700**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY26
Project Completion	FY26

Ongoing Operational Cost Impact

This project's operational costs would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Saint Louise Hospital Large Water Meter Replacement	**Project No.**	800670
Category	Water: Meters & Service Lines	**Department**	Public Works: Water
Project Type	Replacement	**Project Manager**	Water Operations Supervisor
Council Priorities	Maintain and Improve City Infrastructure	**Location**	9400 No Name Uno



Project Description and Purpose

This project would upgrade the large water meter at Saint Louise Hospital to a meter that can register low flows. The current water meter valve is broken, so the meter cannot be replaced without affecting water supply to the hospital. This project will install an additional water meter as a redundancy, repair the existing valves, and replace the existing large water meter.

Project Justification

A new water meter is required to allow accurate billing and to replace non-functioning valves. This meter serves an essential facility. As a result, the design effort for this project is expected to include engineering review of the existing meter assembly and its condition, development of a plan for sequence of construction, maintenance of service and phasing and coordination. Once all appropriate plans have been identified, the replacement of the large water meter and fire service connection can be accomplished with minimal issues/disruption.

Master Planning Documents

This project is not in a master plan document.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800670)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$29,700						**$29,700**
CEQA		$1,100						**$1,100**
Construction		$25,800						**$25,800**
Con. Support		$6,600						**$6,600**
Total		**$63,200**						**$63,200**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)		$63,200						**$63,200**
Total		**$63,200**						**$63,200**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

Ongoing Operational Cost Impact

This project will not affect operational costs.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Water Reservoirs A and B – Painting	**Project No.**	800690
Category	Water: Water Storage	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Upper Welburn Ave and Miller Ave



Project Description and Purpose

This project is to paint the exterior of reservoirs A and B. Reservoir A is located on upper Welburn Avenue, between Mantelli Drive and Rancho Real. Reservoir B is located on Miller Avenue, southwest of the Santa Teresa Boulevard / West Tenth Street (formerly Miller Avenue) roundabout.

The interior coatings of these reservoirs have been recently inspected and are adequate. The reservoirs will be re-inspected in five years.

Project Justification

This project is needed to prevent corrosion of the reservoirs. These reservoirs were inspected by the State in 2017 and the paint condition was rated as fair to poor. This is a critical maintenance operation to ensure the structural integrity and continuing operation of valuable City infrastructure.

Master Planning Documents

This project improves reliability for existing customers and enhances the system to serve anticipated growth which is the focus of the 2023 Water System Master Plan.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800690)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$56,100						**$56,100**
CEQA		$4,400						**$4,400**
Construction		$371,000						**$371,000**
Con. Support		$51,700						**$51,700**
Total		**$483,200**						**$483,200**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)		$483,200						**$483,200**
Total		**$483,200**						**$483,200**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

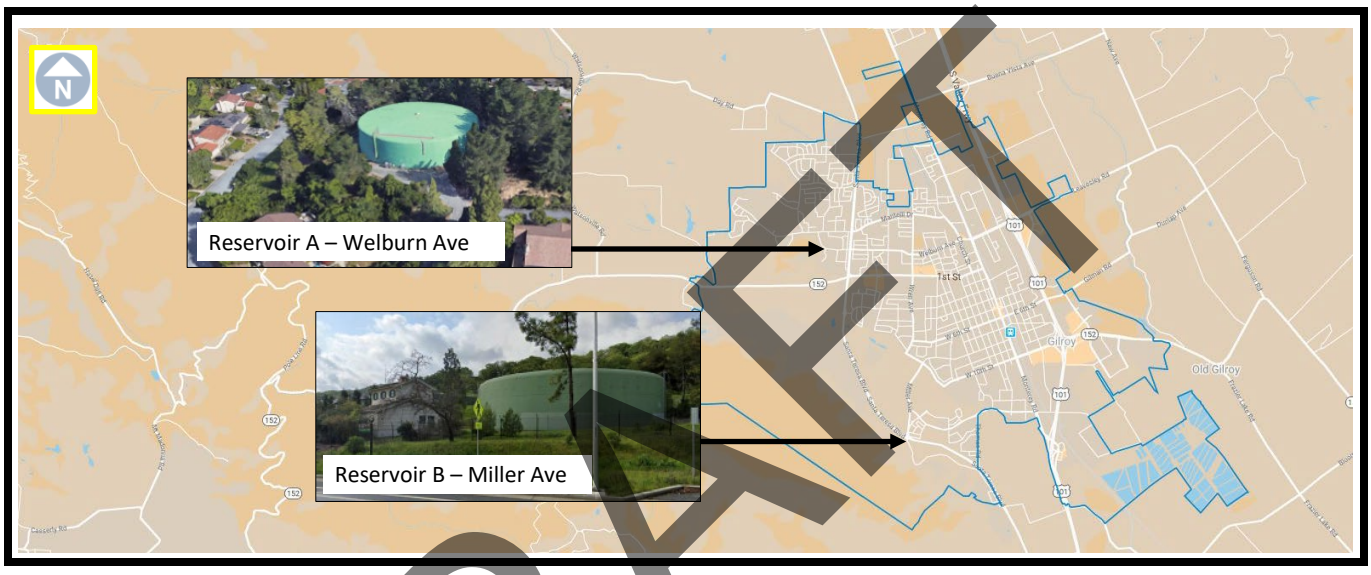
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Reservoirs A and B – Retrofit Overflow Piping	**Project No.**	800700
Category	Water: Water Storage	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Upper Welburn Ave and Miller Ave



Project Description and Purpose

This project would retrofit the overflow piping at Reservoirs A and B to add an adequately sized air gap between the outlet and the storm drain. The air gap would prevent the potential for storm water to be drawn into the reservoirs. Reservoir A is located on upper Welburn Avenue, between Mantelli Drive and Rancho Real. Reservoir B is located on Miller Avenue, southwest of the Santa Teresa Boulevard / West Tenth Street (formerly Miller Avenue) roundabout.

Project Justification

During their 2018 inspection, the State Water Resources Control Board mandated the City install adequately sized air gaps between the outlets and the storm drains. This project addresses this mandate.

Master Planning Documents

This project is not listed in any master plan document, but it improves reliability for existing customers and enhances the system to serve anticipated growth which is the focus of the 2023 Water System Master Plan.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800700)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$64,900						**$64,900**
CEQA		$4,400						**$4,400**
Construction		$361,000						**$361,000**
Con. Support		$51,700						**$51,700**
Total		**$482,000**						**$482,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)		$482,000						**$482,000**
Total		**$482,000**						**$482,000**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

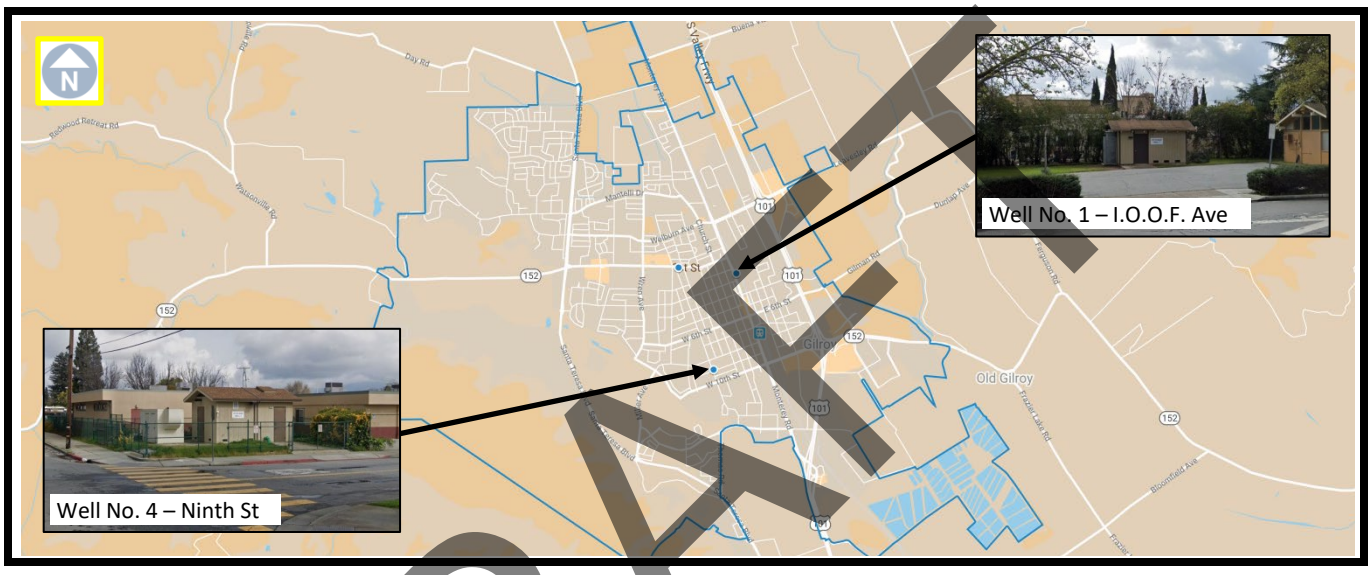
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Well Nos. 1 and 4 Compliance Improvements	**Project No.**	800710
Category	Water: Wells & Pumping	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	I.O.O.F. Avenue, First Street, Ninth Street



DRAFT

Project Description and Purpose

This project will install a well head pedestal with associated plumbing and electrical improvements at Wells No.1 and 4. This critical infrastructure must be installed as the first upgrade phase for the well projects.

Project Justification

These improvements are necessary to enhance public health and safety by meeting the standards set by the State Water Resources Control Board (SWRCB) and current codes, which require well head pedestals to lift pumps a minimum of 18” above grade.

Master Planning Documents

This project improves reliability for existing customers and enhances the system to serve anticipated growth which is the focus of the 2023 Water System Master Plan.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800710)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$8,800						$8,800
Construction		$66,100						$66,100
Con. Support		$7,700						$7,700
Total		**$82,600**						**$82,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)		$82,600						**$82,600**
Total		**$82,600**						**$82,600**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Well Nos. 1, 2, 4 & 6 Upgrade Improvements	**Project No.**	800720
Category	Water: Wells & Pumping	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	I.O.O.F. Avenue, First Street, Ninth Street



DRAFT

Project Description and Purpose

This project will implement the following improvements at City Well Nos. 1, 2, and 6:

- Well No. 1 – Construct a new well house with AC system; interior installation of VFD, install emergency generator with automatic transfer switch, install pump control valve, and perform associated plumbing/ electrical improvements.
- Well No. 2 & 6 – Construct a new well house with AC system; interior installation of VFD and perform associated plumbing and electrical improvements.
- Well No. 4 – Construct upgrades to Well Pedestal to 18” Per California Water Board Requirement.

Project Justification

New well houses and AC systems are needed at Wells No. 1,2, & 6 to reduce over heating of VFD’s and improve operating performance. Well No. 1 is the City’s only well that does not “pump to waste” on startup and shutdown and does not have an emergency power source, per Department of Drinking Water Standards. The pedestal in Well 4 will be upgraded to the State Requirement of 18”.

Master Planning Documents

This project improves reliability for existing customers and enhances the system to serve anticipated growth which is the focus of the 2023 Water System Master Plan.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800720)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$970,200						**$970,200**
CEQA		$55,000						**$55,000**
Construction			$9,900,000					**$9,900,000**
Con. Support			$627,000					**$627,000**
Total		**$1,025,200**	**$10,527,000**					**$11,552,200**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)		$1,025,200	$10,527,000					**$11,552,200**
Total		**$1,025,200**	**$10,527,000**					**$11,552,200**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY25
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Gourmet and Railroad Alley Improvements	**Project No.**	800760
Category	Engineering: Downtown	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Gourmet and Railroad Alley Between 4th and 7th Streets



DRAFT

Project Description and Purpose

The City of Gilroy was awarded a $3.9 million grant in March of 2022 from the California Department of Transportation ("Caltrans") Clean California Local Grant Program. The grant is for cleanup events and infrastructure improvements along Gourmet Alley and Railroad Alley. Gourmet Alley and Railroad Alley, which run parallel to each other between 4th and 7th Streets in Downtown Gilroy, are part of the public right-of-way. Both relatively narrow pedestrian walkways connect the surrounding neighborhoods to the Gilroy transit station and the Gilroy Center for the Arts. The space will be beautified by paving the alleys with marked paths for walkers and recycling receptacles.

Project Justification

The lack of lighting and community-oriented infrastructure in both alleys has resulted in a high level of illegal dumping, making both alleys appear undesirable for walking and community gatherings. The Clean California grant will transform these important alleyways into clean, well-lit, walkable corridors that connect the public to both the city's main transit center and the Gilroy Center for the Arts.

Master Planning Documents

Improvements along Gourmet Alley and Railroad Alley are consistent with elements of the Gilroy Downtown Specific Plan which was approved by the City Council in 2005. The Downtown Specific Plan identifies the areas of need and identifies the improvements that were included in the grant request.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800760)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design	$378,000							**$378,000**
CEQA								
Construction		$3,582,765						**$3,582,765**
Con. Support								
Total	**$378,000**	**$3,582,765**						**$3,960,765**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Downtown Beautification (487)	$378,000	$3,582,765						**$3,960,765**
Total	**$378,000**	**$3,582,765**						**$3,960,765**

Financial Comments

This project would be implemented through the Clean California Local Grant Program (State), administered by Caltrans, which was created to beautify and clean up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces. Reimbursable scopes of work include lighting, landscape, surface improvements, and public clean-up.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY23
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

Ongoing Operational Cost Impact

Increased maintenance and operation costs will be required upon completion of the project. Staff will continue to maintain the improvements made during the lifespan of the project.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Tenth Street/Highway 101 Bridge Widening	**Project No.**	800770
Category	Streets: Bridges	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Tenth Street (Automall Parkway) at US 101



DRAFT

Project Description and Purpose

This project would widen the existing bridge overcrossing at the Tenth Street (Automall Parkway)/US 101/SR 152 interchange to add one additional lane through in each direction. The project would include widening the bridge structure, ramp work, grading, striping and signal modification improvements.

Project Justification

The Tenth Street (Automall Parkway)/US 101/SR 152 interchange is one of the major ingress/egress points to the City and connects the City's arterial system to US 101 and SR 152. It is one of only three interchanges in the City and is located between the Leavesley Road/US 101 interchange to the north and the Monterey Road/US 101 interchange to the south. Tenth Street-Automall Parkway-SR 152 is also a major gateway into the City. In peak times, especially the PM peaks, queues leading to the interchange result in excessive back-ups along Tenth Street-Automall Parkway-SR 152. Adding one lane in each direction on the bridge will improve the flow of eastbound and westbound traffic along this corridor during peak times, provide better access to the freeways, and enhance overall traffic circulation in the area. The Tenth Street-Automall Parkway-SR152 corridor also provides direct access to the commercial areas east and west of US101, and to the auto dealerships on Automall Parkway. Improving the flow of traffic along this important arterial area could encourage economic development in the area.

Master Planning Documents

This project is included in the City's Transportation Master Plan and is also listed in the State Transportation Improvement Program (STIP), which makes it eligible for State and federal funding.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800770)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design	$1,000,000							**$1,000,000**
CEQA			$4,230,216					**$4,230,216**
Design				$4,758,993				**$4,758,993**
ROW								**$0**
Construction								**$0**
Con. Support								**$0**
Total	**$1,000,000**		**$4,230,216**	**$4,758,993**				**$9,989,209**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
TIF (425)			$630,216	$708,993				**$1,339,209**
VTA Measure B Highway Program Fund (212)*	$1,000,000		$3,600,000	$4,050,000				**$8,650,000**
Total	**$1,000,000**		**$4,230,216**	**$4,758,993**				**$9,989,209**

* Transferred from the Buena Vista interchange.

Financial Comments

The City is working in cooperation with VTA to develop this project. The project was awarded $7,650,000 in Measure B Highway Program Funds for environmental and design. The City's matching funds for environmental and design are funded by the TIF. The total project cost is estimated at $50 million. The City worked with the VTA to move $1 million in Measure B Highway Program funding from the Buena Vista / US 101 interchange to this project for Planning/Project Initiation Documents (PID). The City will be responsible for its fair-share cost (14.6%) for each phase of the project. Funding for construction has not been secured but is expected to come from VTA Measure B Highway Program funds.

Estimated Project Schedule

Project Phase	Timeline
Alternatives Analysis	FY22 – FY23
Environmental Clearance	FY24 – FY25
Design and Engineering	FY26 – FY28
Construction	FY29 – FY30

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	San Ysidro Park Healthy Living Enhancement	**Project No.**	800780
Category	Parks and Trails: Play Equipment	**Department**	Public Works: Parks
Project Type	New	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7700 Murray Ave



DRAFT

Project Description and Purpose

The City was awarded a Community Project Funding grant to provide new recreational opportunities at San Ysidro Park. Possible recreational features include: new playground equipment, paved trail, welcome kiosk, distance markers on paved trail, games etched in sidewalk, exercise equipment, new volleyball court, new picnic barbecue grills, bottle filler station/non-bottle filler water fountain, lighting, public art, and a drought resistant garden.

Project Justification

Although all City parks were considered, San Ysidro Park was selected for the application based on the following criteria:

- Proximity to critically underserved communities
- Communities with low median household incomes
- High number of people below the poverty level
- Receiving community input in critically underserved communities
- Broad representation of residents (all ages) participating in community outreach efforts
- Solutions for safe public use and park beautification such as landscaping and public art
- Benefit the health and quality of life for youth, seniors and families
- Mentoring of at-risk youth, senior socialization and family bonding

Master Planning Documents

This project provides for a well-maintained park which is the focus of the Parks and Recreation Systems Master Plan.

Project Funding

(Public Works) (800780)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$25,248						**$25,248**
Design		$340,657						**$340,657**
CEQA		$12,624						**$12,624**
Construction			$2,293,534					**$2,293,534**
Con. Support			$327,937					**$327,937**
Total		**$378,529**	**$2,621,471**					**$3,000,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)		$378,529	$2,621,471					**$3,000,000**
Total		**$378,529**	**$2,621,471**					**$3,000,000**

Financial Comments

This project will be funded by the General Fund (100). These funds will be reimbursed with grant funding. The City was awarded a Community Project Funding Grant in the amount of $3,000,000 for this project. There are no matching City funds required for this grant.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

The park is currently maintained by the Parks Division with maintenance costs included in the budget.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	City Hall Annex HVAC Replacement	**Project No.**	900370
Category	Facilities: Building Systems	**Department**	Facilities
Project Type	Replacement	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7370 Rosanna Street



DRAFT

Project Description and Purpose

This project will replace the 35-year-old HVAC equipment in the radio/server and EOC rooms at the City Hall Annex building, to ensure there is enough cooling in those areas to keep all our emergency communication equipment, and 911 calls for south county operational. The current HVAC system is expected to fail within the next 1 to 5 years. This project excludes all other HVAC systems in the building (which are also expected to fail within the next 1 to 5 years.

Project Justification

The HVAC system that cools the EOC rooms and the server/radio repeater room at the Annex building is 35 years old and will stop working within the next five years. The server/radio repeater room holds equipment that handles 911 phone calls for South County, as well as all the City's main Police Department radio communications radio repeaters, the Fire Department's radio communications repeaters, and County Comm's microwave back bone to Pacheco Peak. Without constant cooling, these systems start to overheat and fail. We need to replace the HVAC systems that cool these areas so that we can keep servicing our community with emergency lifesaving equipment and personnel.

Master Planning Documents

This project is not listed in a master plan.

Project Funding

(Public Works) (900370)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design			$15,400					**$15,400**
Design			$57,200					**$57,200**
Construction			$479,000					**$479,000**
Con. Support			$52,800					**$52,800**
Total			**$604,400**					**$604,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)			$604,400					**$604,400**
Total			**$604,400**					**$604,400**

Financial Comments

This project will be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY25
Project Completion	FY25

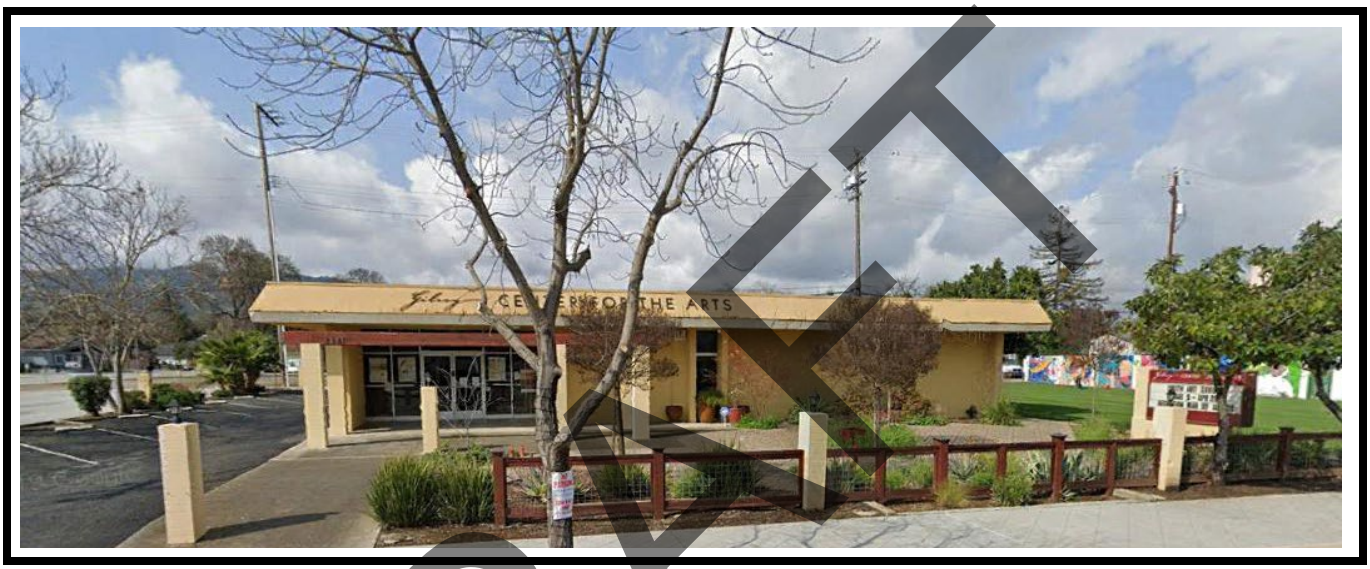
Ongoing Operational Cost Impact

Annual maintenance costs should remain the same. There would be some efficiency benefits associated with a new system that would reduce the use compared to if the occupancy of the building was increased without replacing the system.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Gilroy Center for the Arts HVAC Replacement	**Project No.**	900480
Category	Facilities: Building Systems	**Department**	Facilities
Project Type	Replacement	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7341 Monterey Street



DRAFT

Project Description and Purpose

The City Council approved replacing the Arts Center Heating, Ventilation, and Air Conditioning (HVAC) units during the FY18 budget cycle. However, the project was put on hold due to plans to fully renovate the building. The HVAC units on the building are 34 years old and are well past their useful life. One of the two units no longer works as a heater, and they both need frequent repairs and refrigerant refilling. The project scope is to replace the HVAC units.

Project Justification

The HVAC units are past their useful life are not reliable. If they break down during theater performance dates, it could affect theater programming.

Master Planning Documents

This project is not listed in any master plan document.

Project Funding

(Public Works) (900480)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$33,000					**$33,000**
Construction			$105,000					**$105,000**
Total			**$138,000**					**$138,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)			$138,000					**$138,000**
Total			**$138,000**					**$138,000**

Financial Comments

This project would be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	N/A
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

With more efficient heating and cooling, the utility bills for the Arts Center will be reduced. Repair costs will substantially be reduced after the installation.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Old City Hall HVAC Replacement	**Project No.**	900490
Category	Facilities: Building Systems	**Department**	Facilities
Project Type	Replacement	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7341 Monterey Street


Photo Credit: https://visitgilroy.com/downtown-restaurants/

DRAFT

Project Description and Purpose

The current Heating, Ventilation, and Air Conditioning (HVAC) equipment at Old City Hall Restaurant is 35 years old and well past its useful life. The 12 units in the building frequently fail during large events such as wedding receptions and parties. The units are not able to run at 100% due to the chiller being excessively scaled with hard water deposits. All units and associated hardware and plumbing need to be replaced.

Project Justification

The City is responsible for capital maintenance of the building and is currently responsible for HVAC repairs. The units require frequent repairs and are unreliable. For example, staff was called out to service the units during a wedding reception. Staff remained on site to pour water over the cooling tower to make the units function. The HVAC repair company recommends replacing these units because repairing them may no longer be an option. If this replacement is not completed while the units are in a semi-functional state, there may be an extended downtime that will affect the tenants' business.

Master Planning Documents

This project is not listed in any master plan document.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (900490)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$8,800						**$8,800**
Design		$26,400						**$26,400**
Construction		$309,000						**$309,000**
Con. Support		$16,500						**$16,500**
Total		**$360,700**						**$360,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)		$360,700						$360,700
Total		**$360,700**						**$360,700**

Financial Comments

This project would be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

Ongoing Operational Cost Impact

The project would reduce operational cost because the new units would be more energy efficient and require less maintenance.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Senior Center Roof Replacement	**Project No.**	900530
Category	Facilities: Building Systems	**Department**	Facilities
Project Type	Replacement	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7371 Hanna Street



DRAFT

Project Description and Purpose

The Senior Center's roof shingles are over 27 years old and is starting to leak in multiple locations. The shingles have lost their "grip" surface. The loss of the grip surface makes the roof slippery so it is difficult to walk on it to perform inspections, or repairs on roof mounted equipment. This project would replace the roof shingles, preventing leaks and extend the life of the Senior Center building.

Project Justification

This roof has developed leaks in multiple locations in the dining room area and kitchen. Furthermore, new roof shingles would allow staff to traverse the roof easier and more safely while they perform inspections and repairs on roof top HVAC equipment. .

Master Planning Documents

This project is not listed in any master plan document.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (900530)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$28,600					**$28,600**
Construction			$182,000					**$182,000**
Con. Support			$19,800					**$19,800**
Total			**$230,400**					**$230,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)			$230,400					**$230,400**
Total			**$230,400**					**$230,400**

Financial Comments

This project will be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

This project address maintenance needs. There are no operational costs associated with this project. Costs may decrease if leaks are avoided.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Miller Park Restrooms Electrical Undergrounding	**Project No.**	900620
Category	Parks & Trails: Buildings	**Department**	Public Works: Parks
Project Type	Replacement	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7851 Carmel Street



DRAFT

Project Description and Purpose

The Miller Park restrooms have inadequate above ground electrical service that extends approximately 30 feet from a nearby alley to a temporary construction electrical service. The electrical service is then wired underground from the temporary electrical service to the restrooms. This project would complete the 2017 Miller Park Restroom Replacement Project by fully undergrounding the electrical service.

Project Justification

Construction of the Miller Park restrooms was partially funded with federal funds. Park projects which receive any federal funding are required to have all overhead utilities undergrounded, per State and Federal regulations.

Master Planning Documents

This project is not listed in a master plan document.

Project Funding

(Public Works) (900620)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$11,000						**$11,000**
Construction		$79,100						**$79,100**
Con. Support		$7,700						**$7,700**
Total		**$97,800**						**$97,800**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)		$97,800						**$97,800**
Total		**$97,800**						**$97,800**

Financial Comments

This project will be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

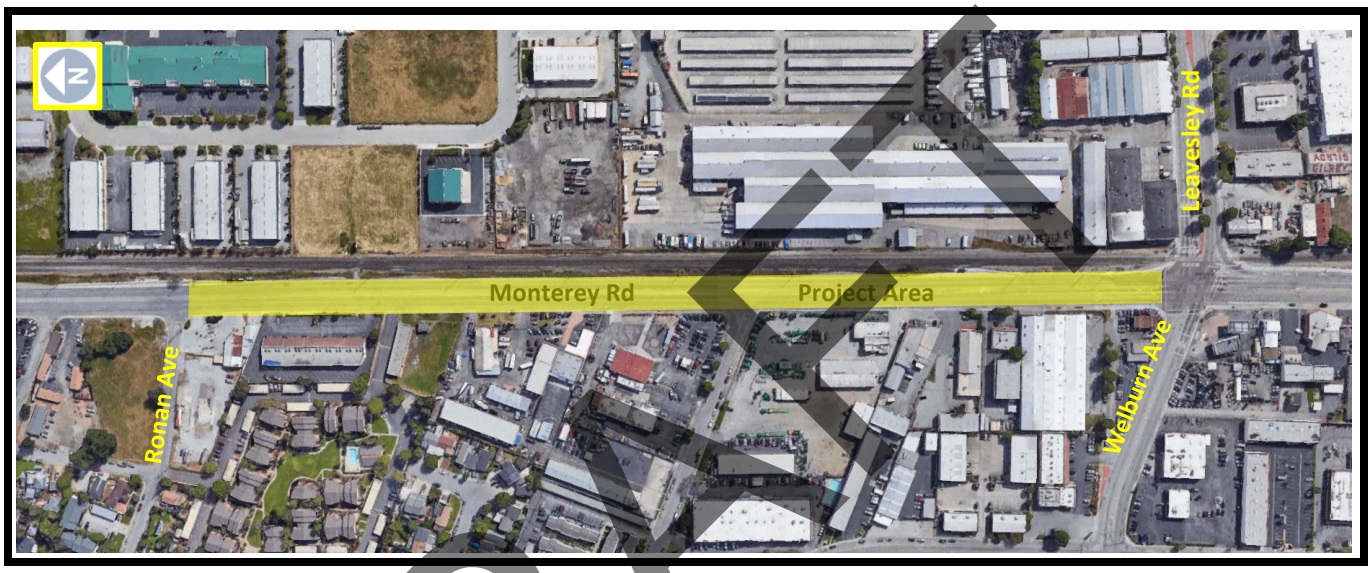
Ongoing Operational Cost Impact

This project will reduce operating costs because it will eliminate vandalism repairs to the temporary electrical service.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Monterey – Leavesley to Ronan Water Line Replacement	**Project No.**	900740
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Monterey Road between Leavesley Rd and Ronan Ave



Project Description and Purpose

This project would upgrade a deteriorating 4” cast iron water line with a 12” ductile iron pipe on Monterey Road from Leavesley Road to the end of the 4” line. The actual limits of the work will not be known until the project area can be potholed. North of Ronan Avenue, the existing line is 12”. To be conservative, it is estimated that the project limits will extend 2,450 feet to Ronan Avenue. The existing line, which currently runs under curb, gutter, and sidewalk, will be abandoned.

Project Justification

The 4” line should be replaced because of its deteriorating condition and the restriction of flow due to its location between two 12” lines. This project will also improve fire flow for this predominantly commercial area between Leavesley Road and Cohansey Avenue.

Master Planning Documents

This project is not included in the 2023 Water System Master Plan.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (900740)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design			$22,000					**$22,000**
Design			$502,700					**$502,700**
CEQA			$11,000					**$11,000**
Construction				$4,070,000				**$4,070,000**
Con. Support				$581,900				**$581,900**
Total			**$535,700**	**$4,651,900**				**$5,187,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)			$535,700	$4,651,900				**$5,187,600**
Total			**$535,700**	**$4,651,900**				**$5,187,600**

Financial Comments

This project will be funded by the Water Fund (705).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY26
Project Completion	FY26

Ongoing Operational Cost Impact

This project's operational costs would be nominal.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Ice Center Infrastructure	**Project No.**	EN2402
Category	Engineering: Master Plans	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Gilroy Sports Park



Photo Source:
https://www.sharksiceatsanjose.com/

DRAFT

Project Description and Purpose

This project will design and install the needed infrastructure for the future Gilroy Ice Center located at the Gilroy Sports Park. Expected work includes design, environmental, and construction for site grading, installation of the site stormwater collection system and stormwater treatment facilities, sewer collection, water service distribution, and joint trench. The project will also include the design and construction of traffic signal improvements at the entrance to the Sports Park at the Monterey Road/Monterey Frontage Road intersection.

Project Justification

The proposed facility would be a great opportunity for economic development and has the potential to heighten the City's position in the region as a destination location and increase travel and tourism to Gilroy. The ice rink facility would likely include opportunities for a variety of sporting programs and ice hockey events. The project would provide recreational opportunities for all Gilroy residents and those travelling to Gilroy for tournaments, competitions, and other events.

Master Planning Documents

The development of the Gilroy Ice Center is consistent with the Council goals related to making Gilroy a Recreation Destination.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (EN2402)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$653,400						**$653,400**
CEQA		$20,900						**$20,900**
Construction			$3,861,000					**$3,861,000**
Con. Support			$552,200					**$552,200**
Total		**$674,300**	**$4,413,200**					**$5,087,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Public Facilities (440)		$143,793	$941,107					**$1,084,900**
TIF (425)		$530,507	$3,472,093					**$4,002,600**
Total		**$674,300**	**$4,413,200**					**$5,087,500**

Financial Comments

Site work will be funded by the Public Facilities Fund (440) and traffic signal work will be funded by the TIF Fund (425).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

There will be on-going operational costs for the site including storm, sewer, water, and signal maintenance. At this time, the cost of the on-going costs is unknown.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Corporation Yard EV And EV Charging	**Project No.**	EN2403
Category	Facilities: Building Systems	**Department**	Public Works: Facilities
Project Type	New	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	613 Old Gilroy Street



Photo: https://svcleanenergy.org/ev-charging-assist/

DRAFT

Project Description and Purpose

City staff is working with Silicon Valley Clean Energy's (SVCE) Consultant to identify opportunities for energy resilience that could be implemented by the City. The Consultant developed an overview report of resiliency strategies to inform the selection of a CapEx project by the City. Some of the determining factors to identify eligible projects included an overview of commonly available technology, design and implementation considerations, potential cost ranges and relevant case studies. The Consultant prepared a Resilience Strategies Overview Report and Feasibility Assessment (FA) for the project. The assessment provided an understanding of the requirements of a given strategy to determine opportunities for implementation. The FA identified a combination of grid-independent electric vehicle charging stations (EVCS) and electric utility vehicles (EV) as the optimal usage of funding for this grant. Four grid independent EVCS and one vehicle option was assessed (although multiple vehicle options were considered). City staff will evaluate and select a combination of EVCS and EVs to provide the best value and practicality.

Project Justification

Silicon Valley Clean Energy (SVCE) launched its Community Energy Resilience Program in 2020 in partnership with and through the support of its Member Agencies and local stakeholders. The program is a $5.15 million investment to support community energy resilience planning efforts, build capacity, and develop local energy resilience projects at local critical community facilities.

Master Planning Documents

This project is not included in any master planning documents.

FUNDED

Project Funding

(Public Works) (EN2403)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Planning/Design		$44,785						**$44,785**
CEQA								
Construction		$269,246						**$269,246**
Con. Support								
Total		**$314,031**						**$314,031**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)		$44,785						**$44,785**
Water (705)		$134,623						**$134,623**
Sewer (700)		$134,623						**$134,623**
Total		**$314,031**						**$314,031**

Financial Comments

Funding for this project will be from the General Fund (100), Water (705) and Sewer (700). These funds will be reimbursed with grant funding. The City of Gilroy has been approved for grant funding in the amount of $314,031 through the Silicon Valley Clean Energy Community Resilience Program. This included $52,339 which was allocated in the form of a Planning Grant. An unused $7,554 of the Planning Grant was rolled over to the CapEx project, providing the City with a total of $269,246 of remaining grant funding.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY23
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

Ongoing Operational Cost Impact

Ongoing operational costs will include the cost of the electricity to charge City vehicles and any associated subscription fees with the EV charging station supplier.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Cherry Blossom Apartments Reroofing	**Project No.**	FC2401
Category	Facilities: Building Systems	**Department**	Facilities
Project Type	Replacement	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7259 Monterey Street



DRAFT

Project Description and Purpose

The Cherry Blossom Apartment's flat roof flexes when walked on and has leaks in some areas. Temporary roof repairs have been made, but this roof needs to be replaced. The roof is of unknown age, but because of its current condition, the underlayment needs to be removed and replaced and new roofing installed.

Project Justification

The Cherry Blossom Apartments provide one- and two-bedroom affordable apartment units to the general population and supportive services to one unit. This facility would be impacted by roof leaks should they occur in the future given the age of the roof.

Master Planning Documents

This project is not listed in any master plan document.

