



PLANNING COMMISSION REGULAR MEETING AGENDA

Thursday, December 7, 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:
annedore.kushner@cityofgilroy.org

Commissioners:

Stefanie Elle:
stefanie.elle@cityofgilroy.org
Joan Lewis:
joan.lewis@cityofgilroy.org

Adriana Leongardt:
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Kelly Ramirez:
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Terence Fugazzi:
terence.fugazzi@cityofgilroy.org

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. November 2, 2023 Planning Commission Meeting Minutes

6. PUBLIC HEARINGS

6.1. StorQuest Self-Storage, Architectural & Site Review / Conditional Use Permit, Located on a vacant parcel at Gilman Road @ Camino Arroyo, APN 841-18-086 (Application AS 22-19 / CUP 22-04)

1. Staff Report: Cindy McCormick, Customer Service Manager
2. Public Hearing:
3. Close Public Hearing:
4. Disclosure of Ex-Parte Communication:
5. Possible Action:
Staff has analyzed the proposed project and recommends that the Planning Commission:
 - a. Based on its independent analysis, adopt the Mitigated Negative Declaration (MND) and find that the Mitigated Negative Declaration (MND) was completed in compliance with the California Environmental Quality Act (CEQA) and that there is no substantial evidence that the project will have a significant effect on the environment; and
 - b. Adopt a resolution approving Architectural and Site Review permit application AS 22-19; and
 - c. Adopt a resolution approving Conditional Use Permit application CUP 22-04.

7. NEW BUSINESS

7.1. Acceptance of the 2024 Planning Commission Meeting Schedule

1. Staff Report: Sharon Goei, Community Development Director
2. Public Comment:
3. Possible Action:
Accept the 2024 Planning Commission meeting schedule.

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 January 11, 2024 at 6:00 PM

**City of Gilroy
Planning Commission
Regular Meeting Minutes
Thursday, November 2, 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 Thursday, October 26, 2023 at 6:25 p.m.

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

4. PUBLIC COMMENTS

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

Gary Walton provided a public comment regarding the Miller Red Barn.

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

5. CONSENT AGENDA

5.1. October 5, 2023 Planning Commission Meeting Minutes

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

RESULT: Pass [6 – 0]

MOVER: Chair Bhandal

SECONDER: Commissioner Ramirez

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

ABSENT: Commissioner Elle

6. PUBLIC HEARINGS

6.1. Zoning Ordinance Amendment to Modify Chapter 30, Article LIV of the Gilroy City Code Relating to Accessory Dwelling Units (Z 23-05)

1. Staff Report: Erin Freitas, Planner II
2. Public Hearing
Chair Bhandal opened the item to public hearing.
3. Close Public Hearing
There being no speakers, Chair Bhandal closed the public hearing.
4. Disclosure of Ex-Parte Communication
None.
5. Possible Action:
Staff has analyzed the proposed project, and recommends that the Planning Commission:
 - a. Recommend that the City Council, based on its independent analysis, find that approval of the Gilroy City Code (Zoning) amendment is statutorily exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15282(h) for the adoption of an ordinance regarding second units in a single-family or multifamily residential zone by a city or county to implement the provisions of Section 65852.2 of the Government Code as set forth in Section 21080.17 of the Public Resources Code; and
 - b. Recommend that the City Council adopt an Ordinance (Z 23-05), approving amendments to the Gilroy City Code, Chapter 30 (Zoning), Article LIV regarding Accessory Dwelling Units.

Staff responded to Commission questions on the modifications to the ordinance, including deed restriction, front setback encroachment, and ADU size.

Motion made by Commissioner Ramirez; seconded by Commissioner Lewis to:

- a. Recommend that the City Council, based on its independent analysis, find that approval of the Gilroy City Code (Zoning) amendment is statutorily exempt from review under the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15282(h) for the adoption of an ordinance regarding second units in a single-family or multifamily residential zone by a city or county to implement the provisions of Section 65852.2 of the Government Code as set forth in Section 21080.17 of the Public Resources Code; and
- b. Recommend that the City Council adopt an Ordinance (Z 23-05), approving amendments to the Gilroy City Code, Chapter 30 (Zoning), Article LIV regarding Accessory Dwelling Units.

RESULT: Pass [5 – 1]

MOVER: Commissioner Ramirez

SECONDER: Commissioner Lewis

AYES: Commissioner Fugazzi, Lewis, Ramirez, Vice Chair Kushner, and Chair Bhandal

NAYS: Commissioner Leongardt

ABSENT: Commissioner Elle

7. NEW BUSINESS

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

Community Development Director, Sharon Goei, and Customer Service Manager, Cindy McCormick, presented the Commission with an updated draft of the Planning Commission annual presentation reflecting the recommendations provided by the Planning Commission at the October 5th regular meeting.

8. INFORMATIONAL ITEMS

8.1. Planning Division Staff Approvals

There was one Planning project approval, Application No. AS 23-07 for a new hillside single family residence in the Residential Hillside(RH) zoning district.

9. PLANNING DIVISION REPORT

Community Development Director, Sharon Goei, provided the Commission with an update on the Yamane project that was approved at the October 5th regular Planning Commission meeting. Goei informed the Commission that landscaping and parking for this project was able to be moved to the west side of the property adjacent to the railroad tracks. Updated plans will be submitted to City staff reflecting these changes which are consistent with Planning Commission direction.

Community Development Director, Sharon Goei, responded to the Commission inquiry regarding two preliminary applications filed earlier this year that cited the use of Builder's Remedy.

Customer Service Manager, Cindy McCormick, informed the Commission that they should have received an email regarding the Notice of Intent to adopt a Mitigated Negative Declaration for a storage facility project that will be presented to the Planning Commission at the December 7th regular meeting.

10. ASSISTANT CITY ATTORNEY REPORT

Assistant City Attorney, Jolie Houston, informed the Commission that the City of Gilroy prevailed in a Public Records Act (PRA) lawsuit that was initiated prior to the COVID-19 pandemic.

11. ADJOURNMENT To the Next Meeting of Thursday, December 7, 2023 at 6:00 PM

Chair Bhandal adjourned the meeting at 6:52 p.m.

Ariana Fabian

Ariana Fabian, Planning Technician



Community Development Department

Sharon Goei
DIRECTOR

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Telephone: (408) 846-0451 | Fax: (408) 846-0429
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DATE: December 7, 2023

TO: Planning Commission

FROM: Cindy McCormick, Customer Service Manager

SUBJECT: StorQuest Self-Storage, Architectural & Site Review / Conditional Use Permit, Located on a vacant parcel at Gilman Road @ Camino Arroyo, APN 841-18-086 (Application AS 22-19 / CUP 22-04)

RECOMMENDATION:

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

- a. Based on its independent analysis, adopt the Mitigated Negative Declaration (MND) and find that the Mitigated Negative Declaration (MND) was completed in compliance with the California Environmental Quality Act (CEQA) and that there is no substantial evidence that the project will have a significant effect on the environment; and
- b. Adopt a resolution approving Architectural and Site Review permit application AS 22-19; and
- c. Adopt a resolution approving Conditional Use Permit application CUP 22-04.

PROJECT DESCRIPTION:

The proposed StorQuest Storage Facility (project) includes construction of a 57,671-square-foot self-storage facility on a vacant 5.37 acre parcel (APN 841-18-086) with a General Industrial General Plan land use and General Industrial (M2) zoning designation. Development of the site will also include a 150-foot setback to the agricultural property to the east and a 35-foot setback to the top of the bank of Miller Slough (a Category 2 stream), which feeds into the Llagas Creek watershed.

The project is composed of nine separate buildings, including one 1,050 square foot leasing office building and eight storage buildings with interior units and exterior drive-up units. Some of the drive-up units would be sized large enough to allow for interior boat storage. Two of the buildings, one each facing Gilman Road and Camino Arroyo, will feature a wall mural by a local artist. A leasing office located at the project site entry point is expected to be open 9:00 a.m. to 6:00 p.m., Monday through Saturday, and 10:00 a.m. to 5:00 p.m. on Sundays. It is anticipated the property would be staffed by one to two

employees at any given time. The property, including the climate-controlled buildings and leasing office, would be monitored by security cameras, 24 hours a day, 7 days a week.

The project also includes 41 outdoor recreational vehicle (RV) storage parking stalls. Neither RV wastewater (grey/black water) disposal, nor washing of vehicles would be allowed on the premises. There would be a covered trash enclosure located within the property fencing, but it would only be required for and utilized by office staff and not customers.

DISCUSSION AND ANALYSIS:

Planning Entitlements: Self-storage is permitted as a conditional use pursuant to the Gilroy City Code Industrial Use Table (Section 30.23.10.c) and requires both a Conditional Use Permit (section 30.50.30) and Architectural and Site Review (Section 30.50.40).

Site History/Public Art Amenity: When the property, and surrounding land, was annexed in 1994 as part of Pacheco Pass Reorganization 93-02, the annexation area was zoned with a Planned Unit Development overlay. The PUD overlay requires a public amenity. In collaboration with City staff, the applicant has offered to have a local artist paint a mural on two of the buildings in the project, one facing Camino Arroyo, and one facing Gilman Road.

Planning Commission Review: Pursuant to Section 30.50.030, the Planning Commission shall receive, investigate, hear and decide upon every application for a conditional use and, after the hearing, shall approve the issuance of a use permit only if the evidence presented at the hearing establishes: *(1) that the proposed use is properly located in relation to the general plan and to the community as a whole and to other land uses and to transportation and service facilities in the vicinity; and (2) that the proposed use, if it complies with all conditions upon which approval is made contingent, will not adversely affect other property in the vicinity, or cause any damage, hazard, or nuisance to persons or property.*

Environmental Assessment: In accordance with Section 15070 of the California Code of Regulations, the City of Gilroy Planning Division prepared an Initial Study for the project 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 mitigation measures and/or revisions in the project have been made by or agreed to by the project proponent. Therefore, the City has prepared a Mitigated Negative Declaration (MND) for the project in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the Thresholds of Significance adopted May 3, 2004 by the City of Gilroy. The public review period began on November 3, 2023 and ended on December 4, 2023. The Draft MND is attached to this staff report. Approval of the MND does not constitute approval of the proposed project. The following mitigation measures are included in the attached MND and also noted as conditions of approval in the attached Resolution.

AIR-1 Construction Best Management Practices for Dust Control.

BIO-1 Western Pond Turtle Protection.

CR-1 Protocol for Unanticipated Discovery of Human Remains.

GHG-1 Construction Best Management Practices to Reduce Greenhouse Gas Emissions.

GHG-2 Greenhouse Gas Reducing Design Elements.

TCR-1 Implement Protocol for Unanticipated Discovery of Tribal Cultural Resources.

Subject Property and Surrounding Land Uses: The property is undeveloped and adjacent to unincorporated County to the north (partial) and east. The site and surrounding land uses are as follows:

LOCATION	EXISTING LAND USE	GENERAL PLAN	ZONING
Project Site	vacant	General Industrial	General Industrial (M2)
North	Gilman Road / City facilities / agricultural uses (Unincorporated County)	PF/Park/Public Facility / Unincorporated County	General Industrial (M2) / Unincorporated County
South	Miller Slough / West Branch Llagas Creek / Commercial uses	General Services Commercial	Shopping Center Commercial (C-3)
East	Agricultural uses (Unincorporated County)	Unincorporated County	Unincorporated County
West	Camino Arroyo / vacant land	General Industrial	General Industrial (M2)

Agricultural Mitigation Policy: Although there are no significant environmental impacts to agricultural uses associated with the project, the project is subject to the City's Agricultural Mitigation Policy due to the project's adjacency to agricultural land in the unincorporated County. Accordingly, the project includes a one hundred fifty (150) foot agricultural buffer / agricultural transition area between the subject property and the adjacent agricultural land use. The 150-foot buffer is illustrated on the site plan and also included in the conditions of approval.

Stream Setback: Miller Slough is considered a Category 2 stream under the Santa Clara Valley Habitat Plan. Therefore, the project requires a 35-foot stream setback, measured from the top of the Miller Slough / West Branch Llagas Creek stream bank. The 35-foot

setback is illustrated on the site plan and also included in the conditions of approval.

Zoning Code Development Standards Compliance: The project would comply with all applicable site and building standards for the General Industrial (M2) zoning district as follows.

STANDARD	REQUIRED	PROPOSED	CONFORMS?
Maximum Lot Coverage	60%	24.65%	Yes
Minimum Front Setback	26 feet	26 +/- feet (Gilman)	Yes
Minimum Rear Setback	0 feet (35' Riparian)	35 +/- feet	Yes
Minimum Interior Side Setback	0 feet (150' Agricultural)	150 +/- feet	Yes
Minimum Street Side Setback	31 feet	31 +/- feet (Camino Arroyo)	Yes
Maximum Building Height	75 feet/6 stories	22 feet/1 story	Yes
Minimum Off-street parking	12 vehicle stalls; 2 short-term bicycle stalls	12 vehicle stalls; 4 short-term bicycle stalls	Yes

Architectural and Site Review (AS 22-19): Architectural and Site review for new industrial buildings is typically reviewed administratively (i.e., by City staff); however because the project requires a CUP, a discussion of Gilroy City Code Section 30.50.43 (Scope of Review), is provided as follows:

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

- *Circulation.* The driveways and drives aisles have been reviewed by Engineering and Fire Protection staff to comply with the minimum standard (25-foot aisle), with adequate truck turning radii to access loading areas, truck parking spaces and the trash enclosure.
- *Parking:*
 - *Passenger Vehicle Parking:* The City's parking regulations do not list every conceivable use and therefore parking requirements are sometimes based on comparable uses. In this case, a self-storage facility is comparable to a warehouse. Warehouses over 10,000 square feet of gross floor area require one (1) stall per 5,000 square feet of

gross floor area or a minimum ten (10) stalls per parcel. The 57,671 square foot self-storage facility would therefore require a minimum of 12 vehicle parking stalls. The project proposes 12 (9' wide by 18' long) parking stalls in compliance with the City's required parking stall dimensions.

- *Bicycle Parking:* The project will install an inverted U bike rack with capacity for four (4) bicycles, which is double the minimum two-bike capacity required by code. Long-term bicycle parking is not required for self-storage or warehouse uses.
- *RV Storage Parking:* The project also includes 41 outdoor RV storage parking spaces, which do not have bicycle or EV stall requirements.

b) Signs: A separate sign permit will be required prior to installation of any future signs, including for example signage on the office building.

c) Site Development (Architectural and Site Design): The building meets all applicable site and building development standards as noted above. In addition, the project complies with the applicable design criteria as follows:

1. Industrial Policy:

- i. *Design Intent and Scale.* High quality industrial land uses in scale with the site and area are encouraged. The height and design of the single-story buildings is in scale and character with other buildings in the immediate area. The neutral color palette of the building design reflects compatibility with the adjacent agricultural uses and creek trail.
- ii. *Streetscape.* The development, as proposed and conditioned, would create an attractive streetscape with a wall mural on a portion of the building facing Gilman Road and a portion of the building facing Camino Arroyo. Landscaping along the Camino Arroyo and Gilman Road street frontages meets City standards and contributes to the attractiveness of the site and area.
- iii. *Access.* The site has adequate pedestrian and driveway access from the street frontage and should not create any safety conflicts with vehicles or pedestrians. The site plan has been organized so that there can be a free flow of vehicles in and out of the site as well as easy access to the building units.
- iv. *Lighting and Utilities.* Light fixtures would be directed downward and shielded to avoid creating glare. Utilities will be placed in underground vaults or screened with landscaping.
- v. *Outdoor Storage.* Other than RV storage, no outdoor storage uses are proposed or approved as a part of this project. If any is proposed

in the future, a subsequent staff review would be required to ensure compliance with the zoning code.

- d) **Landscaping and Fencing:** The landscaping provides water efficient irrigation and planting in compliance with Gilroy City Code landscaping requirements and the Industrial design guidelines. Trees and ground cover were carefully selected in conformance with City standards and/or the *Guidelines & Standards for Land Use Near Streams* and in collaboration with Valley Water. The chain link fencing along the property line adjacent to Miller Slough will include a black vinyl coating in accordance with Valley Water recommendations. The Gilroy Police Department also requested open fencing along the rear property line to ensure visibility along the creek trail.
- 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:** Environmental impacts are discussed under the environmental assessment section of this staff report.

CUP Findings for Approval: The Planning Commission shall approve the conditional use permit only if evidence presented at the hearing establishes the findings for approval. Based on staff's analysis, the required findings for approval have been met as follows, and subject to conditions in the draft Resolution of Approval for CUP 22-04:

- 1. The proposed use is properly located in relation to the general plan and to the community as a whole and to other land uses and to transportation and service facilities in the vicinity:***

The Gilroy 2040 General Plan land use designation for the subject site is General Industrial, which supports the proposed self-storage use. The proposed development meets the street setback requirements to Camino Arroyo and Gilman Road. The project also includes a 150-foot setback to the agricultural property to the east and a 35-foot setback to the top of the bank of Miller Slough (a Category 2 stream), which feeds into the Llagas Creek watershed.

General Plan Consistency: The proposed use will carry out the following General Plan policies:

2040 General Plan Policies	Staff Analysis
<i>Land Use Policy LU 1.1 Pattern of Development.</i> Ensure an orderly, contiguous pattern of development that prioritizes infill development, phases new	The proposed storage facility is properly located in the City's General Industrial zoning district, and protects surrounding environmentally sensitive

development, encourages compactness and efficiency, preserves surrounding open space and agricultural resources, and avoids land use incompatibilities.	areas with a 150-foot agricultural buffer to the east and a 35-foot setback to the Miller Slough top of bank to the south.
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, and landscaping.	The single-story design and neutral color palette are appropriate for the industrial land use designation while being respectful of the property's border with the agricultural uses to the east and Miller Slough / West Branch Llagas Creek to the south. The proposed landscaping is consistent with the City's industrial land standards and the <i>Guidelines & Standards for Land Use Near Streams</i> , where appropriate.
LU 8.5 Public Art. Encourage the installation of public art in conjunction with residential and non-residential development.	The project will include two wall murals designed by a local artist, one facing Gilman Road and one facing Camino Arroyo.
LU 8.12 Outdoor Lighting Energy Efficiency. Select outdoor lighting fixtures to provide maximum energy efficiency as well as effective lighting.	As illustrated on the photometric plan for the project, the site will be developed with energy efficient lighting. The project is also subject to conditions of approval for both on-site lighting and street lighting.
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.	As illustrated on the photometric plan for the project, lighting has been designed to avoid light spillage off the property. Furthermore, as conditioned, 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.
Mobility Policy M 3.2 New Development. Require new development to include a system of sidewalks, trails, and bikeways	The applicant shall install new street section, curb, gutter, and sidewalk and relocate affected utilities as directed by

that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities in accordance with the Mobility Diagrams.	the City Engineer. All work shall be shown on the required improvement plans. The applicant shall also remove and replace to existing City standards all damaged and/or non-Standard sidewalk surrounding the project site.
M 3.9 Bicycle Parking. Require adequate short- and long-term bicycle parking for all land uses except for single-family residential uses	The project will install an inverted U bike rack (short-term parking) with capacity for four (4) bicycles, which is double the minimum two-bike capacity required by code. Long-term bicycle parking is not required for self-storage or warehouse uses.
M 5.3 Promote Non-Auto Modes of Transportation. Consider offering incentives as part of a multimodal system approach, for projects that incorporate travel demand management techniques and promote transit ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions.	By providing more bicycle parking than required by code, the project incentivizes bicycle use by employees and customers who do not need a vehicle to transport items to and from the self-storage facility.
M 5.11 Parking. Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of alternative transportation.	The project meets the minimum requirement for on-site vehicle parking and exceeds the minimum requirement for bicycle parking, thereby encouraging alternative transportation.
NCR 1.1 Habitat Plan Compliance. For all covered activities throughout the city, comply fully with permit conditions of the Santa Clara Valley Habitat Plan. This will protect natural resources by minimizing impacts on sensitive natural communities and 18 covered species, facilitating wildlife movement, and establishing stream setbacks and buffers. Associated permit fees will be used for reserve system preservation, habitat enhancement and restoration, and adaptive management and monitoring	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.
NCR 1.2 Stream Protection. In concert with the Habitat Plan, protect the ecological, aesthetic, and recreational value of the	Miller Slough is considered a Category 2 stream under the Santa Clara Valley Habitat Plan. Therefore, the project