Project Funding

(Public Works) (FC2401)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design				$17,600				$17,600
Construction				$180,000				$180,000
Con. Support				$14,300				$14,300
Total				**$211,900**				**$211,900**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
CDBG (245)				$211,900				**$211,900**
Total				**$211,900**				**$211,900**

Financial Comments

This project will be funded by Community Development Block Grant (CDBG) funding (245).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY26
Project Advertisement	FY26
Project Construction	FY26
Project Completion	FY26

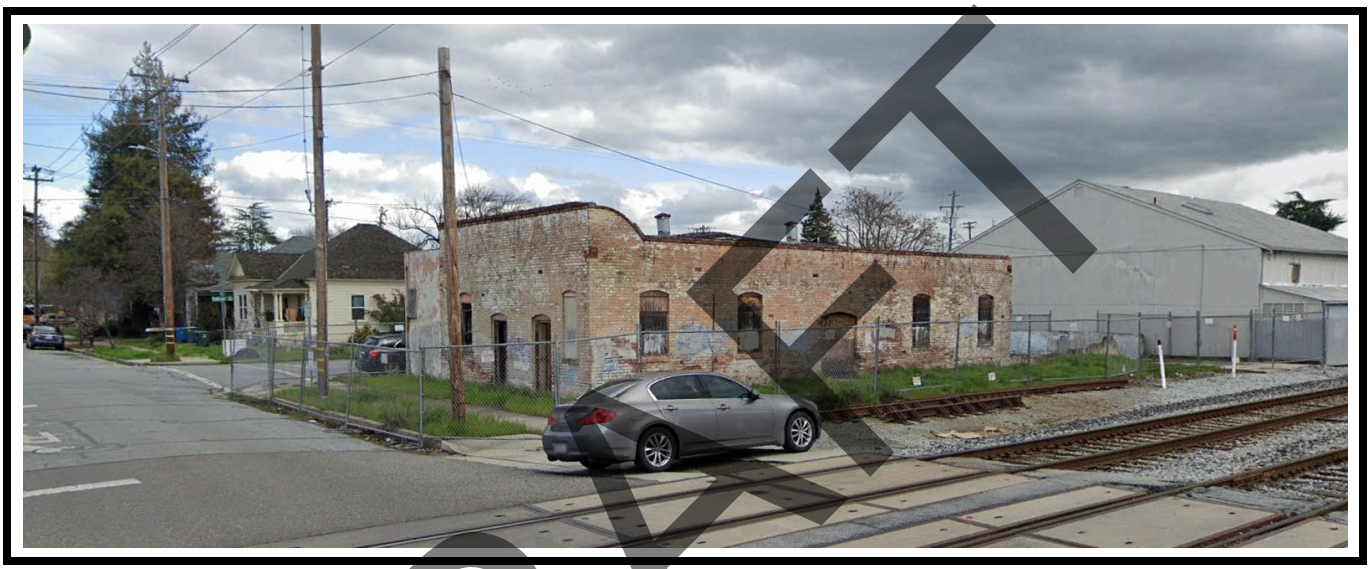
Ongoing Operational Cost Impact

This project address maintenance needs. There are no operational costs associated with this project. Costs may decrease if leaks are avoided.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Creamery Building Demolition	**Project No.**	FC2402
Category	Facilities: Buildings	**Department**	Facilities
Project Type	Demolition	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	88 Martin St, Gilroy



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Project Description and Purpose

This project would demolish the creamery building.

Project Justification

The creamery building is dilapidated and has become an attractive nuisance. Before the building can be demolished, it would need to be removed from the National Register of Historic Places. Because half the roof has fallen down, and the other half of the roof is slowly coming down, and the brick walls are not reinforced and bricks are starting to fall down, the building is a danger to the unhoused, who often break into the building. For safety reasons, this building should be demolished.

Master Planning Documents

This project is not listed in any master plan document.

Project Funding

(Public Works) (FC2402)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$7,300					**$7,300**
Construction			$131,000					**$131,000**
Con. Support			$7,300					**$7,300**
Total			**$145,600**					**$145,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)			$145,600					**$145,600**
Total			**$145,600**					**$145,600**

Financial Comments

This project will be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY25
Project Completion	FY25

Ongoing Operational Cost Impact

This project will eliminate existing operational costs.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	City Hall Reroofing	**Project No.**	FC2405
Category	Facilities: Building Systems	**Department**	Facilities
Project Type	Rehabilitation	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7351 Rosanna Street



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Project Description and Purpose

City Hall's roof is 43 years old and despite small repairs, it is leaking in multiple locations. These leaks need to be repaired. Since there are plans that may lead to a new City Hall in 6 to 10 years, roof repairs would be isolated to spots that are currently having issues, rather than performing a 25-30 year re-roofing project on the entire roof. These problem areas need to have the roof tiles removed and new roofing materials applied, and the tiles reinstalled.

Project Justification

This roof is currently leaking in multiple areas, despite having roofing companies perform spot repairs. To ensure the integrity of the building, more substantial repairs on larger roof segments need to be performed by a roofing company to address these leaks.

Master Planning Documents

This project is not listed in any master plan document.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (FC2405)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design			$55,000					**$55,000**
Construction			$375,000					**$375,000**
Con. Support			$42,000					**$42,000**
Total			**$472,000**					**$472,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)			$472,000					**$472,000**
Total			**$472,000**					**$472,000**

Financial Comments

This project will be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY25
Project Advertisement	FY25
Project Construction	FY25
Project Completion	FY25

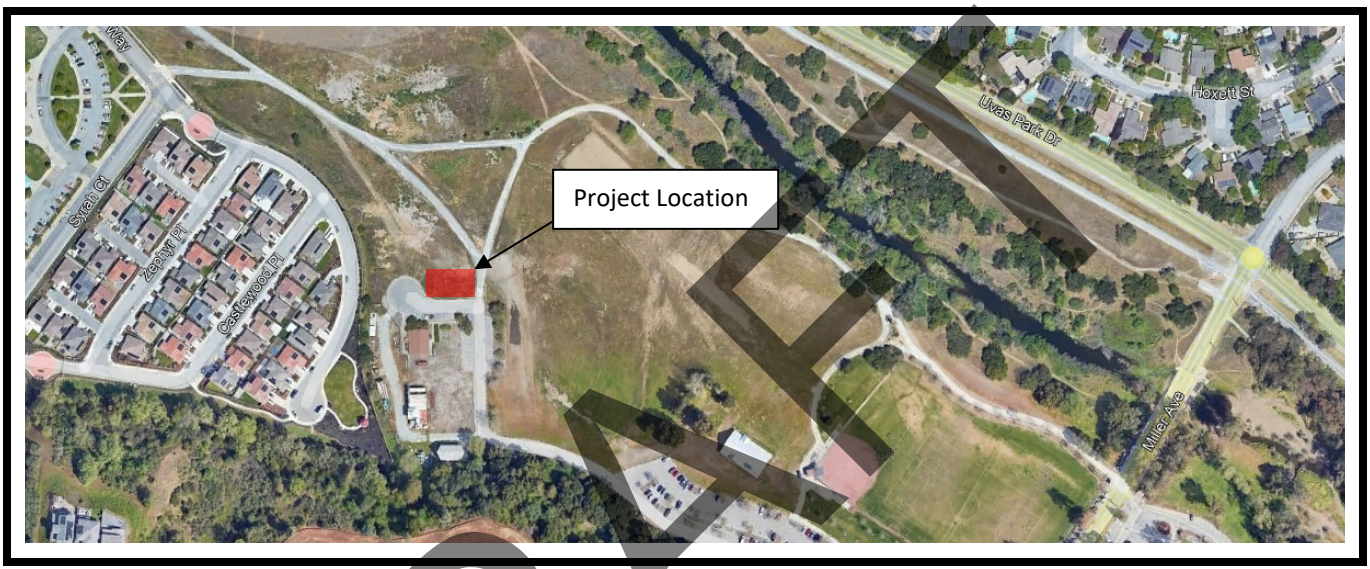
Ongoing Operational Cost Impact

This project address maintenance needs. There are no operational costs associated with this project. Costs may decrease if leaks are avoided.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Glen Loma Temporary Fire Station	**Project No.**	FR2401
Category	Facilities: Buildings	**Department**	Fire
Project Type	New	**Project Manager**	Fire Chief
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Christmas Hill Park Ranch Site



Project Description and Purpose

This project would construct a temporary fire station on city-owned property near the Christmas Hill Park Ranch Site (adjacent to the TEEC building) to serve the Santa Teresa fire district. The structure will be a modular building and will include sleeping quarters, an office, a shower, and a kitchen to allow for 24-hour staffing.

Project Justification

The project will allow for improved emergency response times for the Santa Teresa fire district until a permanent fire station can be built.

Master Planning Documents

This project is not included in any master plan document. However, the permanent fire station was identified in the Glen Loma Ranch Development EIR.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (FR2401)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design	$17,310							**$17,310**
Construction		$444,580						**$444,580**
Con. Support								
Total	**$17,310**	**$444,580**						**$461,890**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Capital Projects (400)	$17,310	$444,580						**$461,890**
Total	**$17,310**	**$444,580**						**$461,890**

Financial Comments

This project will be funded by Capital Projects (400).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

Ongoing Operational Cost Impact

The operational costs of this project are unknown at this time.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Citywide Park Restroom Reroofing/Rehabilitation	**Project No.**	PK2401
Category	Parks and Trails: Buildings	**Department**	Public Works: Parks
Project Type	Replacement	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide





Examples of fire-resistant restroomshttps://modularconnections.com/restrooms-park-facilities/

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Project Description and Purpose

The Citywide Park Restroom Reroofing/Rehabilitation project would replace approximately 32 park restrooms throughout the City with restrooms equipped with fire retardant roofs and durable, fire-resistant building materials.

Project Justification

The City's public restrooms have become increasingly challenging to maintain due to growing incidents of vandalism. This has caused safety concerns for park users and has increased maintenance costs and staff time.

Master Planning Documents

This project provides for well-maintained parks which is the focus of the Parks and Recreation Systems Master Plan.

Project Funding

(Public Works) (PK2401)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design								
Design		$35,000	$35,000	$35,000	$35,000	$35,000		**$175,000**
Construction		$315,000	$315,000	$315,000	$315,000	$315,000		**$1,575,000**
Con. Support								
Total		**$350,000**	**$350,000**	**$350,000**	**$350,000**	**$350,000**		**$1,750,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)		$350,000	$350,000	$350,000	$350,000	$350,000		**$1,750,000**
Total		**$350,000**	**$350,000**	**$350,000**	**$350,000**	**$350,000**		**$1,750,000**

Financial Comments

This project will be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24 – FY28
Project Advertisement	FY24 – FY28
Project Construction	FY24 – FY28
Project Completion	FY24 – FY28

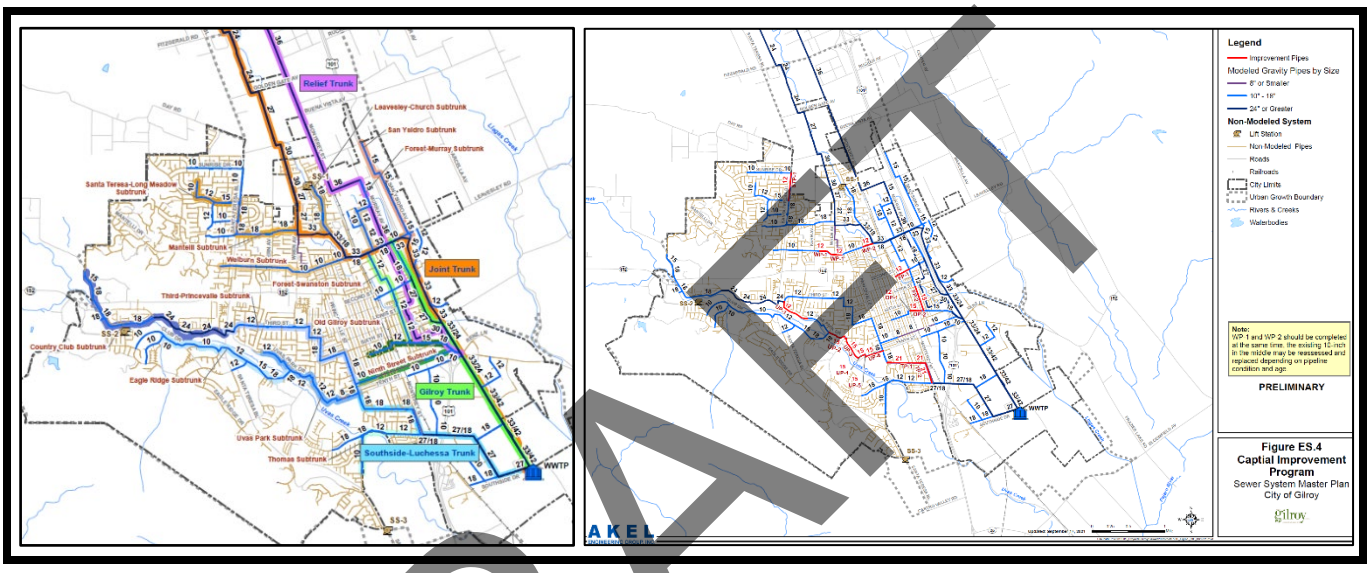
Ongoing Operational Cost Impact

This project will reduce maintenance costs for the City's parks.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Master Plan Projects – Sewer Improvements	**Project No.**	SW2401
Category	Wastewater: Sewer Collection	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



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Project Description and Purpose

The Master Plan Projects – Sewer Improvements Project includes 16 individual projects in 6 system areas throughout the City. The purpose of these projects is to mitigate existing deficiencies in the City's sewer system and implement improvements to service anticipated future growth throughout the City. The projects include pipeline replacements as well as new pipeline improvements. The projects in each subtrunk system area are listed below:

- Santa Teresa - Long Meadow Subtrunk – 1 Replacement
- Welburn Subtrunk – 2 Replacements
- Forest-Swanston Subtrunk – 2 Replacements
- Old Gilroy Subtrunk – 2 Replacements
- Uvas Park Subtrunk – 5 Replacements and 1 New
- Thomas Subtrunk – 2 Replacements

Project Justification

These improvements are identified in the 2023 Sewer System Master Plan, which documents existing system facilities, acceptable hydraulic performance criteria, and projected wastewater flows consistent with the Urban Planning Area. The plan also included the development and calibration of the City's GIS-based hydraulic sewer collection system model.

Master Planning Documents

These improvements are included in the 2023 Sewer System Master Plan.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (SW2401)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$204,965	$215,213	$225,974	$237,273	$249,136		**$1,132,561**
CEQA		$10,248	$10,761	$11,299	$11,864	$12,457		**$56,628**
Construction		$655,888	$688,682	$723,117	$759,272	$797,236		**$3,624,195**
Con. Support		$1,800,897	$1,890,942	$1,985,489	$2,084,763	$2,189,001		**$9,951,091**
Total		**$2,671,998**	**$2,805,598**	**$2,945,878**	**$3,093,172**	**$3,247,830**		**$14,764,476**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer (700)		$1,647,173	$1,729,532	$1,816,008	$1,906,809	$2,002,149		**$9,101,671**
Sewer Development Impact (430)		$1,024,825	$1,076,066	$1,129,870	$1,186,363	$1,245,681		**$5,662,805**
Total		**$2,671,998**	**$2,805,598**	**$2,945,878**	**$3,093,172**	**$3,247,830**		**$14,764,476**

Financial Comments

This project will be funded by the Sewer Fund (700) and the Sewer Development Impact Fund (430).

Estimated Project Schedule

Project Phase	Timeline
Project Design	Ongoing
Project Advertisement	Ongoing
Project Construction	Ongoing
Project Completion	Ongoing

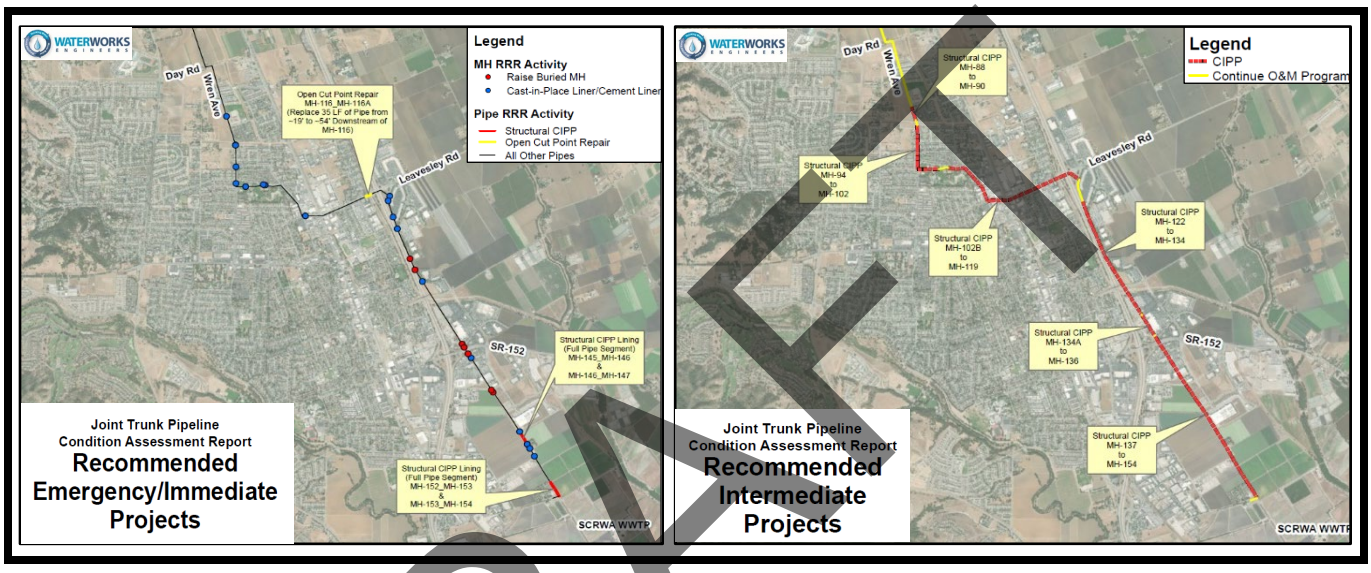
Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Joint Morgan Hill-Gilroy Trunk Line Repairs	**Project No.**	SW2402
Category	Wastewater: Sewer Collection	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Various



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Project Description and Purpose

The Master Plan Projects – Joint Trunk Sewer Improvements Project includes 8 projects in the Joint Trunk Pipeline between the Cities of Gilroy and Morgan Hill. The purpose of these projects is to mitigate existing deficiencies in the City's sewer system joint trunk pipeline. The projects include emergency to intermediate pipeline and manhole repairs. The projects are listed below:

- Emergency/Immediate Pipeline Repairs – 5 Projects at various locations
- Emergency/Immediate Manhole Repairs – 40 Projects at various locations
- Intermediate Pipeline Repairs – Various locations

Project Justification

These improvements are identified in the 2023 Sewer System Master Plan, which documents existing system facilities, acceptable hydraulic performance criteria, and projected wastewater flows consistent with the Urban Planning Area. The plan also included the development and calibration of the City's GIS-based hydraulic sewer collection system model.

Master Planning Documents

These improvements are included in the 2023 Sewer System Master Plan.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (SW2402)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$734,979					$4,060,287	**$4,795,266**
CEQA		$36,749					$203,014	**$239,763**
Construction		$2,351,933					$12,992,918	**$15,344,851**
Construction Support		$551,234					$3,045,215	**$3,596,450**
Total		**$3,674,895**					**$20,301,435**	**$23,976,330**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Sewer (700)		$1,837,448					$10,150,718	**$11,988,165**
Morgan Hill		$1,837,448					$10,150,718	**$11,988,165**
Total		**$3,674,895**					**$20,301,435**	**$23,976,330**

Financial Comments

The costs for projects on the joint Morgan Hill/Gilroy Trunk Line are shared 50%-50% between Morgan Hill and Gilroy. Coordination with Morgan Hill will be required to ensure they have sufficient funding to cover their 50% when the projects are considered. The Gilroy portion of the project work will be funded out of the Sewer Fund (700). The Emergency projects have been funded in FY24. The Intermediate need projects have been pushed out beyond 5 years.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24 and Beyond FY28
Project Advertisement	FY24 and Beyond FY28
Project Construction	FY24 and Beyond FY28
Project Completion	FY24 and Beyond FY28

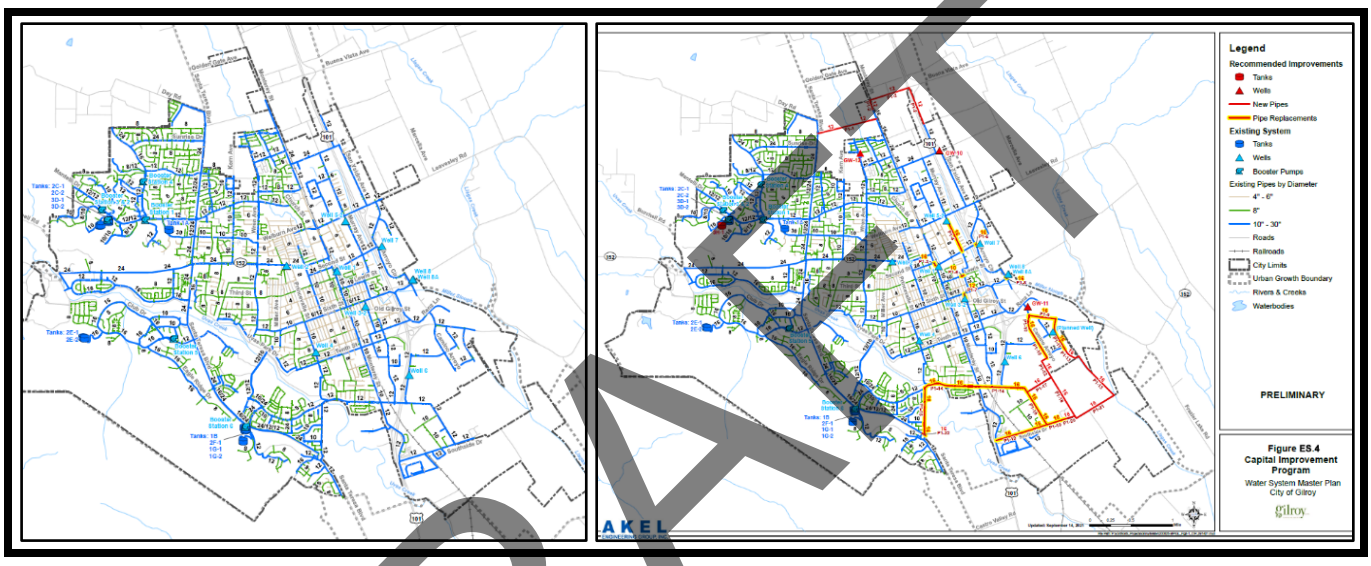
Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Master Plan Projects – Water Improvements	**Project No.**	WT2401
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



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Project Description and Purpose

The Master Plan Projects – Water System Improvements Project includes 26 individual projects throughout the City. The purpose of these projects is to mitigate existing deficiencies in the City's water system and implement improvements to service anticipated future growth throughout the City. The projects include pipeline replacements, new pipeline improvements, groundwater well improvements, and storage reservoir improvements. The number and types of projects in each category are summarized below:

- Pipeline Improvements - 13 Replacements and 9 New
- Storage Reservoir Improvements - 1 New
- Groundwater Well Improvements - 3 New

Project Justification

These improvements are identified in the City of Gilroy 2023 Water System Master Plan, which documents existing distribution system facilities, acceptable hydraulic performance criteria, and projected water demands consistent with the Urban Planning Area. The plan also included the development of the City's GIS-based hydraulic water model.

Master Planning Documents

These improvements are included in the 2023 Water System Master Plan.

Project Funding

(Public Works) (WT2401)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design					$914,588	$960,317	$9,628,695	$11,503,600
CEQA					$45,729	$48,016	$481,441	$575,187
Construction					$2,926,682	$3,073,016	$30,811,810	$36,811,508
Con. Support					$685,941	$720,238	$7,221,510	$8,627,689
Total					**$4,572,941**	**$4,801,587**	**$48,143,457**	**$57,517,985**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water (705)					$1,687,487	$1,771,861	$17,765,708	$21,225,056
Water Development Impact (435)					$2,885,454	$3,029,726	$30,377,749	$36,292,928
Total					**$4,572,941**	**$4,801,587**	**$48,143,457**	**$57,517,985**

Financial Comments

This project will be funded by the Water Fund (705) and Water Development Impact Fund (435).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY27 – Beyond 5 Years
Project Advertisement	FY27 – Beyond 5 Years
Project Construction	FY27 – Beyond 5 Years
Project Completion	FY27 – Beyond 5 Years

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

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Appendix B – Unfunded CIP Projects (Recommended Beyond FY28)

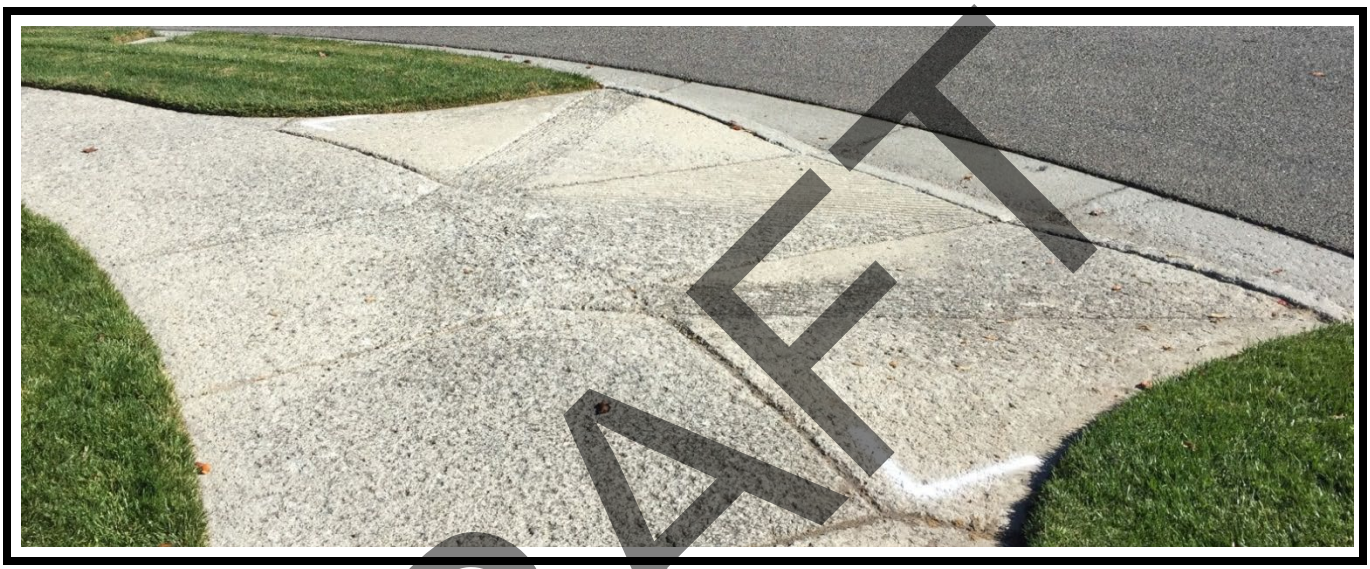
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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Rancho Hills Development Concrete Repairs	**Project No.**	800010
Category	Streets: Curbs & Sidewalks	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Rancho Hills Neighborhood



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Project Description and Purpose

This project will replace sidewalks and curb ramps in the Rancho Hills Area, which display spalling concrete (i.e., pieces of concrete flaking or breaking off). The City reached a settlement with the construction company responsible for defective work in four housing tracts. The construction company paid $380,000 towards the repair of the sidewalks and curb ramps. The Public Works Department issued a bid for this work in the spring of 2020. In March 2020, the City Council awarded construction of this project to EF&S Concrete, Inc. Construction of the contract was completed in summer 2020. The bid prices and funding did not allow for the bid of the fourth tract (Tract 8627). Therefore, tract four will remain in need of sidewalk and curb ramp repair work until new funding is identified. The remaining work includes replacement of approximately 9,000 square feet (SF) of sidewalk, 12,000 SF of driveway, 4,700 linear feet of curb and gutter, and some curb ramps.

Project Justification

The concrete in this area was not properly constructed and is in need of repair. In their current condition, these sidewalks pose a potential safety hazard due to the uneven surfaces.

Master Planning Documents

This project is not listed in any master plan document. The project is consistent with a number of General Plan goals and policies including correcting deficiencies and ensuring that pedestrian facilities serve the function they are intended to serve while protecting the character of residential neighborhoods.

Project Funding

(Public Works) (800010)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$117,700	**$117,700**
Construction	$408,000						$961,000	**$1,369,000**
Con. Support							$158,400	**$158,400**
Total	**$408,000**						**$1,237,100**	**$1,645,100**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Revolving Deposit Fund	$408,000							**$408,000**
Unfunded							$1,237,100	**$1,237,100**
Total	**$408,000**						**$1,237,100**	**$1,645,100**

Financial Comments

The first phase of this project was funded using money from the lawsuit settlement. Unfortunately, the funding from the settlement was not adequate to repair the poorly constructed sidewalk within all the impacted tracts. The sidewalk improvements within one tract, subdivision 8627, will need to be funded separately. At this time, no funding is anticipated within the next five years.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no ongoing operational costs associated with this project.

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Corp Yard Stormwater Compliance Improvements	**Project No.**	800030
Category	Engineering: Stormwater Compliance	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	613 Old Gilroy Street



Project Description and Purpose

This project would implement stormwater capturing and treatment improvements at the City's Corporation Yard to allow compliance with the State Water Resources Control Board Phase II National Pollutant Discharge Elimination System (NPDES) Stormwater Permit (MS4 General Permit). Improvements may include structures for covering stored materials, vehicles, and equipment, storm drain inserts, and infiltration trenches to protect against stormwater borne pollutants and hazardous materials spills

Project Justification

The City's Corporation Yard is considered a hotspot facility (Provision E.11.d) under the jurisdiction of the NPDES MS4 General Permit Regional Water Quality Control Board Order No.2013-0001-DWQ effective on July 1, 2013. On February 8, 2016, the Central Coast Water Board issued the City a Notice of Violation of the post-construction SWMP element of the MS4 General Permit. It was determined the City's Corporation Yard is in violation of the MS4 General Permit Good Housekeeping provisions and should implement appropriate controls of pollution and Best Management Practices. City staff implemented temporary compliance measures until the project was constructed.

Master Planning Documents

This project is necessary for proper stewardship of facilities and compliance the Central Coast Water Board. Flood control, drainage, and water quality mitigation measures are included in the City's General Plan Environmental Impact Report (EIR).

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800030)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design	$130,020							**$130,020**
Design							$194,980	**$194,980**
CEQA							$4,400	**$4,400**
Construction							$1,710,000	**$1,710,000**
Con. Support							$115,000	**$115,000**
Total	**$130,020**						**$2,024,380**	**$2,154,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Facilities (615) Sewer (700) Water (705)	$130,020							**$130,020**
Unfunded							$2,024,380	**$2,024,380**
Total	**$130,020**						**$2,024,380**	**$2,154,400**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Pre-Design	FY20
Design	Beyond FY28
Construction	Beyond FY28

Ongoing Operational Cost Impact

Ongoing maintenance and operational costs for the project will be approximately $18k per year. This includes costs for maintenance of the on-site storm drainage inlets, infiltration trench and structure preservation.

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Automall Parkway Pavement Rehabilitation	**Project No.**	800040
Category	Streets: Pavement	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Automall Parkway



Project Description and Purpose

The project includes: pavement rehabilitation, repair and replacement of deteriorated curb and gutter, reconstruction of approximately 20 curb ramps, drainage and striping improvements, and the addition of Class II Bike Lanes along Automall Parkway. The project limits include Automall Parkway from the Caltrans right-of-way to the Automall Parkway/Luchessa Avenue intersection.

Project Justification

This project is important for promoting continued economic growth within the City and for the businesses along these primary access roads (Automall Parkway and Tenth Street). These roadways provide access to a wide variety of commercial and industrial land uses, including the auto dealerships along Automall Parkway. This project supports the City Council's goals related to promoting economic development within the City, is consistent with the City's General Plan policies, will improve traffic circulation, and will enhance pedestrian and bicycle safety in the project area. Completion of the project could also lead to further development of the commercial properties along the roadways within the project limits, like the new Evergreen development. Failure to complete this project would result in the continued deterioration of the roadway surface and could increase the likelihood of damage to private vehicles due to poor pavement conditions.

Master Planning Documents

This project supports the City's Traffic Circulation Master Plan by providing a safe and well-maintained travel way. The street is also identified in StreetSaver as a failed street in need of reconstruction.

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800040)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design	$316,752							**$316,752**
Design							$154,048	**$154,048**
CEQA							$14,300	**$14,300**
Construction							$2,519,000	**$2,519,000**
Con. Support							$359,700	**$359,700**
Total	**$316,752**						**$3,047,048**	**$3,363,800**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Vehicle Registration Fee (220)	$316,752							**$316,752**
Unfunded							$3,047,048	**$3,047,048**
Total	**$316,752**						**$3,047,048**	**$3,363,800**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project directly addresses maintenance needs. Once completed, this project will require periodic surface maintenance treatments. These treatments will protect the surface from water, extend its life, and reduce long-term maintenance expenses. Treatments typically occur every 5-7 years.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Las Animas Park Tennis Court – Fence Repairs	**Project No.**	800120
Category	Parks and Trails: Other Structures or Facilities	**Department**	Public Works: Parks
Project Type	Replacement	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Las Animas Veterans Park



DRAFT

Project Description and Purpose

This project would replace the fences around four of the six tennis courts at Las Animas Park. These 12-foot-tall chain-link fences, which were built in 1974, have sections that are rusted and falling apart. The project would also include replacement of several structural fence poles, which have been weakened due to high winds and heavy use.

Project Justification

The Las Animas Park tennis courts are heavily used by local residents and the Gilroy Tennis Club (which funds the resurfacing of the courts every few years at no cost to the City). The rusted bottom sections of the galvanized chain-link fences are, practically speaking, beyond repair. Multiple fence contractors have evaluated the fences and recommended replacement instead of continuing repairs. The deficient structural poles could fail during a high-wind storm, which could cause a total failure of the fences and render the tennis courts unusable. In addition to Ensuring Financial Stability, this project also meets the Council's strategic goals of Providing Opportunities for Meaningful Public Engagement and Ensuring Neighborhoods Benefit Equally from City Services.

Master Planning Documents

This project supports the City's Parks & Recreation System Master Plan, which is to pursue a variety of financing mechanisms for acquisition, development, long-term operations, and maintenance of the City's parks and recreation system.

Project Funding

(Public Works) (800120)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$1,100	**$1,100**
Design							$4,400	**$4,400**
Construction							$111,000	**$111,000**
Con. Support							$7,700	**$7,700**
Total							**$124,200**	**$124,200**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$124,200	**$124,200**
Total							**$124,200**	**$124,200**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

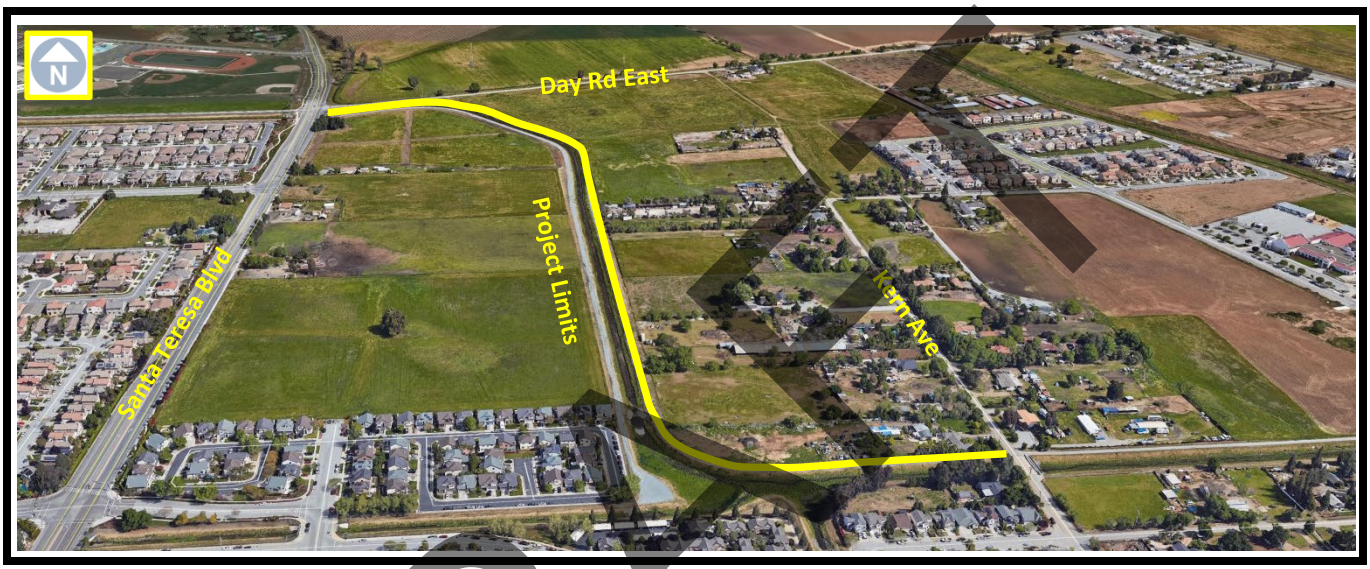
Ongoing Operational Cost Impact

Operational costs should be reduced for several years by removing the need to constantly repair the broken bottom of the fences.