streams that flow through the Gilroy Planning Area. Areas required for riparian setbacks shall be dedicated to Valley Water in fee or easement, or incorporated into private open space to be preserved and maintained by future development projects. Access to streams should be of sufficient width to accommodate trails, flood control access, and protection of riparian habitat	requires a 35-foot stream setback, measured from the top of the Miller Slough / West Branch Llagas Creek stream bank.
NCR 1.7 Special Status Species. Special-status species are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW), or as Rare Plant Rank 1B or 2B species by the California Native Plant Society (CNPS). This designation also includes CDFW Species of Special Concern and Fully Protected Species. For special-status species that are not among the 18 covered species in the Habitat Plan, minimize future development in areas that support such species. Conduct focused surveys per applicable regulatory agency protocols as appropriate to determine if such species occur on a given project site, as determined necessary by a qualified biologist. If development of occupied habitat must occur, species impacts shall be avoided or minimized, and if required by a regulatory agency or the CEQA process, loss of wildlife habitat or individual plants should be fully compensated on the site. If off-site mitigation is necessary, it should occur within the Gilroy Planning Area whenever possible with a priority given to existing habitat mitigation banks. Habitat mitigation shall be accompanied by a long-term management plan and monitoring program prepared by a qualified biologist and include provisions for protection of mitigation lands in perpetuity through the	The western pond turtle, a California state Species of Special Concern (SSC), has been observed basking approximately 1.13 miles southeast of the Project site in a stream that is connected to Miller Slough, which borders the project site to the south. The project site may be used for movement by western pond turtles. It is unknown whether or not the western pond turtle nests on the project site based on proximity. Regardless, impacts to individual western pond turtles or their basking/aquatic habitats would be a potentially significant impact. Implementation of Mitigation Measure BIO-1 (Western Pond Turtle Protection Measures), including pre-construction surveys and the installation of exclusion fencing, would reduce this impact to a less than significant level.

establishment of easements and adequate funding for maintenance and monitoring.	
NCR 1.12 Invasive Species Support efforts to eradicate non-native invasive species.	The landscape plan was developed in collaboration with Valley Water to ensure that the project is consistent with the <i>Guidelines & Standards for Land Use Near Streams</i> which includes a list of native plant species.

2. The proposed use, if it complies with all conditions upon which approval is made contingent, will not adversely affect other property in the vicinity, or cause any damage, hazard, or nuisance to persons or property:

The project has been reviewed by the City's environmental consultant, Valley Water, and city staff from the Public Works, Engineering, Police, Fire Prevention, Building, and Planning Divisions to require appropriate mitigation measures and conditions of approval to ensure that the project will not adversely affect other property in the vicinity, or cause any damage, hazard, or nuisance to persons or property.

Technical Advisory Committee (TAC): Project plans were routed to Valley Water and to Public Works, Engineering, Building, Police, and Fire representatives for internal review and comment. Recommendations of the TAC members have been incorporated into the project plans and/or are included as conditions in attached resolution(s). The project has been conditioned to assure plans submitted for building permit shall meet the applicable development standards.

PUBLIC NOTICING:

Property owner information for parcels within 500 feet of the subject site was generated using current County Geographic Information Services (GIS) ownership data. Notices of this Planning Commission meeting (site map, project description, meeting information) were mailed to the property owners along with other interested parties and published in the Gilroy Dispatch at least 10 days prior to the meeting. In addition, the property has been posted with on-site signage notifying passersby of pending development, and the Planning Commission public hearing packets are available through the City's webpage.

Additionally, a 30-day Notice of Intent to adopt the MND was distributed via email to interested parties, recorded with the Santa Clara County Clerk Recorder's office, posted on the State Clearinghouse Office of Planning & Research CEQAnet website, published in the Gilroy Dispatch, and mailed to property owners within 500 feet of the subject site.

The City received a comment letter from "Gilroy Bicycle Pedestrian Advisory Committee", a private entity. The letter includes a discussion and recommendations about development in general, including residential, commercial, and industrial projects. The applicant has agreed to install an inverted U bike rack with capacity for four (4) bicycles, which is double the minimum two-bike capacity required by code. The site plan has also

been updated to illustrate electric vehicle charging station (EVCS) stalls. Per the City's adopted green building standards, 20% of parking spaces shall be EVCS with Level 2 EV Ready, while 30% shall be Level 2 EV Capable. It should also be noted that the outdoor RV storage is not subject to bicycle or EV stall requirements. Most of the other recommendations in the public comment letter seem geared towards projects that might include a large number of employees or on-site residents. However, the proposed use would include a 1,050 square foot office building staffed by one (1) to two (2) employees at any given time. Furthermore, customers of the facility are most likely to be moving items to and from the storage units that are not easily transported by bicycle or transit.

APPEAL PROCEDURE:

In accordance with Section 30.51.50 of the Gilroy City Code, the Planning Commission's decision may be appealed, in writing, to the City Council within 20 days of adoption of the resolution. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fee before the end of the appeal period.

ATTACHMENTS:

1. Draft Resolution of Approval, Architectural & Site Review AS 22-19
2. Draft Resolution of Approval, Conditional Use Permit CUP 22-04
3. Exhibit A, Conditions of Approval, AS 22-19, CUP 22-04
4. Development Plans
5. Landscape Plan
6. Initial Study / Draft Mitigated Negative Declaration, dated November 2023
7. Public Comments received before 11/29/23

RESOLUTION NO. 2023-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY APPROVING ARCHITECTURAL AND SITE REVIEW FOR A 57,671+/- SQUARE-FOOT SELF-STORAGE FACILITY, ON AN APPROXIMATE 5.7-ACRE SITE LOCATED ON A VACANT PARCEL ON GILMAN ROAD, APN: 841-18-086 (FILE NUMBER AS 22-19)

WHEREAS, on August 24, 2022, South County Ventures, LLC submitted an application requesting architectural and site review and a conditional use permit for a new self-storage facility, on vacant property located within the M2 General Industrial zoning district (APN: 841-18-086); and

WHEREAS, on September 27, 2023 the application was accepted as complete for final processing; and

WHEREAS, in accordance with Section 15070 of the California Code of Regulations, the City of Gilroy Planning Division prepared an Initial Study for the project 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 mitigation measures and/or revisions in the project have been made by or agreed to by the project proponent. Therefore, the City has prepared a Mitigated Negative Declaration (MND) for the project in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the Thresholds of Significance adopted May 3, 2004 by the City of Gilroy; and

WHEREAS, on December 7, 2023, the Planning Commission held a duly noticed public meeting on the project, at which time the Planning Commission received and considered the staff report and all evidence received on the project, including written and oral public testimony; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings on this project is the Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Gilroy hereby grants approval of Architectural and Site Review AS 22-19 based on the following findings made pursuant to Gilroy City Code section 30.50.43 (Scope of Review) and subject to the conditions in Exhibit A:

- A. The proposed development is consistent with the intent of the goals and policies of the City of Gilroy 2040 General Plan (adopted November 2020) given that storage is a supported use in the General Industrial land use designation and that the project is in substantial conformance with the applicable General Plan goals and policies including LU 1.1, LU 5.1, LU 8.5, LU 8.12, LU 8.13, M 3.2, M 3.9, M

5.3, M 5.11, NCR 1.1, NCR 1.2, NCR 1.7, and NCR 1.12, in that the architectural design is appropriate for the subject property and surrounding area; the site plan respects surrounding environmentally sensitive areas through appropriate setbacks; the project proposes the installation of two building wall art murals facing the public right-of-way; the site plan has been developed with appropriately located and designed lighting; the project, as conditioned, will install new street section, curb, gutter, and sidewalks; the project includes sufficient vehicular and bicycle parking for employees and visitors of the facility; and the conditions of approval require appropriate mitigations to reduce potentially significant environmental impacts from the project to a less than significant level;

- B. The development as proposed and conditioned is consistent with the City of Gilroy Zoning Ordinance given that self-storage facilities are a conditionally permitted use in the M2 zoning district land use table, and the project as designed and conditioned is in compliance with all applicable requirements of the M2 zoning district development standards;
- C. In conformance with Section 30.50.43 (Scope of review), the project has been reviewed to determine that the site layout provides adequate circulation for vehicles, parking, and traffic; a separate sign permit will be required prior to installation of any future signs; the building meets all applicable site and building development standards; the project complies with the applicable design criteria including design intent and scale, the streetscape, site access, lighting and utilities, outdoor storage, and landscaping and fencing; and the project has been adequately designed and conditioned to address drainage requirements, fire protection, and mitigation of potentially significant environmental impacts;
- D. The proposed Architectural and Site Review request is consistent with the Industrial Design Guidelines given that the site plan, single-story architecture and neutral color palette is appropriate for the site and respects environmentally sensitive surrounding uses; landscaping is provided for all yard areas and street frontages; the site plan is consistent with required street, side and rear yard setbacks; adequate parking, site access, and fire lanes are provided; loading and unloading areas are available on-site; and an enclosed trash enclosure for waste materials is provided;
- E. Public utilities and infrastructure improvements needed to serve the proposed project are available to serve the site from the existing public streets; and
- F. The proposed project will not have a significant effect on the environment, because mitigation measures and/or revisions in the project have been made by or agreed to by the project proponent to reduce any potentially significant environmental impacts to a less than significant level; development of the site will include a 150-foot setback to the agricultural property to the east and a 35-foot setback to the top of the bank of Miller Slough (a Category 2 stream), which feeds into the Llagas

Creek watershed; and the project will require payment of habitat fees in compliance with the Santa Clara Valley Habitat Plan prior to issuance of a building permit.