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Lions Creek Trail West Gap Closure – Kern to Day	**Project No.**	800280
Category	Parks and Trails: Trails	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Lions Creek – Santa Teresa Blvd/Day Rd to Kern Ave



DRAFT

Project Description and Purpose

This project would construct a Class I, multi-use trail approximately 4,500 linear feet in length from Santa Teresa Boulevard/Day Road to Kern Avenue along Lions Creek. This trail would provide recreational usage along the creek and pedestrian access between nearby neighborhoods and Christopher High School. The scope of work would include:

- Asphalt concrete Class I trail (for bicycles and pedestrians)
- ADA-compliant curb cramp at all trail entrances
- Concrete retaining wall

Project Justification

This project was originally approved by Council for design in 2010 as part of three major trail projects in the City (Ronan Channel Trail and two segments of the Lions Creek Trail). However, funds previously allocated for this trail were diverted to the Ronan Channel Trail project for construction and to take full advantage of federal funds that were available. The Lions Creek Trail project, which is currently at the 60% design phase, qualifies for future local and federal grants for the construction phase.

Master Planning Documents

This project is in conformance with the adopted Trail Master Plan and has already received environmental clearance, which is a prerequisite for permitting.

Project Funding

(Public Works) (800280)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$22,000	$22,000
Design							$440,000	$440,000
CEQA							$89,100	$89,100
Construction							$4,048,000	$4,048,000
Con. Support							$367,400	$367,400
Total							**$4,966,500**	**$4,966,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$4,966,500	**$4,966,500**
Total							**$4,966,500**	**$4,966,500**

Financial Comments

This project is currently unfunded. This project is on the Measure B Bicycle & Pedestrian Capital Projects 10-year priority project list with a funding amount of $2.72M. This funding is still competitive and would have to be requested. Additional funding would be needed for initial design activities.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

Once completed, this project will require an annual maintenance cost of approximately $16,000 per year. The trail will also require resurfacing (Type II Slurry Seal and Restriping) every 8 years at approximately $35,000 per treatment.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Santa Teresa Fire Station – New Station	**Project No.**	800290
Category	Facilities: Buildings	**Department**	Fire
Project Type	New	**Project Manager**	Fire Chief
Council Priorities	Maintain and Improve City Infrastructure	**Location**	West Luchessa Avenue and Miller Avenue



Project Description and Purpose

This project would construct a new fire station within the Glen Loma Ranch Development area. The new fire station is proposed to include two apparatus bays and a community meeting room. The community meeting room would be designed to allow its future conversion into Chief Officer Quarters if needed. The new facility would meet the recommended functional needs for Essential Facility Standards, Environmental, Safety, Security, and Privacy.

Project Justification

The City of Gilroy entered into a Development Agreement in 2005 with the Glen Loma Group to build housing along Santa Teresa Boulevard. The agreement includes a stipulation that the developer will deliver a turnkey fire station to the City prior to the issuance of the 1,000th building permit. The agreement was amended in 2018 to change the language to the 1,100th permit. The development agreement contains a yearly escalation clause designed to keep up with inflation. The residential project was delayed due to the 2007 Great Recession. With an improved economy in 2015, the design of the new fire station began. However, the project was delayed again due to large increases in construction costs. The City and developer agreed to wait until construction costs came down, or until the City could provide gap funding to assist with constructing the fire station.

On November 18, 2019, the City Council approved the additional funding needed to build the Santa Teresa Fire Station.

Master Planning Documents

This project is included in the Glen Loma Ranch Specific Plan.

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Project Funding

(Fire) (800290)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$60,500	**$60,500**
Design							$1,292,500	**$1,292,500**
CEQA							$60,500	**$60,500**
Construction							$10,934,000	**$10,934,000**
Con. Support							$1,082,400	**$1,082,400**
Permitting Fees							$581,000	**$581,000**
Total							**$14,010,900**	**$14,010,900**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$14,010,900	**$14,010,900**
Total							**$14,010,900**	**$14,010,900**

Financial Comments

This project is currently unfunded. On November 18, 2019 Council approved an allocation of $2,900,000 from the General Fund unassigned balance towards this project. With that allocation, remaining projects costs are estimated at $11,110,900 (79% of the total project cost). Due to the City's current financial situation, the Council allocated $2,900,000 has been reassigned to other needs, and the project is now expected to be funded beyond FY28.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The estimated ongoing annual maintenance cost of the station will initially be less than the current fire station maintenance costs of $80,000 per year per station. As the station ages, however, the maintenance costs will increase and will likely reach the $80,000 annual cost.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Church Street Storm Drain Extension – Seventh to 7233 Church	**Project No.**	800380
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Church/Seventh Intersection to 7233 Church Street



Project Description and Purpose

The purpose of this project is to design and construct approximately 500 linear feet of new 12” storm drain pipe along Church Street from the Church Street/Seventh Street intersection to 7223 Church Street. The project scope includes:

- Install 500 linear feet of reinforced concrete pipe
- Install catch basins
- Connect new pipes to existing storm drain system

Project Justification

Church Street from Sixth Street to Eighth Street currently does not have a storm drain pipe. The system is designed to accommodate surface flow along the gutter from Sixth Street to Eighth Street. Due to uplifted curb and gutter along this segment, the surface is obstructed which causes temporary flooding at the intersection of Seventh Street and Church Street. The Operations Division has received numerous comments due to the flooding at this location and has had to expend resources. During moderate rain events the flooding has reached Church Street, which experiences relatively high traffic volumes and travel speeds. This type of flooding combined with higher travel speeds can create safety issues such as hydroplaning.

Master Planning Documents

This project is not in any master plan document.

DRAFT

Project Funding

(Public Works) (800380)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design								
Design							$53,729	**$53,729**
CEQA							$2,686	**$2,686**
Construction							$171,932	**$171,932**
Con. Support							$40,297	**$40,297**
Total							**$268,644**	**$268,644**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$268,644	$268,644
Total							**$268,644**	**$268,644**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	New Water Storage Tank at Walton Heath Court	**Project No.**	800680
Category	Water: Water Storage	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Walton Heath Court



Project Description and Purpose

This project will provide a 710,000-gallon water storage tank for the Glen Loma Ranch and Eagle Ridge developments. The tank will provide extra system capacity for more efficient water delivery to residents and provide extra capacity for firefighting activities. The tank will be located at Walton Heath Court.

Project Justification

Additional water storage capacity is needed to service the Glen Loma Ranch and Eagle Ridge residential/commercial developments. The City's reservoirs are built in pairs so that one reservoir can be taken off-line for maintenance or repair. The Glen Loma Ranch and Eagle Ridge developments are served by a single 710,000-gallon water tank in the immediate vicinity and by two other tanks located approximately three miles away. The water storage capacity for this area would be impaired should that tank be taken out of service for maintenance or repair. The other tanks would have to serve this area, and the distribution system would be missing 710,000 gallons for spikes in water demand and firefighting activities.

Master Planning Documents

This project is not included in the 2023 Water System Master Plan.

DRAFT

UNFUNDED

Project Funding

(Public Works) (800680)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$44,000	**$44,000**
Design							$477,400	**$477,400**
CEQA							$11,000	**$11,000**
Construction							$4,070,000	**$4,070,000**
Con. Support							$447,700	**$447,700**
Total							**$5,050,100**	**$5,050,100**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$5,050,100	**$5,050,100**
Total							**$5,050,100**	**$5,050,100**

Financial Comments

This project would be an expansion of the water system. The project is unfunded at this time and will be reevaluated during the next CIP funding cycle.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

Ongoing maintenance and operational costs for the water storage tank would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Gateway Senior Apartments Pedestrian Crossing Safety Improvements	**Project No.**	800730
Category	Streets: Traffic Signals	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Monterey Street between Tenth St and Luchessa Ave


High-Intensity Activated Crosswalk Example

DRAFT

Project Description and Purpose

This project will install a High-Intensity Activated Crosswalk (HAWK), high visibility crosswalk improvements, and curb ramps to provide a safe pedestrian crossing of Monterey Road in front of the Gateway Senior Apartments.

Project Justification

The location of the Gateway Senior Apartments currently has challenges and safety issues in terms of the surrounding pedestrian infrastructure along Monterey Street. The project was approved without any adjacent sidewalk improvements. In a February 13, 2020 letter from the US Department of Housing and Urban Development (HUD), the Office of Fair Housing and Equal Opportunity expressed concerns over the lack of pedestrian accessibility in the area. The HAWK improvements would address the accessibility gaps by providing safe pedestrian access to the west side of Monterey Street where there are existing pedestrian facilities that lead to the Downtown. This project meets the City Council goal of Enhancing Public Safety Capabilities.

Master Planning Documents

This project supports the City's General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

Project Funding

(Public Works) (800730)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design	$48,500							**$48,500**
CEQA							$2,200	**$2,200**
Construction							$442,000	**$442,000**
Con. Support							$41,800	**$41,800**
Total	**$48,500**						**$486,000**	**$534,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
CDBG (245)	$48,500							**$48,500**
Unfunded							$486,000	**$486,000**
Total	**$48,500**						**$486,000**	**$534,500**

Financial Comments

The design of this project has been completed. The construction phase of this project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Drainage Improvements to Mitigate Minor Flooding	**Project No.**	900030
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Project Description and Purpose

This project will address a number of localized flooding issues throughout the City. Public Works Operations has a list of locations where local flooding occurs during heavy rain events.

Project Justification

Public Works has identified a number of locations throughout the City that experience localized flooding during storm events. A number of these locations affect vehicular travel lanes and pedestrian walkways. Maintenance staff has to address these locations with each storm event, and places advanced warning signage at a number of locations. This is time consuming and costly. Also, to the extent these locations affect the health and safety of the public, the City is obligated to make repairs and/or improvements to the storm drain system. Not doing so could leave the City exposed to liability.

Master Planning Documents

This project is not listed in any master plan, but provides flood control, drainage, and water quality mitigation measures in support of the 2023 Storm Drainage System Master Plan.

DRAFT

Project Funding

(Public Works) (900030)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$1,100	**$1,100**
Design							$71,500	**$71,500**
CEQA							$1,100	**$1,100**
Construction							$51,000	**$51,000**
Total							**$124,700**	**$124,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$124,700	**$124,700**
Total							**$124,700**	**$124,700**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project's operational costs would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Luchessa Bridge Pedestrian and Bicycle Safety Improvements	**Project No.**	900070
Category	Streets: Pavement Markings	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Luchessa Avenue between Princevalle and Thomas



DRAFT

Project Description and Purpose

This project would construct approximately 700 linear feet of pedestrian pathway along westbound Luchessa Avenue between Princevalle Street and Thomas Road. There are currently no sidewalks on either side of this bridge/road segment. The scope of work includes:

- Concrete sidewalk
- ADA-compliant curb ramps
- Raised pedestrian walking surface on the bridge

Project Justification

The pedestrian route along this segment, which is the shoulder of the road, does not provide a vertical or horizontal separation between vehicles and pedestrians, is not ADA-compliant, and does not meet current safety guidelines. The only feature currently provided between the shoulder and travel way are temporary delineators, which is not the best possible safety measure. The Luchessa Bridge provides the only pedestrian route to Gilroy High School for students that live west of Thomas Road.

Master Planning Documents

Widening the Luchessa Avenue Bridge to two lanes in each direction is included in the City's Traffic Circulation Master Plan (TCMP), which would include providing pedestrian facilities on the bridge. In addition, this project is consistent with the City's General Plan goals and policies which include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

Project Funding

(Public Works) (900070)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$4,400	**$4,400**
Design							$82,500	**$82,500**
CEQA							$4,400	**$4,400**
Construction							$707,000	**$707,000**
Con. Support							$78,100	**$78,100**
Total							**$876,400**	**$876,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$876,400	**$876,400**
Total							**$876,400**	**$876,400**

Financial Comments

This project is currently unfunded. Staff will continue to pursue state and federal grant opportunities to partially or fully fund this project.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project. This project would reduce maintenance costs as City crews would no longer be required to continuously replace the temporary delineators that are currently installed between the shoulder and travel way.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Mantelli/Church Bulb-Out and Crosswalk Improvements	**Project No.**	900090
Category	Streets: Other Concrete Features	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Mantelli Drive and Church Street



DRAFT

Project Description and Purpose

This project will install improvements to enhance the safety of pedestrians crossing Mantelli Drive at the intersection of Mantelli Drive and Church Street. The scope of work includes:

- Install concrete bulb-out at the northwest corner of the intersection
- Install ADA-compliant directional curb ramps at the northwest corner of the intersection
- Relocate the stop sign at the northwest corner so it is closer to the travel lane

Project Justification

Staff has received multiple correspondences from residents concerned about pedestrian safety at this skewed intersection, including observations of drivers turning right from southbound Church Street to westbound Mantelli Drive without stopping at the stop sign (i.e., treating it as a “free” right-turn). The crosswalk on the west leg of the intersection is also unusually long due to the skewed geometry of the intersection. These improvements would discourage drivers from treating the southbound right-turn movement as a “free” right-turn.

Master Planning Documents

This project supports the City’s Traffic Circulation Master Plan by providing a safe and well-maintained travel way. The street is also identified in StreetSaver as a failed street in need of reconstruction.

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (900090)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$1,100	**$1,100**
Design							$23,100	**$23,100**
CEQA							$2,200	**$2,200**
Construction							$179,000	**$179,000**
Con. Support							$9,900	**$9,900**
Total							**$215,300**	**$215,300**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$215,300	**$215,300**
Total							**$215,300**	**$215,300**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

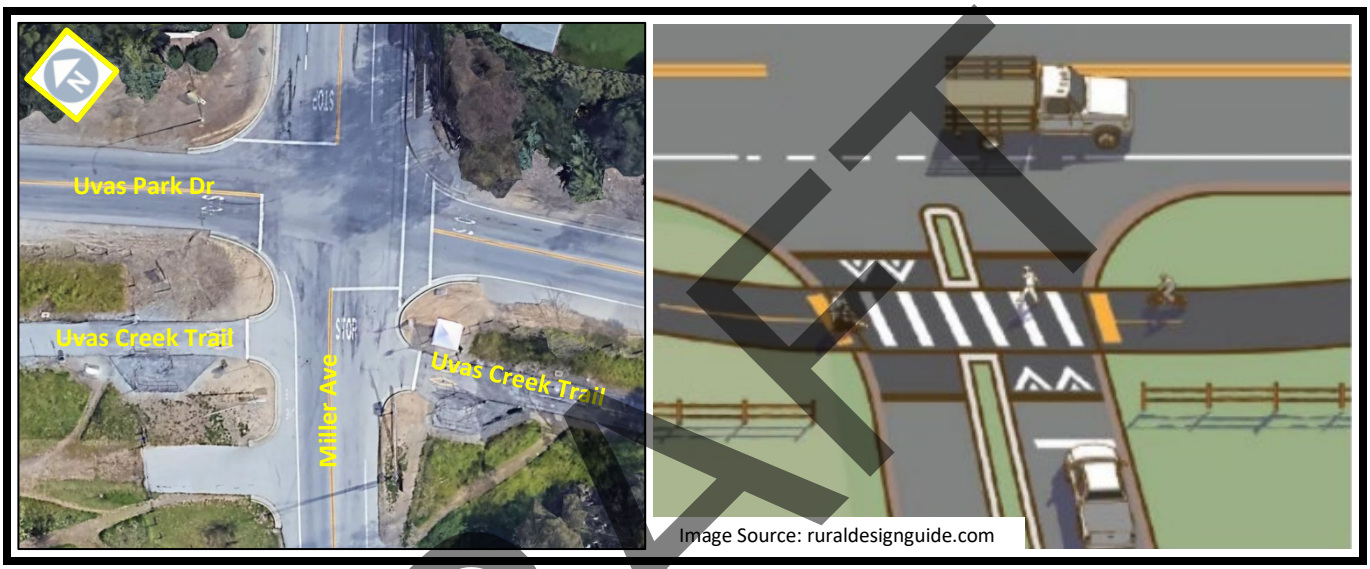
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Miller/Uvas Creek Trail Pedestrian Improvements	**Project No.**	900100
Category	Streets: Curbs & Sidewalks	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Miller Avenue and Uvas Creek Trail



Project Description and Purpose

This project would enhance pedestrian safety at the Miller Avenue/Uvas Park Drive intersection. The scope of work would include:

- Install raised concrete crosswalk for levee trail users to cross Miller Avenue
- Install concrete sidewalk and retaining wall at the southwest corner of the intersection
- Install ADA-compliant curb ramp at the southeast corner of the intersection

Project Justification

Staff has received multiple comments from residents and the Bicycle and Pedestrian Commission regarding the safety of pedestrians crossing at this intersection. It was reported that drivers are not making a complete stop at the intersection, particularly at the west leg of the intersection. As this intersection serves nearby neighborhoods, Gilroy High School, Solarsano Middle School, and Christmas Hill Park, it is important to investigate and identify possible solutions to enhance safety at this intersection. This project would also provide for ADA-compliant improvements at this intersection.

Master Planning Documents

This project is not listed in any master plan document, but it is consistent with the City's General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

DRAFT

Project Funding

(Public Works) (900100)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$1,100	**$1,100**
Design							$22,000	**$22,000**
CEQA							$4,400	**$4,400**
Construction							$204,000	**$204,000**
Con. Support							$11,000	**$11,000**
Total							**$242,500**	**$242,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$242,500	**$242,500**
Total							**$242,500**	**$242,500**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

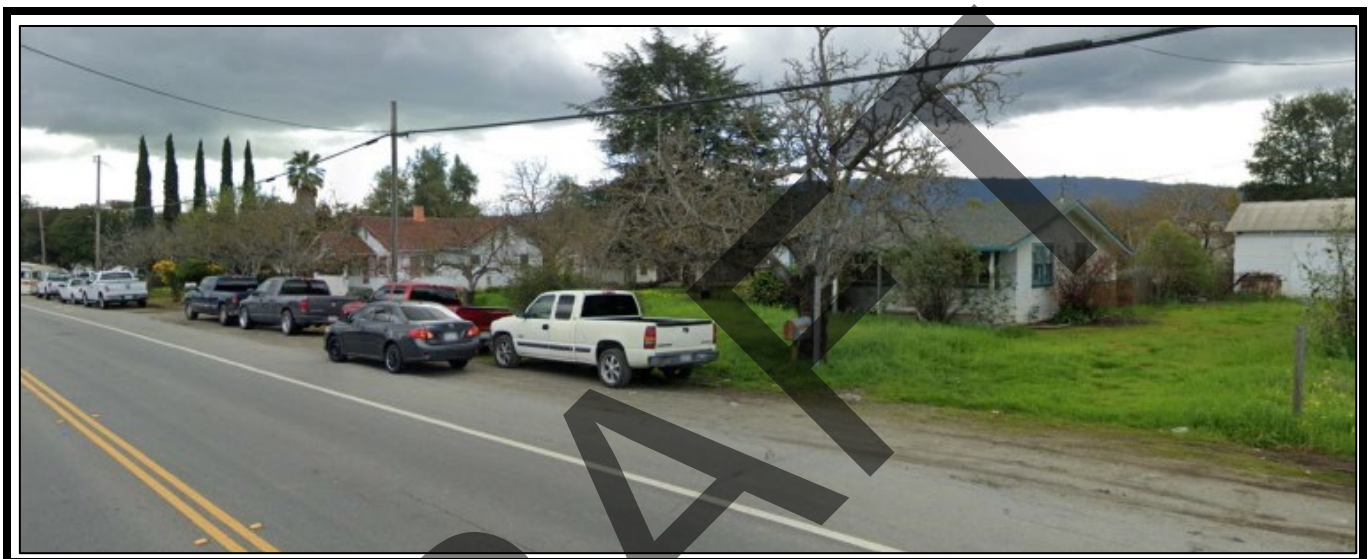
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Murray Avenue Sidewalk Gap Closure	**Project No.**	900110
Category	Streets: Curbs & Sidewalks	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Murray Avenue between Kishimura and Leavesley



DRAFT

Project Description and Purpose

The Murray Avenue Sidewalk Gap Closure Project will construct approximately 2,000 linear feet of sidewalk on the west side of Murray Avenue between Kishimura Drive and Leavesley Road. This project would complete the pedestrian network on this segment so that pedestrian access would be provided on both sides of the street.

Project Justification

Numerous residents and businesses on the west side of this segment of Murray Avenue do not have pedestrian facilities along their property's frontage. The lack of a continuous sidewalk on this segment of Murray Avenue also impacts the ability of transit users to access the bus stops in the area. This project will enhance safety, connectivity, and access in low- and moderate-income neighborhoods as designated by the US Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) Program.

Master Planning Documents

This project is not specifically listed in any master plan document, but it is consistent with the City's General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

Project Funding

(Public Works) (900110)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$9,900	**$9,900**
Design							$115,500	**$115,500**
CEQA							$1,100	**$1,100**
Construction							$933,000	**$933,000**
Con. Support							$92,400	**$92,400**
Right-of-Way							$110,000	**$110,000**
Total							**$1,261,900**	**$1,261,900**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$1,261,900	**$1,261,900**
Total							**$1,261,900**	**$1,261,900**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

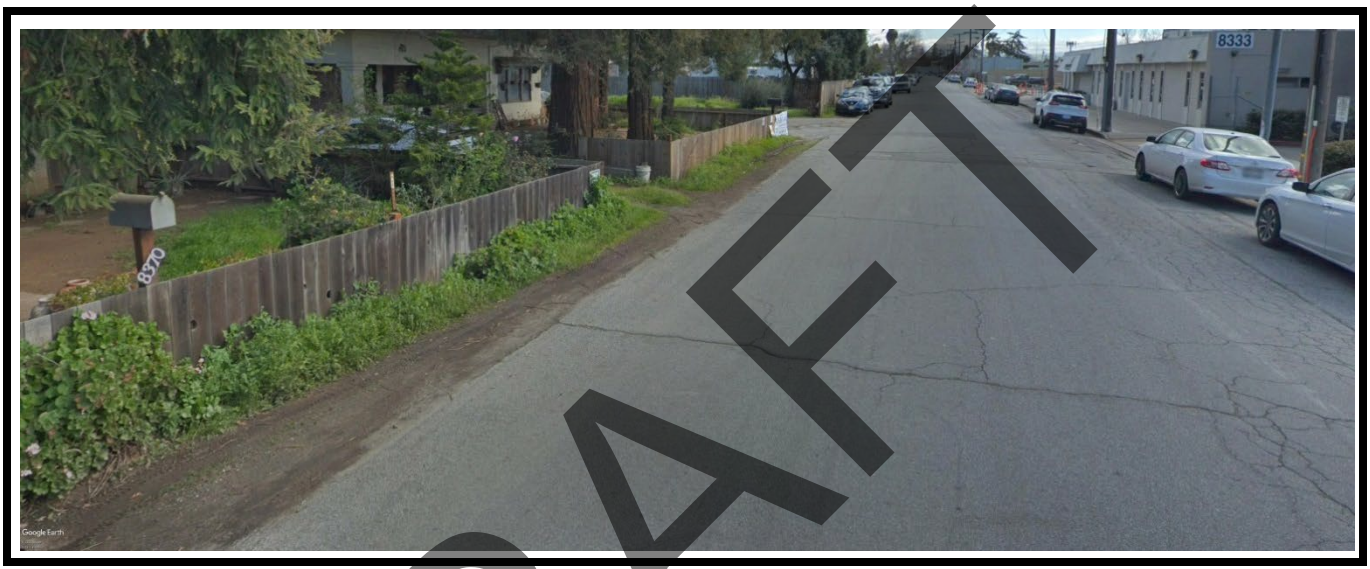
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Sidewalk Gap Closure – 8340 Swanston Lane	**Project No.**	900120
Category	Streets: Curbs & Sidewalks	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Swanston Lane between Leavesley and Casey



DRAFT

Project Description and Purpose

This project will construct approximately 1,200 square feet of new sidewalk and 240 linear feet of new curb and gutter on the east side of Swanston Lane between Leavesley Road and Casey Lane to close the existing gap in continuous sidewalk. This project would complete the pedestrian network on this segment so that pedestrian access would be provided on both sides of the street.

Project Justification

Residents have expressed safety concerns regarding the lack of continuous sidewalk along this segment of Swanston Lane. This project will enhance safety, connectivity, and access in low- and moderate-income neighborhoods that fall within the City's Neighborhood Revitalization Strategy Area (NRSA), as designated by the US Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) Program.

Master Planning Documents

This project is not listed in any master plan document, but it is consistent with the City's General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (900120)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$23,100	**$23,100**
CEQA							$1,100	**$1,100**
Construction							$136,000	**$136,000**
Con. Support							$7,700	**$7,700**
Land Acq.							$55,000	**$55,000**
Total							**$222,900**	**$222,900**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							**$222,900**	**$222,900**
Total							**$222,900**	**$222,900**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

Project Name	Storm Drain Cleaning and Inspection Program	**Project No.**	900130
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	Studies & Reports	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide


Photo Credit: By Cheerfulmonk, CC BY-NC-SA 2.0

DRAFT

Project Description and Purpose

The intent of this project is to video inspect the larger storm drain pipes and culverts within private easements and the public right-of-way to identify deficiencies (including deficiencies in structural integrity) and to clean the lines. Based on the video inspection, a capital improvement project would be developed to repair identified deficiencies.

This project would be a multi-year, phased project. During the first year, locations that meet the project parameters would be identified throughout the City. During the second year, the lines identified in the first year would be inspected and improvements to address any identified deficiencies would be designed. During the third year, the improvements would be constructed.

Project Justification

A number of large diameter storm drain lines are constructed using corrugated metal pipe and reinforced concrete pipe (RCP). When these lines fail, they can create dangerous conditions including sink holes in the public right-of-way, which can result in safety issues.

Master Planning Documents

This project is not in any master plan document.

Project Funding

(Public Works) (900130)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$66,400	$66,400
Salaries/Wages							$7,000	$7,000
Total							**$73,400**	**$73,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$73,400	**$73,400**
Total							**$73,400**	**$73,400**

Financial Comments

This project is currently unfunded. The first phase of the project, identification of locations that meet the project parameters, is estimated to cost $73,400.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Fifth Street – Miller to Princevalle Storm Drain Replacement	**Project No.**	900140
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Fifth Street between Miller Ave and Princevalle St



Project Description and Purpose

This project would replace approximately 1,250 feet of existing 42” storm drain pipe with a 48” storm drain pipe along Fifth Street between Miller Avenue and Princevalle Street to provide adequate storm drainage capacity.

Project Justification

The City of Gilroy’s storm drainage system consists of a combination of curb and gutter facilities, curb inlets, and underground pipelines draining to the nearest creek (Llagas Creek or Uvas Creek) or to a manmade channel. Storm water runoff is ultimately discharged into creeks that flow through the City and eventually reach Monterey Bay via the Pajaro River. The planning, development, and financing of storm drainage system facilities is vital to provide reliable and enhanced service for existing customers and to serve anticipated growth.

Master Planning Documents

This project is identified in the 2023 Storm Drainage System Master Plan.

DRAFT

Project Funding

(Public Works) (900140)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$268,644	**$268,644**
CEQA							$13,432	**$13,432**
Construction							$859,660	**$859,660**
Con. Support							$201,483	**$201,483**
Total							**$1,343,219**	**$1,343,219**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$1,343,219	**$1,343,219**
Total							**$1,343,219**	**$1,343,219**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

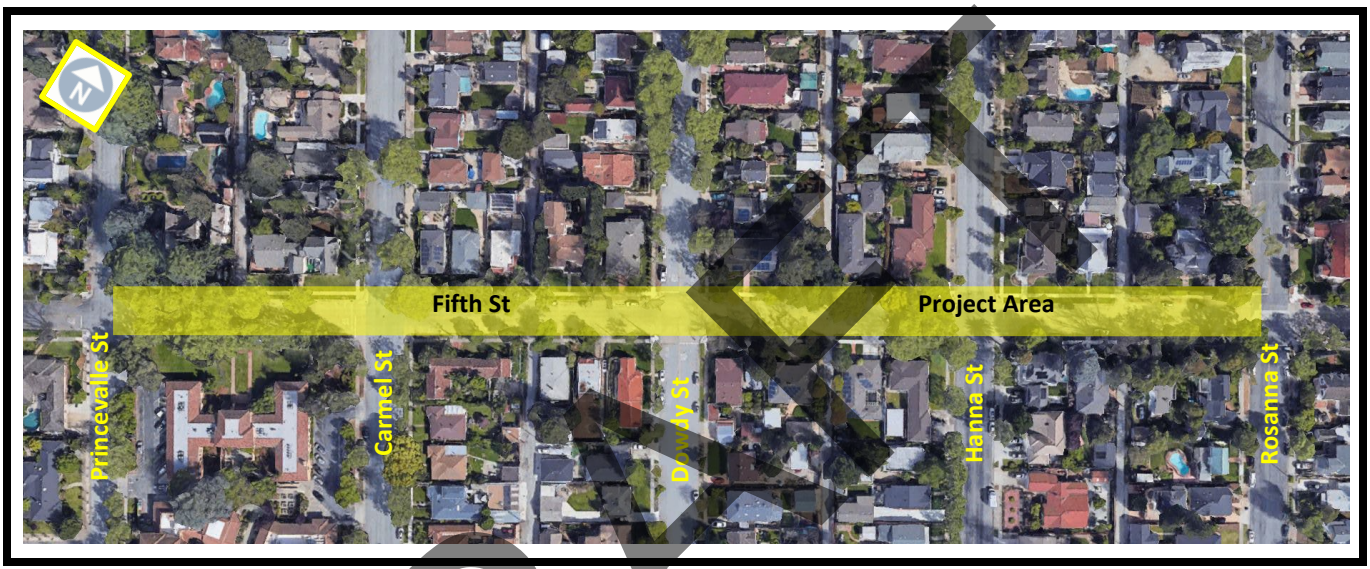
Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Fifth Street – Princevalle to Rosanna New Storm Drain Trunk	**Project No.**	900150
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Fifth Street between Princevalle and Rosanna



Project Description and Purpose

This project would construct a new 72" storm trunk approximately 1,500 feet in length along Fifth Street between Princevalle Street and Rosanna Street to provide adequate storm drainage capacity.

Project Justification

The City of Gilroy's storm drainage system consists of a combination of curb and gutter facilities, curb inlets, and underground pipelines draining to the nearest creek (Llagas Creek or Uvas Creek) or to a manmade channel. Storm water runoff is ultimately discharged into creeks that flow through the City and eventually reach Monterey Bay via the Pajaro River. The planning, development, and financing of storm drainage system facilities is vital to provide reliable and enhanced service for existing customers and to serve anticipated growth.

Master Planning Documents

This project is not included in the 2023 Storm Drainage System Master Plan.

DRAFT

Project Funding

(Public Works) (900150)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$446,520	**$446,520**
CEQA							$22,326	**$22,326**
Construction							$1,428,865	**$1,428,865**
Con. Support							$334,890	**$334,890**
Total							**$2,232,602**	**$2,232,602**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$2,232,602	**$2,232,602**
Total							**$2,232,602**	**$2,232,602**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

Project Name	Forest and Eighth Storm Drain Connection Replacement	**Project No.**	900160
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Forest Street and Eighth Street



DRAFT

Project Description and Purpose

This project would remove and replace approximately 40 linear feet of 8” cast iron pipe with 15” reinforced concrete pipe, and remove and replace approximately 40 linear feet of 6” vitrified clay pipe with 15” reinforced concrete pipe near the intersection of Forest and Eighth Streets. This project would also install a new storm drain inlet, and tie the improvements into the existing storm drain system.

Project Justification

A resident near the intersection of Forest and Eighth Streets has submitted several service requests related to pavement flooding at this location. Maintenance and Engineering staff has identified a small inlet and smaller than required storm drain pipe network serving this location. With the increasing frequency of 100-year rainfall events, this area could be prone to frequent flooding in the future. These flooding events may result in damage to property and the City could be liable for these damages.

Master Planning Documents

This project supports the 2023 Storm Drainage System Master Plan.

Project Funding

(Public Works) (900160)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$1,100	**$1,100**
Design							$59,400	**$59,400**
CEQA							$1,100	**$1,100**
Construction							$237,000	**$237,000**
Con. Support							$39,600	**$39,600**
Total							**$338,200**	**$338,200**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$338,200	**$338,200**
Total							**$338,200**	**$338,200**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project would result in nominal operational costs and the new assets would be added to the City's routine storm drain maintenance list.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Ninth Street Storm Drain Extension – Monterey to Eigleberry	**Project No.**	900170
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Ninth Street between Monterey and Eigleberry



Project Description and Purpose

This project will add a new 36" storm drain line for a total length of approximately 400 feet along Ninth Street between Eigleberry Street and Monterey Street.

Project Justification

The City of Gilroy's storm drainage system consists of a combination of curb and gutter facilities, curb inlets, and underground pipelines draining to the nearest creek (Llagas Creek or Uvas Creek) or to a manmade channel. Storm water runoff is ultimately discharged into creeks that flow through the City and eventually reach Monterey Bay via the Pajaro River. The planning, development, and financing of storm drainage system facilities is vital to provide reliable and enhanced service for existing customers and to serve anticipated growth.

Master Planning Documents

This project is not included in the 2023 Storm Drainage System Master Plan.

DRAFT

Project Funding

(Public Works) (900170)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$62,737	**$62,737**
CEQA							$3,137	**$3,137**
Construction							$200,758	**$200,758**
Con. Support							$47,053	**$47,053**
Total							**$313,685**	**$313,685**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$313,685	**$313,685**
Total							**$313,685**	**$313,685**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Princevalle System – Fifth to Santa Paula Storm Drain Improvements	**Project No.**	900180
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Third St, Santa Theresa Dr, Fourth St and Miller Ave



Project Description and Purpose

This project will replace the existing 27" to 30" storm drain with 36" to 48" storm drain for a total length of approximately 3,400 feet along portions of Third Street (Santa Paula Drive to Santa Theresa Drive), Santa Theresa Drive (Third Street to Fourth Street), Fourth Street (Santa Theresa Drive to Miller Avenue), and Miller Avenue (Fourth Street to Fifth Street).

Project Justification

The City of Gilroy's storm drainage system consists of a combination of curb and gutter facilities, curb inlets, and underground pipelines draining to the nearest creek (Llagas Creek or Uvas Creek) or to a manmade channel. Storm water runoff is ultimately discharged into creeks that flow through the City and eventually reach Monterey Bay via the Pajaro River. The planning, development, and financing of storm drainage system facilities is vital to provide reliable and enhanced service for existing customers and to serve anticipated growth.

Master Planning Documents

This project is included in the 2023 Storm Drainage System Master Plan.

DRAFT

Project Funding

(Public Works) (900180)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$16,500	**$16,500**
Design							$457,600	**$457,600**
CEQA							$16,500	**$16,500**
Construction							$2,967,000	**$2,967,000**
Con. Support							$375,100	**$375,100**
Total							**$3,832,700**	**$3,832,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$3,832,700	**$3,832,700**
Total							**$3,832,700**	**$3,832,700**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

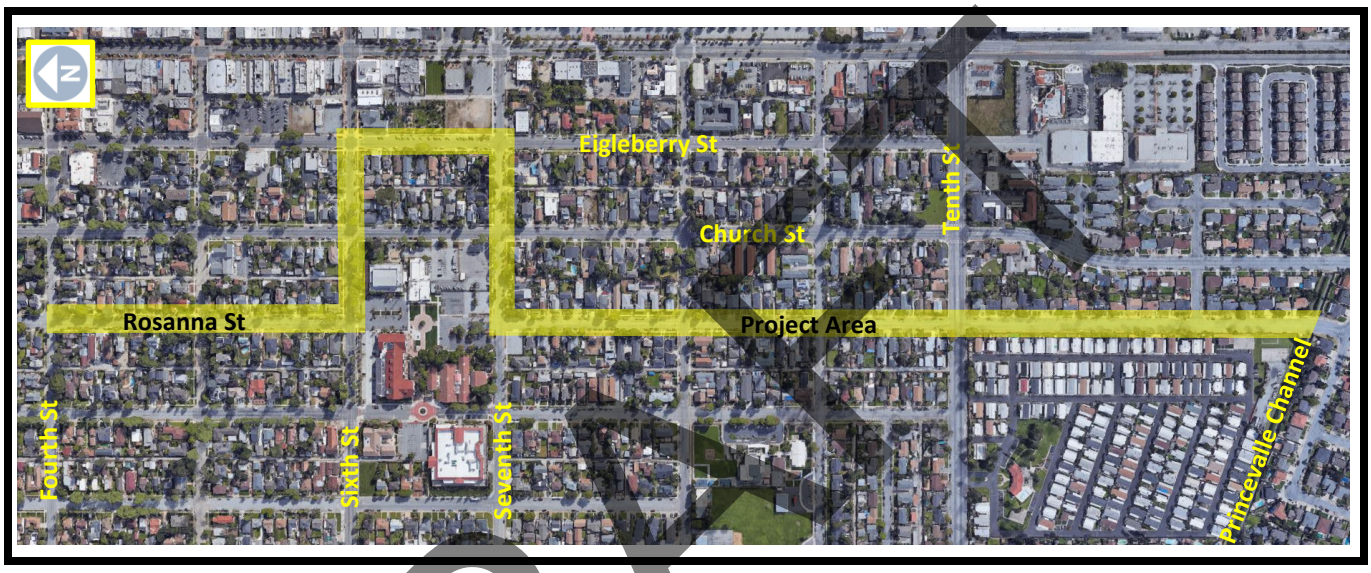
Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Rosanna – Fourth to Princevalle Channel Storm Drain Improvements	**Project No.**	900190
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Rosanna St, Sixth St, Eigleberry St, Seventh St



Project Description and Purpose

This project will add new 36" to 84" storm drain line for a total length of approximately 6,700 feet along Rosanna Street from Fourth Street to Sixth Street, Sixth Street from Rosanna Street to Eigleberry Street, Eigleberry Street from Sixth Street to Seventh Street, Seventh Street from Eigleberry Street to Rosanna Street, and Rosanna Street from Seventh Street to Princevalle Channel.