PASSED AND ADOPTED this 7th day of December, 2023 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

Sharon Goei, Secretary
Community Development Director

Manny Bhandal, Chairperson

Attachment: Exhibit A (Conditions of Approval)

RESOLUTION NO. 2023-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GILROY APPROVING A CONDITIONAL USE PERMIT FOR A 57,671+/- SQUARE-FOOT SELF-STORAGE FACILITY, ON AN APPROXIMATE 5.7-ACRE SITE LOCATED ON A VACANT PARCEL ON GILMAN ROAD, APN: 841-18-086 (FILE NUMBER CUP 22-04)

WHEREAS, on August 24, 2022, South County Ventures, LLC submitted an application requesting a conditional use permit and architectural and site review of a new self-storage facility, on vacant property located within the M2 General Industrial zoning district (APN: 841-18-086); and

WHEREAS, on September 27, 2023 the application was accepted as complete for final processing; and

WHEREAS, in accordance with Section 15070 of the California Code of Regulations, the City of Gilroy Planning Division prepared an Initial Study for the project 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 mitigation measures and/or revisions in the project have been made by or agreed to by the project proponent. Therefore, the City has prepared a Mitigated Negative Declaration (MND) for the project in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the Thresholds of Significance adopted May 3, 2004 by the City of Gilroy; and

WHEREAS, on December 7, 2023, the Planning Commission held a duly noticed public meeting on the project, at which time the Planning Commission received and considered the staff report and all evidence received on the project, including written and oral public testimony; and

WHEREAS, the location and custodian of the documents or other materials which constitute the record of proceedings on this project is the Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Gilroy hereby grants approval of Conditional Use Permit CUP 22-04 based on the following findings made pursuant to Gilroy City Code section 30.50.30 (conditional use permits) and subject to the conditions in Exhibit A:

- A. The proposed development is consistent with the intent of the goals and policies of the City of Gilroy 2040 General Plan (adopted November 2020) given that storage is a supported use in the General Industrial land use designation and that the project is in substantial conformance with the applicable General Plan goals and policies including LU 1.1, LU 5.1, LU 8.5, LU 8.12, LU 8.13, M 3.2, M 3.9, M

5.3, M 5.11, NCR 1.1, NCR 1.2, NCR 1.7, and NCR 1.12, in that the architectural design is appropriate for the subject property and surrounding area; the site plan respects surrounding environmentally sensitive areas through appropriate setbacks; the project proposes the installation of two building wall art murals facing the public right-of-way; the site plan has been developed with appropriately located and designed lighting; the project, as conditioned, will install new street section, curb, gutter, and sidewalks; the project includes sufficient vehicular and bicycle parking for employees and visitors of the facility; and the conditions of approval require appropriate mitigations to reduce potentially significant environmental impacts from the project to a less than significant level;

- B. The development as proposed and conditioned is consistent with the City of Gilroy Zoning Ordinance given that self-storage facilities are a conditionally permitted use in the M2 zoning district land use table, and the project as designed and conditioned is in compliance with all applicable requirements of the M2 zoning district development standards;
- C. The proposed conditional use meets the findings for approval in that the Gilroy 2040 General Plan land use designation for the subject site is General Industrial, which supports the proposed storage use; the proposed development meets the street setback requirements to Camino Arroyo and Gilman Road; the site plan includes a 150-foot setback to the agricultural property to the east and a 35-foot setback to the top of the bank of Miller Slough (a Category 2 stream) to the south; the proposed use will carry out General Plan policies LU 1.1, LU 5.1, LU 8.5, LU 8.12, LU 8.13, M 3.2, M 3.9, M 5.3, M 5.11, NCR 1.1, NCR 1.2, NCR 1.7, and NCR 1.12, as described in Recital A of this Resolution; and the project has been reviewed by the City's environmental consultant, Valley Water, and city staff from the Public Works, Engineering, Police, Fire Prevention, Building, and Planning Divisions to require appropriate mitigation measures and conditions of approval to ensure that the project will not adversely affect other property in the vicinity, or cause any damage, hazard, or nuisance to persons or property;
- D. Public utilities and infrastructure improvements needed to serve the proposed project are available to serve the site from the existing public streets; and
- E. The proposed project will not have a significant effect on the environment, because mitigation measures and/or revisions in the project have been made by or agreed to by the project proponent to reduce any potentially significant environmental impacts to a less than significant level; development of the site will include a 150-foot setback to the agricultural property to the east and a 35-foot setback to the top of the bank of Miller Slough (a Category 2 stream), which feeds into the Llagas Creek watershed; and the project will require payment of habitat fees in compliance with the Santa Clara Valley Habitat Plan prior to issuance of a building permit.

PASSED AND ADOPTED this 7th day of December, 2023 by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

Sharon Goei, Secretary
Community Development Director

Manny Bhandal, Chairperson

Attachment: Exhibit A (Conditions of Approval)

EXHIBIT A

PLANNING CONDITIONS

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

1.	APPROVED PROJECT: The approval for Architectural & Site Review (AS 22-19) / Conditional Use Permit (CUP 22-04) is granted to construct 57,671-square-foot self-storage facility located on a vacant parcel at Gilman Road @ Camino Arroyo Assessor Parcel No. 841-18-086, as shown on Project Plans dated as received by the Planning Division on November 21, 2023 prepared by MCG Architecture and HMM Engineering for William Warren Group (Bob Donnelly), and consisting of 27 sheets, as well as the Landscape Plans, dated as received by the Planning Division on November 28, 2023 prepared by Wilson Davis Associates for William Warren Group (Bob Donnelly), and consisting of 2 sheets. Build-out of the project shall conform to the plans, except as otherwise specified in these conditions. Any future adjustment or modification to the plans, including any changes made at time of building permit submittal, shall be considered by the Community Development Director or designee, may require separate discretionary approval, and shall conform to all City, State, and Federal requirements, including subsequent City Code requirements or policies adopted by City Council.
2.	APPLICABILITY OF THIS PERMIT: The use of the property shall be operated in compliance with the scope and characteristics of the project approval, as further conditioned herein. Intensification of the approved use shall require an amendment to the (or a new) Architectural & Site Review / Conditional Use Permit.
3.	PERMIT EXPIRATION: The expiration date of this approval is December 7, 2024 (one year from the decision date). If any development for which architectural and site approval has been granted has not obtained building permits within one (1) year from the date of notification of approval, the approval shall be deemed automatically revoked. Once a final permit has been issued for occupancy, the approved use shall commence within six (6) months, or the conditional use permit shall be deemed automatically revoked, and the applicant shall apply for a new conditional use permit. 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.
4.	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.
5.	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.
6.	HOURS OF OPERATION: The approved hours of operation are from 9:00 a.m. to 6:00 p.m., Monday through Saturday, and 10:00 a.m. to 5:00 p.m. on Sundays. Any proposed change to the approved hours of operation will require review and approval by the Community Development Director or designee, and may require a modification to this permit.
7.	SIGNS: No signs are approved as part of this application. Prior to issuance of a sign permit for this site, Developer shall propose well-designed, quality signs that comply with the allowances of the City Code and are to the satisfaction of the Community Development Director or designee.
8.	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.	OUTDOOR STORAGE: Developer shall limit outdoor storage to Recreational Vehicle storage as described in the project application and to the locations shown on the project plans. No other outdoor storage is permitted under this approval.
10.	SINGLE-PHASE DEVELOPMENT: Construction of the project shall be done in a single-phase unless a phased construction project schedule is approved by the Community Development Director or designee.
11.	35-FOOT RIPARIAN SETBACK: Miller Slough is considered a Category 2 stream under the Santa Clara Valley Habitat Plan. Therefore, the project requires a 35-foot stream setback, measured from top of the Miller Slough / West Branch Llagas Creek stream bank. The 35-foot setback area shall be maintained by the applicant / property owner according to standards approved by the City until the area is dedicated to and accepted by the City or other City approved agency at which time they shall be responsible for maintenance.

12.	MITIGATION MEASURES: All mitigation measures identified in the Mitigated Negative Declaration (MND) apply to this project and must be addressed during building permit submittal and construction. Some of these mitigation measures may be superseded by more stringent City standards, code requirements, or with more detailed measures incorporated into the project's environmental analysis. The applicant must note how they have addressed each mitigation measure to the satisfaction of the Community Development Director or designee, prior to building permit issuance.
13.	BIO-1 Western Pond Turtle Protection. The construction contractor shall include the following measures in the construction documents and implement them prior to and during construction, as specified below. 1. Conduct pre-construction surveys. Five days prior to the start of construction activities, a qualified biologist (knowledgeable and experienced in western pond turtle identification) shall conduct pre-construction surveys of the project site. Western pond turtles observed on the project site shall be allowed to leave the project site on their own. Any eggs observed on the project site shall be relocated by the qualified biologist to a suitable area outside the construction disturbance area. A survey report detailing the survey results shall be prepared and submitted to the California Department of Fish and Wildlife prior to the start of construction. 2. Install exclusion fencing. Immediately following the western pond turtle survey, an exclusion fence shall be placed at the limits of all disturbance areas to protect any western pond turtles within the drainage along the eastern side of the project site. The qualified biologist shall be present during trenching activities for the installation of the exclusion fence. a. Exclusion fence shall consist of standard silt fencing, approximately 42 inches in height, of which 6 inches shall be trenched into the soil. The soil shall then be compacted against both sides of the fence to secure the bottom to prevent wildlife entry. The stakes shall be placed on the inside of the fence facing the development. No gaps or holes are permitted in the fencing system, except for pedestrian and vehicle entry points. The fence shall be inspected weekly by the qualified biologist for holes, gaps, or access points, which shall be repaired upon discovery. "Gated" entry/exit points may be constructed in the fencing system for equipment and personnel. The qualified biologist shall ensure no wildlife is capable of entering the fenced off site via the gate. The gate structure shall ensure no wildlife is capable of entering the fenced off site via the gate. The gate structure must be flush to the ground with no holes or gaps (i.e., plywood gates with silt fencing flaps). b. Inspect for trapped wildlife. The area inside the fence shall also be inspected for trapped wildlife prior to the initiation of construction activities each day. If western

	pond turtles are discovered, construction activities in the area shall cease immediately. The fence shall be opened and monitored until the wildlife has left the fenced area on its own accord. If the wildlife does not leave on its own accord, the California Department of Fish and Wildlife shall be contacted before work may continue.
14.	CR-1 Protocol for Unanticipated Discovery of Human Remains. In the event of an unanticipated discovery of human remains, the construction contractor shall cease all excavation activities within 200 feet of the find. The County Coroner shall be notified immediately. If the remains are determined to be Native American, the coroner must within 24 hours notify the Native American Heritage Commission (NAHC), which would determine and notify a most likely descendant. The most likely descendant must be granted access to the site and shall, within 24 hours of notification by the NAHC, complete an inspection. The most likely descendant may make recommendations regarding the disposition of the remains.
15.	GHG-1 Construction Best Management Practices to Reduce Greenhouse Gas Emissions. The construction contractor will be required to implement the following Bay Area Air Quality Management best management practices for construction-related greenhouse gas emissions during all phases of construction, as applicable and feasible. These requirements will be documented on construction plans and submitted to the City prior to obtaining a grading permit. ☐ Use zero-emission and hybrid-powered equipment to the greatest extent possible. ☐ Use U.S. Environmental Protection Agency Tier 4 Final compliant engines or better for all diesel-fueled off-road construction equipment. ☐ Require all on-road heavy-duty trucks to be zero emissions or meet the most stringent emissions standard, such as model year (MY) 2024 to 2026, as a condition of contract. ☐ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 2 minutes. Provide clear signage that posts this requirement for workers at the entrances to the site and develop an enforceable mechanism to monitor idling time to ensure compliance with this measure. ☐ Prohibit off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day. ☐ Use California Air Resources Board–approved renewable diesel fuel in off-road construction equipment and on-road trucks. ☐ Use U.S. Environmental Protection Agency SmartWay certified trucks for deliveries and equipment transport. ☐ Require all construction equipment is maintained and properly tuned in accordance with manufacturer’s specifications. Equipment should be checked by a certified mechanic and determined to be running in proper condition prior to operation. ☐ Where grid power is available, prohibit portable diesel engines and provide electrical hook ups for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.

	☐ Where grid power is not available, use alternative fuels, such as propane or solar electrical power, for generators at construction sites. ☐ Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking to construction workers and offer meal options on site or shuttles to nearby meal destinations for construction employees. ☐ Reduce electricity use in the construction office by using LED bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ☐ Minimize energy used during site preparation by deconstructing existing structures to the greatest extent feasible. ☐ Recycle or salvage nonhazardous construction and demolition debris, with a goal of recycling at least 15 percent more by weight than the diversion requirement in Title 24. ☐ Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials and based on volume for roadway, parking lot, sidewalk and curb materials). Wood products used should be certified through a sustainable forestry program. ☐ Use low-carbon concrete, minimize the amount of concrete used and produce concrete on site if it is more efficient and lower emitting than transporting ready-mix. ☐ Develop a plan to efficiently use water for adequate dust control since substantial amounts of energy can be consumed during the pumping of water. ☐ Include all requirements in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant on- or off-road construction equipment for use prior to any ground disturbing and construction activities.
16.	GHG-2 Greenhouse Gas Reducing Design Elements. The project applicant will incorporate the following features into the project design. These features will be documented on project plans and submitted to the City for approval prior to issuance of a building permit. ☐ The project will not include natural gas appliances or natural gas plumbing. ☐ The project will achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.
17.	TCR-1 Implement Protocol for Unanticipated Discovery of Tribal Cultural Resources. If cultural resources of Native American origin are identified during project construction the construction contractor shall cease all earth-disturbing work within 50 feet of the find and desist until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. Staking of the area of discovery shall be implemented with stakes no more than 10 feet apart, forming a circle having a radius of no less than 100 feet from the point of discovery. If the City, in consultation with local Native American Tribes, determines that the resource is a tribal cultural resource and thus significant under the California Environmental Quality Act, a mitigation plan shall be prepared and implemented in accordance

	with state guidelines and in consultation with local Native American groups. The plan shall include avoidance of the resource or if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist.
<i>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.</i>	
18.	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.
19.	EXISTING VIOLATIONS: Prior to issuance of building permits, Developer shall correct all violations of the City Code, if any, existing on the project property for which the City has open cases.
20.	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.
21.	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.
22.	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.
23.	OTHER REVIEW AGENCIES: This project requires review and approval by outside agencies including, but not limited to <i>Valley Water</i> and <i>USDA's Natural Resources Conservation Service</i> . All proposed connections to Valley Water side drain structure must be reviewed and approved by Valley Water (i.e., an encroachment permit application needs to be submitted). Details must also be provided for any proposed modification to this drainage structure. It should also be

	noted that all modifications to this structure will require review and approval from <i>USDA's Natural Resources Conservation Service (NRCS)</i> as it ultimately conveys flows into an NRCS facility. Proof of approval from these agencies may be required prior to building permit issuance, inspections, or prior to Certificate of Occupancy.
24.	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.
25.	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.
26.	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 <i>Application For Private Projects</i> and <i>Fees and Conditions Worksheet</i>. 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.
27.	AGRICULTURE MITIGATION POLICY: This site is subject to the City of Gilroy Agriculture Mitigation Policy. Prior to issuance of building permits, the applicant / property owner shall install a one hundred fifty (150) foot agricultural buffer / agricultural transition area between the subject property and the adjacent agricultural land uses. The 150-foot agricultural buffer/agricultural transition area shall be measured from the edge of the agricultural land use area. This agricultural buffer/agricultural transition area shall be comprised of two components: (1) A one hundred (100) foot minimum wide agricultural buffer zone located adjacent to the agricultural lands. The following uses in the one hundred (100) foot

	or greater agricultural buffer area shall be limited to: i. Native plants, trees or hedge rows ii. Drainage channels, storm retention ponds, natural areas such as creeks or drainage swales iii. Railroad tracks or other utility corridors (2) A fifty (50) foot agricultural transition area located between the one hundred (100) foot minimum agricultural buffer area and any new development. The following uses are allowed in the fifty (50) foot agricultural transition area: i. Native plants, trees or hedge rows ii. Drainage channels, storm retention ponds natural areas such as creeks or drainage swales iii. Bike paths, benches, lighting, trash enclosures and fencing iv. Other non-residential uses determined by the Planning Commission to be consistent with the use of the property as an agricultural buffer; such as natural trails, bike paths, wildlife habitats, wildlife sanctuaries, or community service facilities like detention basins No public access shall be allowed in this transition area due to the potential for complaints about and exposure to the dust and spraying associated with agricultural activities. The agricultural buffer/agricultural transition area shall be maintained by the developer according to standards approved by the City until the area is dedicated to and accepted by the City or other City approved agency at which time they shall be responsible for maintenance.
28.	WINDOWS: The manufacturer type, design, material, and installation details for all windows within the project shall be specified in the construction drawings for review and approval by the Community Development Director or designee.
29.	FENCES AND WALLS: All fencing and walls are to be shown on construction drawings submitted for building permit review and shall not exceed eight feet in height (except as otherwise required for safe visibility of pedestrians, cyclists, and vehicles and/or yard restrictions), measured from adjacent grade to the top of the fence or wall. The height, design and location must comply with all setback requirements. The chain link fence, located along the rear property line facing Miller Slough / West Branch Llagas Creek / Valley Water right-of-way, shall include a black vinyl coating and shall not include slats.
30.	BICYCLE RACKS OR STORAGE: Developer shall provide bicycle racks and lockers in compliance with Building Division and/or Engineering conditions of approval. Racks shall be an “inverted U,” or equivalent as approved by the Community Development Director, and must secure the frame and both wheels. Racks should be located near the office 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 entrance, the racks must be designed so that the lock is protected from physical assault.

31.	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.
32.	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.
33.	SCREENING OF APPURTENANCES: 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.
34.	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.
35.	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.
36.	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.
37.	PUBLIC ART AMENITY: In compliance with the Planned Unit Development Combining District overlay requirements, the Developer is required to provide a higher standard of amenities than a standard development. The Developer has proposed to provide two wall murals, designed by local artist, on two buildings, one each facing Gilman Road and Camino Arroyo. The proposed wall mural design concept and artist must be reviewed for a recommendation by the City's Public Art Committee to the City's Arts & Culture Commission.

	Prior to issuance of building permits, the developer submit a process, timetable, and evidence of commitment acceptable to the City to ensure installation of the wall murals prior to occupancy.
38.	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.
39.	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).
40.	INVASIVE PLANT SPECIES: Developer shall not include any invasive plant species, such as those listed by the California Invasive Plant Council.
41.	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.
42.	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).
43.	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.”
<i>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.</i>	
44.	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.
45.	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.
46.	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.
47.	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.
48.	SITE CLEAN-UP: Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials, debris, and vehicles from the subject property.
49.	MITIGATION CERTIFICATION (BIOLOGIST): Prior to occupancy of any structure or establishment of any use, the biologist shall inspect the site and shall certify, in writing, that all required mitigation measures listed in BIO-1 Western Pond Turtle Protection, including but not limited to pre-construction surveys and the installation of exclusion fencing, have been implemented and all significant impacts have been appropriately mitigated.
50.	MITIGATION CERTIFICATION (CONSTRUCTION CONTRACTOR): Prior to occupancy of any structure or establishment of any use, the construction contractor

	shall inspect the site and shall certify, in writing, that all required mitigation measures listed in AIR-1 Construction Best Management Practices for Dust Control, BIO-1 Western Pond Turtle Protection, CR-1 Protocol for Unanticipated Discovery of Human Remains, GHG-1 Construction Best Management Practices to Reduce Greenhouse Gas Emissions, GHG-2 Greenhouse Gas Reducing Design Elements, and TCR-1 Implement Protocol for Unanticipated Discovery of Tribal Cultural Resources, have been implemented and all significant impacts have been appropriately mitigated, pursuant to the respective mitigation measure.
<i>The following conditions shall be complied with AT ALL TIMES DURING THE CONSTRUCTION PHASE OF THE PROJECT, or as otherwise specified in the condition.</i>	
51.	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.”
52.	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.”
53.	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.
54.	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.
55.	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.”
56.	DISCOVERY OF HUMAN REMAINS: In addition to the requirements of mitigation measure CR-1 Protocol for Unanticipated Discovery of Human Remains, the Developer shall include the following language in all grading, site work, and construction plans, in the event of an accidental discovery or recognition of any human remains: “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.”
<i>The following conditions shall be complied with AT ALL TIMES that the use permitted by this entitlement occupies the premises.</i>	
57.	LANDSCAPE MAINTENANCE: For the life of the project, Developer shall maintain landscaping and irrigation in accordance with the approved plans, except as otherwise permitted or required by law. Significant changes to the number, placement, and selection of plant species may require a modification to this approval, to be determined by the Community Development Director or designee.