Project Justification

The City of Gilroy's storm drainage system consists of a combination of curb and gutter facilities, curb inlets, and underground pipelines draining to the nearest creek (Llagas Creek or Uvas Creek) or to a manmade channel. Storm water runoff is ultimately discharged into creeks that flow through the City and eventually reach Monterey Bay via the Pajaro River. The planning, development, and financing of storm drainage system facilities is vital to provide reliable and enhanced service for existing customers and to serve anticipated growth.

Master Planning Documents

This project is not included in the 2023 Storm Drainage System Master Plan.

DRAFT

Project Funding

(Public Works) (900190)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$31,900	**$31,900**
Design							$761,200	**$761,200**
CEQA							$31,900	**$31,900**
Construction							$5,854,000	**$5,854,000**
Con. Support							$804,100	**$804,100**
Total							**$7,483,100**	**$7,483,100**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$7,483,100	**$7,483,100**
Total							**$7,483,100**	**$7,483,100**

Financial Comments

This project is not currently funded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Second Street – Hanna to Miller Slough Storm Drain Improvements	**Project No.**	900200
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Second Street between Hanna St and Miller Slough



Project Description and Purpose

This project will replace the existing 15” storm drain with a 36” storm drain for a total length of approximately 1,450 feet along Second Street between Hanna Street and Monterey Road / Miller Slough.

Project Justification

The City of Gilroy’s storm drainage system consists of a combination of curb and gutter facilities, curb inlets, and underground pipelines draining to the nearest creek (Llagas Creek or Uvas Creek) or to a manmade channel. Storm water runoff is ultimately discharged into creeks that flow through the City and eventually reach Monterey Bay via the Pajaro River. The planning, development, and financing of storm drainage system facilities is vital to provide reliable and enhanced service for existing customers and to serve anticipated growth.

Master Planning Documents

This project is not included in the 2023 Storm Drainage System Master Plan.

DRAFT

Project Funding

(Public Works) (900200)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design								
Design							$227,421	**$227,421**
CEQA							$11,371	**$11,371**
Construction							$727,748	**$727,748**
Con. Support							$170,566	**$170,566**
Total							**$1,137,107**	**$1,137,107**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$1,137,107	**$1,137,107**
Total							**$1,137,107**	**$1,137,107**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Third Street Storm Drain Extension – Hanna to Eigleberry	**Project No.**	900210
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Third Street between Hanna St and Eigleberry St



Project Description and Purpose

This project would up-size approximately 1,200 linear feet of 6” storm drain line to 12” storm drain line on Third Street between Hanna Street and Eigleberry Street. The project scope includes:

- Remove and replace 1,200 linear feet of 6” reinforced concrete pipe (RCP) with 12” RCP
- Remove and relocate existing catch basin
- Connect new pipes to existing storm drain system

Project Justification

The existing storm drain line on Third Street between Hanna Street and Eigleberry Street is not an optimal size for this segment. During moderate rain events, flooding occurs at almost every intersection on this segment. This flooding may cause safety issues such as hydroplaning. This main line is undersized and is restricting optimal flow downstream. By up-sizing this line, flooding within this segment will be eliminated and it will restore additional operational capacity to respond to other locations. Currently, the Operations Division conducts frequent cleaning intervals at this segment just to maintain minimal flow.

Master Planning Documents

This project is not included in the 2023 Storm Drainage System Master Plan.

DRAFT

Project Funding

(Public Works) (900210)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$128,949	**$128,949**
CEQA							$6,447	**$6,447**
Construction							$412,637	**$412,637**
Con. Support							$96,712	**$96,712**
Total							**$644,745**	**$644,745**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$644,745	**$644,745**
Total							$644,745	**$644,745**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

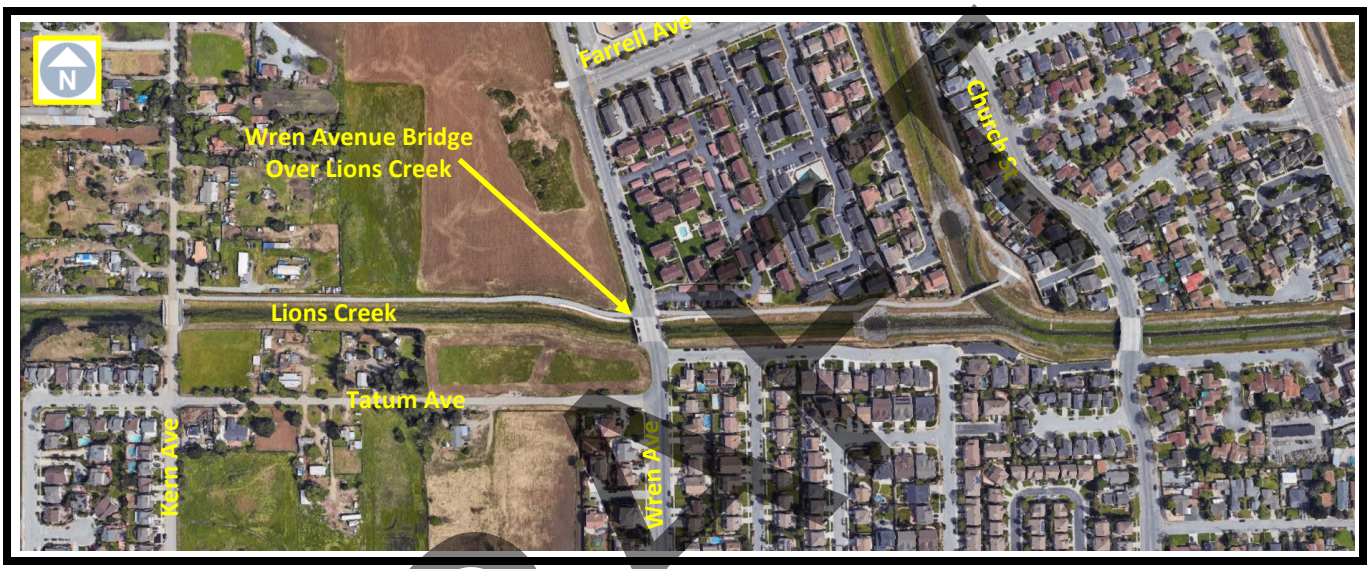
Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Wren Avenue Bridge Over Lions Creek BPMP	**Project No.**	900230
Category	Streets: Bridges	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Wren Avenue North of Tatum Avenue



Project Description and Purpose

In April 2006 Caltrans announced the creation of the Local Assistance Bridge Preventative Maintenance Program (BPMP). The BPMP program is funded through the Federal Highway Administration (FHWA) Highway Bridge Program (HBP), which, for the City of Gilroy, is administered through Caltrans District 4 Local Assistance.

This project includes cleaning and treating the bridge deck on the Wren Avenue Bridge over Lions Creek with High Molecular Weight Methacrylate (HMWM). The project will also include replacing traffic stripes and pavement markings, and other incidental and appurtenant work necessary for the proper construction of the improvements.

Project Justification

The purpose of the project is to extend the life of the bridge by performing certain qualifying items of work, classified as “preventative maintenance”, to keep the bridge in structurally good condition while conserving limited funds for other bridges which may require major rehabilitation or replacement.

Master Planning Documents

This project supports the City’s Traffic Circulation Master Plan by providing a safe and well-maintained travel way.

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Project Funding

(Public Works) (900230)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$34,100	**$34,100**
CEQA							$14,300	**$14,300**
Construction							$121,000	**$121,000**
Con. Support							$69,300	**$69,300**
Total							**$238,700**	**$238,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$238,700	**$238,700**
Total							**$238,700**	**$238,700**

Financial Comments

This project is currently unfunded. When funded, this project would be implemented through the Highway Bridge Program (HBP), which provides federal aid to local agencies for replacing and rehabilitating deficient bridges. A large portion of the Construction and Construction Engineering/Management Services for this project would be funded through the FHWA's Highway Bridge Program (88.53%), which will be reimbursed to the City upon completion of the project. The City's match for the project would be minimal (11.47%).

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project directly addresses maintenance needs. There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Railroad At-Grade Crossing Pedestrian Safety Improvements	**Project No.**	900320
Category	Streets: Curbs & Sidewalks	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	At-Grade Highway/Railroad Crossings within the City



Tenth Street At-Grade Railroad Crossing

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Project Description and Purpose

The Railroad At-Grade Crossing Pedestrian Safety Improvements Project would improve safety at ten at-grade railroad track crossings by installing improvements such as fencing, pedestrian gates, sidewalks, and upgraded warning signals and signage. The project includes the at-grade highway/railroad crossings at the following locations:

1. Luchessa Avenue
2. Tenth Street
3. Old Gilroy Street
4. Sixth Street
5. Martin Street
6. Lewis Street
7. I.O.O.F. Avenue
8. Leavesley Road
9. Las Animas Avenue
10. Cohansey Avenue

Project Justification

The City's ten at-grade highway/railroad crossings all fall within the City's Neighborhood Revitalization Strategy Area (NRSA), as designated by the US Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) Program. Some of these crossings are located near schools or other high pedestrian activity centers (i.e., shopping centers, multi-family residential developments, etc.). This project would enhance safety, connectivity, and access in low- and moderate-income neighborhoods that fall within the City's NRSA.

Master Planning Documents

This project supports the City's General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

Project Funding

(Public Works) (900320)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$66,000	**$66,000**
Design							$2,112,000	**$2,112,000**
CEQA							$253,000	**$253,000**
Construction							$11,550,000	**$11,550,000**
Con. Support							$2,167,000	**$2,167,000**
Total							**$16,148,000**	**$16,148,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$16,148,000	**$16,148,000**
Total							**$16,148,000**	**$16,148,000**

Financial Comments

This project is currently unfunded. The City of Gilroy may collaborate with the High Speed Rail Authority (HSRA) on this project with the majority of funding coming through their Environmental Justice (EJ) CEQA program. The City would provide sidewalk improvements within the City's right-of-way to aid with the transition between City and railroad right-of-way. In addition, the City would provide public outreach and coordination, project management, and oversight during the design and construction of the project. Funding for the majority of the railroad safety improvements would come from HSRA.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Neighborhood Street Lighting	**Project No.**	900330
Category	Streets: Street Lights	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Chestnut Street between Sixth and Seventh Streets

DRAFT

Project Description and Purpose

The Neighborhood Street Lighting Project would install new street lights in areas where the street lights do not meet the City's minimum standards for street light spacing.

Project Justification

Adequate neighborhood street lighting improves safety by improving nighttime visibility and provides sidewalk and road users with an increased sense of security. Street lighting can also provide a sense of place and a more pleasing environment in residential and commercial areas. Some neighborhood groups also believe that extra illumination can help prevent or reduce crime. Most of the neighborhoods requiring street light improvements are located within the City's Neighborhood Revitalization Strategy Area (NRSA), as designated by the US Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) Program. The Neighborhood Street Lighting Project will enhance safety, connectivity, and access in low- and moderate-income neighborhoods that fall within the City's NRSA.

Master Planning Documents

This project supports the City's General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

Project Funding

(Public Works) (900330)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$68,200	**$68,200**
CEQA							$2,200	**$2,200**
Construction							$311,000	**$311,000**
Con. Support							$34,100	**$34,100**
Total							**$415,500**	**$415,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$415,500	**$415,500**
Total							**$415,500**	**$415,500**

Financial Comments

This project is currently unfunded. The City of Gilroy may collaborate with the High Speed Rail Authority (HSRA) on this project with the majority of funding coming through their Environmental Justice (EJ) CEQA program. In addition, the City would provide public outreach and coordination, project management, and oversight during the design and construction of the project. Funding for the majority of the project would come from HSRA. The City requested funding for this project through the EJ program.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Church Street Sidewalk Gap Closure	**Project No.**	900350
Category	Streets: Curbs & Sidewalks	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	West Side of Church Street North of First Street



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Project Description and Purpose

This project will construct new sidewalk, curb, and gutter on the west side of Church Street, just north of First Street, along the eastern façade of the building that is currently occupied by the El Rancho Foods Supermarket. The diagonal parking spaces along the side of the building will be shifted partially out towards the street to accommodate the new walkway against the building. The sidewalk will tie into the existing sidewalk north and south of the building site.

Project Justification

The City has received a number of comments over the past several years regarding the lack of continuous sidewalk along the Church Street frontage of this property. Due to the existing diagonal parking configuration against the building, pedestrians are forced out into the street to travel along this portion of Church Street. This project has the potential to be funded by Community Development Block Grant (CDBG) Funds because of its location in a low- and moderate-income neighborhood.

Master Planning Documents

This project supports the City's General Plan goals and policies of correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

Project Funding

(Public Works) (900350)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$20,900	**$20,900**
CEQA							$1,100	**$1,100**
Construction							$129,000	**$129,000**
Con. Support							$26,400	**$26,400**
Total							**$177,400**	**$177,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$177,400	**$177,400**
Total							**$177,400**	**$177,400**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Chestnut Fire Station Bay Heaters and HVAC Replacement	**Project No.**	900400
Category	Facilities: Building Systems	**Department**	Facilities
Project Type	Replacement	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7070 Chestnut Street



DRAFT

Project Description and Purpose

The two apparatus bay heaters and one HVAC rooftop unit are past their designed lifetime, and due to be replaced. These units are over 24 years old and are not expected to last much longer.

Project Justification

This project is necessary to keep Fire services operating properly and avoid downtime due to potential future equipment failures.

Master Planning Documents

This project is not listed in a master plan.

Project Funding

(Public Works) (900400)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$12,100	**$12,100**
Construction							$76,000	**$76,000**
Con. Support							$2,200	**$2,200**
Total							**$90,300**	**$90,300**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$90,300	**$90,300**
Total							**$90,300**	**$90,300**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There will be some cost savings due to higher efficiency equipment. Replacement is anticipated every 15 to 20 years.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	7380 Dowdy Building Demolition	**Project No.**	900450
Category	Facilities: Buildings	**Department**	Facilities
Project Type	Demolition	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7380 Dowdy Street



Project Description and Purpose

The City has been purchasing homes along Dowdy Street for construction of a new City parking lot. This project would demolish a dilapidated City-owned home at 7380 Dowdy Street. This building is deteriorating and periodically gets vandalized and broken into by the unhoused.

Project Justification

This project would provide needed parking spaces for the Senior Center, Library, and Police Department.

Master Planning Documents

This project is not listed in any master plan document.

DRAFT

Project Funding

(Public Works) (900450)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$8,800	**$8,800**
Construction							$152,000	**$152,000**
Con. Support							$8,800	**$8,800**
Total							**$169,600**	**$169,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$169,600	**$169,600**
Total							**$169,600**	**$169,600**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project will eliminate existing operational cost.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Parks/Civic Facilities Sidewalk Improvements Citywide	**Project No.**	900500
Category	Facilities: Specialized Facilities	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



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Project Description and Purpose

The City owns several properties including a Civic Center, Library, Police Station, various parks, parking lots and other parcels. This project would correct all defective sidewalks and walkways with a ½" or more vertical separation (considered a "trip and fall" location) that could leave the City liable to risk of lawsuit. This project would analyze the sidewalk condition along the frontage of all City-owned properties (including all City parks and public-accessible properties) and design and implement corrective measures to repair the defective areas to City Standards.

Project Justification

The California Streets and Highways Code requires the adjacent property owner to be responsible for the condition of the sidewalk fronting their property. City Public Works Maintenance Staff do not have the capacity to replace defective sidewalk along the frontage of all City-owned properties. The current practice is to use high-visibility paint to make these locations more visible, but not necessarily to make the repairs. This identifies potentially unsafe sidewalk conditions for the public, but leaves them in the path of travel where the public can trip and then file a claim against the City. This project meets several City Council goals including: Ensure Financial Stability and Ensure Neighborhoods Benefit Equity from City Services. Depending on the scope of the project, it may be phased over several years.

Master Planning Documents

This project is an action item in the Downtown Gilroy Strategic Plan.

Project Funding

(Public Works) (900500)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$12,100	**$12,100**
Construction							$135,000	**$135,000**
Con. Support							$7,700	**$7,700**
Total							**$154,800**	**$154,800**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$154,800	**$154,800**
Total							**$154,800**	**$154,800**

Financial Comments

This project is currently unfunded. It is recommended that this type of project be conducted every 10 years to determine if the City remains risk free or risk neutral regarding City sidewalk conditions.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	City-Owned Parking Lots Resurfacing	**Project No.**	900510
Category	Facilities: Parking Lots	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Various Locations



Project Description and Purpose

The City owns and maintains eight parking lots in the downtown totaling approximately 129,000 square feet of paved surface area. This project would resurface and restripe these lots. The scope of work includes asphalt resurfacing, pavement markings, wheel stops, striping, ADA parking stalls, signage, and storm water management.

In addition, the parking lot at the northeast corner of Railroad Street and Sixth Street is a 0.58 acre lot with 58 parking spaces. The lot is not adequately lit with many areas that are in shadows after the lights turn on. The parking lot requires a new lighting design, poles and electrical service.

Project Justification

Pavement surfaces in City-owned lots have degraded over time. Many features of the parking lots, such as parking stall marking, directional arrows, and signs, also require replacement. This project would also provide an opportunity to review current parking lot layouts and optimize them to better suit adjacent land uses. Per Title II of the ADA, parking lot resurfacing also triggers ADA improvements. Since these are offsite parking lots, ADA accessibility shall comply with the City Municipal Code. Since a number of these lots support the Downtown, this project meets the City Council Goal of Downtown Revitalization.

Master Planning Documents

This project supports the Downtown Strategic Plan by providing adequate parking to accommodate additional customers and residents thus improving the downtown's market conditions and growing appeal as a residential and commercial area.

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Project Funding

(Public Works) (900510)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$157,300	**$157,300**
Construction							$694,000	**$694,000**
Con. Support							$106,700	**$106,700**
Total							**$958,000**	**$958,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$958,000	**$958,000**
Total							**$958,000**	**$958,000**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project addresses maintenance needs. Parking lots should be maintained and resurfaced every 8-10 years.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Chestnut Fire Station Seismic Upgrade	**Project No.**	900590
Category	Facilities: Buildings	**Department**	Fire
Project Type	Rehabilitation	**Project Manager**	Fire Chief
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7070 Chestnut Street



Project Description and Purpose

This project would remodel the existing Chestnut Fire Station/Fire Headquarters, including necessary seismic retrofitting. The project includes replacing or upgrading the mechanical, electrical and plumbing systems, structural repairs, assessment for lead paint and asbestos insulation, remodeling to provide for increased staffing including privacy considerations and other requirements for multi-gender/identity situations, and various operational support facilities, such as fueling and decontamination.

Project Justification

The 2016 needs assessment report identified that the Chestnut Fire Station requires a significant seismic retrofit/remodel and numerous upgrades to be compliant with the Essential Services Buildings Seismic Safety Act (ESBSSA). Without these improvements, the apparatus bay may not be able to endure a large earthquake event. This could render the fire engines unavailable after a large-scale event.

Master Planning Documents

This project is recommended in the 2016 Fire Department needs assessment report.

DRAFT

Project Funding

(Fire) (900590)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$9,900	$9,900
Design							$446,600	$446,600
CEQA							$19,800	$19,800
Construction							$3,608,000	$3,608,000
Con. Support							$397,100	$397,100
Total							**$4,481,400**	**$4,481,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$4,481,400	**$4,481,400**
Total							**$4,481,400**	**$4,481,400**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The estimated ongoing maintenance cost of the station will initially be less than the current fire station maintenance costs of $100,000 per year. As the retrofitted and remodeled areas of the station age, the maintenance costs will increase. The following is a list of the types of services and equipment included in the cost of maintaining the Gilroy Fire Stations:

- Apparatus doors
- HVAC system, bathrooms and kitchen
- Plymovent (systems for the extraction/filtration of polluted indoor air)
- Monthly pest control service
- Electricity and natural gas

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Las Animas Fire Station Upgrade and Renovation	**Project No.**	900600
Category	Facilities: Buildings	**Department**	Fire
Project Type	Renovation	**Project Manager**	Fire Chief
Council Priorities	Maintain and Improve City Infrastructure	**Location**	8383 Wren Avenue



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Project Description and Purpose

This project would involve a seismic retrofit/remodel of the Las Animas Fire Station. A 2016 needs assessment report indicated the Las Animas Fire Station requires a significant seismic retrofit/remodel and numerous upgrades to be compliant with the Essential Services Buildings Seismic Safety Act (ESBSSA).

Project Justification

The 2016 needs assessment report identified the following areas of concern:
(1) aged mechanical systems have exceeded their lifespans, (2) demand on electrical systems have been exceeded, (3) lead and asbestos were common building materials when the station was built, (4) thermostats all contain poisonous mercury, (5) dry rot and termites have led to a decrease in structural stability, (6) built for only one gender, (7) built to accommodate only two personnel on duty, (8) station does not qualify as an “Essential Facility”, (9) no on-site facility to fuel emergency equipment, (10) ability to remain standing after a sizeable seismic event is questionable, (11) lack of proper decontamination areas for medical equipment, (12) no facility to accommodate on duty Division Chiefs overnight, (13) wear and tear due to increased call volume has taken a toll on the station, and (14) privacy is a challenge.

Master Planning Documents

This project is recommended through the 2016 Fire Department needs assessment report.

UNFUNDED

Project Funding

(Fire) (900600)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$9,900	$9,900
Design							$446,600	$446,600
CEQA							$19,800	$19,800
Construction							$3,608,000	$3,608,000
Con. Support							$397,100	$397,100
Total							**$4,481,400**	**$4,481,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$4,481,400	**$4,481,400**
Total							**$4,481,400**	**$4,481,400**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Operational Cost Impact

The estimated ongoing maintenance cost of the station will initially be less than the current fire station maintenance costs of $100,000 per year. As the retrofitted and remodeled areas of the station age, the maintenance costs will increase.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Christmas Hill Park Trail Wayfinding Signage	**Project No.**	900610
Category	Parks & Trails: Other Structures or Facilities	**Department**	Public Works: Parks
Project Type	New	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7050 Miller Avenue



Project Description and Purpose

This project will design and install wayfinding signs within Christmas Hill Park and DeBell Uvas Creek Park Preserve. The project will also include associated trail maps and program graphics for community outreach. This project is needed to establish standards for City hiking trail signs that compliment and support various South County healthy living events and programs. Christmas Hill Park and the DeBell Uvas Creek Park Preserve trails are proposed for promoting healthy living activities for all age groups. Under guidance from a landscape consultant, the Santa Clara County Public Health Department, and the Gilroy Parks and Recreation Commission, this project will create a park trail signage program.

Project Justification

Community comments from healthy living events, the Parks and Recreation Commission, and the County's Healthy Living Program has indicated that the City has a need to provide significant park trail signs and maps of the City's trail system starting at Christmas Hill Park. This should include public trail interfaces surrounding Christmas Hill Park and the adjacent DeBell Uvas Creek Park Preserve.

Master Planning Documents

This project enhances park facilities, which is the goal of the Parks Master Plan.

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Project Funding

(Public Works) (900610)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$23,100	**$23,100**
CEQA							$1,100	**$1,100**
Construction							$103,400	**$103,400**
Con. Support							$4,400	**$4,400**
Total							**$132,000**	**$132,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$132,000	**$132,000**
Total							**$132,000**	**$132,000**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

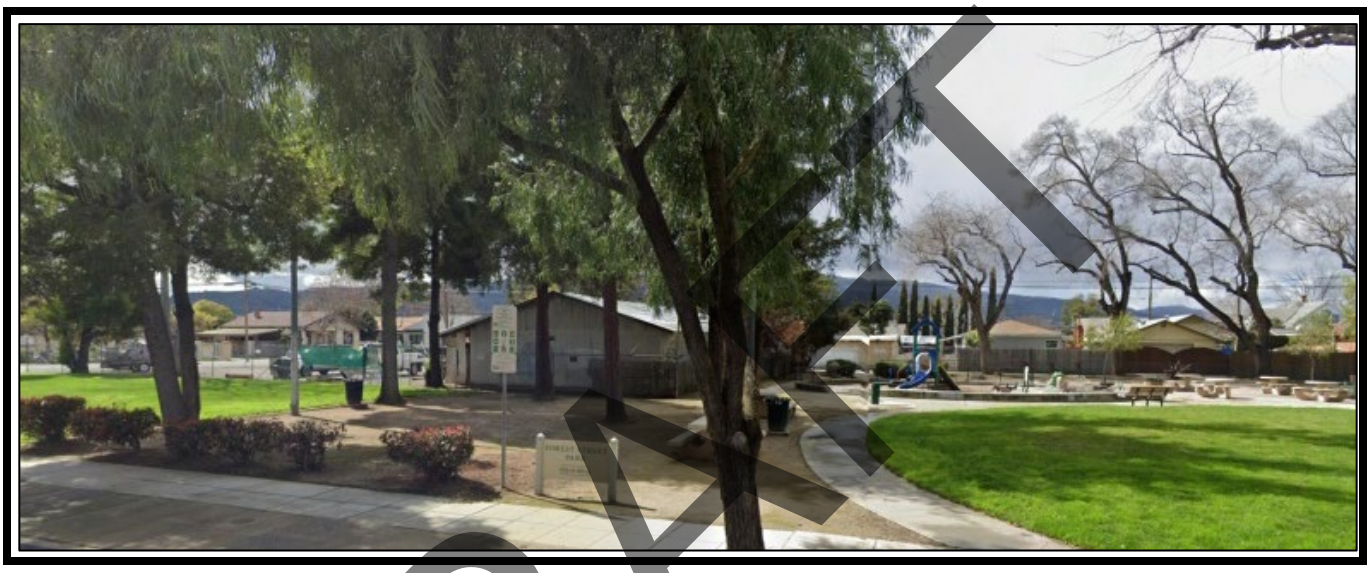
Ongoing Operational Cost Impact

The annual estimated sign maintenance costs will gradually increase over a five to ten year period, from $200 to $400 per year for direct repair materials, and $600 to $800 per year based on sign hardiness and park visitor impacts.

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Forest Street Park Expansion	**Project No.**	900630
Category	Parks and Trails: Park Expansion	**Department**	Public Works: Parks
Project Type	New	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7325 Forest Street



DRAFT

Project Description and Purpose

The purpose of this project is to expand the Forest Street Park in accordance with the City's approved Forest Street Park Master Plan. The existing park has a children's play area and a small picnic area. The expanded park could include bocce ball courts and horseshoe pits. The project will include the acquisition of the adjacent property just south of the park, which is currently occupied by a commercial building. This is the second of two parcels needed to complete the approved master plan. The first parcel has already been acquired. Significant soil testing and anticipated mitigation of soil contamination is anticipated. Upon completion of property acquisition and soil mitigation, installation of the proposed improvements would be completed.

Project Justification

This project in consistent with the Gilroy City Council goal of ensuring neighborhoods benefit equally from City services. The Forest Street Park Expansion Project will promote a healthier population and enhance the quality of life and property values in low-and-moderate-income neighborhoods by expanding the existing recreational facility. The property is now for sale, making this an ideal time to acquire it.

Master Planning Documents

This project is identified in the Forest Street Park Master Plan, and also provides for a safe and well maintained park which is the focus of the Parks and Recreation Systems Master Plan.

Project Funding

(Public Works) (900630)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Land Acquisition							$720,000	**$720,000**
Total							**$720,000**	**$720,000**

Funding Source	Total Prior	v	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$720,000	**$720,000**
Total							**$720,000**	**$720,000**

Financial Comments

This project is currently unfunded. Purchase of the property is estimated at $720,000. Mitigation of soil contamination should be negotiated to be completed by the seller, as a condition of sale. Future additional development costs will be determined when the final scope of the park is known.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

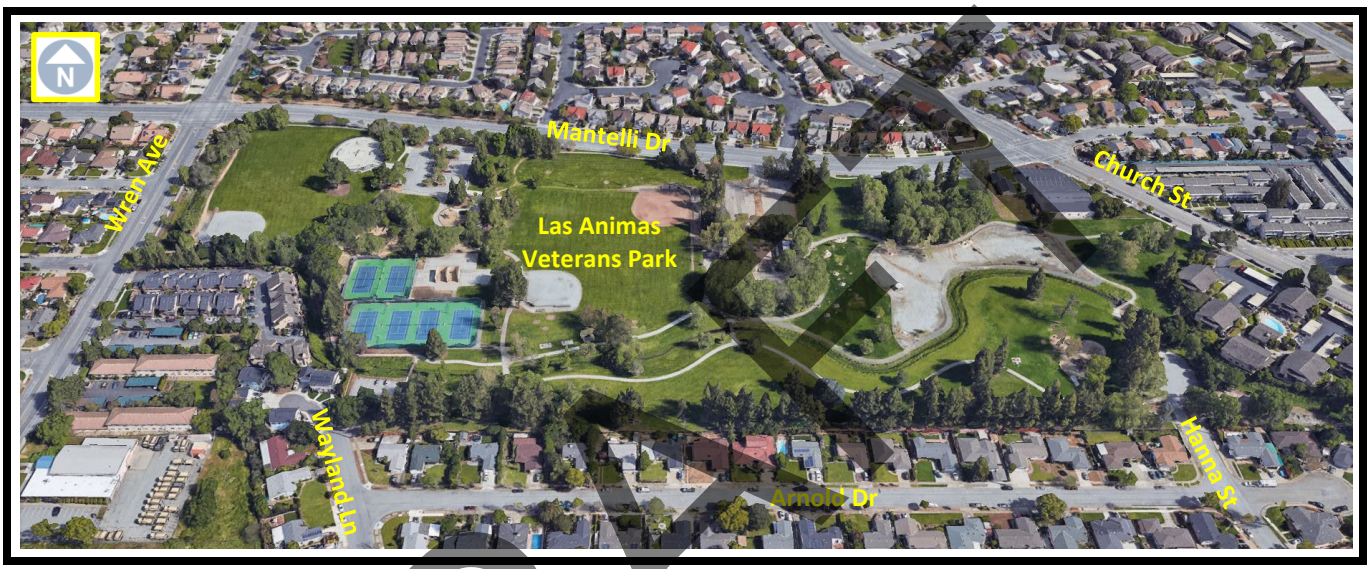
Ongoing Operational Cost Impact

There will be minor increases in landscape and facility maintenance for new park development on this final portion of the park. Park and contract maintenance staff already maintain the Forest Street Park, so no additional mobilization is required, only an expansion of current activities and contract work.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Las Animas Veterans Park Miscellaneous Facility Rehabilitation	**Project No.**	900640
Category	Parks & Trails: Other Structures or Facilities	**Department**	Public Works: Parks
Project Type	Rehabilitation	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	400 Mantelli Drive



DRAFT

Project Description and Purpose

This project would restore, renovate, and upgrade the “Oaks” restroom and Lake Side group barbecue area lighting and electrical, and remove and replace existing deteriorated asphalt pathways with new concrete walkways. Paths would be widened from 10 to 12 feet to meet City trail standards and would be wide enough for bicycles, walkers in both directions, and maintenance vehicles. The project also includes renovation of the main Mantelli Drive parking lot. Improvements would require replacement of several small bridges and path lighting upgrades. Replacement of the original low flow pathway channel culvert near the tennis courts and minor ball field to meet safe storm flows is also included. A new all-weather bridge for park visitors and service vehicles at the culvert is required. The base rock pathway between the Wayland and Hanna parking lots is also included. Both the Hanna parking lot and base rock pathway will need first time lights provided.

Project Justification

This park is the most heavily used in the City’s system. The Oaks restroom is old and needs overhauling for facilities and utilities. Many of the asphalt pathway service roads are more than 40 years old and have been reduced to base rock. The City has received comments from users who have expressed concerns after having fallen or been splashed at deteriorated locations. The need to upgrade and replace failed pathways and install new parking lot lights for park users is an important user safety and security measure.

Master Planning Documents

This project provides for a safe and well-maintained park, which is the focus of the Parks and Recreation Systems Master Plan.

Project Funding

(Public Works) (900640)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$30,800	**$30,800**
Design							$609,400	**$609,400**
CEQA							$91,300	**$91,300**
Construction							$2,761,000	**$2,761,000**
Con. Support							$364,100	**$364,100**
Total							**$3,856,600**	**$3,856,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$3,856,600	**$3,856,600**
Total							**$3,856,600**	**$3,856,600**

Financial Comments

This project is currently unfunded. Funding for this project could come from state park grant funding and possibly the General Fund.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

Operational cost impacts should be neutral. There will be less path and reduced restroom care work required, but there is more irrigation adjustment work that will take time to complete.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Gilroy Sports Park Improvements Phases IV and V	**Project No.**	900680
Category	Parks and Trails: Park Expansion	**Department**	Public Works: Parks
Project Type	New	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	5925 Monterey Frontage Road



DRAFT

Project Description and Purpose

This project would design, and construct sports fields and associated amenities at the Gilroy Sports Park. The project would include four softball fields in a wagon wheel layout, and two soccer/football facilities, described as Phases IV and V in the Gilroy Sports Park Master Plan. The project would also include necessary support facilities such as restrooms, snack bar, parking, security residence, maintenance yard, and sports lighting utilities. A BMX/Pump Track could be included in Phase IV and/or V of the Sports Park project build out. Phase IV and V of the Sports Park project would involve improvements on 14 to 16 acres of the 72-acre site.

Project Justification

The Gilroy Sports Park has become popular with local leagues and as a destination for regional tournaments. The demand for local sports fields exceeds the available supply, suggesting this is the right time to develop more of this specialty park. Additional fields will allow hosting larger tournaments, and possibly increased revenues.

Master Planning Documents

This project is listed in the Parks and Recreation Systems Master Plan.

Project Funding

(Public Works) (900680)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Pre-Design							$64,900	**$64,900**
Design							$1,252,900	**$1,252,900**
CEQA							$195,800	**$195,800**
Construction							$11,880,000	**$11,880,000**
Con. Support							$1,436,600	**$1,436,600**
Bioswale							$1,045,440	**$1,045,440**
Permitting Fees							$82,500	**$82,500**
Total							**$15,958,140**	**$15,958,140**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Unfunded							$15,958,140	**$15,958,140**
Total							**$15,958,140**	**$15,958,140**

Financial Comments

This project is currently unfunded. Future funding could come from impact fees, state park development grants, and matching funds from the General Fund (100).