<u>PUBLIC WORKS CONDITIONS OF APPROVAL</u>	
<i>The following conditions authorize the specific terms and are a part of the project ENTITLEMENT(S); and which shall be addressed on the construction plans submitted for any BUILDING PERMIT, GRADING PERMIT or SUPERSTRUCTURE, and shall be satisfied prior to issuance of whichever permit is issued first, or if another deadline is specified in a condition, at that time.</i>	
58.	RESPONSES TO CONDITIONS OF APPROVAL: At the initial design submittal the developer shall provide a formal written response letter to the engineering conditions of approval. Responses to conditions shall be sufficient, responses to conditions such as “ok.”, “done”, “complete”, etc. will only prolong the design review process. Keep in mind the clearer the responses, the easier the review process is for reviewers. (<i>PUBLIC WORKS</i>)
59.	PAYMENT OF PUBLIC WORKS PLAN CHECK AND INSPECTION FEE: At the time of 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 project building permit without full payment of this plan check and inspection fee. (<i>PUBLIC WORKS</i>).
60.	PLAN SUBMITTAL: The Engineering project plans shall be submitted, in full, with the building permit plans. 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 complete set of improvement plans shall consist of Civil site design, landscape site design, Electrical, Joint Trench. Any walls or structural features part of the landscape design shall also be included; - 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; - The improvement plan submittal, including utility sheets, shall show appropriate line types and labels to identify different type of utilities and pipe sizes. Utility boxes, hydrants, backflow preventers, etc. shall be relocated/installed behind the back of sidewalk; - Improvement plans (as second sheet in plan set) shall contain Approved Conditions of Approval; - Improvement plans shall include General Notes found in the City of Gilroy General Guidelines; - 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. - 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; - 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 exposed to traffic or in a driveway, 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*)

61. **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)
62.	UTILITY RESPONSIBILITIES: Storm and sewer utilities in private areas shall be privately owned and privately maintained. The water system in Gilroy is owned and maintained by the City. Conversely, public utilities within utility easements on private property remain the responsibility of the individual utility companies to maintain. The plans shall note the inspection, ownership and maintenance responsibility for each utility shown on the plans within a Table of Responsibilities on the project cover sheet of the improvement plans submitted with the initial plan submittal. The table shall include the list of streets, the responsible party for inspection of the improvements, who is responsible for the ownership of the utility, and who is responsible for the maintenance of the utility. An example of this table, including the types of utilities to be listed, can be provided by the Engineering Division upon request. (PUBLIC WORKS)
63.	PREPARATION OF ELECTRICAL PLANS: The project electrical plans shall be prepared by a registered professional engineer experienced in preparing these types of plans. The applicant shall submit, with the improvement plans submitted with the initial plan submittal, a letter from the design Electrical or Civil Engineer that states the electrical plan conform to City Codes and Standards, and to the approved improvement plans. The letter shall be signed and stamped by the professional engineer that prepares the improvement plans. (PUBLIC WORKS)
64.	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)
65.	WATER QUALITY: Project design shall comply with the Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements. The applicant shall submit the Source Control Checklist as well as the appropriate Performance Requirements Checklist found in Appendix A of the manual at the time of the initial submittal for building permit. The manual can be found at the following site: www.cityofgilroy.org/261/Storm-Water-Management (PUBLIC WORKS)
66.	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. <i>(PUBLIC WORKS)</i>
67.	BEST MANAGEMENT PRACTICES (BMP): The applicant shall perform all construction activities in accordance with Gilroy Municipal Code Section 27C, Municipal Storm Water Quality Protection and Discharge Controls, and Section E.10, Construction Site Storm Water Run-Off Control Program of the Regional NPDES Permit. Detailed information can be located at: www.flowstobay.org/documents/business/construction/SWPPP.pdf . This sheet shall be printed and included in all building construction plan sets permitted for construction in the City of Gilroy. <i>(PUBLIC WORKS)</i>
68.	FIRE DEPARTMENT HYDRANT FLOW TEST: The applicant shall perform a Fire Hydrant flow test to confirm the water system will adequately serve the development, and will modify any part of the systems that does not perform to the standards established by the City. Applicant shall coordinate with Fire Department for the Fire Hydrant flow test. The flow test results shall be submitted with the initial plan submittal. <i>(PUBLIC WORKS)</i>
69.	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. <i>(PUBLIC WORKS)</i>
70.	PROJECT STUDIES: The applicant shall submit, for City approval, any applicable water, sewer, storm drain or 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 building permit. <i>(PUBLIC WORKS)</i>
71.	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. <i>(PUBLIC WORKS)</i>
72.	STORMWATER MANAGEMENT PLAN: At first improvement plan submittal, the applicant shall submit a Storm Water Management Plan (SWMP) prepared by a

	registered Civil Engineer. The SWMP shall analyze the existing and ultimate conditions and facilities, and the study shall include all off-site tributary areas. Study and the design shall be in compliance with the City's Stormwater Management Guidance Manual (latest edition). Existing off-site drainage patterns, i.e., tributary areas, drainage amount, and velocity shall not be altered by the development. The plan shall be to the approval of the City Engineer and shall be approved prior to the issuance of the building permit. <i>(PUBLIC WORKS)</i>
73.	STORMWATER CONTROL PLAN: At first improvement plan submittal, the applicant shall submit a design level Stormwater Control Plan Report (in 8 ½ x 11 report format), to include background, summary, and explanation of all aspects of stormwater management. The report shall also include exhibits, tables, calculations, and all technical information supporting facts, including but not limited to, exhibit of the proposed site conditions, which clearly delineates impervious and pervious areas on site. The plan shall provide a separate hatch or shading for landscaping/pervious areas on-site including those areas that are not bio-retention areas. This stormwater control plan report format does not replace, or is not in-lieu of any stormwater control plan sheet in the improvement plans. The stormwater control plan shall include a signed Performance Requirement Certifications specified in the Stormwater Guidance Manual. At applicant's sole expense, the stormwater control plan shall be submitted for review by an independent third party accepted by the City for compliance. Result of the peer review shall be submittal and approved by the City Engineer prior to the issuance of the first building permit. <i>(PUBLIC WORKS)</i>
74.	REPAIR OF PUBLIC IMPROVEMENTS: The applicant shall remove and 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 per City Standard. 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. <i>(PUBLIC WORKS)</i>
75.	SIGHT DISTANCE: As part of your initial 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, 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, roadways, and offsite mitigation measure locations. These calculations and drawings are important to ensure the development meets sight distance standards and all roadways, intersections, and access points to these facilities are safe for motorists and pedestrians. <i>(PUBLIC WORKS)</i>
76.	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 plans to the satisfaction of the City Engineer. <i>(PUBLIC WORKS)</i>
77.	GRADING & DRAINAGE: All grading activity shall address National Pollutant Discharge Elimination System (NPDES) concerns. There shall be no earthwork disturbance or grading activities between October 15th and April 15th unless otherwise approved by the City Engineer. If approved, the applicant shall submit a Winterization Erosion Control Plan to the City Engineer for review and approval. This plan shall incorporate erosion control devices and other techniques in accordance with Gilroy Municipal Code § 27C to minimize erosion. Specific measures to control sediment runoff, construction pollution and other potential construction contamination 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. <i>(PUBLIC WORKS)</i>
78.	GEOTECHNICAL ENGINEER: Prior to building permit issuance, the applicant's Geotechnical Engineer shall review the final grading, pavement design and drainage plans to ensure that said designs are in accordance with the recommendations or the project geotechnical study, and the peer review comments. The applicant's Geotechnical Engineer's approval shall then be conveyed to the City either by letter, or by signing the plans. All grading operations and soil compaction activities shall be per the approved project's design level geotechnical report. All grading activities shall be conducted under the observation of, and tested by, a licensed geotechnical engineer. A report shall be filed with the City of Gilroy for each phase of construction, stating that all grading activities were performed in conformance with the requirements of the project's geotechnical report. The applicant shall add this condition to the general notes on the grading plan. Certification of grades and compaction are required prior to Building Permit final. This statement must be added as a general note to the Grading and Drainage Plan. <i>(PUBLIC WORKS)</i>
79.	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. <i>(PUBLIC WORKS)</i>

80.	TREE REMOVAL PERMIT: The applicant shall obtain a Tree Removal Permit from the Engineering Division for removal of existing trees in the public right-of-way, prior to the issuance of a building permit or demolition building permit, whichever is issued first. <i>(PUBLIC WORKS)</i>
81.	ENCROACHMENT PERMITS, BONDS, AND INSURANCE: The applicant must obtain an encroachment permit, posting the required bonds and insurance, and provide a one (1) year warranty for all work to be done in the City's right-of-way or City easement. This encroachment permit shall be obtained prior to the issuance of a foundation building permit and prior to any work being done in the City's right-of-way. All existing public utilities shall be protected in place and if necessary relocated as approved by the City Engineer. No permanent structures are permitted within the City right-of-way, or within any City easement unless otherwise approved by the City Engineer. The applicant shall have street improvement plans prepared for all work in the public right-of-way by a licensed civil engineer, whose signed engineer's stamp shall appear on the plans. Prior to issuance of the encroachment permit, the applicant shall submit any applicable pedestrian or traffic control plans for any lane or sidewalk closures. The traffic control plan shall comply with the State of California Manual of Uniform Traffic Control Devices (MUTCD), and standard construction practices. [(For major street improvements) Construction plans for improvements in the right-of-way shall be submitted to the City Engineer at 30%, 60%, and 90% design for review. All design assumptions and criteria shall be submitted with each phase of design submittal. Project specifications shall be included for review with the 90% design review.] Final construction plans and specifications shall be approved by the City Engineer, and released for construction, prior to the issuance of the encroachment permit. The applicant is required to confirm the location of existing utility lines along the project frontage by potholing. Prior to any potholing, applicant shall submit a pothole plan for City review and approval. Applicant shall provide the pothole result to the City Engineer prior to final design. Right-of-way improvements shall include, at a minimum, the following items: a. STREET WIDENING: The applicant shall widen Gilman Avenue along the north project boundary. The road widening shall include a minimum 1-2ft saw cut starting point into the existing street. This saw cut shall run parallel to the roadway. The road widening shall consist of a pavement section with a minimum T.I. of 8.0. The developer's geotechnical engineer shall provide a recommendation for the minimum pavement section to the approval of the City Engineer. b. CURB, GUTTER, SIDEWALK: 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. c. STREET TREES: The applicant shall plant street trees along the project frontage consistent with Valley Water's list from the Guidelines and Standard for Land Use

near streams to the satisfaction of the City Engineer. The street tree plans shall be per City Standard Drawings.