Estimated Project Schedule

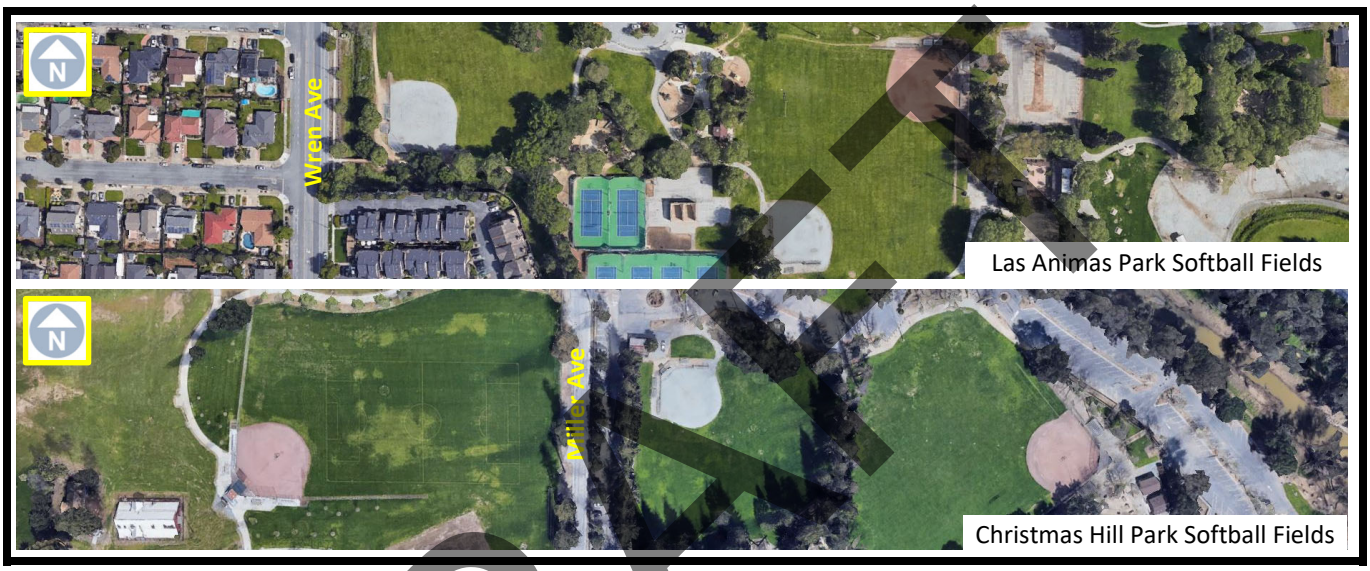
Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

Increased maintenance and operation costs will be required upon completion of the project, including an estimated annual cost of $90,000 for storm water facility maintenance as well as buildings and mobile trailers, with repairs as necessary. Costs could be partially offset by user fees and admission charges, where feasible.

DRAFT

Project Name	Rehabilitate Softball Fields at Las Animas and Christmas Hill Parks	**Project No.**	900690
Category	Parks & Trails: Other Structures or Facilities	**Department**	Public Works: Parks
Project Type	Rehabilitation	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7050 Miller Avenue and 400 Mantelli Drive



Project Description and Purpose

This project would rehabilitate the major softball infields at Las Animas and Christmas Hill Parks. This would include demolishing and removing four inches of infield material down to mineral soil, and replacing it with the same infield material that was installed at the Gilroy Sports Park. The project will also include re-grading for positive drainage and replacement of infield bases.

Project Justification

The Christmas Hill Park and Las Animas Park softball infields are inferior to those at the Gilroy Sports Park. These infields have a grainier and coarser texture. This results in more abrasions and harsher flesh wounds when players fall. This project would improve safety for users of the softball fields.

Master Planning Documents

This project provides for a safe and well-maintained park which is the focus of the Parks and Recreation Systems Master Plan.

DRAFT

Project Funding

(Public Works) (900690)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$28,600	**$28,600**
CEQA							$1,100	**$1,100**
Construction							$145,000	**$145,000**
Con. Support							$7,700	**$7,700**
Total							**$182,400**	**$182,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$182,400	**$182,400**
Total							**$182,400**	**$182,400**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project. These parks are currently maintained by the Parks Division with maintenance costs included in the budget.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Old Gilroy Street at Railroad Crossing Sewer Replacement	**Project No.**	900720
Category	Wastewater: Sewer Collection	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Old Gilroy Street at Railroad Crossing



Project Description and Purpose

This project will replace and upgrade 238 linear feet of existing 12” sewer pipe to a 15” sewer pipe along the alley near the railroad crossing at Old Gilroy Street. This section was previously upgraded, but operation crews recommended this section to be up-sized again for increased capacity. This project is part of three segments to be replaced in this subtrunk.

Project Justification

This portion of the subtrunk has a high likelihood of surcharging during wet weather conditions. Other portions of the subtrunk were replaced per the recommendation of the 1993 Sewer Master Plan. Three portions of this subtrunk are recommended for replacement.

Master Planning Documents

This project is included in the 2023 Sewer System Master Plan.

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UNFUNDED

Project Funding

(Public Works) (900720)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$106,700	**$106,700**
CEQA							$2,200	**$2,200**
Construction							$429,000	**$429,000**
Con. Support							$49,500	**$49,500**
Total							**$587,400**	**$587,400**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$587,400	**$587,400**
Total							**$587,400**	**$587,400**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project, and it may reduce future maintenance costs.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Martin and Railroad Water Line Replacement	**Project No.**	900730
Category	Water: Distribution	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Martin Street between Monterey St and Railroad St



Project Description and Purpose

This project would upgrade water lines to ensure adequate water pressure for fire protection during fire emergencies. This project will upgrade approximately 400 feet of 4” pipe to 6” pipe on Martin Street between Monterey Street and Railroad Street. This alignment crosses under two sets of railroad tracks. As a result, the project will include costs for coordination with Union Pacific Railroad Company and associated permitting fees.

Project Justification

The Fire Marshal has indicated the water pressures in this area require this project to allow for new construction and provide sufficient pressure for Fire Operations.

Master Planning Documents

This project supports the 2023 Water System Master Plan.

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Project Funding

(Public Works) (900730)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$198,000	**$198,000**
CEQA							$1,100	**$1,100**
Construction							$1,035,000	**$1,035,000**
Con. Support							$137,500	**$137,500**
Total							**$1,371,600**	**$1,371,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$1,371,600	**$1,371,600**
Total							**$1,371,600**	**$1,371,600**

Financial Comments

This project is not currently funded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project's operational costs would be nominal.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Monterey Rd Sidewalk – Luchessa to Tenth	**Project No.**	EN2404
Category	Streets: Curbs & Sidewalks	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Monterey Rd from Luchessa Ave to Tenth St



DRAFT

Project Description and Purpose

This project would design and construct approximately 3,000 linear feet of six-foot wide sidewalk on the east side of Monterey Road between Tenth Street to Luchessa Avenue. The project would also address drainage issues along this road segment by installing approximately 1,850 linear feet of 48-inch and 1,550 feet of 90-inch storm drain pipeline.

Project Justification

There is currently only approximately 350 linear feet of sidewalk on the east side of Monterey Road between Tenth Street and Luchessa Avenue, in front of the recently constructed Gateway Senior Apartment complex. This project would improve accessibility and enhance safety by closing the gap in sidewalks on the east side of Monterey Road. It would also improve connectivity between the commercial and residential land uses on the east side of Monterey Road and commercial land uses to the north and south of the project area.

Master Planning Documents

The storm drain improvements for this project are included in the 2022 Storm Drainage System Master Plan.

Project Funding

(Public Works) (EN2304)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design							$68,200	**$68,200**
Design							$520,300	**$520,300**
CEQA							$20,900	**$20,900**
Construction							$6,237,000	**$6,237,000**
Con. Support							$205,700	**$205,700**
Total							**$7,052,100**	**$7,052,100**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$7,052,100	**$7,052,100**
Total							**$7,052,100**	**$7,052,100**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

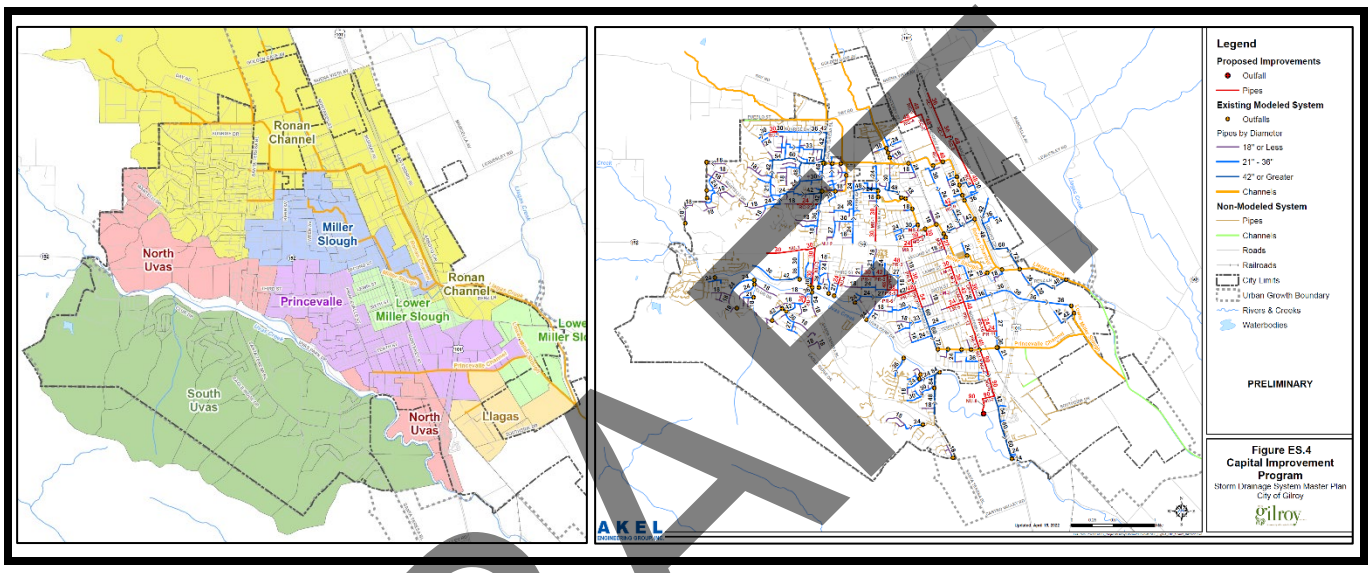
Ongoing Operational Cost Impact

No additional costs are expected. Completion of this project should reduce operational costs.

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Master Plan Projects – Storm Drain Improvements	**Project No.**	EN2405
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

The Master Plan Projects – Storm Drain Improvements Project includes 43 individual projects in 6 hydrologic drainage areas throughout the City. The purpose of these projects is to mitigate existing deficiencies in the City's storm drain system and implement improvements to service anticipated future growth throughout the City. The projects include pipeline replacements as well as new pipeline improvements. The number and types of projects in each hydrologic area are summarized below:

- Ronan Channel Drainage Area – 4 Replacements and 5 New
- Miller Slough Drainage Area – 6 Replacements
- North Uvas Drainage Area – 4 Replacements and 4 New
- South Uvas Drainage Area – 1 Replacement
- Princevalle Drainage Area – 12 Replacements and 1 New
- Lower Miller Slough Drainage Area – 6 Replacements

Project Justification

The improvements are identified in the City of Gilroy 2023 Storm Drainage System Master Plan, which documents existing system facilities, acceptable hydrologic and hydraulic performance criteria, and projected stormwater runoff consistent with the Urban Planning Area. The plan also included the development of the City's GIS-based hydrologic and hydraulic stormwater models.

Master Planning Documents

These improvements are included in the 2023 Storm Drainage System Master Plan.

Project Funding

(Public Works) (EN2405)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$9,284,948	**$9,284,948**
CEQA							$464,247	**$464,247**
Construction							$29,711,835	**$29,711,835**
Con. Support							$6,963,711	**$6,963,711**
Total							**$46,424,742**	**$46,424,742**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$46,424,742	**$46,424,742**
Total							**$46,424,742**	**$46,424,742**

Financial Comments

The projects in the Storm Drainage System Master Plan are currently unfunded. The funding source for new storm drainage lines and system upgrades would be the Storm Drain Development Impact Fund (410).

The 2023 Storm Drainage System Master Plan identifies a total of $34.8M in current and future capital improvements over a five-year time period. For this charter, this amount has been escalated based on the Engineering News Record Construction Cost Index (CCI) to the amount shown here.

Future City capital improvement costs will be funded out of the storm drain development impact fee. There is also a need to develop another revenue stream to pay for storm water improvements. Additional funding mechanisms are required due to the fact that Storm Drainage is not currently one of the City's Enterprise Funds (funded by rate payers), like Sewer and Water. Because of this, storm drain maintenance and capital projects must be paid out of the General Fund if they do not qualify for the use of storm drain impact fees. There is a need to create a new Storm Drain Fund to pay for Storm Drainage System Master Plan improvements. This will be studied over the next year.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

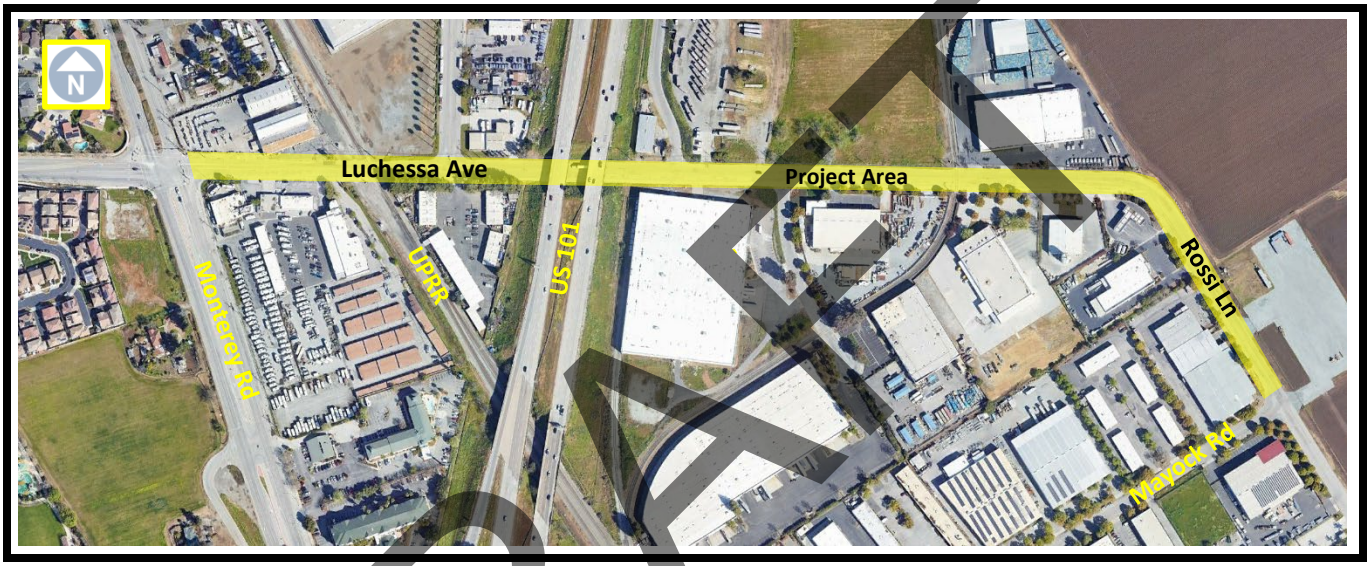
Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Luchessa Ave/Rossi Ln Reconstruction	**Project No.**	EN2406
Category	Streets: Pavement	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Luchessa from Monterey to Rossi & Rossi from Luchessa Ave to Mayock Rd



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Project Description and Purpose

This project would reconstruct Luchessa Avenue from Monterey Road to Rossi Lane and reconstruct Rossi Lane from Luchessa Avenue to Mayock Road. The project also includes new sidewalk on Luchessa Avenue between Monterey Road and Automall Parkway. The project would also install Class II bike lanes on Luchessa Avenue and Rossi Lane within the project limits, as well as other traffic stripes and pavement markings.

Project Justification

The overall quality and condition of a road is measured using the Pavement Condition Index (PCI). PCI is a numerical index between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition. Pavement features such as the existence of cracking and potholes will impact the PCI classification.

The pavement within the project limits is very poor, with PCIs of 14 (Luchessa Avenue) and 18 (Rossi Lane). These roads are located along a commuter route and in an industrial area and are thus heavily traveled. The City has received numerous complaints from local commuters and business owners regarding the condition of these roads. In addition, these roads experience high maintenance costs due to their poor condition.

Master Planning Documents

This project is not included in any master planning documents.

Project Funding

(Public Works) (EN2406)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design							$408,000	$408,000
CEQA							$1,000	$1,000
Construction							$3,059,000	$3,059,000
Con. Support							$612,000	$612,000
Total							**$4,080,000**	**$4,080,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$4,080,000	**$4,080,000**
Total							**$4,080,000**	**$4,080,000**

Financial Comments

This project is currently unfunded. City staff have submitted grant applications in attempts to secure funding to reconstruct these roads, but these attempts have been unsuccessful. Staff will continue to pursue funding opportunities and will also consider alternative treatment options that may reduce costs and make funding the project more feasible.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project would result in reduced maintenance costs.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Parks Master Plan	**Project No.**	PK2402
Category	Parks and Trails: Master Plans	**Department**	Public Works: Parks
Project Type	Studies & Reports	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



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Project Description and Purpose

This project would create a Parks Master Plan for the City of Gilroy. The Parks Master Plan would assess the condition of the City's existing parks, conduct public outreach to identify community needs, and recommend improvements based on feedback from the public and the goals and policies within the 2040 General Plan. It will also identify potential funding sources for the proposed improvements. The plan will assist decision-makers in prioritizing future park improvements, allocating funding, and pursuing additional funding opportunities.

Project Justification

The City's Parks & Recreation System Master Plan was last updated in September 2004. In addition to identifying park deficiencies and proposed improvements, the Parks & Recreation System Master Plan also evaluated recreation programs and special use facilities (e.g., Wheeler Community Center, Gilroy Museum, etc.). The Parks Master Plan will review, update, and build upon the capital improvements identified for parks within the 2004 Parks & Recreation System Master Plan. Having an adopted Parks Master Plan in place will allow the City to develop a Parks Impact Fee Program which will provide a funding source for park improvements throughout the City and will allow for continued programming of Recreation Services within the City's parks.

Master Planning Documents

This project will create a Parks Master Plan.

Project Funding

(Public Works) (PK2402)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$225,000	**$225,000**
Salaries/Wages							$25,000	**$25,000**
Total							**$250,000**	**$250,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$250,000	**$250,000**
Total							**$250,000**	**$250,000**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project will not generate operational costs and will inform additional capital development in the future.

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Appendix C – Funded Studies/Plans (Within 5-Year CIP)

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Downtown Parking Management Plan	**Project No.**	800110
Category	Engineering: Plans & Programs	**Department**	Public Works: Engineering
Project Type	Studies & Reports	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Downtown



DRAFT

Project Description and Purpose

This project will fund a professional services agreement with a consultant to analyze the existing parking conditions in the Downtown and provide recommendations regarding parking management and supportive capital improvement needs.

Project Justification

Parking management in the Downtown Core is a high priority for the City. It supports the Downtown and encourages economic development. The Gilroy Downtown Business Association (GDBA) completed an informal Downtown Parking Assessment in 2019 which identified a significant shortage in the number of parking spaces within the Downtown area. A Parking Management Plan will analyze opportunity areas in the Downtown to create additional parking, suggest strategies for optimizing use, and identify potential funding sources and strategies to pay for building and maintaining parking assets within the district. The program will be developed through a survey of residents and business owners, recommendations from the GDBA, additional research, and extensive public outreach. The Parking Management Plan will be used to develop goals for fair and consolidated parking management and may include recommendations for changes to City codes, administrative regulations, practices, procedures, and enforcement.

Master Planning Documents

The Downtown Specific Plan, completed in 2005, calls for increased parking in the Downtown as well as a comprehensive Parking Management Plan. This project also supports the downtown and will encourage economic development.

Project Funding

(Public Works) (800110)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Contract Admin.	$25,721							**$25,721**
Public Outreach	$11,317							**$11,317**
Consulting	$263,723							**$263,723**
Total	**$300,761**							**$300,761**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)	$300,761							**$300,761**
Total	**$300,761**							**$300,761**

Financial Comments

This project received funding in FY23 and is currently underway. The project is expected to be completed in FY24.

Estimated Project Schedule

Project Phase	Timeline
Project Design	N/A
Project Advertisement	FY23
Project Construction	N/A
Project Completion	FY24

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Shooting Range Assessment	**Project No.**	800230
Category	Facilities: Specialized Facilities	**Department**	Facilities
Project Type	Rehabilitation	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	1300 Southside Drive



DRAFT

Project Description and Purpose

This project involves conducting an assessment to determine the lead abatement procedures necessary to bring the City's shooting range into compliance with Federal Environmental Protection Agency (EPA) standards, and to meet the provisions of the Clean Water Act. To satisfy these requirements, it may be necessary to construct overhead structures, drainage ditches and storage tanks, targets that encapsulate bullets, and other runoff collection devices. The extent of the required modifications will not be known until the study is completed. Phase I of the project will be the assessment and engineering of the abatement measures. Phase II will be construction and implementation of the corrective measures identified during Phase I analysis determination.

Project Justification

This project is needed to bring the City's shooting range into compliance with Federal EPA regulations. It is needed to identify a system to ensure the lead is captured so it does not leach into the soil and transfer into the local groundwater aquifer.

Master Planning Documents

This project is not specifically listed in any master plan document.

Project Funding

(Police) (800230)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting	$55,000							**$55,000**
Salaries/Wages	$8,800							**$8,800**
Construction		$200,000						**$200,000**
Equipment		$77,000						**$77,000**
Total	**$63,800**	**$277,000**						**$340,800**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Facilities (615)	$63,800	$277,000						**$340,800**
Total	**$63,800**	**$277,000**						**$340,800**

Financial Comments

This project would be funded out of the Facilities Fund (615).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY23
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

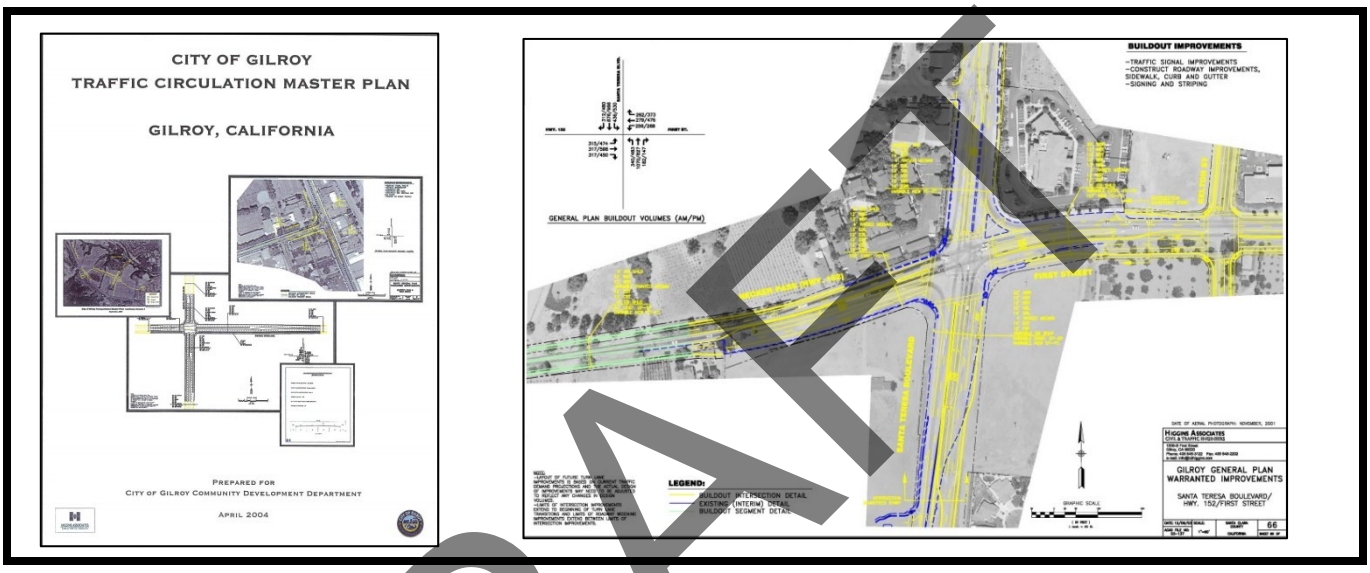
Ongoing Operational Cost Impact

Operational costs are unknown but will involve continual lead abatement recycling efforts and runoff prevention.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Traffic Circulation Master Plan and Traffic Impact Fee Update	**Project No.**	800240
Category	Engineering: Master Plans	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

The Traffic Circulation Master Plan (TCMP) Update will include a review of transportation projects based on the 2040 General Plan and the City's travel forecast model. It will include the identification of all intersections (both short-term and long-term) that do not meet the City's adopted Level of Service (LOS) Standard, and will determine the level of improvements needed to bring levels of service into compliance. The traffic analysis will include a review of intersection operations, opportunities for needed improvements, and sufficient conceptual design to identify project challenges, project right-of-way needs, and preliminary cost estimates. The Traffic Impact Fee (TIF) update will include a nexus study to calculate the appropriate impact fees necessary to fund proposed infrastructure improvements required to support future growth as identified in the updated Traffic Circulation Master Plan and 2040 General Plan.

Project Justification

The City's Traffic Circulation Master Plan and Traffic Impact Fee program have not had major updates since 2004. The documents need to be revised to correspond to the 2040 General Plan and the City's updated 2040 travel forecast model. The TIF Program establishes the amount of Traffic Impact Fees paid by developers, and the method for reimbursement of transportation-related development costs to developers after project completion. Modifications to the TIF program could make the collection of traffic impact fees more beneficial to the City.

Master Planning Documents

The Traffic Circulation Master Plan Update will be consistent with the new GP Mobility Element.

FUNDED

Project Funding

(Public Works) (800240)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting		$400,000						**$400,000**
Total		**$400,000**						**$400,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Traffic Impact Fee (425)		$400,000						**$400,000**
Total		**$400,000**						**$400,000**

Financial Comments

This project will be funded using Traffic Impact Fees (425).

Estimated Project Schedule

Project Phase	Timeline
Project Advertisement	FY24
Project Completion	FY24

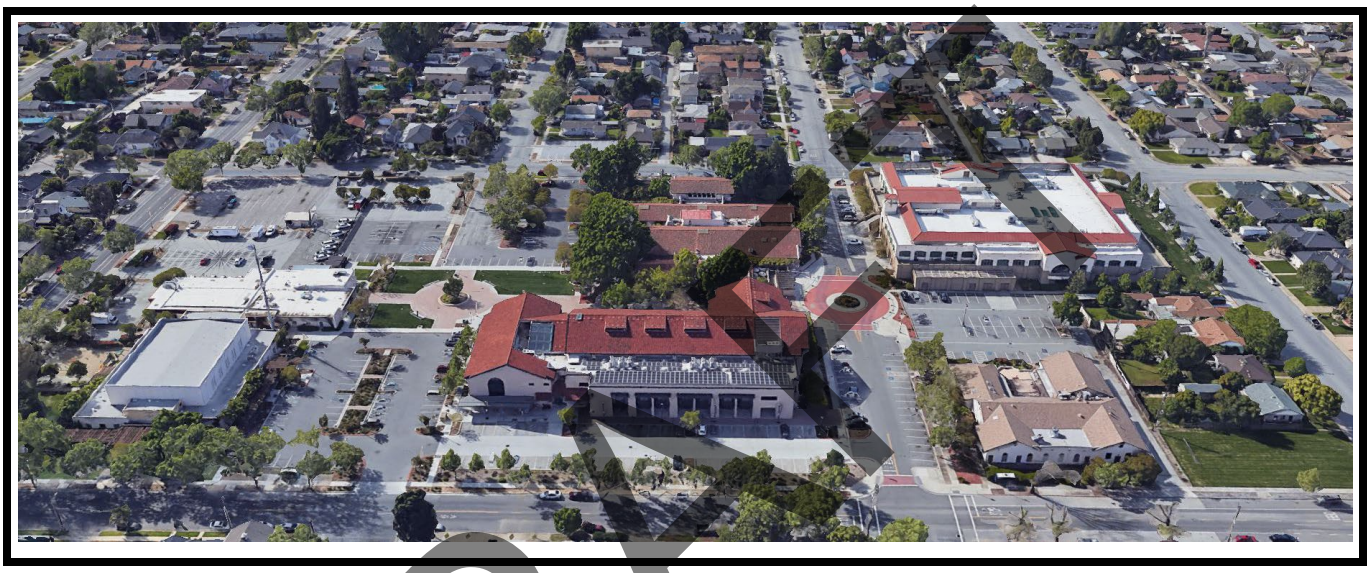
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Civic Center Master Plan	**Project No.**	FC2403
Category	Facilities: Building Systems	**Department**	Administration
Project Type	New	**Project Manager**	Assistant to City Administrator
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Civic Center



DRAFT

Project Description and Purpose

The development of a Civic Center Master Plan would examine the City facilities within the City Hall complex area, to determine their remaining useful life, identify replacement costs, and identify a phasing plan for implementation. While the Police Station and Gilroy Library are relatively new buildings, other buildings within the complex area are in various degrees of deterioration and are in need of significant investment if the buildings are to be kept in service for the next decade. Buildings considered for review in the master plan effort include City Hall, the Senior Center, the City Hall Annex Building, Wheeler Auditorium, and the Dowdy building.

Project Justification

The creation of a Civic Center Master Plan would assist the City in laying the groundwork for considering major and minor repairs to existing civic facilities, possible replacement of civic facilities, identifying the addition of desired amenities, and providing a road map for future improvements as funding becomes available. The improvements would address a number of City Council Strategic Goals.

Master Planning Documents

This project is not included in any master plan document.

Project Funding

(Public Works) (FC2403)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design		$750,000						**$750,000**
Design								
Construction								
Con. Support								
Total		**$750,000**						**$750,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Capital Projects Fund (400)		$750,000						**$750,000**
Total		**$750,000**						**$750,000**

Financial Comments

This project will be funded by the Capital Projects Fund (400). Cost savings from funds that were previously set aside by the City Council to fund the City Hall HVAC Replacement will be used to fund this project. The funding would pay for the development of a master plan. Construction funding for identified improvements would need to be secured at a later date.

Estimated Project Schedule

Project Phase	Timeline
Project Pre-Design	FY24
Project Advertisement	TBD
Project Construction	TBD
Project Completion	TBD

Ongoing Operational Cost Impact

There are no ongoing operational costs for this master plan development. Future costs associated with maintaining new facilities would have to be considered with any future project construction funding.

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Appendix D – Unfunded Studies/Plans (Recommended Beyond FY28)

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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Storm Outfalls #6 and #7 – Investigations and Monitoring for NPDES	**Project No.**	900220
Category	Engineering: Stormwater Compliance	**Department**	Public Works: Engineering
Project Type	Studies & Reports	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	West Branch Llagas Creek and Princevalle Channel



DRAFT

Project Description and Purpose

The purpose of this project is to identify and eliminate the source(s) of high levels of human bacteria coming from Outfall #6 (located in the West Branch of Llagas Creek) and Outfall #7 (located at the west end of Princevalle Channel). The project has four phases, as described below:

1) A Desktop Study was completed within the two drainage areas to identify high risk areas where underground stormwater pipes are most likely to be compromised.
2) Maintenance staff installed “Drains to Bay” medallions on all storm drain inlets in these catchment areas where illegal discharge could possibly be taking place.
3) Based on future requirements and testing, a CCTV Investigative Program might be required for all stormwater pipe segments identified in the high-risk zone. The focus would be to locate compromised underground pipes that allow infiltration and inflow of stormwater, containing high levels of human bacteria, during storm events.
4) A stormwater pipe repair program would then be generated to correct the compromised pipes.

Project Justification

The City of Gilroy is required under State Law to do this work for compliance with the National Pollutant Discharge Elimination System (NPDES) Permit.

Master Planning Documents

This project supports the City’s General Plan. Flood control, drainage, and water quality mitigation measures are included in the City’s General Plan Environmental Impact Report (EIR).

UNFUNDED

Project Funding

(Public Works) (900220)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design	$10,000							**$10,000**
Design							$40,000	**$40,000**
CEQA							$1,000	**$1,000**
Construction							$200,000	**$200,000**
Con. Support							$50,000	**$50,000**
Total	**$10,000**						**$291,000**	**$301,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund - Environmental Programs (100-2404)	$10,000							**$10,000**
Unfunded							$291,000	**$291,000**
Total	**$10,000**						**$291,000**	**$301,000**

Financial Comments

Funding for the cost of the video inspection and storm water pipe mitigation program has yet to be determined.

Estimated Project Schedule

Project Phase	Timeline
Phase 1	Complete
Phase 2	Complete
Water Sampling	FY25
Phase 3	Beyond FY28
Phase 4	Beyond FY28

Ongoing Operational Cost Impact

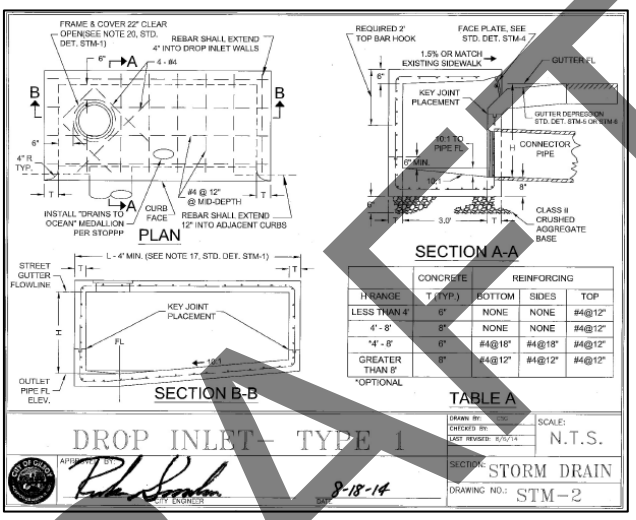
There are no operational costs associated with this project.

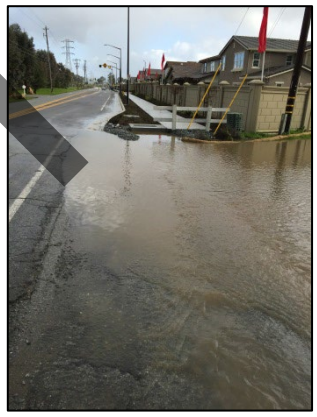
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CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Development of Stormwater Specifications	**Project No.**	900250
Category	Engineering: Standard Drawings & Specs	**Department**	Public Works: Engineering
Project Type	Studies & Reports	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide







DRAFT

Project Description and Purpose

This project will develop a set of specifications for the City to be in compliance with the regions stormwater requirements. These specifications will bring the City in compliance with the current Municipal General Permit. The specifications will provide guidance for staff and the development community regarding design and construction of storm water capture and treatment devices in compliance with stormwater requirements.

Project Justification

The City is required to follow guidelines for stormwater design, construction, and management dictated by the Regional Water Quality Control Board. The City does not have a set of specifications that are up to date or in conformance with the current Board permit requirements. Having clear and concise specifications is a requirement by the State, and which the City has recently received Notice of Violations by the State in part related to the lack of stormwater specifications. Stormwater specifications will ensure compliance with State requirements, satisfy the existing Notice of Violations, and prevent penalties or future Notice of Violation from the Regional Board on this item.

Master Planning Documents

This project supports the 2022 Storm Drainage System Master Plan.

UNFUNDED

Project Funding

(Public Works) (900250)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$76,000	**$76,000**
Salaries/Wages							$13,200	**$13,200**
Total							**$89,200**	**$89,200**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$89,200	**$89,200**
Total							**$89,200**	**$89,200**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

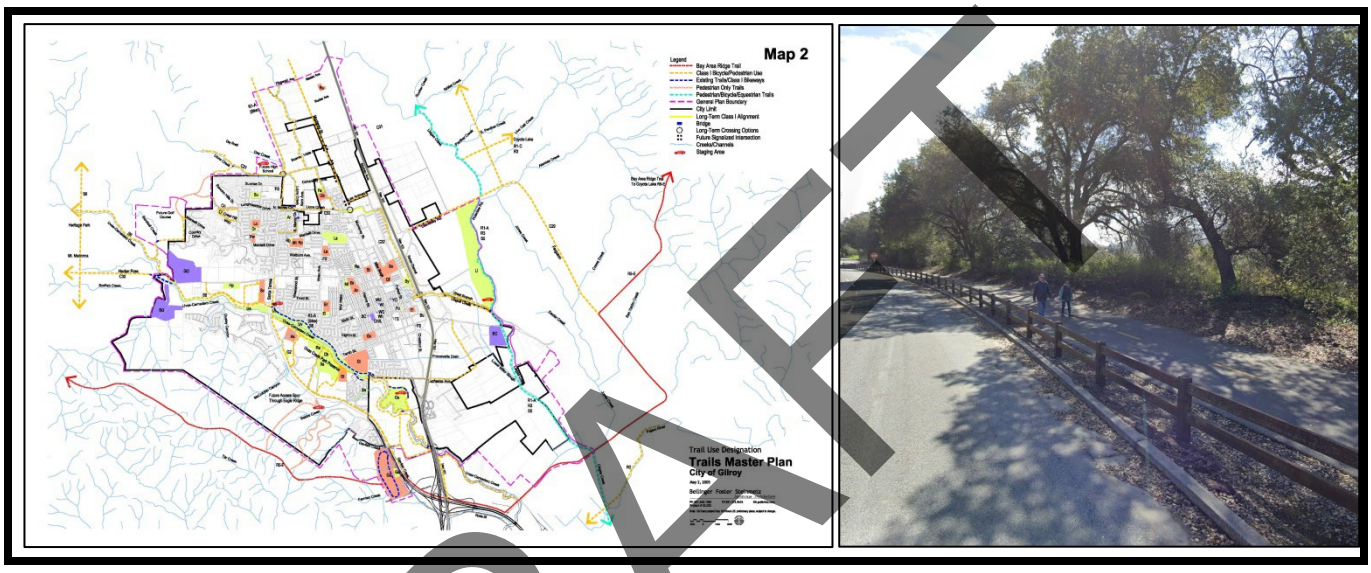
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Update to the City's Trails Master Plan (Bike Master Plan)	**Project No.**	900260
Category	Engineering: Master Plans	**Department**	Public Works: Engineering
Project Type	Studies & Reports	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

This project would update the City's Trails Master Plan using a consultant specializing in bike and pedestrian planning. The Master Plan would be updated to match the City's current bicycle infrastructure, review gaps in the bike network, recommend system upgrades, evaluate the network for enhancements or modifications, and recommend alternate routes for those no longer safe or reasonable. The plan would evaluate bike best practices/systems and make recommendations for enhancements. The plan would also identify at least ten high priority projects that would be individually chartered and estimated for future grant or CIP funding consideration. Input would be obtained from the community through a series of community outreach meetings, and through the City's website.

Project Justification

Typically, bike Master Plans should be updated every five to ten years. The 2005 Trails Master Plan is in need of update. This would keep the City up to date on current bike trends and other safety considerations. This update would meet a number of high priority goals identified by the City's Bicycle and Pedestrian Commission (BPC). The City was also recently recognized as a Bronze Bicycle Friendly Community. Upgrading the Master Plan would be in line with that honor. The Trails Master Plan is 18 years old and should have been updated at least five to ten years ago. This project should be a priority in the next one to two years.

Master Planning Documents

This project would update the City's current Trails Master Plan (Bike Master Plan).

UNFUNDED

Project Funding

(Public Works) (900260)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$332,000	**$332,000**
Salaries/Wages							$51,700	**$51,700**
Total							**$383,700**	**$383,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$383,700	**$383,700**
Total							**$383,700**	**$383,700**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Advertisement	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Development of a Pedestrian Master Plan	**Project No.**	900270
Category	Engineering: Master Plans	**Department**	Public Works: Engineering
Project Type	Studies & Reports	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

This project would develop a Pedestrian Master Plan using a consultant specializing in pedestrian and accessible planning. It would define pedestrian standards for the City including sidewalk widths; high-priority pedestrian zones or paths of travel; right-of-way zones including furniture, walkway, and sidewalk seating for the Downtown; and identify pedestrian needs throughout the community. It could also include Safe Routes to School improvements. The plan would evaluate best practices, make recommendations for enhancements, and identify at least ten high-priority projects which would be individually chartered and estimated for future grant or CIP funding consideration. Input would be obtained from residents through a series of public outreach meetings and through the City's website.

Project Justification

The City currently has a Trails (and Bike) Master Plan but not a pedestrian-specific master plan. In cases where pedestrian and bicycle needs are combined into one document, the emphasis is usually towards bicycle improvements. The Trails Master Plan is almost silent to the needs of pedestrians and does not include sidewalk or pathway information. Creating this Master Plan would also meet a number of high-priority goals identified by the City's Bicycle and Pedestrian Commission (BPC).

Master Planning Documents

This project would create a Pedestrian Master Plan, which the City does not currently have. The Pedestrian Master Plan could be developed in conjunction with the Bicycle Master Plan.

UNFUNDED

Project Funding

(Public Works) (900270)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$494,000	**$494,000**
Salaries/Wages							$44,000	**$44,000**
Total							**$538,000**	**$538,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$538,000	**$538,000**
Total							**$538,000**	**$538,000**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

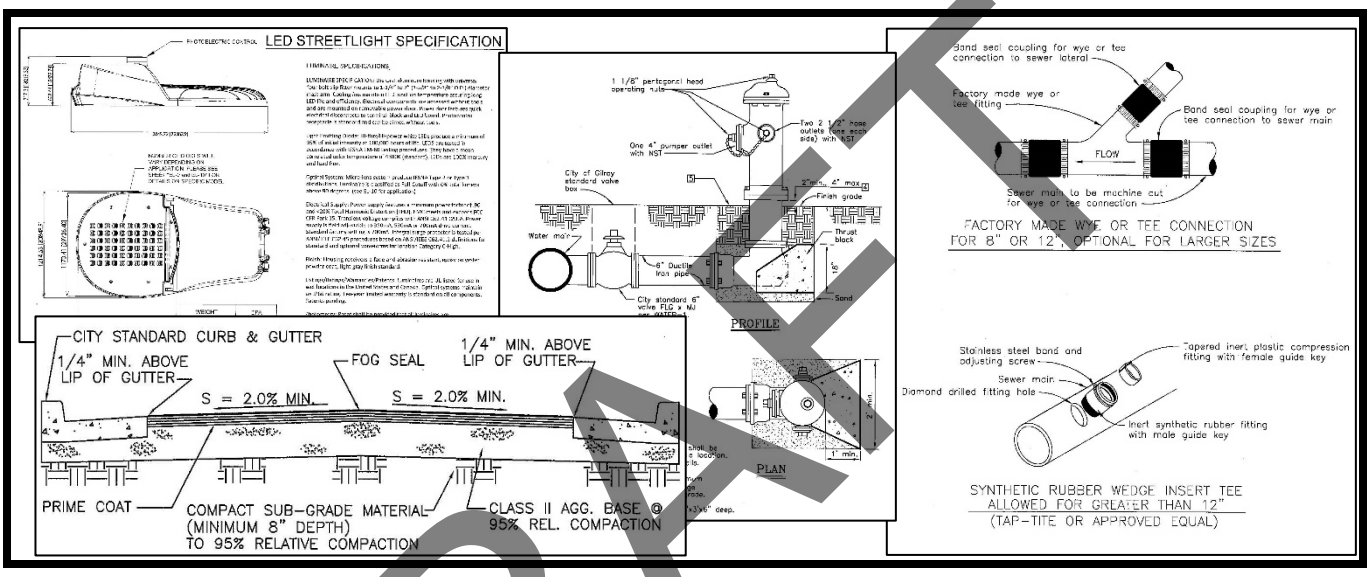
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Update to the City's Standard Drawings/Specifications/ Design Standards	**Project No.**	900280
Category	Engineering: Standard Drawings & Specs	**Department**	Public Works: Engineering
Project Type	Studies & Reports	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

This project would update the City's Standard Drawings, Engineering Specifications, and Engineering Design Standards to current industry standard practices. This would be done through the use of a consultant hired through an RFP process.

Project Justification

It's important to keep up to date on current engineering standards and best practices. The current City Standard Details and specifications were recently updated in 2014. The City's specifications are inadequate for a city the size of Gilroy, which needs a full set of Engineering Design Specifications and Design Standards that meet current industry standards and addresses emerging issues and requirements. In addition, the City's current Standard Details, although recently updated, are still outdated. There is a need to reevaluate the way improvements are constructed in the City's right-of-way, and to develop comprehensive standards and guidance documents to direct the construction of future improvements.

Master Planning Documents

This project supports the City's General Plan and Water System, Sewer System, Storm Drainage System, Trails, and Parks Master Plans by providing for properly-designed public infrastructure.

UNFUNDED

Project Funding

(Public Works) (900280)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$105,700	**$105,700**
Salaries/Wages							$9,000	**$9,000**
Total							**$114,700**	**$114,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$114,700	**$114,700**
Total							**$114,700**	**$114,700**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Development of an ADA Transition Plan	**Project No.**	900290
Category	Engineering: Plans & Programs	**Department**	Public Works: Engineering
Project Type	Studies & Reports	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

This project would develop an ADA Transition Plan for the City of Gilroy. An ADA Transition Plan details a program that will bring a city's programs, procedures, practices, facilities, sidewalks and curb ramps into compliance with Americans with Disabilities Act (ADA) requirements. The plan would be developed with the help of a consultant that specializes in this area of expertise.

Project Justification

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive civil rights protections to qualified individuals with disabilities in the areas of employment, public accommodations, State and Local government services and telecommunications. Cities are required to have an ADA Transition Plan. The Transition Plan will be developed with input from community members and is intended to ensure access to City facilities, programs and services. Items identified in the ADA Transition Plan will be incorporated into all applicable Capital Improvement Projects. The plan will require ADA assessment of City facilities and buildings, as well as City infrastructure in the public right-of-way.

Master Planning Documents

This project supports the City's Traffic Circulation Master Plan by providing safe and well-maintained access for disabled persons.

UNFUNDED

Project Funding

(Public Works) (900290)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$222,000	**$222,000**
Salaries/Wages							$18,000	**$18,000**
Total							**$240,000**	**$240,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$240,000	**$240,000**
Total							**$240,000**	**$240,000**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

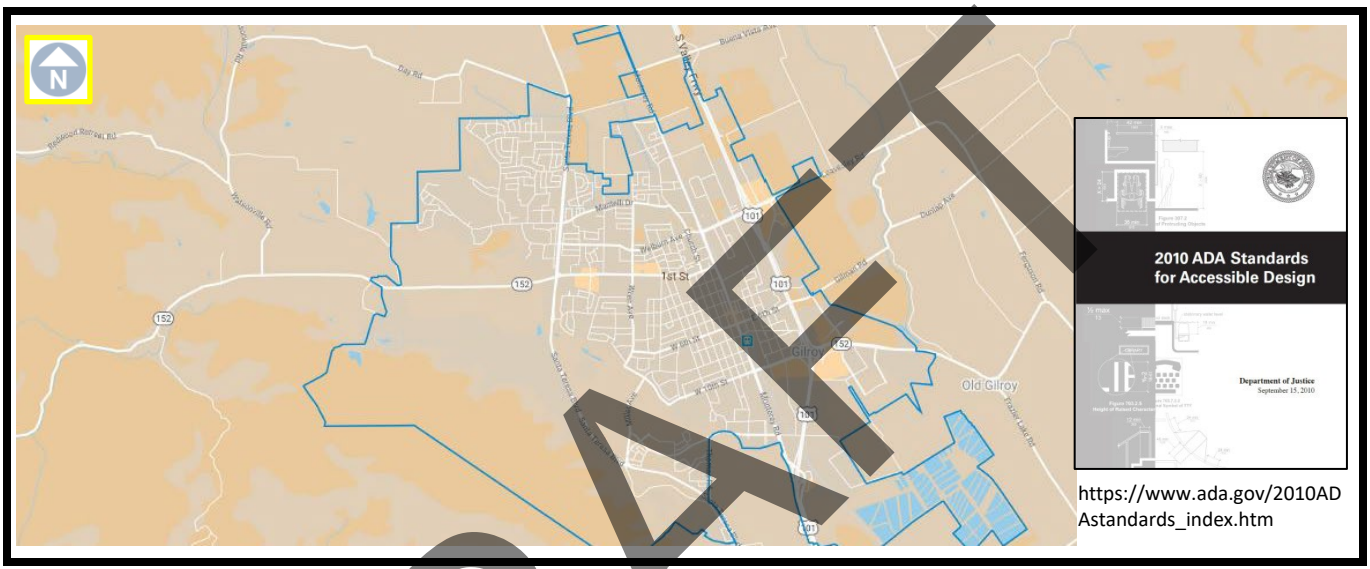
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	ADA Assessment – City Facilities Citywide	**Project No.**	900360
Category	Facilities: Buildings	**Department**	Facilities
Project Type	Studies & Reports	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Project Description and Purpose

The City owns facilities with restrooms, entry doors, walkways, etc. that do not comply with the Americans with Disabilities Act (ADA). This project involves hiring a consultant to thoroughly analyze City facilities for ADA compliance. The results of the analysis would be summarized in a report and would include recommendations for developing a scope of work for improvements which would be completed by a contractor.

Project Justification

This project would make City facilities more accessible for people with disabilities, and it would bring the City into compliance with ADA requirements.

Master Planning Documents

This project is not listed in any master plan.

DRAFT

Project Funding

(Public Works) (900360)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$127,000	**$127,000**
Salaries/Wages							$6,600	**$6,600**
Total							**$133,600**	**$133,600**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$133,600	**$133,600**
Total							**$133,600**	**$133,600**

Financial Comments

This project is currently unfunded. The cost to bring the deficient buildings up to ADA compliance would be determined based on the deficiencies identified thorough the study.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs associated with this project.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Christmas Hill Ranch Site Master Planning	**Project No.**	900650
Category	Parks and Trails: Master Plans	**Department**	Public Works: Parks
Project Type	Studies & Reports	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7049 and 7050 Miller Avenue



DRAFT

Project Description and Purpose

This project would update and complete the Master Plan for the Christmas Hill Park complex, which is outdated. The update would include the Ranch Site, the Hillside addition, and the Uvas Creek channel. Due to the complex interrelations with varying use and need areas, this project is needed as soon as possible to guide actions which will have lasting impacts on health, safety, environmental protection, and best public benefits. Proper time should be allowed to complete the plan adequately, suggesting a multi-year schedule to coordinate with planning experts, City departments, state agencies and the public.

Project Justification

There is an old Master Plan for Christmas Hill Park, but significant additions and improvements have been made without updating the plan. The important adjacent interrelation with the Uvas Creek channel and wildlife habitat should be explored and properly planned with regard to their unique needs and opportunities. Important decisions are required related to restrooms, demolition of out of date and dilapidated facilities, preservation of historic features, addition of barbecue areas, upgraded trail planning, and adequate lighting. As the focal point of the Gilroy Garlic Festival, and adjacent to a protected fishery, master planning this area is imperative to assure public needs are met while protecting the environment and preserving historic resources.

Master Planning Documents

There have been significant additions and improvements done at Christmas Hill Park that are not included in the master plan.

Project Funding

(Public Works) (900650)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$506,323	**$506,323**
Salaries/Wages							$49,500	**$49,500**
Total							**$555,823**	**$555,823**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$555,823	**$555,823**
Total							**$555,823**	**$555,823**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

This project will not generate operational costs and will inform additional capital development in the future.

DRAFT

CITY OF GILROY **UNFUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Farrell Park Facility Master Planning	**Project No.**	900660
Category	Parks and Trails: Master Plans	**Department**	Public Works: Parks
Project Type	Studies & Reports	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Wren Avenue and Vickery Lane



DRAFT

Project Description and Purpose

This project would complete the conceptual master planning and cost estimating for this under-utilized and underdeveloped neighborhood park at the corner of Wren Avenue and Vickery Lane.

Project Justification

The Farrell Park Site, dedicated and built by a developer a few years ago as an open space, is currently not developed as a full use neighborhood park. Open turf was the interim use plan during the recession. A Master Plan will provide a structure to move forward on constructing park improvements and provide shovel ready plans for grant competition and state park funding opportunities. The project will investigate the needs of the community and assess City park organization documents to best meet the needs of the City and surrounding neighborhoods.

Master Planning Documents

The project provides a safe and well-maintained park which is the focus of the Parks Master Plan. This neighborhood park site has been pending master plan guidance since acquisition in 2004.

Project Funding

(Public Works) (900660)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$266,000	**$266,000**
Salaries/Wages							$40,700	**$40,700**
Total							**$306,700**	**$306,700**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$306,700	**$306,700**
Total							**$306,700**	**$306,700**

Financial Comments

This project is currently unfunded.

Estimated Project Schedule

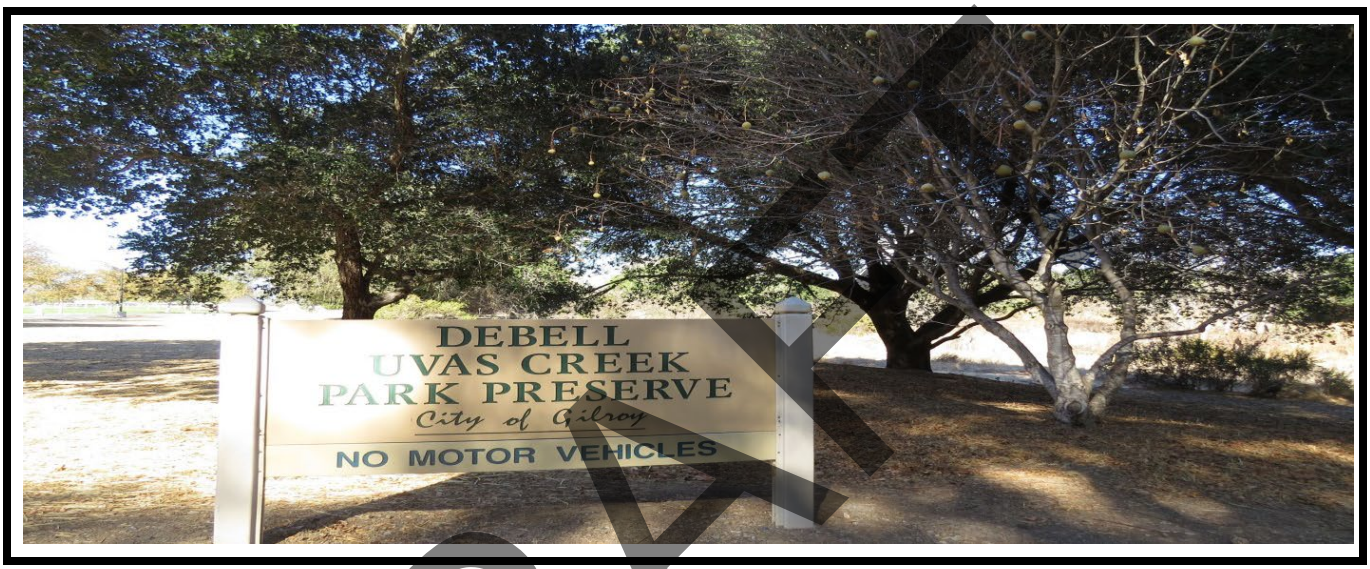
Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There will be no operational costs as a result of the plan. However, when capital development of the site is completed there will be the need for contract additions with a landscape maintenance contractor and additional work load for Parks staff.

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Project Name	Uvas Creek Staging and Neighborhood Park Master Planning	**Project No.**	900670
Category	Parks and Trails: Master Plans	**Department**	Public Works: Parks
Project Type	Studies & Reports	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	DeBell Uvas Creek Park Preserve/Christmas Hill Park



DRAFT

Project Description and Purpose

This project would complete the Park Master Plan and conceptual construction cost estimating for both a neighborhood serving park and public access for nearby DeBell Uvas Creek Park Preserve and related Class I bicycle pathways. The site is located at the northwest corner of Uvas Park drive and Miller Avenue.

Project Justification

A fully vetted park master planning process with significant community outreach is needed for this five-acre park parcel which has been held since 2001. This neighborhood park site directly joins the Uvas Creek channel and DeBell Uvas Creek Park Preserve. The City's intent in acquiring this parcel was to provide both a needed neighborhood park to nearby residents and a complementary park preserve access point with destination park amenities (e.g., parking lot and restrooms). Completing a site master plan and the required CEQA process will greatly help if and when the City competes for grant funding opportunities. Proper and early planning of the future improvements of this park in advance of any potential public pressure to complete the improvements will help avoid haphazard park development. This park planning step will at a minimum ensure that the City Council strategic goals and public needs are clear and are followed into the design and development stage.

Master Planning Documents

This project is listed in the Parks Master Plan.

Project Funding

(Public Works) (900670)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Consulting							$314,000	**$314,000**
Salaries/Wages							$49,500	**$49,500**
Total							**$363,500**	**$363,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Unfunded							$363,500	**$363,500**
Total							**$363,500**	**$363,500**

Financial Comments

This project is currently unfunded. Future funding could come from impact fees, state park development grants, and matching funds from the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	Beyond FY28
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

There are no operational costs related to the development of the Master Plan for this site. Once physical improvements are constructed on the site, there will be operational and maintenance costs. The extent of such costs will depend upon the results of the Master Plan.

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Appendix E – Miscellaneous Funded CIP Projects (Within 5-Year CIP)

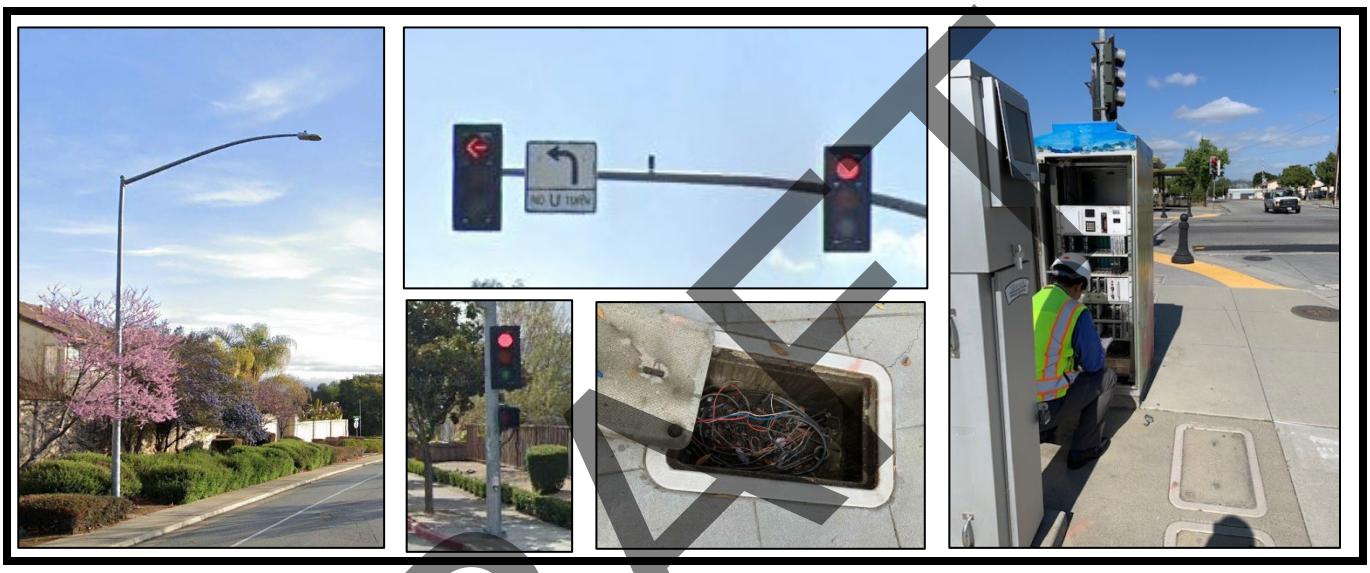
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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Annual Signal/Street Light Maintenance	**Project No.**	800340
Category	Streets: Traffic Signals	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Project Description and Purpose

The purpose of this project is to maintain the City's current inventory of traffic signals and street lights.

Project Justification

Currently, the City owns and maintains 33 traffic signals and 4,757 streetlights. In addition, the City also maintains 11 traffic signals owned by Caltrans. Both the traffic signal and streetlight systems require regular maintenance that includes, but is not limited to:

- Monthly Routine Maintenance
- Three-Month Routine Maintenance
- Six-Month Routine Maintenance
- Annual Routine Maintenance

The Public Works Department does not have a functional unit dedicated to regular and emergency traffic signal and streetlight maintenance. The Department fulfills this need with the help of a specialized maintenance contractor.

Master Planning Documents

This project supports the goals of the City's Traffic Circulation Master Plan.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800340)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Traffic Signal Maintenance		$116,520	$122,346	$128,463	$134,886	$141,631		**$643,846**
Street Light Maintenance		$100,000	$105,000	$110,250	$115,763	$121,551		**$552,564**
USA Markings		$100,000	$105,000	$110,250	$115,763	$121,551		**$552,564**
Additional Services		$5,000	$5,250	$5,513	$5,788	$6,078		**$27,629**
Total		**$321,520**	**$337,596**	**$354,476**	**$372,200**	**$390,810**		**$1,776,602**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Gas Taxes (205)		$321,520	$337,596	$354,476	$372,200	$390,810		**$1,776,602**
Total		**$321,520**	**$337,596**	**$354,476**	**$372,200**	**$390,810**		**$1,776,602**

Financial Comments

This project will be funded by Gas Tax (205) funds.

Estimated Project Schedule

Project Phase	Timeline
Streetlight, Signal Maintenance and USA Markings	Annually

Ongoing Operational Cost Impact

There could be potential reductions in emergency maintenance costs because of proper signal upkeep as a result of this project.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Cohansey Avenue/Terri Court Storm Drain Improvements	**Project No.**	800430
Category	Storm Drain: Storm Collection	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Cohansey Avenue and Terri Court



Project Description and Purpose

This project will address storm runoff issues at the intersection of Cohansey Avenue and Terri Court. The drainage problems arise from a combination of the following factors:

1. Lack of adequate City drainage system in the vicinity of the property
2. Major land release from surrounding properties along Terri Court and other land uses, primarily agricultural
3. Increased 100-year frequency storms and saturated ground

Project Justification

In the past few years, the property owner at 655 Cohansey Avenue has submitted several requests to the City Public Works, Operations Division to address flooding issues. This property sits at the edge of City and County boundary. In the past, City forces (and at times County maintenance crews) have performed minor ditch grading and debris cleanup effort which has addressed the problem to a certain extent. However, detailed analysis of the problem needs to be conducted and design plans developed to identify a more sustainable solution.

Master Planning Documents

This project is not included in the 2023 Storm Drainage System Master Plan.

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Project Funding

(Public Works) (800430)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$24,000						**$24,000**
CEQA		$1,210						**$1,210**
Construction								
Con. Support								
Total		**$25,210**						**$25,210**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Storm Drain Development Impact (410)		$25,210						**$25,210**
Total		**$25,210**						**$25,210**

Financial Comments

This project is funded by the Storm Drain Development Impact Fund (410).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	Beyond FY28
Project Construction	Beyond FY28
Project Completion	Beyond FY28

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	State Trash Amendments Stormwater Compliance Project	**Project No.**	800460
Category	Engineering: Stormwater Compliance	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Project Description and Purpose

On April 7, 2015, the State Water Resources Control Board (SWRCB) adopted the Statewide Trash Provisions which address the impacts trash has on the beneficial uses of surface waters. The Trash Provisions establish a statewide water quality objective for trash and a prohibition of trash discharge. The City is required to demonstrate full compliance with the Trash Provisions by 2030, with preliminary milestones of 35% by 2026 and 70% by 2028. The City will complete this project as required under the State-Issued Trash Amendments and upcoming reissued NPDES Permit (anticipated in 2024). The proposed project will ultimately include all expenses related to compliance with the Trash Amendments. The tasks necessary to achieve compliance will include resources to ground-truth the infrastructure shown in stormwater maps, design, installation, and long-term maintenance of full trash capture devices. The design and installation of the trash capture devices will be conducted by an outside contractor.

Project Justification

Full compliance with the Trash Provisions will require the City to install, operate, and maintain State-certified Full Capture System (FCS) devices that capture all trash down to five millimeters in size from Priority Land Use areas (PLUs) which include Commercial, Mixed Use, Industrial, High Density Residential, and Transit Oriented Areas.

Master Planning Documents

This project supports the City's General Plan and Storm Drain Master Plan to the extent the proposed systems provide increased capacity. Flood control, drainage, and water quality mitigation measures are included in the City's General Plan Environmental Impact Report (EIR).

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800460)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design/Const.	$49,789	$118,800	$118,800	$237,600	$470,737	$10,000	$2,344,063	**$3,349,789**
Total	**$49,789**	**$118,800**	**$118,800**	**$237,600**	**$470,737**	**$10,000**	**$2,344,063**	**$3,349,789**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Storm Drain Development Impact Fee (410)	$39,789	$108,800	$108,800	$227,600	$460,737			**$945,726**
Environmental Programs (100-2404)	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	**$70,000**
Unfunded							$2,334,063	**$2,334,063**
Total	**$49,789**	**$118,800**	**$118,800**	**$237,600**	**$470,737**	**$10,000**	**$2,344,063**	**$3,349,789**

Financial Comments

A Trash Amendments Cost Analysis was completed in FY23. The City will have until the year 2030 to reach full compliance with the Trash Amendments. To reach the 70% compliance milestone by 2028, $1,683,000 in funding will be required. An additional $1,617,000 will be needed to reach the 100% milestone by 2030. However, only $955,937 in funding has been identified for FY24 through FY28. As a result, $727,063 of project costs are unfunded for FY27 and FY28. In addition, $1,617,000 in project costs are unfunded beyond FY28.

These costs do not include the operation and maintenance costs for long-term maintenance of the installed devices.

There is potential for alternative compliance options to help meet these requirements. These alternative options allow for flexibility in the compliance milestones where funding may be distributed differently amongst the years, depending on how the City decides to comply.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24 – FY28
Project Advertisement	FY24 – FY28
Project Construction	FY25 – FY30
Project Completion	FY30

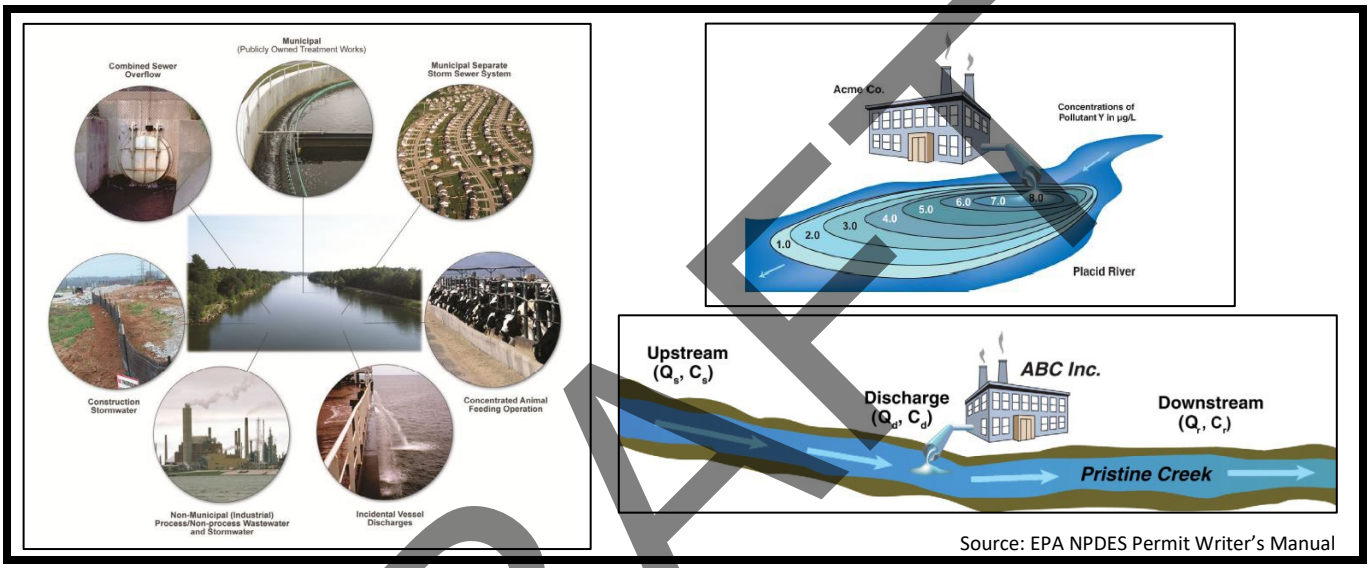
Ongoing Operational Cost Impact

Based on the Trash Amendment Cost Analysis, the anticipated operational and maintenance costs associated with this project are approximately $49,725,000 for in-house staff. Beyond five years, the ongoing costs may be approximately $47,775,000. This includes the rental of a vac truck at $500/hour. Not included is an estimated cost to purchase a street sweeper to help keep the trash capture devices clean. A street sweeper is between $50,000 to $100,000, depending on the truck selected. A street sweeper will help decrease maintenance needed on the trash capture devices by removing leaves and sediment debris on-land before entering the trash capture devices.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Stormwater NPDES Compliance	**Project No.**	800470
Category	Engineering: Stormwater Compliance	**Department**	Public Works: Engineering
Project Type	Studies & Reports	**Project Manager**	City Engineer
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



Project Description and Purpose

This project involves preparing the plans and studies required for compliance under the National Pollutant Discharge Elimination System (NPDES) Program. The work will include receiving water monitoring, outfall water monitoring, dry weather illicit discharge water monitoring, and microbial source tracking. In addition, the project will include construction inspection support, GIS mapping, and public outreach materials. It will also include completion of Water Quality Monitoring Reports, Total Maximum Daily Load (TMDL) Status Updates, and Geodatabase updates for Annual State Reporting. These efforts are based on the current NPDES Permit. A new permit is anticipated to become effective in 2024. It is currently anticipated that the new permit will build on existing provisions and programs, as well as include new significant provisions. The new permit will require new resources to implement that are not included here.

Project Justification

The project is proposed for City compliance with the requirements of the City's Phase II National Pollutant Discharge Elimination System (NPDES) Stormwater Permit. This project will be ongoing into perpetuity. Costs will change over time as new requirements are introduced by the State/Regional Water Board.

Master Planning Documents

This project is not listed in any master plan document, but provides for flood control, drainage, and water quality mitigation measures that are included in the City's General Plan Environmental Impact Report (EIR).

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800470)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Water Monitoring Requirements	$299,700	$47,826	$72,538	$48,617	$75,505	$49,455	$78,649	**$672,290**
Post Construction Requirements	$124,600	$8,747	$9,010	$27,500	$27,500	$27,500	$27,500	**$252,357**
State Trash Compliance								
GIS, Discharge, Outreach, Inspect	$202,700	$28,522	$29,130	$29,756	$30,402	$31,066	$31,750	**$383,326**
Salaries/Wages	$7,000	$1,333	$1,333	$1,333	$1,333	$1,333	$1,333	**$14,998**
Total	**$634,000**	**$86,428**	**$112,011**	**$107,206**	**$134,740**	**$109,354**	**$139,232**	**$1,322,971**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund - Environmental Programs (100-2404)	$60,000							**$60,000**
Storm Drain Impact (410)	$514,000	$86,428	$112,011	$107,206	$134,740	$109,354	$139,232	**$1,202,971**
General Fund – Engineering (100-2601)	$60,000							**$60,000**
Total	**$634,000**	**$86,428**	**$112,011**	**$107,206**	**$134,740**	**$109,354**	**$139,232**	**$1,322,971**

Financial Comments

The project cost estimate is for Contract Services through 2028. The costs shown are for contract services only (Plans and Studies) and do not include costs for other resources required to run the Stormwater Program. State Trash Compliance is shown in the table with no cost estimate because the City is submitting a separate Charter specific for Trash Compliance. The costs shown also do not reflect charge rate increases anticipated to occur over time or costs for new permit requirements.

Estimated Project Schedule

Project Phase	Timeline
Project Design	N/A
Project Advertisement	N/A
Project Construction	N/A
Project Completion	N/A

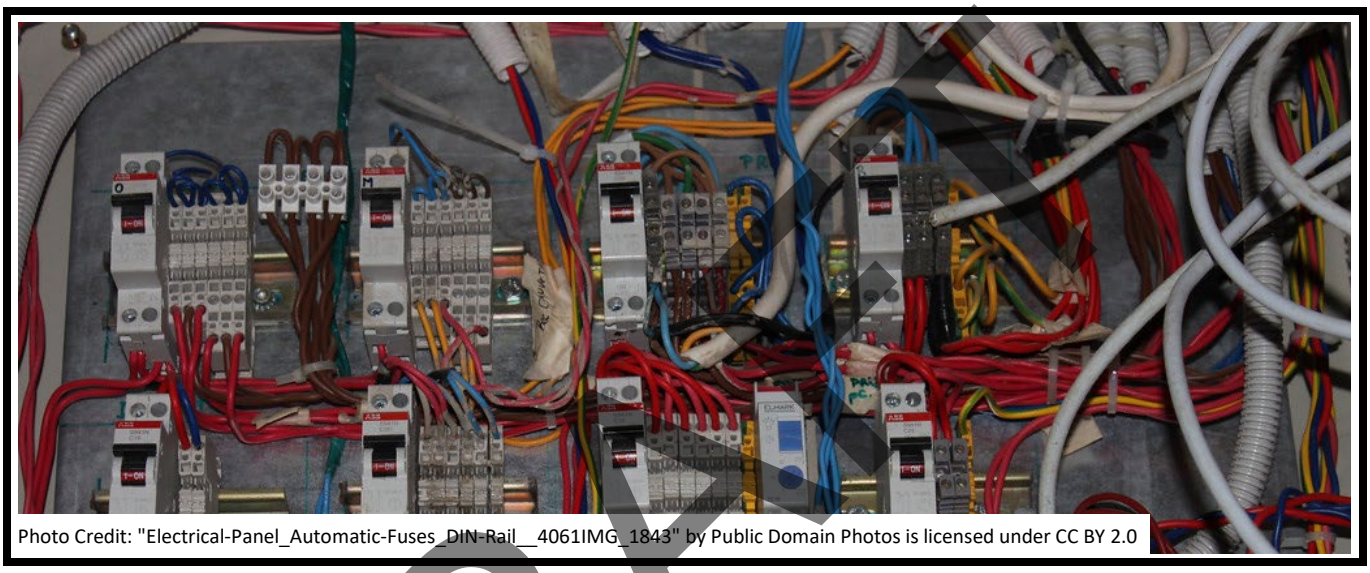
Ongoing Operational Cost Impact

There are no operational costs associated with this project.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Electrical Panel Evaluation Corporation Yard for OSHA Requirements	**Project No.**	900460
Category	Facilities: Building Systems	**Department**	Facilities
Project Type	Studies and Reports	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Corporation Yard


Photo Credit: "Electrical-Panel_Automatic-Fuses_DIN-Rail__4061IMG_1843" by Public Domain Photos is licensed under CC BY 2.0

Project Description and Purpose

This project would involve hiring a consultant to assign an arc rating to all electrical panels at the Corporation Yard and provide recommendations for Personal Protective Equipment (PPE).