- d. **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.
- e. **SIDEWALK:** The applicant shall remove and replace to existing City standards all damaged and/or non-Standard sidewalk surrounding the project site. The actual amount of sidewalk to be replaced shall be determined by the Public Works Construction Inspector in the field prior to construction. Sidewalk replacement shall be constructed per the City Standard Drawings.
- f. **CURB RAMP(S):** The applicant shall remove and replace to latest CAL TRANS Standard any and all damaged and/or non-Standard curb ramps. The actual ramp "Case" shall be identified on the plans and shall be to the approval of the City Engineer.
- g. **CURB AND GUTTER:** The applicant shall remove and replace to existing City standards all damaged and/or non-Standard all curb and gutter surrounding the project site. The actual amount of curb and gutter to be replaced shall be determined by the Public Works Construction Inspector in the field prior to construction. New curb and gutter shall be constructed per the City Standard Drawing STR-12.
- h. **DRIVEWAY APPROACH(ES):** The applicant shall install City Standard Commercial driveway approaches as shown on the approved plans. The driveway width shall be carried, at a minimum to the end of the PSE. The new commercial driveway approach shall be constructed per the City Standard Drawing STR-18.
- i. **SEWER LATERAL:** The applicant shall install a minimum a four (4) inch City Standard sewer lateral connection from the property line to the sewer main located in the street right-of-way. The installation shall be done in accordance with the City Standard Drawing SWR-6 including a 6" property line clean-out.
- j. **SEWER TEST MANHOLE:** The applicant shall install a sewer test manhole immediately behind the PSE in accordance with the City Standard Drawing SWR-3A & B.
- k. **SEWER MAIN:** New sewer line shall be PVC, SDR 26 or equal. The developer shall extend the existing sanitary sewer from the intersection of Arroyo Circle and

	Camino Arroyo to the site along the project frontage, Gilman Ave. Applicant is required to submit plans and drawings for approval prior to submitting the first building permit. Construction of the new mainline shall be completed prior to issuance of the certificate of occupancy. l. SANITARY SEWER MANHOLES: The applicant shall install City Standard Sanitary Sewer manholes, per approved plans and in accordance with the City Standard Drawing SWR-1. m. STORM DRAIN MANHOLES: The applicant shall install City Standard Storm Drain manholes, per approved plans and in accordance with the City Standard Drawing SWR-9. n. STORM WATER CATCH BASIN(S): The applicant shall install standard storm water catch basins, in accordance with the City Standard Drawing STM-1 & STM-7A & B. o. SIDEWALK UNDERDRAIN(S): The applicant shall install ____ () standard sidewalk underdrains in accordance with the City Standard Drawing STR-19. p. STREET LIGHTS: The applicant shall provide and install standard aluminum electrolier street lights 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. q. FIRE HYDRANTS: The applicant shall install new fire hydrants along the project frontage on both Camino Arroyo and Gilman Avenue per City Standard requirements. Spacing shall meet City Standard and Fire Marshall requirements. (PUBLIC WORKS)
82.	SEWER LIFT STATION: The proposed lift station shall be installed outside of the public right of way and public easement areas. The associated sanitary sewer lateral shall be installed per City Standard and gravity drain to the main in the public right of way. Sanitary sewer lift station shall be privately owned and maintained by the property owner. (PUBLIC WORKS)
83.	TRASH AMENDMENT: The applicant shall install a CDS unit on the private storm drain system prior to the onsite stormwater system discharging into the public storm drain

	system. At initial submittal the plans shall show a CDS installed along the private Storm Drain system prior to discharging into the public storm drain system. <i>(PUBLIC WORKS)</i>
84.	BACKFLOW PREVENTOR: The proposed water service lateral to the site shall include a back flow preventor per City Standard. All backflow preventors shall be located immediately outside of the PSE per City Standard. <i>(PUBLIC WORKS)</i>
85.	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. <i>(PUBLIC WORKS)</i>
86.	STREET CUT MORATORIUM: A portion of Camino Arroyo is part of the Street Cut Moratorium. New pavement cuts affect the newly surface portion of the roadway reducing the City Pavement Condition Index. If any new cuts into the newly surface street occur as a result of this project, the project shall Grind and pave the entire width of Camino Arroyo (Lip of Gutter to Lip of Gutter) along 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. <i>(PUBLIC WORKS)</i>
87.	SITE LIGHTING STANDARDS: The applicant shall submit a photometric plan for on-site lighting showing lighting levels to Illuminating Engineering Society (IES) Standards. The plan shall comply with the requirement of an average of 1 foot-candle with a 4:1 minimum to average ratio and a minimum lighting of 0.3 foot-candle. This lighting standard is applicable to all accessibly parking lots, driveways, circulation areas, aisles, passageways, recesses, and accessible grounds contiguous to all buildings. The lighting system shall be so designed as to limit light spill beyond property lines and to shield the light source from view from off site. The photometric plan shall be approved by the City Engineer. <i>(PUBLIC WORKS)</i>
88.	STREET LIGHTING STANDARDS: The applicant shall submit plans for street/sidewalk showing lighting levels to Illuminating Engineering Society (IES) Standards. The plan shall comply with lighting requirements as follows: • Arterial Streets 1.0fc average 3/1 average to minimum uniformity .34fc minimum • Collector Streets .60fc average 4/1 average to minimum uniformity .15fc minimum • Local streets .40fc average 6/1 average to minimum uniformity .07fc minimum • High volume intersection 1.1fc average 3.1 average to minimum uniformity .40fc minimum

	• Low volume intersection .70fc average 4/1 average to minimum uniformity .18fc minimum The applicant shall submit a photometric plan identifying how these lighting levels are being met given the site geometrics, using City Standard Street lights, and a Type III lighting distribution. The width of the street and lighting levels shall determine the lighting spacing. Street lights and pull boxes shall be installed in the planter strip if one is present, or behind the back of walk where feasible so as to maintain sidewalk clear of obstructions to the approval of the City Engineer. The photometric plan shall be approved prior to the issuance of the building permit. (<i>PUBLIC WORKS</i>)
89.	FENCES AND OTHER PERMANENT STRUCTURES WITHIN CITY RIGHT-OF-WAY: The applicant shall locate all project fencing and foundation of a permanent nature within the project's property and out of the City right-of-way and public easements. (<i>PUBLIC WORKS</i>)
90.	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. (<i>PUBLIC WORKS</i>)
91.	LOADING DOCKS: Per Gilroy Municipal Code Section 27C.8 <i>Prohibition of Discharges from Industrial or Commercial Activity</i>, the applicant shall cover loading docks to minimize run-on to and run-off from the loading area. Roof downspouts shall be positioned to direct stormwater away from the loading area. Water from covered loading dock areas shall be drained to the sanitary sewer to the approval of the City Engineer. (<i>PUBLIC WORKS</i>)
92.	GARBAGE/RECYCLE STORAGE AND SERVICE: The Applicant shall obtain a review letter from Recology confirming serviceability and site accessibility of solid waste pickup. No public right of way areas to be used for solid waste pickup. Contact Lisa Patton, Operations Manager 408-846-4421. 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. (<i>PUBLIC WORKS</i>)
93.	DRAINAGE: Drainage designed into landscaping with the purpose of reducing volume or improving quality of runoff from the site shall be implemented according to the requirements of the Stormwater Management Guidance Manual for Low Impact Development & Post Construction Requirements (June 2015) and shall also be, subject to the approval of the City Engineer. Where necessary, sidewalk drains per the City Standard Drawing shall be provided to direct the water under the sidewalk and through the curb. No increase to the peak discharge shall be permitted downstream. In addition, discharge must conform to any non-point source permit issued by the Regional Water Quality Control Board. Drainage improvements made on-site shall conform to standard

	engineering practices and shall not allow any site drainage to impact adjacent properties. All drainage capacity calculations shall be performed by a licensed Civil Engineer, whose signed engineer's stamp shall appear on the calculations sheets, and shall be submitted to the City for review and approval with the project civil plans. For projects that include permanent structural controls for water quality protection, the O&M (operation and maintenance) procedures for such control features shall be submitted in a site-specific Stormwater Control Plan (SWCP) which shall be reviewed and approved prior to occupancy. A formal O&M Agreement shall specify the owner's responsibility to ensure their ongoing effective operation and maintenance. Such O&M responsibility requirements shall be recorded on the property deed. If the project is proposing to connect to an existing storm drain system within or downstream from the site, the design engineer shall provide calculations with the final design plans to demonstrate that the downstream drainage system has adequate capacity to accommodate the additional site flows being added to the system for the design storm per City Standards. The calculations shall be to the approval of the City Engineer prior to the issuance of the first building permit. <i>(PUBLIC WORKS)</i>
94.	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. <i>(PUBLIC WORKS)</i>
95.	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. <i>(PUBLIC WORKS)</i>
96.	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. <i>(PUBLIC WORKS)</i>
97.	EMPLOYEE PARKING: The applicant shall designate an appropriate amount of parking spaces on-site in the area designated for project site employees. The parking spaces shall be clearly marked and signed. The applicant shall ensure that all project site employees are required to park in the off-site locations, and not on the project site. The applicant shall provide a plan, in writing, to the approval of the Planning Manager and City Engineer indicating how this requirement will be met, and said plan shall be

	approved by the Director of Community Development and City Engineer prior to occupancy of the first site building. (<i>PUBLIC WORKS</i>)
98.	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 Community Development Director and City Engineer. (<i>PUBLIC WORKS</i>)
99.	PERMITS REQUIRED BY OTHER AGENCIES: The applicant shall obtain all applicable permits 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: Army Corps of Engineers, UPRR, 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 building permit. (<i>PUBLIC WORKS</i>)
100.	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 \$970.24. 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. (<i>PUBLIC WORKS</i>)
101.	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 \$6,621.21. 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. (<i>PUBLIC WORKS</i>)
102.	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 \$181,073.18. 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. <i>(PUBLIC WORKS)</i>
103	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 \$39,101.39. 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. <i>(PUBLIC WORKS)</i>
104	TRAFFIC IMPROVEMENT 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 \$339,955.98. 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. <i>(PUBLIC WORKS)</i>
105	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 \$89,964.53. 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. <i>(PUBLIC WORKS)</i>
106	CONSTRUCTION NOTICING: At least one week prior to commencement of any on or off-site work, the applicant shall post at the site, and to property owners within (300') three hundred feet of the exterior boundary of the project site a notice that construction work will commence on or around the stated date. The notice shall include a list of contact persons with name, title, phone number and area of responsibility. The person responsible for maintaining the list shall be included. The list shall be current at all times and shall consist of persons with authority to initiate corrective action in their area of responsibility. The names of individuals responsible for dust, noise and litter control shall be expressly identified in the notice. Noticing shall be in both English and Spanish. The notice shall be submitted for review to the approval of the City Engineer two weeks prior to the issuance of the building permit. <i>(PUBLIC WORKS)</i>