Project Justification

The Occupational Safety and Health Administration (OSHA) requires electrical panels to be given an arc flash rating that dictates the level of PPE needed to work safely on the panels. This project is needed to as a first step towards meeting CalOSHA requirements for electrical panel safety and will inform the City of the level of PPE needed to safeguard employees. This is a safety issue.

Master Planning Documents

This project is not listed in any master plan document.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (900460)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design		$2,200						**$2,200**
Construction		$39,000						**$39,000**
Con. Support		$3,300						**$3,300**
Total		**$44,500**						**$44,500**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)		$44,500						**$44,500**
Total		**$44,500**						**$44,500**

Financial Comments

This project will be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Study	FY23
Project Advertisement	N/A
Project Construction	FY24
Project Completion	FY24

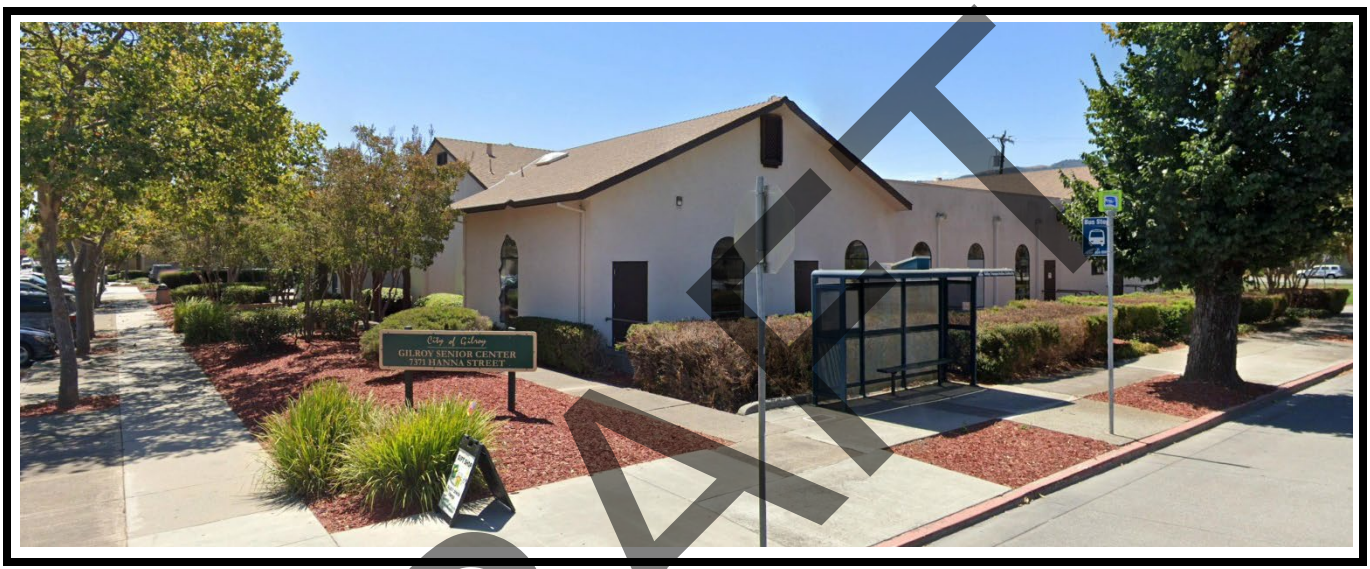
Ongoing Operational Cost Impact

One-time purchase cost of PPE and equipment. There will be a nominal operational cost thereafter.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Senior Center ADA Restroom Access	**Project No.**	900520
Category	Facilities: Building Systems	**Department**	Facilities
Project Type	Rehabilitation	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7371 Hanna Street



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Project Description and Purpose

This project would install self-opening restroom doors to the men's and women's restrooms in the Gilroy Senior Center building. The current restroom doors have door handles that must be tightly grasped and pulled open. A large number of Senior Center participants have challenges with mobility and have expressed their difficulties with opening the restroom doors while simultaneously navigating their use of a walker, cane, scooter, or wheelchair. The project would include installation of square handicap push plates, consistent with the main entrance doors to the Senior Center.

Project Justification

Although the interiors of the restrooms are ADA accessible, as well as the Senior Center entry, the restroom entries are not. To provide physical access to the Senior Center restrooms, there needs to be the installation of self-opening restroom entry doors. Title III of the ADA requires public places, like hotels, retailers, doctor's offices, and restaurants, to have handicap accessible facilities.

Master Planning Documents

This project is not listed in a master plan document.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (900520)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design					$16,000			**$16,000**
Construction					$55,100			**$55,100**
Total					**$71,100**			**$71,100**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)					$71,100			**$71,100**
Total					**$71,100**			**$71,100**

Financial Comments

This project would be funded by the General Fund (100).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY27
Project Advertisement	FY27
Project Construction	FY27
Project Completion	FY27

Ongoing Operational Cost Impact

There are no maintenance costs associated with this project.

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CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Citywide Energy Saving Measures	**Project No.**	FC2404
Category	Facilities: Specialized Facilities	**Department**	Facilities
Project Type	New	**Project Manager**	Facilities Manager
Council Priorities	Maintain and Improve City Infrastructure	**Location**	Citywide



DRAFT

Project Description and Purpose

To save energy and incorporate Green Energy Practices, the City is moving forward with Energy Conservation Measures (ECM) such as HVAC control upgrades, HVAC refurbishments and equipment replacement, duct sealing, heat hump installations, lighting upgrades, and transformer replacements. These ECM projects and will save the City millions of dollars over the life of the projects, while reducing the City's energy consumption. This project will be implemented and financed through PG&E's On-Bill Financing (OBF) program.

The selected locations for the ECM projects include the Police Department, Chestnut Fire Station, Las Animas Fire Station, Sunrise Fire Station, Senior Center, Wheeler Auditorium, Corporation Yard, Gilroy Museum, City Hall, City Hall Annex, and other locations throughout the City.

Project Justification

This project will reduce energy consumption across City owned infrastructure, reduce the City's ongoing utility and operational costs, reduce overall City greenhouse gas emissions, upgrade aging infrastructure by improving efficiencies of existing equipment and systems, and create safer and more comfortable conditions for City staff and the general public.

Master Planning Documents

This project is not listed in any master plan document.

CITY OF GILROY **FUNDED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (FC2404)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Design								
Construction		$3,685,718						**$3,685,718**
Con. Support								
Total		**$3,685,718**						**$3,685,718**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Equipment Outlay (625)		$3,685,718						**$3,685,718**
Total		**$3,685,718**						**$3,685,718**

Financial Comments

The City would pay the contractor an upfront cost of $3,685,718. This project would initially be funded from the Equipment Outlay Fund (625) and reimbursed the following year through the On-Bill Financing Program with PG&E.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY24
Project Advertisement	FY24
Project Construction	FY24
Project Completion	FY24

Ongoing Operational Cost Impact

The ongoing operational cost impacts of this project would be nominal.

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Appendix F – Completed CIP Projects

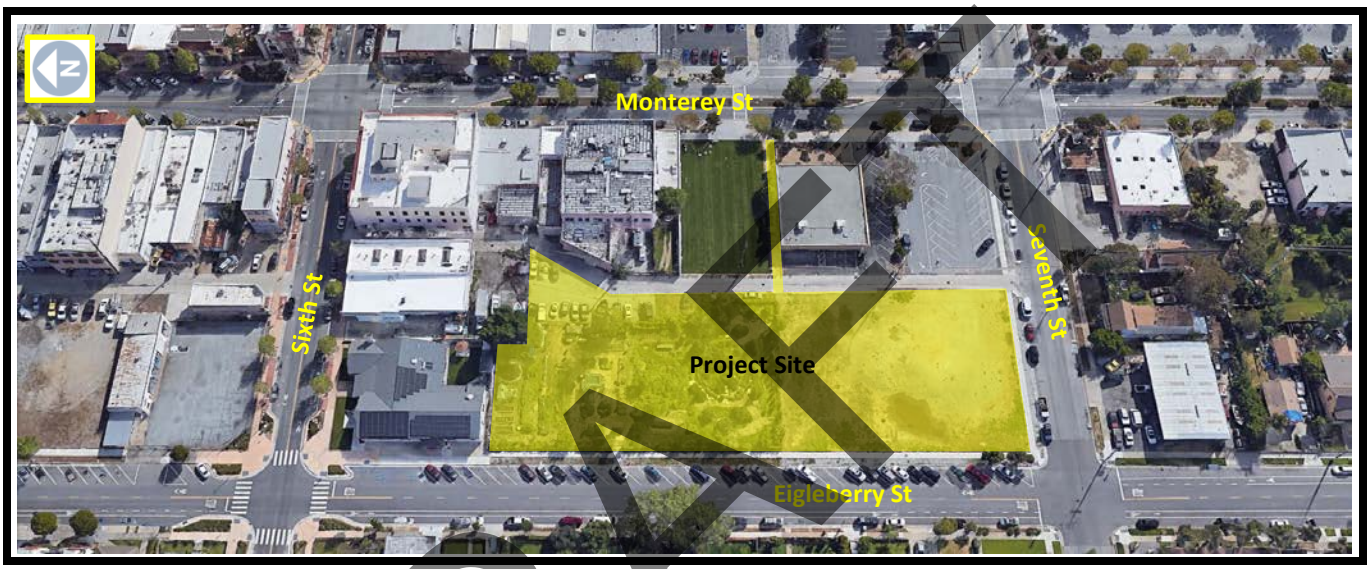
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CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Name	Eigleberry and Seventh Parking Lot	**Project No.**	800090
Category	Facilities: Parking Lots	**Department**	Public Works: Facilities
Project Type	New	**Project Manager**	Sr. CIP Engineer
Council Priorities	Revitalize Downtown	**Location**	NE Corner of Eigleberry Street and Seventh Street



Project Description and Purpose

This project would construct a surface parking lot at the northeast corner of Eigleberry Street and Seventh Street. The scope of work would include removal of the existing community garden area, which is proposed to be relocated to Christmas Hill Park, and construction of grading, drainage, paving, sidewalk, landscaping, and decorative post-top lighting improvements.

Project Justification

The City owns several surface parking lots in the Downtown. However, the parking supply in the existing lots is not sufficient to address the parking demand created by the residential and commercial land uses in the Downtown. The Downtown Gilroy Business Association (GDBA) completed an informal Downtown Parking Assessment in 2019. One of the assessment's findings was that there is a shortage of parking in the Downtown to support the existing and growing businesses in the area. This site was identified as a potential site for an additional Downtown surface parking lot and would enhance the economic development potential in the Downtown which is a City Council Priority.

Master Planning Documents

This project is supportive of the City's General Plan, which places a high priority on the Downtown and sets forth a variety of policies to support that position. The General Plan aims to provide comprehensive direction for the area's physical design and development, addressing issues such as land use, circulation, parking, economic development, urban design, historic preservation, and public facilities. The Downtown Specific Plan, completed in 2005, also calls for increased parking in the Downtown as well as a comprehensive Parking Management Plan.

DRAFT COMPLETED

Project Funding

(Public Works) (800090)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Design		$205,138						**$205,138**
CEQA		$36,258						**$36,258**
Construction		$1,098,604						**$1,098,604**
Con. Support		$85,000						**$85,000**
Permitting Fees		$75,000						**$75,000**
Total		**$1,500,000**						**$1,500,000**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Capital Projects Fund (400)		$1,500,000						**$1,500,000**
Total		**$1,500,000**						**$1,500,000**

Financial Comments

In fall 2019, the City Council allocated $1.5M towards the construction of this project.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY21
Project Advertisement	FY21
Project Construction	FY21
Project Completion	FY21

Ongoing Operational Cost Impact

The operational costs associated with this project would be nominal. Maintenance costs include pavement, striping, and stormwater facility maintenance. It is estimated that pavement crack sealing would cost approximately $10,000 every four years and stormwater facility maintenance could cost approximately $30,000 per year for three years.

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CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Name	City Hall Backup Generator*	**Project No.**	800140
Category	Facilities: Building Systems	**Department**	Public Works: Facilities
Project Type	Modification	**Project Manager**	Facilities Manager
Council Priorities	Enhance Public Safety Capabilities	**Location**	7351 Rosanna Street


Photo Credit: "Generators" by Tim Dorr is licensed under CC

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Project Description and Purpose

This project would provide a means for backup power for City Hall in the event of a power outage. The Police Station has an oversized backup generator. This project would provide a connection from the Police Department's existing generator to the City Hall panel so that both buildings would be functional during a power outage. The design for this project is currently underway.

Project Justification

This project would enable City Hall to remain functional during power outages. This is especially important due to the growing threat of extreme weather and wildfires. In September 2019, PG&E published their *Public Safety Power Shutoff Policies and Procedures* for turning off power when gusty winds and dry conditions, combined with increased fire risks, threaten a portion of the electric system. PG&E estimates that these Public Safety Power Shutoffs could occur several times per year.

This project will enable City staff to continue to provide customer service and perform other job functions instead of closing City Hall and sending employees home when the power goes out. An extended power outage at City Hall could also impact operations at the Emergency Operations Center (EOC). The City's servers are located in City Hall and these servers have a limited amount of backup power. Loss of the servers would significantly impact operations in the EOC. As a result, this project would also enhance safety for the community.

Master Planning Documents

This project is not specifically listed in any master plan document.

*This project is included in project 900570 - Civic Center Master Project

Project Funding

(Public Works) (800140)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Design	$90,000							**$90,000**
CEQA	$5,000							**$5,000**
Construction		$385,000						**$385,000**
Con. Support		$29,700						**$29,700**
Total	**$95,000**	**$414,700**						**$509,700**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Facilities Service Fund (651)	$95,000	**$414,700**						**$509,700**
Total	**$95,000**	**$414,700**						**$509,700**

Financial Comments

This project design is underway and expected to be completed under an existing contract. Construction for this project will be funded through the Facilities Service Fund (651).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY21
Project Advertisement	FY21
Project Construction	FY21
Project Completion	FY21

Ongoing Operational Cost Impact

There are no anticipated operational costs associated with this project. There may be minor maintenance costs associated with the new panel connection at City Hall.

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CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Name	Corp Yard Fuel Tank Repair	**Project No.**	800150
Category	Facilities: Specialized Facilities	**Department**	Public Works: Facilities
Project Type	Replacement	**Project Manager**	Sr. CIP Engineer
Council Priorities	Enhance Public Safety Capabilities	**Location**	613 Old Gilroy Street



Project Description and Purpose

The City of Gilroy's fuel station, located at the Corporation Yard, underwent Secondary Containment Testing per SB 989 in August of 2017. The results of this test indicated that these secondary containment systems did not pass. The purpose of this project is to replace the components of this system that have failed. This project would install and replace two underground dispenser pans, fiberglass piping, spill buckets, and a new manway.

Project Justification

These tests are done to ensure that if the primary fuel containment unit fails, the secondary containment can assist with reducing leakage until the primary unit is fixed. This test is conducted after installation of new systems, six months after installation of new systems, and at least once every thirty-six months. The fuel station located at the Corporation Yard was last tested in August of 2017 and failed. These repairs are necessary to meet State Water Board and Environmental regulations. Per State regulations, this fuel station will be due for another test by the end August 2020. These repairs are vital to meet regulations and to ensure that if there is a failure in the primary containment unit that the City will have all measures in place to reduce the chance of leaks and contamination.

Master Planning Documents

This project is not specifically listed in any master plan document.

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Project Funding

(Public Works) (800150)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Pre-Design		$1,100						**$1,100**
Design		$46,925						**$46,925**
CEQA		$1,100						**$1,100**
Construction		$165,000						**$165,000**
Con. Support		$26,400						**$26,400**
Total		**$240,525**						**$240,525**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Fleet Fund (600)		$240,525						**$240,525**
Total		**$240,525**						**$240,525**

Financial Comments

The design and construction of this project will be funded using the Fleet Fund (600).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY21
Project Advertisement	FY21
Project Construction	FY21
Project Completion	FY21

Ongoing Operational Cost Impact

Operational expenses will continue to be $1,500 every thirty-six months for required SB989 testing.

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CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Name	Citywide Regulatory Sign Replacement	**Project No.**	800170
Category	Streets: Signage	**Department**	Public Works: Engineering
Project Type	Replacement	**Project Manager**	City Transportation Engineer
Council Priorities	Enhance Public Safety Capabilities	**Location**	Citywide

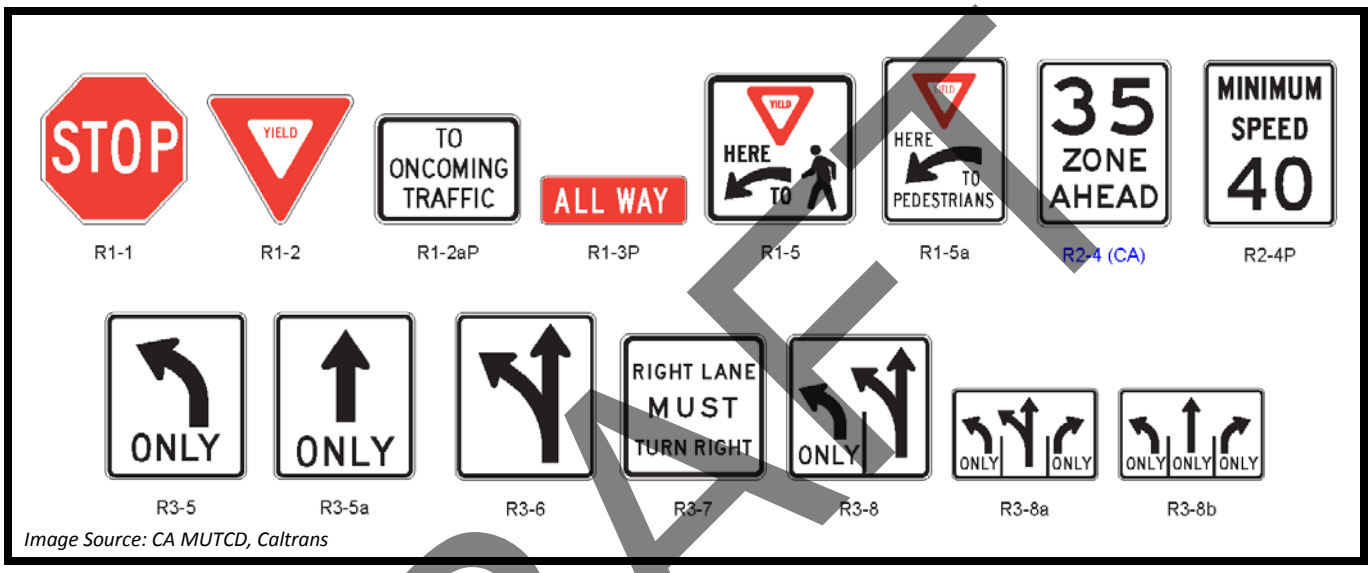


Image Source: CA MUTCD, Caltrans

Project Description and Purpose

This project would upgrade the City's inventory of regulatory traffic signs. In 2018, Council approved a contract to evaluate the compliance of approximately 6,700 regulatory traffic signs throughout the City. Approximately 2,700 signs (40% of the entire inventory) were found to be deficient and in need of replacement.

Project Justification

Regulatory signs inform road users of selected traffic laws or regulations. Retroreflectivity is one of several factors associated with maintaining adequate nighttime sign visibility. The *Manual on Uniform Traffic Control Devices* (MUTCD), issued by the United States Department of Transportation (USDOT) Federal Highway Administration (FHWA), specifies standards for the design, installation, and use of traffic signs, road surface markings, and traffic signals. This ensures that traffic control devices conform to the national standard, which promotes highway safety and efficiency by providing for the orderly movement of traffic for all road users. The State of California has also developed its own MUTCD which substantially conforms to the federal MUTCD.

Per Section 2A.08 of the California MUTCD, local agencies are required to establish and implement a sign assessment and management method to maintain a minimum level of sign retroreflectivity.

Master Planning Documents

This project supports the City's Traffic Circulation Master Plan by providing a safe and well-maintained travel way.

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Project Funding

(Public Works) (800170)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Design	$69,807	$12,100						**$81,700**
CEQA		$1,100						**$1,100**
Construction		$300,000					$250,000	**$550,000**
Con. Support		$5,500					$6,000	**$11,500**
Total	**$69,807**	**$318,700**					**$256,000**	**$644,507**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Vehicle Registration Fee Fund (225)	$69,807	$243,700					$256,000	**$569,507**
Gas Tax 2106 Fund (210)		$55,000						**$55,000**
Gas Tax 2103 Fund (213)		$20,000						**$20,000**
Total	**$69,807**	**$318,700**					**$256,000**	**$644,507**

Financial Comments

This project is proposed to be funded by the Vehicle Registration Fee Fund (225), Gas Tax 2106 Fund (210), and Gas Tax 2103 Fund (213).

Estimated Project Schedule

Project Phase	Timeline
Phase I	Sign Inventory and Condition Rating – Completed in 2018
Phase II	High Priority Sign Replacement – FY21
Phase III	All Other Non-Compliant Signs – Beyond 5 Years

Ongoing Operational Cost Impact

There are no net new operational costs associated with this project.

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CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Name	Citywide Sidewalk Condition Assessment	**Project No.**	800200
Category	Streets: Curbs & Sidewalks	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Enhance Public Safety Capabilities	**Location**	Citywide



Project Description and Purpose

The purpose of this project is to develop a Sidewalk Network Management Program that would include sidewalk and curb ramp data collection, condition rating, and maintenance optimization. Since 1995, the City has conducted a Sidewalk Assessment Program based on data collected by volunteers that did not necessarily have the proper training and expertise in ADA-compliance review and quantitative data analysis. This project would supplement the previously collected data and provide recommended maintenance strategies to allow the City Council to evaluate recommendations and determine the appropriate level of future investment needed to achieve the desired outcome. Once completed, this program will function similar to that of the Pavement Management Program.

Project Justification

According to the California Streets and Highways Code, property owners are responsible for the maintenance and upkeep of the sidewalks fronting their property. In order to create a more walkable community, the Council has allocated funds in the past to improve the sidewalk network and assist property owners with ensuring the sidewalks in front of their properties are safe. The previous investments in sidewalk improvements have been inconsistent. This important City infrastructure requires a more comprehensive program to enable the evaluation and implementation of sidewalk improvements throughout the City.

Master Planning Documents

This project is not listed in any master plan document.

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2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800200)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Consulting		$125,000						**$125,000**
Salaries/Wages		$20,000						**$20,000**
Total		**$145,000**						**$145,000**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Gas Tax Fund 2105 (209)		$145,000						**$145,000**
Total		**$145,000**						**$145,000**

Financial Comments

The data collection cost and system initialization is estimated at $145,000 which is funded in the FY21 Gas Tax Fund 2105 (209). Under the current sidewalk replacement program, it is recommended that this project be conducted every 10 years to determine City sidewalk conditions and level of liability risks associated with defective sidewalks.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY21
Project Advertisement	FY21
Sidewalk Assessment	FY21
Project Completion	FY21

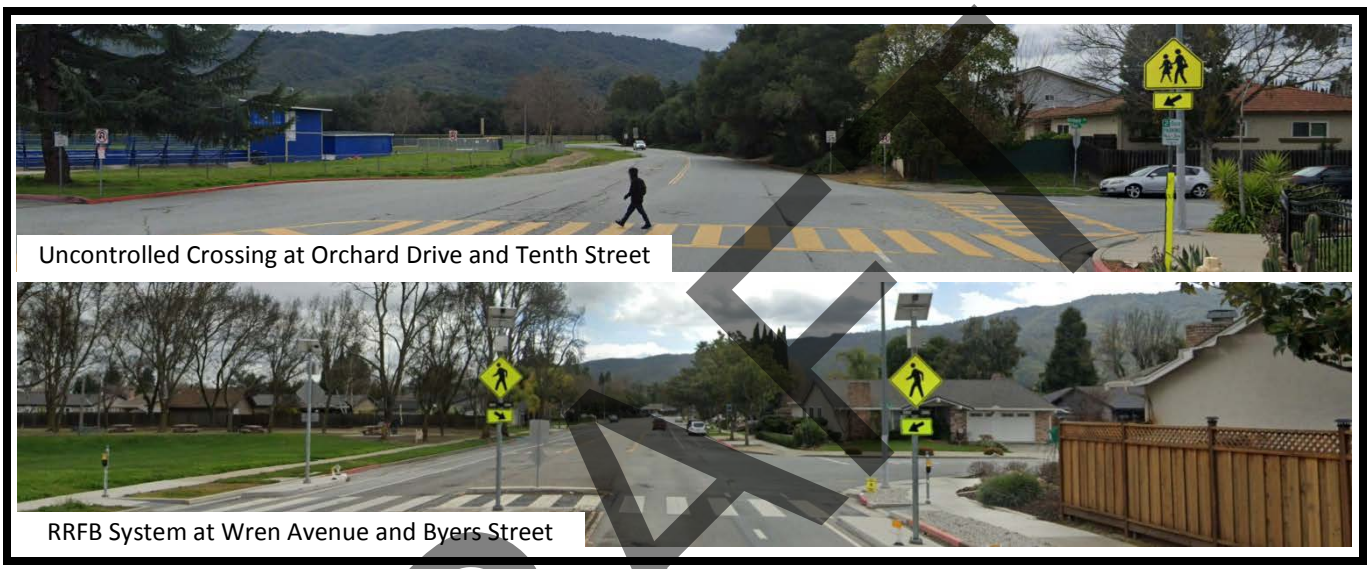
Ongoing Operational Cost Impact

There are no net, new operational costs associated with this project.

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CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Name	Orchard/Tenth Crosswalk Enhancements	**Project No.**	800210
Category	Streets: Traffic Signals	**Department**	Public Works: Engineering
Project Type	New	**Project Manager**	CIP Engineer
Council Priorities	Enhance Public Safety Capabilities	**Location**	Tenth Street and Orchard Drive



Uncontrolled Crossing at Orchard Drive and Tenth Street

RRFB System at Wren Avenue and Byers Street

Project Description and Purpose

This project would install a Rectangular Rapid Flashing Beacon (RRFB) system at the intersection of Orchard Drive and Tenth Street. The RRFBs will be installed at the northeast and southeast corners of the intersection to increase the safety of students crossing the street to attend Gilroy High School. As part of this project, the existing curb and gutter will be extended to create “bulb-outs”, which are curb extensions used to narrow the roadway, shorten the pedestrian crossing distance, and provide additional pedestrian refuge areas at intersections.

Project Justification

This project is needed to increase the safety of pedestrians crossing Tenth Street to reach the high school. The current pedestrian crossing distance is approximately 80 feet in length. Traffic on Orchard Drive is controlled by a stop sign and traffic on Tenth Street is uncontrolled. Although drivers are required by law to yield to pedestrians crossing the street, citizens have expressed concerns of drivers not yielding to pedestrians at this location. The RRFB system will increase safety by alerting drivers that pedestrians are crossing the street. The addition of bulb-outs will reduce the pedestrian crossing distance to approximately 50 feet and will provide a raised concrete pad for installing the RRFBs, making them more visible to drivers and less likely to be damaged by vehicles.

Master Planning Documents

This project supports the City’s General Plan goals and policies. These goals and policies include correcting deficiencies and ensuring pedestrian facilities serve the function they are intended to serve.

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CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Funding

(Public Works) (800210)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Design		$9,300						**$9,300**
Construction		$62,700						**$62,700**
Con. Support		$8,000						**$8,000**
Total		**$80,000**						**$80,000**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Gas Tax Fund 2107 (211)		$80,000						**$80,000**
Total		**$80,000**						**$80,000**

Financial Comments

This project will be funded with Gas Tax Fund 2107 (211).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY21
Project Advertisement	FY21
Project Construction	FY21
Project Completion	FY21

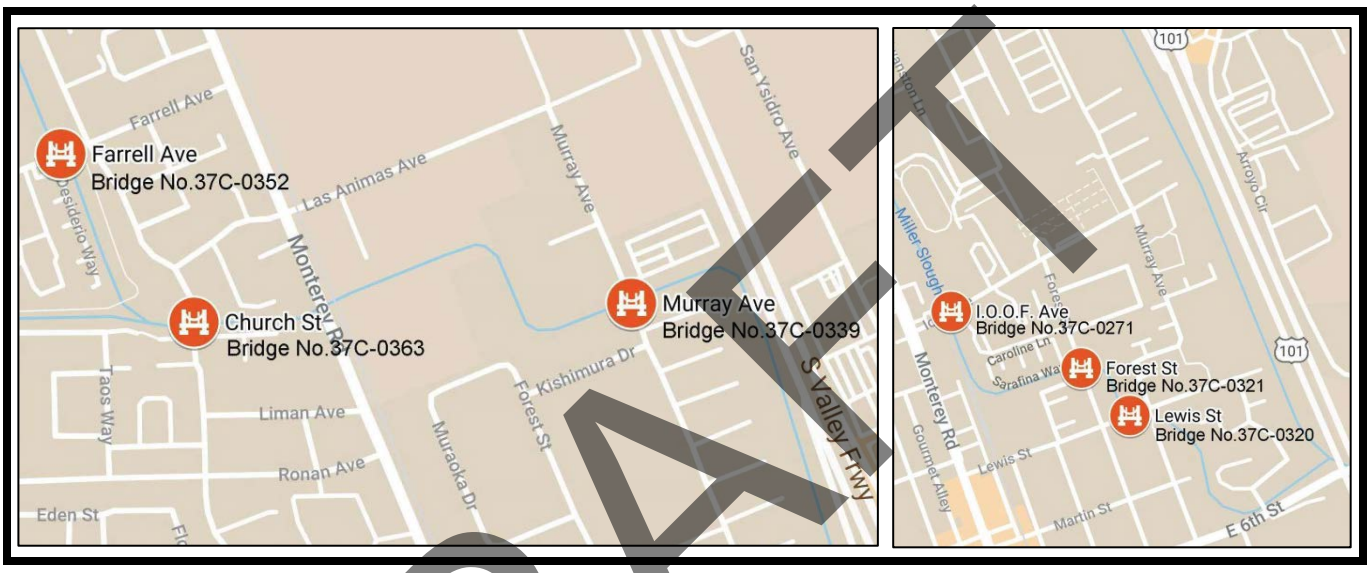
Ongoing Operational Cost Impact

There are minimal ongoing operational costs associated with this project improvements. Maintenance would be managed through the City's Street Light and Signal Maintenance Contract.

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CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Name	Bridge Preventative Maintenance Program	**Project No.**	800260
Category	Streets: Bridges	**Department**	Public Works: Engineering
Project Type	Rehabilitation	**Project Manager**	CIP Engineer
Council Priorities	Enhance Public Safety Capabilities	**Location**	Six Bridges at Various Locations within the City



Project Description and Purpose

In April 2006 Caltrans announced the creation of the Local Assistance Bridge Preventative Maintenance Program (BPMP). The BPMP program is funded through the Federal Highway Administration (FHWA) Highway Bridge Program (HBP), which, for the City of Gilroy, is administered through Caltrans District 4 Local Assistance.

This project includes cleaning and treating bridge decks with High Molecular Weight Methacrylate (HMWM) at six bridges throughout the City. The project will also include replacing traffic stripes and pavement markings, and other incidental and appurtenant work necessary for the proper construction of the improvements.

Project Justification

The purpose of the project is to extend the life of bridges by performing certain qualifying items of work, classified as “preventative maintenance”, to keep these bridges in structurally good condition while conserving limited funds for other bridges which may require major rehabilitation or replacement.

Master Planning Documents

This project is not listed in any master plan document but provides for safe and well-maintained travel way as identified in the City’s Traffic Circulation Master Plan.

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Project Funding

(Public Works) (800260)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Design	$42,072							**$42,072**
Construction		$200,000						**$200,000**
Con. Support		$142,909						**$142,909**
Total	**$42,072**	**$342,909**						**$384,981**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Transportation Grants Fund (224)		$304,385						**$304,385**
Gas Tax 2103 Fund (213)	$42,072	$38,524						**$80,596**
Total	**$42,072**	**$342,909**						**$384,981**

Financial Comments

A large portion of the Construction and Construction Engineering/Management Services for this project will be funded through the FHWA's Highway Bridge Program (88.53%), which will be reimbursed to the City upon completion of the project. The City's match (11.47%) to the project is funded out of Gas Tax Fund 213.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY19
Project Advertisement	FY20
Project Construction	FY21
Project Completion	FY21

Ongoing Operational Cost Impact

This project directly addresses maintenance needs. There are no new operational costs associated with this project.

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CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Name	Replace Station Alerting System – All Fire Stations	**Project No.**	800300
Category	Facilities: Building Systems	**Department**	Fire
Project Type	Replacement	**Project Manager**	Facilities Manager
Council Priorities	Enhance Public Safety Capabilities	**Location**	Chestnut, Las Animas, and Sunrise Fire Stations



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Project Description and Purpose

This project would replace the emergency altering system at the City's three fire stations:

- Chestnut Fire Station – Chestnut Street/Ninth Street
- Las Animas Fire Station – Wren Avenue/Welburn Avenue
- Sunrise Fire Station – Sunrise Drive East of Comanche Street

Project Justification

The City's current emergency alerting system is technologically out of date and experiences consistent failures. Between August 2018 and February 2019, the Las Animas Fire Station alone experienced over 60 station emergency alert system failures. These failures cause significant delays in responding to emergencies. Replacing the system with a state of the art system meets the City Council strategic goals of Enhancing Public Safety Capabilities. A new system will allow the City's emergency response personnel to provide improved response capabilities.

The Fire Department contracts with Santa Clara County Communications (SCCC) to repair and maintain the City's emergency alerting system. SCCC was able to create a temporary patch to the system to fix the problem, but this patch cannot be maintained long term.

Master Planning Documents

This project is not listed in any master plan documents.

Project Funding

(Fire) (800300)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Design		$6,600						**$6,600**
Construction		$291,200						**$291,200**
Con. Support		$2,200						**$2,200**
Total		**$300,000**						**$300,000**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Equipment Outlay Fund (605)		$300,000						**$300,000**
Total		**$300,000**						**$300,000**

Financial Comments

This project is fully funded by the Equipment Outlay Fund (605).

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY21
Project Advertisement	FY21
Project Construction	FY21
Project Completion	FY21

Ongoing Operational Cost Impact

There is a one-time $40k cost for CAD software interface between Dispatch and the station alerting system. Starting in year two, there is an ongoing annual maintenance cost of $3,600 for this CAD interface.

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CITY OF GILROY **COMPLETED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	San Ysidro Lighting / Picnic Area Improvements Project	**Project No.**	800740
Category	Parks and Trails: Other Structures or Facilities	**Department**	Public Works: Parks
Project Type	Replacement	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	7700 Murray Ave



Project Description and Purpose

The State of California Department of Parks and Recreation, Office of Grants and Local Services (OGALS) allocates funds to cities and counties based on population under Proposition 68. The City submitted a grant application to OGALS to provide new recreational opportunities at San Ysidro Park, including new lighting, barbecue grills, trash enclosures, a picnic bench, and a shaded structure.

Project Justification

Although all City parks were considered, San Ysidro Park was selected for the application based on eligibility requirements and other selection criteria including:

- Proximity to critically underserved communities
- Communities with low median household incomes
- High number of people below the poverty level
- Receiving community input in critically underserved communities
- Broad representation of residents (all ages) participating in community outreach efforts
- Solutions for safe public use and park beautification such as landscaping and public art
- Benefit the health and quality of life for youth, seniors, and families
- Mentoring of at-risk youth, senior socialization, and family bonding

Master Planning Documents

This project provides for a well-maintained park which is the focus of the Parks and Recreation Systems Master Plan.

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Project Funding

(Public Works) (800740)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design								
Design	$34,058							**$34,058**
Construction	$136,231							**$136,231**
Con. Support								
Total	**$170,289**							**$170,289**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)	$170,289							**$170,289**
Total	**$170,289**							**$170,289**

Financial Comments

This project will be funded by the General Fund (100). The General Fund will be reimbursed $127,717 by State Proposition 68 grant funds. The remaining $42,572 will be absorbed by the General Fund's Landscape Operating Budget.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY23
Project Advertisement	FY23
Project Construction	FY23
Project Completion	FY23

Ongoing Operational Cost Impact

The park is currently maintained by the Parks Division with maintenance costs included in the budget.

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CITY OF GILROY **COMPLETED**
2024-2028 CAPITAL IMPROVEMENT PROGRAM

Project Name	Gilroy Sports Park Playground Surface Repair	**Project No.**	800750
Category	Parks and Trails: Play Equipment	**Department**	Public Works: Parks
Project Type	Rehabilitation	**Project Manager**	Deputy Director Public Works
Council Priorities	Maintain and Improve City Infrastructure	**Location**	5925 Monterey Frontage Rd



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COMPLETED

Project Description and Purpose

The State of California Department of Parks and Recreation, Office of Grants and Local Services (OGALS) allocates funds to cities and counties based on population under Proposition 68. The City submitted a grant application to OGALS to provide needed repairs at the Gilroy Sports Park. The project will repair approximately 6,400 square feet of badly damaged recycled rubber playground surface at the Gilroy Sports Park.

Project Justification

Although all City parks were considered, the Gilroy Sports Park was selected for the application based on eligibility requirements and other selection criteria including:

- Proximity to critically underserved communities
- Communities with low median household incomes
- High number of people below the poverty level
- Receiving community input in critically underserved communities
- Broad representation of residents (all ages) participating in community outreach efforts
- Solutions for safe public use and park beautification such as landscaping and public art
- Benefit the health and quality of life for youth, seniors, and families
- Mentoring of at-risk youth, senior socialization, and family bonding

Master Planning Documents

This project provides for a well-maintained park which is the focus of the Parks and Recreation Systems Master Plan.

Project Funding

(Public Works) (800750)

Project Costs	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
Pre-Design								
Design	$21,000							**$21,000**
Construction	$84,000							**$84,000**
Con. Support								
Total	**$105,000**							**$105,000**

Funding Source	Total Prior	FY24	FY25	FY26	FY27	FY28	Beyond 5 Years	Project Total
General Fund (100)	$105,000							**$105,000**
Total	**$105,000**							**$105,000**

Financial Comments

This project will be funded by the General Fund (100). The General Fund will be reimbursed with $78,750 in State Proposition 68 grant funding. The remaining $26,250 will be will be absorbed by the General Fund's Landscape Operating Budget.

Estimated Project Schedule

Project Phase	Timeline
Project Design	FY23
Project Advertisement	FY23
Project Construction	FY23
Project Completion	FY23

Ongoing Operational Cost Impact

The park is currently maintained by the Parks Division with maintenance costs included in the budget.

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COMPLETED

CITY OF GILROY **COMPLETED**
2021-2025 CAPITAL IMPROVEMENT PROGRAM

Project Name	CHS Aquatics Pool Re-Plastering	**Project No.**	900380
Category	Facilities: Specialized Facilities	**Department**	Public Works: Facilities
Project Type	Rehabilitation	**Project Manager**	Facilities Manager
Council Priorities	Ensure Neighborhoods Benefit Equally from City Services	**Location**	850 Day Road



Project Description and Purpose

There are two pools at Christopher High School, an Olympic pool and a shallow wading pool. The plaster on the bottom of the shallow pool is peeling, cracking and bubbling. The plaster has been repaired approximately eight times over the last three years. The temporary fixes are not enduring so the entire pool requires re-plastering.

Project Justification

The County Health Department Health Inspector has documented that the bottom of the pool is rough, with areas of cracking and buckling. The City's Facilities staff has done some temporary repairs to address these areas; however the repairs are not enduring. At some point the pool may be shut down by the inspector. This pool is used by both the high school and the public, and is considered a significant community benefit. Losing access to this pool would be a significant impact to a number of stakeholders.

Master Planning Documents

This project is not listed in a master plan.

COMPLETED

Project Funding

(Public Works) (900380)

Project Costs	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Design							$24,200	**$24,200**
Construction							$220,000	**$220,000**
Total							**$244,200**	**$244,200**

Funding Source	Total Prior	FY21	FY22	FY23	FY24	FY25	Beyond 5 Years	Project Total
Unfunded							$244,200	**$244,200**
Total							**$244,200**	**$244,200**

Financial Comments

There is no funding for this project.

Estimated Project Schedule

Project Phase	Timeline
Project Study	Beyond FY25
Project Advertisement	Beyond FY25
Project Construction	Beyond FY25
Project Completion	Beyond FY25

Ongoing Operational Cost Impact

Annual re-plastering is expected every 10 to 15 years.

COMPLETED

FY24 to FY28 Capital Improvement Program General Plan Consistency

Project Number and Title		General Plan Consistency
800010	Rancho Hills Development Concrete Repairs	Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks schools, streets, water supply, and drainage. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.
800020	Tenth Street and Uvas Creek Bridge	Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 14.04 Crossings. Design street crossings to provide for the safety needs of bicyclists and pedestrians. River and other crossings by bridges will be designed to accommodate bike lanes or paths in accordance with the designations set forth in the Bicycle Transportation Plan. Bridges for the exclusive use of pedestrians and bicycles should be considered whenever barriers exist which impede convenient and safe access.
800770	Tenth Street/Hwy 101 Bridge Widening	
900070	Luchessa Bridge Pedestrian and Bicycle Safety Improvements	
900090	Mantelli/Church Bulb-Out and Crosswalk Improvements	
900230	Wren Avenue Bridge Over Lions Creek BPMP	
800030	Corp Yard Stormwater Compliance Improvements	Policy 15.01 Public Facilities and Development. Develop a system of public facilities that will: b) Minimize adverse impacts on the environment, and adverse fiscal, economic and social impacts on the community.
800040	Automall Parkway Pavement Rehabilitation	Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 14.03 Bicycle and Pedestrian Paths and Facilities. Correct deficiencies, expand existing facilities, and provide for the design of safer, convenient and attractive bicycle and pedestrian facilities whenever possible. Proposed roadways will be planned to accommodate bicycle traffic in accordance with the bikeway designations set forth in the City's Bicycle Transportation Plan. Similarly, greenbelts, linear parks, public easements and drainages reserved in public open space will be planned to accommodate bike and pedestrian traffic if they are so designated in the Bicycle Transportation Plan. Action 14.F Road Surfacing. Strive to maintain and improve the quality of the surface of the right-hand portion of existing roads as well as the travel lanes so that they are suitable for bicycle travel, regardless of whether or not bikeways are designated.
800060	Annual Citywide Pavement Rehabilitation	Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system.
800080	Annual Safe Routes to Schools	Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.
800110	Downtown Parking Management Plan	Action 12.G Downtown Parking District. Use the Downtown Specific Plan process to address parking coordination and design issues in the Downtown, and update the City's Downtown Parking Ordinance as necessary to ensure adequate parking facilities while maintaining the area's pedestrian orientation.
800120	Las Animas Park Tennis Court - Fence Replacement	Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 16.09 Physical Access. Ensure that all facilities and parks comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disabilities Act (ADA), and California Building Standards Code (Title 24, California Code of Regulations).

FY24 to FY28 Capital Improvement Program General Plan Consistency

Project Number and Title		General Plan Consistency
800050	McCarthy Site Well (Well #9)	Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.
800070	Annual Citywide Curb Ramp Project	
800250	Casey and Swanston Water Line Replacement	
800590	Broadway and Sargent Water Line Replacement	
800600	Church and Gurries Water Line Replacement	
800610	Church Street - Welburn to First Water Line Replacement	
800620	Forest and Eighth Water Line Replacement	
800630	Steel Water Service Lines Replacement Citywide	
800640	Monterey and Eighth Water Line Replacement	
800650	Abandon 2" Water Line from 7041 to 7161 Monterey Street	
800660	Murray at Burke Water Line Reroute	
800670	Saint Louise Hospital Large Water Meter Replacement	
800690	Water Reservoirs A and B - Painting	
800700	Water Reservoirs A and B - Retrofit Overflow Piping	
800710	Water Well Nos. 1, 2 and 4 Compliance Improvements	
800720	Water Well Nos. 1 and 2 Upgrade Improvements	
900730	Martin and Railroad Water Line Replacement	
900740	Monterey - Leavesley to Ronan Water Line Replacement	
800160	Golf Course Water Tank Replacement	Policy 15.06 Service Delivery. Provide adequate staffing and program support to maintain high quality service to residents at all community facilities.
800780	San Ysidro Park Healthy Living Enhancement	
900450	7380 Dowdy Building Demolition	
900460	Electrical Panel Evaluation Citywide for OSHA Requirements	
900480	Gilroy Center for the Arts HVAC Replacement	
900490	Old City Hall HVAC Replacement	
900500	Parks/Civic Facilities Sidewalk Improvements Citywide	
900510	City-Owned Parking Lots Resurfacing	
900520	Senior Center ADA Restroom Access	
900530	Senior Center Roof Replacement	
900610	Christmas Hill Park Trail Wayfinding Signage	
900620	Miller Park Restrooms Electrical Undergrounding	
900630	Forest Street Park Expansion	
900640	Las Animas Veterans Park Miscellaneous Facility Rehabilitation	
900680	Gilroy Sports Park Improvements Phases IV and V	
900690	Rehabilitate Softball Fields at Las Animas and Christmas Hill Parks	
FC2401	Cherry Blossom Apartments Reroofing	
FC2403	Civic Center Master Plan	
800180	Traffic Calming	Policy 12.02 System Function and Neighborhood Protection. Ensure that the existing and proposed highways, streets, bikeways and pedestrian paths serve the functions they are intended to serve, while protecting the character of residential neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.

FY24 to FY28 Capital Improvement Program General Plan Consistency

Project Number and Title		General Plan Consistency
800230	Shooting Range Assessment	Policy 18.01 Standards of Service. Continue to provide and maintain police and fire servicesthat are adequate in manpower, equipment, and resources to respond to localizedemergencies and calls for service within the City. The departments' current levels ofservice should be maintained or improved as the City continues to grow, with average emergency response times for police services of approximately 4.5 minutes and average emergency response times for fire services of less than 5.0 minutes. Policy 15.06 Service Delivery. Provide adequate staffing and program support to maintainhigh quality service to residents at all community facilities.
800240	Traffic Circulation Master Plan Update	Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.
800270	Lions Creek Trail West of Santa Teresa and Day	Policy 16.05 Trails Master Plan. Develop a Trails Master Plan to guide the planning, design and implementation of a citywide trail network. The Plan should indicate specific trail alignments and opportunities, identify private and public property with trails potential, and set forth acquisition/easement priorities. To support implementation of the Trails Master Plan, encourage incentive points for on-site trails dedication or contribution to off-site trails as part of the RDO process. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.
800280	Lions Creek Trail West Gap Closure - Kern to Day	
800320	Annual Shared-Cost Sidewalk Replacement Program	
800330	Annual Pavement Markings	
800450	Annual CDBG Sidewalk/Curb Ramp Project	
900100	Miller/Uvas Creek Trail Pedestrian Improvements	
900400	Chestnut Fire Station Bay Heaters and HVAC Replacement	Policy 18.01 Standards of Service. Continue to provide and maintain police and fire services that are adequate in manpower, equipment, and resources to respond to localized emergencies and calls for service within the City. The departments' current levels of service should be maintained or improved as the City continues to grow, with average emergency response times for police services of approximately 4.5 minutes and average emergency response times for fire services of less than 5.0 minutes. Policy 15.06 Service Delivery. Provide adequate staffing and program support to maintain high quality service to residents at all community facilities.
900590	Chestnut Fire Station Seismic Upgrade	
800290	Santa Teresa Fire District Station - New Station	
900600	Las Animas Fire Station Upgrade and Renovation	
FR2401	Santa Teresa Fire District Temporary Fire Station	
800310	Automated Flexnet Water Meter Installation	Goal 19 Infrastructure GOAL: Infrastructure systems that meet residents' needs; conserve resources; protect the environment; and protect public health and safety.
800340	Annual Signal/Street Light Maintenance	Action 12.J Signal Timing. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, continue and expand local signal timing programs. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 12.08 Standard Level of Service (LOS). Maintain traffic conditions at LOSC or better at Gilroy intersections and roadways, allowing some areas (as specified on the 'Level of Service D Areas' Map, page 6-11) subject to the timing and other limitations imposed by the Gilroy Urban Growth Boundary Initiative) to operate at LOSD or better. Exceptions to this standard will be allowed only where the City Council determines that the improvements needed to maintain the City's standard level of service at specific locations are infeasible.

FY24 to FY28 Capital Improvement Program General Plan Consistency

Project Number and Title		General Plan Consistency
800350	Luchessa/Church Traffic Signal Installation	Action 12.J Signal Timing. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, continue and expand local signal timing programs. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.
800360	Mantelli/Kern Traffic Signal Installation	Action 12.J Signal Timing. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, continue and expand local signal timing programs. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.
800370	Monterey/I.O.O.F. Traffic Signal Installation	Action 12.J Signal Timing. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, continue and expand local signal timing programs. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.
800380	Church Street Storm Drain Extension - Seventh to 7233 Church	Policy 19.09 Storm Drain System. Provide and maintain a system of storm drains to protect areas of development from localized flooding.
800390	Miller and Third Storm Drain Rehabilitation	
800400	Monterey and Luchessa Storm Drain Modifications	
800430	Cohansey Avenue/Terri Court Storm Drain Improvements	
900030	Drainage Improvements to Mitigate Minor Flooding	
900130	Storm Drain Cleaning and Inspection Program	
900140	Fifth Street - Miller to Princevalle Storm Drain Replacement	
900150	Fifth Street - Princevalle to Rosanna New Storm Drain Trunk	
900160	Forest and Eighth Storm Drain Connection Replacement	
900170	Ninth Street Storm Drain Extension - Monterey to Eigleberry	
900180	Princevalle System - Fifth to Santa Paula Storm Drain Improvements	
900190	Rosanna - Fourth to Princevalle Channel Storm Drain Improvements	
900200	Second Street - Hanna to Miller Slough Storm Drain Improvements	
900210	Third Street Storm Drain Extension - Hanna to Eigleberry	
EN2405	Master Plan Projects - Storm Drain Improvements	
800410	Traffic Signal Upgrades Citywide	Action 12.J Signal Timing. In accordance with the recommendations of the Bay Area AirQuality Management District in the 2000 Clean Air Plan, continue and expandlocal signal timing programs. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existingresidential neighborhoods, ensuring adequate public facilities such as parks,schools, streets, water supply, and drainage. Policy 12.01 Street System. Use the proposed major street system (designed to accommodatetraffic at build-out of the General Plan) shown on the Circulation Map and theBicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas toencourage direct connections between neighborhoods; to encourage internalmovement by bicycling and walking; and to provide safer and quieter neighborhoods.

FY24 to FY28 Capital Improvement Program General Plan Consistency

Project Number and Title		General Plan Consistency
800420	Utility Undergrounding - Monterey Street - Eighth to Tenth	Policy 1.13 Undergrounding of Utilities. Remove overhead utility lines and wooden poles in central areas, and ultimately throughout the City, and require undergrounding of utilities in all new developments.
800440	Automall/Luchessa Traffic Signal Installation	Action 12.J Signal Timing. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, continue and expand local signal timing programs. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.
800460	State Trash Amendments Stormwater Compliance Project	Policy 19.09 Storm Drain System. Provide and maintain a system of storm drains to protect areas of development from localized flooding.
800470	Stormwater NPDES Compliance	
900220	Storm Outfalls #6 and #7 - Investigations and Monitoring	
900250	Development of Stormwater Specifications	
800480	First/Kern Traffic Signal Installation	Action 12.J Signal Timing. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, continue and expand local signal timing programs. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.
800490	Annual Citywide Sewer Repair and Rehabilitation	Policy 19.03 Sewer, Treatment, and Disposal Capacities. Provide and maintain adequate sewers, wastewater treatment, and treated water disposal capacities to meet the needs of future growth (residential, industrial, and other).
800510	Asbestos Cement Sewer Pipe Replacement Citywide	
800520	Carmel-Dowdy Alley - Sixth to Seventh Sewer Replacement	
800530	Large Diameter Sewer Rehabilitation Citywide	
800540	Monterey and Princevalle Sewer Network	
800550	Old Gilroy - Chestnut to Forest Sewer Upgrade	
800560	Seventh St - Carmel-Dowdy to Hanna-Rosanna Alleys Sewer Replacement	
800570	Sewer Plan Expansion (SCRWA)	
900720	Old Gilroy Street at Railroad Crossing Sewer Replacement	
SW2401	Master Plan Projects - Sewer Improvements	
SW2402	Joint Morgan Hill-Gilroy Trunk Line Repairs	

FY24 to FY28 Capital Improvement Program General Plan Consistency

Project Number and Title	General Plan Consistency
800730 Gateway Senior Apartments Pedestrian Crossing Safety Improvements	Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.
800760 Gourmet and Railroad Alley Improvements	Policy 1.06 Downtown. Promote the old downtown section of Monterey Street as the focal point for community identity, providing a “sense of place” and feeling of historic continuity for Gilroy residents. Action 12. G Downtown Parking District. Use the Downtown Specific Plan process to address parking coordination and design issues in the Downtown, and update theCity’s Downtown Parking Ordinance as necessary to ensure adequate parking facilities while maintaining the area’s pedestrian orientation.
900110 Murray Avenue Sidewalk Gap Closure	Policy 16.05 Trails Master Plan. Develop a Trails Master Plan to guide the planning, designand implementation of a citywide trail network. The Plan should indicate specific trail alignments and opportunities, identify private and public property withtrails potential, and set forth acquisition/easement priorities. To support implementation of the Trails Master Plan, encourage incentive points for on-site trailsdedication or contribution to off-site trails as part of the RDO process. Policy 12.01 Street System. Use the proposed major street system (designed to accommodatetraffic at build-out of the General Plan) shown on the Circulation Map and theBicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas toencourage direct connections between neighborhoods; to encourage internalmovement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existingresidential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.
900120 Sidewalk Gap Closure - 8340 Swanston Lane	Policy 16.05 Trails Master Plan. Develop a Trails Master Plan to guide the planning, design and implementation of a citywide trail network. The Plan should indicate specific trail alignments and opportunities, identify private and public property with trails potential, and set forth acquisition/easement priorities. To support implementation of the Trails Master Plan, encourage incentive points for on-site trails dedication or contribution to off-site trails as part of the RDO process. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.
900260 Update to the City's Trails Master Plan (Bike Master Plan) 900270 Development of a Pedestrian Master Plan	Policy 16.05 Trails Master Plan. Develop a Trails Master Plan to guide the planning, design and implementation of a citywide trail network. The Plan should indicate specific trail alignments and opportunities, identify private and public property with trails potential, and set forth acquisition/easement priorities. To support implementation of the Trails Master Plan, encourage incentive points for on-site trails dedication or contribution to off-site trails as part of the RDO process.

FY24 to FY28 Capital Improvement Program General Plan Consistency

Project Number and Title		General Plan Consistency
900280	Update to the City's Standard Drawings/Specifications/ Design Standards	Goal 12 Traffic Circulation and Parking GOAL: (a) A functional and balanced transportation system that provides access for all, is compatible with existing and proposed land uses, and minimizes emissions of air pollutants; (b) A coordinated multi-modal system that accommodates private motor vehicles, pedestrians, bicycles and mass transit.
900290	Development of an ADA Transition Plan	Policy 16.09 Physical Access. Ensure that all facilities and parks comply with State and Federalaccessibility codes and standards, such as those established by the Americans withDisabilities Act (ADA), and California Building Standards Code (Title 24, California Code of Regulations). Policy 15.06 Service Delivery. Provide adequate staffing and program support to maintainhigh quality service to residents at all community facilities.
900320	Railroad At-Grade Crossing Pedestrian Safety Improvements	Policy 1.03 Uses East of Highway 101. Restrict lands east of Highway 101 to industrialand agricultural use except for (1) commercial developments that draw a clearmajority of customers from outside of Gilroy, in accordance with criteriaestablished by the City of Gilroy; and (2) public and quasi-public facilitiesidentified on the Land Use Plan Map. The City will encourage the maintenanceof agricultural uses in all undeveloped industrially designated areas. Residentialcare facilities will only be allowed in the area east of Highway 101 if they meetthe criteria set forth in Policy 14.05, Residential Care Facilities for Seniors. Policy 12.01 Street System. Use the proposed major street system (designed to accommodatetraffic at build-out of the General Plan) shown on the Circulation Map and theBicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas toencourage direct connections between neighborhoods; to encourage internalmovement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existingresidential neighborhoods, ensuring adequate public facilities such as parks,schools, streets, water supply, and drainage. Policy 14.04 Crossings. Design street crossings to provide for the safety needs of bicyclistsand pedestrians. River and other crossings by bridges will be designed to accommodate bike lanes or paths in accordance with the designations set forth in theBicycle Transportation Plan. Bridges for the exclusive use of pedestrians and bicycles should be considered whenever barriers exist which impede convenient andsafe access.
900330	Neighborhood Street Lighting	Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.
900350	Church Street Sidewalk Gap Closure	Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.
900360	ADA Assessment - City Facilities Citywide	Policy 16.09 Physical Access. Ensure that all facilities and parks comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disabilities Act (ADA), and California Building Standards Code (Title 24, California Code of Regulations). Policy 15.06 Service Delivery. Provide adequate staffing and program support to maintain high quality service to residents at all community facilities.
900650	Christmas Hill Ranch Site Master Planning	Policy 15.06 Service Delivery. Provide adequate staffing and program support to maintain high quality service to residents at all community facilities. Policy 16.04 Parks and Recreation System Master Plan. Develop and regularly update a Parks and Recreation System Master Plan to guide the planning, design and implementation of a citywide system of parks and recreation facilities and programs, including cultural and other special use facilities, in keeping with the goals and policies of the General Plan. The Parks and Recreation System Master Plan should be reviewed and updated every 5 years, in coordination with the General Plan when feasible.
900660	Farrell Park Facility Master Planning	
900670	Uvas Creek Staging and Neighborhood Park Master Planning	

FY24 to FY28 Capital Improvement Program General Plan Consistency

Project Number and Title	General Plan Consistency
EN2402 Ice Center Infrastructure	Policy 15.06 Service Delivery. Provide adequate staffing and program support to maintain high quality service to residents at all community facilities. Policy 16.04 Parks and Recreation System Master Plan. Develop and regularly update a Parks and Recreation System Master Plan to guide the planning, design and implementation of a citywide system of parks and recreation facilities and programs, including cultural and other special use facilities, in keeping with the goals and policies of the General Plan. The Parks and Recreation System Master Plan should be reviewed and updated every 5 years, in coordination with the General Plan when feasible. Goal 19 Infrastructure GOAL: Infrastructure systems that meet residents' needs; conserve resources; protect the environment; and protect public health and safety.
EN2403 Corporation Yard EV and EV Charging	Goal 19 Infrastructure GOAL: Infrastructure systems that meet residents' needs; conserve resources; protect the environment; and protect public health and safety.
EN2404 Monterey Rd Sidewalk - Luchessa to Tenth	Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.
EN2406 Luchessa Ave / Rossi Ln Reconstruction	Policy 16.05 Trails Master Plan. Develop a Trails Master Plan to guide the planning, design and implementation of a citywide trail network. The Plan should indicate specific trail alignments and opportunities, identify private and public property with trails potential, and set forth acquisition/easement priorities. To support implementation of the Trails Master Plan, encourage incentive points for on-site trails dedication or contribution to off-site trails as part of the RDO process. Policy 12.01 Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system. Policy 12.03 Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods. Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.
FC2404 Citywide Energy Saving Measures	Goal 19 Infrastructure GOAL: Infrastructure systems that meet residents' needs; conserve resources; protect the environment; and protect public health and safety.
PK2401 Citywide Park Restroom Reroofing/Rehabilitation	Policy 15.06 Service Delivery. Provide adequate staffing and program support to maintain high quality service to residents at all community facilities. Policy 16.04 Parks and Recreation System Master Plan. Develop and regularly update a Parks and Recreation System Master Plan to guide the planning, design and implementation of a citywide system of parks and recreation facilities and programs, including cultural and other special use facilities, in keeping with the goals and policies of the General Plan. The Parks and Recreation System Master Plan should be reviewed and updated every 5 years, in coordination with the General Plan when feasible. Goal 19 Infrastructure GOAL: Infrastructure systems that meet residents' needs; conserve resources; protect the environment; and protect public health and safety.
PK2402 Parks Master Plan	Policy 16.04 Parks and Recreation System Master Plan. Develop and regularly update a Parks and Recreation System Master Plan to guide the planning, design and implementation of a citywide system of parks and recreation facilities and programs, including cultural and other special use facilities, in keeping with the goals and policies of the General Plan. The Parks and Recreation System Master Plan should be reviewed and updated every 5 years, in coordination with the General Plan when feasible.
WT2401 Master Plan Projects - Water Improvements	Policy 1.05 Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage.

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY FINDING THE PROPOSED 2024-2028 CAPITAL IMPROVEMENT PROGRAM IN CONFORMANCE WITH THE GENERAL PLAN

WHEREAS, the City of Gilroy Capital Improvement Program (CIP) is a five-year program adjusted annually that outlines public improvements and estimated expenditures to construct improvements. The current CIP has been updated for the 2024-2028 time period for City Council review and consideration; and

WHEREAS, California Government Code Section 65401 requires that the City's Planning Commission make a determination that the annual CIP is in conformance with the City's General Plan; and

WHEREAS, the Planning Division completed an environmental assessment for the project in accordance with the California Environmental Quality Act (CEQA), and recommends that the Planning Commission determine that the General Plan Conformity Finding is not subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378 in that the General Plan conformance finding as required by State law is not a project as defined under CEQA; and

WHEREAS, on May 4, 2023, the Planning Commission held a public meeting and reviewed the 2024-2028 CIP for consistency with the General Plan 2040.

NOW, THEREFORE, the Planning Commission of the City of Gilroy hereby finds, determines and resolves as follows:

Section 1: The Planning Commission has duly considered the full record before it, including the City staff report, the 2024-2028 CIP, testimony by staff and the public, and other materials and evidence submitted or provided to the Commission. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.

Section 2: The Planning Commission determines that the General Plan Conformity Finding is not subject to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15378 since it is not a project as defined under CEQA.

Section 3: The Planning Commission finds that each of the Capital Improvement Projects contained in the proposed 2024-2028 Capital Improvement Program is in conformance with the City of Gilroy General Plan 2040 as outlined in the General Plan Consistency Table attached to the Planning Commission staff report dated May 4, 2023.

Section 4: The Planning Commission of the City of Gilroy hereby adopts this Resolution finding the proposed 2024-2028 Capital Improvement Program is in conformity with the General Plan and directs staff to transmit this finding to the City Council in compliance with Government Code section 65401.

PASSED AND ADOPTED this 4th day of May, 2023 by the following roll call vote:

AYES:

NOES:

ABSENT:

ATTEST:

_____
Sharon Goei, Secretary
Community Development Director

APPROVED:

_____
Manny Bhandal, Chairperson

Community Development Department

Sharon Goei
DIRECTOR

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

DATE: May 4, 2023

TO: Planning Commission

FROM: Susana Ramirez, Engineer I

SUBJECT: Planning Commission Review of a Resolution of the City Council of the City of Gilroy Requesting the Allocation of Fiscal Year 2024 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding from the Metropolitan Transportation Commission

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RECOMMENDATION:

Receive report, provide feedback, and recommend City Council adopt a resolution to approve the Transportation Development Act Article 3 grant funding request from the Metropolitan Transportation Commission for Fiscal Year 2024.

BACKGROUND:

The Transportation Development Act Article 3 (TDA 3) provides funding to cities annually for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, awards the TDA 3 grant funding. MTC allows each county to determine how to use the TDA 3 funds, which amount to about 2% of TDA funds collected in the county.

MTC sets forth policies and procedures for TDA 3 funds. All projects must be reviewed and recommended to the City Council by the local bicycle advisory committee, and the City Council must approve the funding request. MTC reviews the applications and allocates the funds to eligible projects. The Planning Commission of the City of Gilroy acts as the bicycle and pedestrian commission for the City of Gilroy, as required by the MTC and its funding requirements.

TDA funds are eligible for the following types of projects:

1. Construction and/or engineering of a bicycle or pedestrian capital project
2. Maintenance of a multi-purpose path that is closed to motorized traffic
3. Bicycle safety education program (no more than 5% of county total)
4. Development of comprehensive bicycle or pedestrian facilities plans (allocations to a claimant for this purpose may not be made more than once every five years)
5. Restriping Class II bicycle lanes.

The TDA Article 3 project must be ready to implement within one year of the application cycle, which closes on May 26, 2023.

ANALYSIS:

Title II of the ADA requires state and local governments to provide ADA-compliant curb ramps along pedestrian routes in the public right-of-way whenever streets are altered. Alterations include reconstruction, rehabilitation, resurfacing, and widening. Based on Title II of the ADA, the City's upcoming FY24 Annual Citywide Pavement Rehabilitation Project will result in the need to construct approximately 65 curb ramps.

Staff selected a total of 22 curb ramps from the FY24 Annual Citywide Pavement Rehabilitation Project to be included in the FY24 Annual Citywide Curb Ramp Project. Additional deficient curb ramps will be constructed as part of the FY24 Annual Citywide Pavement Rehabilitation Project and the FY24 Annual CDBG Sidewalk/Curb Ramp Project.

Staff has identified this project for the annual TDA Article 3 grant funding, as a qualifying pedestrian capital project. As required by the TDA Article 3 grant, the local body designated to review bicycle and pedestrian projects to recommend the project to the City Council. The attached resolution is required to be adopted by the City Council in order to apply for and receive grant funds. Staff recommends the Planning Commission recommend the City Council adopt the resolution.

FISCAL IMPACT/FUNDING SOURCE:

The total cost of the FY24 Annual Citywide Curb Ramp Project is estimated to be $240,000 of which $220,000 will be funded by the TDA 3 grant with the remaining $20,000 to be funded with Vehicle Registration Fees (220).

NEXT STEPS:

Staff will recommend the adoption of this resolution by City Council on May 15, 2023.

Attachments:

1. MTC Resolution
2. Resolution Findings Attachment A
3. TDA 3 Fund Grant Application

RESOLUTION 2023-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY REQUESTING THE ALLOCATION OF FISCAL YEAR 2024 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING FROM THE METROPOLITAN TRANSPORTATION COMMISSION

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, Revised, entitled "Transportation Development Act, Article 3, Pedestrian/Bicycle Projects," which delineates procedures and criteria for submission of requests for the allocation of "TDA Article 3" funding; and

WHEREAS, MTC Resolution No. 4108, Revised requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

WHEREAS, the City of Gilroy desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

NOW, THEREFORE, BE IT RESOLVED THAT the City of Gilroy declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

RESOLVED THAT there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the City of Gilroy to carry out the project; and furthermore, be it

RESOLVED THAT the City of Gilroy attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

RESOLVED THAT a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Santa Clara County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

PASSED AND ADOPTED by the City Council of the City of Gilroy at a regular meeting duly held on the 15th day of May 2023 by the following roll call vote:

AYES:	**COUNCIL MEMBERS:**
NOES:	**COUNCIL MEMBERS:**
ABSTAIN:	**COUNCIL MEMBERS:**
ABSENT:	**COUNCIL MEMBERS:**

APPROVED:

_____
Marie Blankley, Mayor

ATTEST:

_____
Thai Nam Pham, City Clerk

Resolution No. 2023-XX
Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2024 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

Findings

1. That the City of Gilroy is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the City of Gilroy legally impeded from undertaking the project(s) described in "Attachment B" of this resolution.

2. That the City of Gilroy has committed adequate staffing resources to complete the project(s) described in Attachment B.

3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).

4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.

5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).

6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).

7. That the project(s) described in Attachment B are for capital construction and/or final design and engineering or quick build project; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic and/or Class IV separated bikeway; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the City of Gilroy within the prior five fiscal years.

8. That the project(s) described in Attachment B which are bicycle projects have been included in a detailed bicycle circulation element included in an adopted general plan, or included in an adopted comprehensive bikeway plan (such as outlined in Section 2377 of the California Bikeways Act, Streets and Highways Code section 2370 et seq.) or responds to an immediate community need, such as a quick-build project.

9. That any project described in Attachment B bicycle project meets the mandatory minimum safety design criteria published in the California Highway Design Manual or is in a National Association of City and Transportation Officials (NACTO) guidance or similar best practices document.

10. That the project(s) described in Attachment B will be completed in the allocated time (fiscal year of allocation plus two additional fiscal years).

11. That the City of Gilroy agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Attachment B

TDA Article 3 Project Application Form

1. **Agency**	City of Gilroy		
2. **Primary Contact**	Susana Ramirez, Engineer I		
3. **Mailing Address**	7351 Rosanna St, Gilroy, CA 95020		
4. **Email Address**	susana.ramirez@cityofgilroy.org	5. **Phone Number**	408-846-0212
6. **Secondary Contact** (in the event primary is not available)	Ogarita Carranza, Management Analyst		
7. **Mailing address** (if different) N/A☒			
8. **Email Address**	Ogarita.Carranza@cityofgilroy.org	9. **Phone Number**	408-846-0255
10. **Send allocation instructions to** (if different from above):			
11. **Project Title**	FY24 Citywide Curb Ramp Project		
12. **Amount requested**	$220,000	13. **Fiscal Year of Claim**	2024

14. **Description of Overall Project:**

This project will perform curb ramp upgrades at various locations throughout to the City to meet ADA accessibility standards.

15. **Project Scope Proposed for Funding:** (Project level environmental, preliminary planning, and ROW are ineligible uses of TDA funds.)

The TDA funds being requested will be used only for construction costs. The local funds will be used for construction, construction management, and design costs.

16. **Project Location:** A map of the project location is attached or a link to a online map of the project location is provided below:

Various locations throughout the City of Gilroy.

Project Relation to Regional Policies (for information only)

17. Is the project in an Equity Priority Community? Yes☐ No☒

18. Is this project in a Priority Development Area or a Transit-Oriented Community? Yes☐ No☒

19. **Project Budget and Schedule**

Project Phase	TDA 3	Other Funds	Total Cost	Estimated Completion (month/year)
Bike/Ped Plan				
ENV				
PA&ED				
PS&E				
ROW				
CON	$220,000	$20,000	$240,000	06/2024
Total Cost	**$220,000**	**$20,000**	**$240,000**	

Project Eligibility

A. Has the project been reviewed by the Bicycle and Pedestrian Advisory Committee? Yes☐ No☒

If "YES," identify the date and provide a copy or link to the agenda.

If "NO," provide an explanation. Expected Date: May 04, 2023

B. Has the project been approved by the claimant's governing body? Yes☐ No☒

If "NO," provide expected date: May 15, 2023

C. Has this project previously received TDA Article 3 funding? Yes☐ No☒

(If "YES," provide an explanation on a separate page)

D. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? Yes☐ No☐ N/A☒

E. **1.** Is the project categorically exempt from CEQA, pursuant to CCR Section 15301(c), Existing Facility? Yes☒ No☐

2. If "NO" above, is the project is exempt from CEQA for another reason? Yes☐ No☐

Cite the basis for the exemption. _____ N/A☒

If the project is not exempt, please check "NO," and provide environmental documentation, as appropriate.

F. Estimated Completion Date of project (month and year): June 2024

G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility, please identify below and provide the agreement. Yes☒ No☐

The City shall maintain the project.

H. Is a Complete Streets Checklist required for this project ? Yes☐ No☒
If the amount requested is over $250,000 or if the total project phase or construction phase is over $250,000, a Complete Streets checklist is likely required. Please attach the Complete Streets checklist or record of review, as applicable. More information and the for may be found here: https://mtc.ca.gov/planning/transportation/complete-streets

Community Development Department

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http://www.cityofgilroy.org

TO: Planning Commission
FROM: Sharon Goei, Community Development Director
Kraig Tambornini, Senior Planner
DATE: May 4, 2023
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 6, 2023 meeting.

APPROVED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
None			

DENIED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
None			

AS Architectural and Site Review

The current status of other planning projects is available online at:
https://www.cityofgilroy.org/298/Development-Activity-Projects