107	DEDICATION OF EASEMENT: The applicant shall dedicate a 10-foot Public Service Easement to the City for Public Utilities. The easement shall be conveyed by PSE Grant Deed. 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 building permit. <i>(PUBLIC WORKS)</i>
108	PROPERTY IMPROVEMENT AGREEMENT (PIA): The applicant shall enter into a public improvement agreement with the City per Gov. Code Section 66462(a), and shall arrange to provide Payment and Performance bonds each for 100% of the cost of public infrastructure improvements to be constructed in the public right-of-way. These improvements shall include, but not be limited to, roadway construction, sidewalk, curb and gutter, water lines, storm lines, sewer lines, street lights, and signal equipment. City Standard insurance shall be provided per the terms of the agreement. The agreement will be forwarded to the City Council for approval with project (parcel or final) map. The PIA shall be approved by the City Council prior to the issuance of the project building permit. <i>(PUBLIC WORKS)</i>
109	ELEVATION CERTIFICATE: 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. <i>(PUBLIC WORKS)</i>
110	RECORD DRAWINGS: The applicant shall submit one full set of original record drawings and construction specifications for all off-site improvements to the Department of Public Works. All underground facilities shall be shown on the record drawings as constructed in the field. The applicant shall also provide the City with an electronic copy of the record drawings in the AutoCAD Version being used by the City at the time of completion of the work. The applicant shall also submit an AutoCAD drawing file of all consultants composite basemap linework showing all public improvements and utility layouts. This condition shall be met prior to the release of utilities, final inspection, or issuance of a certificate of occupancy, whichever occurs first. <i>(PUBLIC WORKS)</i>
111	PAVEMENT RESTORATION: Due to construction activities, new utility cuts along the project frontage, and the anticipated project's truck traffic the applicant shall grind and overlay with 2.5-inches of asphalt concrete the roadways anticipated to be damaged as a result of construction activities within the general area of the project or along the designated haul route. The required minimum pavement limits are: Gilman Road (lip of gutter to lip of gutter) along the project frontage, the intersection of Gilman and Camino Arroyo to end of each leg's curb returns, and Camino Arroyo (lip of gutter to lip of gutter) along the length of the proposed sanitary main extension. If the street abutting the property has been classified as being in a failed condition or a Pavement Condition Index (PCI) of 50 or below, the applicant will be required to reconstruct the street. 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. <i>(PUBLIC WORKS)</i>

112	STREET RESURFACING PRIOR TO ACCEPTANCE: The developer shall repair, to the satisfaction of the City Engineer, any and all pavement damage that occurs after the required pavement treatment until the end of the project. <i>(PUBLIC WORKS)</i>
113	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. <i>(PUBLIC WORKS)</i>
114	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. (<i>PUBLIC WORKS</i>)
115	REGIONAL BOARD STORMWATER REVIEW: This project may be subject to an audit by the Central Coast Regional Board. City may be required to provide the project stormwater design and storm water management plan for Regional Board review and comment. Prior to building permit issuance, the project shall receive approval or acknowledgment by the Regional Board. The project may need to provide the Regional Board any and all necessary documents (including reports, technical data, plans, etc.) for the Regional Board approval. (<i>PUBLIC WORKS</i>)
<i>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.</i>	
116	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 insure proper control of blowing dust for the duration of the project.
 - iv. Watering on public streets, and wash down of dirt and debris into storm drain systems will not be allowed. Streets will be cleaned by street sweepers or by hand as often as deemed necessary by the Construction Inspector, or at least once a day. Watering associated with on-site construction activity shall take place between the hours of 8 a.m. and 5 p.m. and shall include at least one late-afternoon watering to

minimize the effects of blowing dust. Recycled water shall be used for construction watering to manage dust control where possible, as determined by the City Engineer. Recycled water shall be billed at the municipal industrial rate based on the current Santa Clara Valley Water District's municipal industrial rate. Where recycled water is not available potable water shall be used. All potable construction water from fire hydrants shall be metered and billed at the current portable fire hydrant meter rate.

- v. All public streets soiled or littered due to this construction activity shall be cleaned and swept on a daily basis during the workweek to the satisfaction of the Construction Inspector.
- vi. Construction grading activity shall be discontinued in wind conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems.
- vii. Site dirt shall not be tracked into the public right-of-way, and shall be cleaned immediately if done, or the project may risk being shut down. Mud, silt, concrete and other construction debris shall not be washed into the City's storm drains.
- viii. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation.
- ix. All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site.
- x. Prior to issuance of any permit, the applicant shall submit any applicable pedestrian or traffic detour plans, to the satisfaction of the City Engineer, for any lane or sidewalk closures. The traffic control plan shall be prepared by a licensed professional engineer with experience in preparing such plans. The Traffic Control Plan shall be prepared by a licensed engineer in accordance with the requirements of the latest edition of the California Manual on Uniform Traffic Control Devices (MUTCD) and standard construction practices. The Traffic Control Plan shall be approved prior to the commencement of any work within the public right-of-way.
- xi. During construction, the applicant shall make accessible any or all City utilities as directed by the City Engineer.
- xii. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The applicant shall require the soils engineer submit to daily testing and sampling reports

	to the City Engineer.
117	PROJECT CLOSE-OUT: Prior to City acceptance of all projects 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. <i>(PUBLIC WORKS)</i>
118	HOLIDAY CONSTRUCTION MORATORIUM: Due to concerns for businesses within the vicinity of the Gilroy Outlets during the holiday season (November 20 to January 1), there shall be no construction activities within the right-of-way which would create lane closures, eliminate parking, create pedestrian detours, or other activities that may create a major disturbance as determined by the City Engineer. This prohibition shall apply to Leavley Road east of US101, and Camino Arroyo in the vicinity of the Gilroy Outlets. <i>(PUBLIC WORKS)</i>
119	MATERIAL HAULING ROUTE AND PERMIT: For material delivery vehicles equal to, or larger than two-axle, six-tire single unit truck (SU) size or larger as defined by FHWA Standards, the applicant shall submit a truck hauling route and receive a haul permit that conforms to City of Gilroy Standards to the approval of the City Engineer. Note that the City requires a Haul Permit be issued for any hauling activities. The project sponsor shall require contractors to prohibit trucks from using "compression release engine brakes" on residential streets. The haul route for this project shall be determined at the time of permit issuance. 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. <i>(PUBLIC WORKS)</i>
120	CONSTRUCTION WORKER PARKING: The applicant shall provide a construction-parking plan that minimizes the effect of construction worker parking in the neighborhood and shall include an estimate of the number of workers that will be present on the site during the various phases of construction and indicate where sufficient off-street parking will be utilized and identify any locations for off-site material deliveries. Said plan shall be approved by the City Engineer prior to issuance of City permits and shall be complied with at all times during construction. Failure to enforce the parking plan may result in suspension of the City permits. No vehicle having a manufacturer's rated gross vehicle weight exceeding ten thousand (10,000) pounds shall be allowed to park on the portion of a street which abuts property in a residential zone without prior approval from the City Engineer (§15.40.070). <i>(PUBLIC WORKS)</i>
121	SITE WATER DISCHARGE: In accordance with the City's Municipal Code, Prohibition of Illegal Discharges (Gilroy Municipal Code Section 27C.7), the City Engineer may approve the discharge of uncontaminated pumped ground waters to the sanitary sewer only when such source is deemed unacceptable by State and Federal authorities for discharge to surface waters of the United States, whether pretreated or untreated, and for which no reasonable alternative method of disposal is available. Following the verification of the applicable local, state and/or federal approvals, a Discharge Plan will be approved and monitored by the City Engineer. <i>(PUBLIC WORKS)</i>
122	ARCHITECTURAL COPPER: Per Gilroy Municipal Code Section 27C.7 <i>Prohibition of Illegal Discharges</i> , 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 <i>(PUBLIC WORKS)</i>
<i>The following conditions shall be complied with AT ALL TIMES that the use permitted by this entitlement occupies the premises</i>	
123	POST CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP): In accordance with Gilroy Municipal Code Chapter 27D <i>Post Construction Storm Water Pollution Prevention</i> 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: - 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. - 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. - 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. - 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. - 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. (<i>PUBLIC WORKS</i>)
124	* MITIGATION MEASURE: This measure mitigates adverse environmental effects identified in the environmental document. Monitoring procedures are contained within the condition of approval. A change in the condition may affect the validity of the current environmental document, and a new or amended environmental document may be required. (<i>PUBLIC WORKS</i>)

<u>BUILDING DIVISION - CONDITIONS OF APPROVAL</u>	
125.	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.

126.	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.
127.	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 turn-around locations, any road and/or lane closures and a phasing plan.
128.	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).

129.	Job Site Signage: Prior to construction, A 48 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).
130.	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.
131.	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.
132.	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.
133.	Site Survey: The applicant shall provide a site survey of the 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
134.	Permit Card: The stamped, approved, job copy of the plans and permit card shall be located onsite at all times.
135.	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.

136.	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.
137.	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.
138.	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 finalized. A site specific SWPPP must be combined with proper and timely installation of the Best Management Practices (BMPs), thorough and frequent inspections, maintenance, and documentation. 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.
139.	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.
140.	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.
141.	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.
142.	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.
143.	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.
144.	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.
145.	Bicycle Parking: Short-term bicycle parking. Provide bicycle racks, for 5 percent of new visitor parking spaces added, with a minimum of one two-bike capacity “inverted U,” or equivalent as approved by the Community Development Director, 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 may be provided in addition to bicycle racks. 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.

FIRE SAFETY STANDARD CONDITIONS

The following conditions apply to NEW CONSTRUCTION, based on the provisions for fire safety during building construction. The building owner and general contractor are responsible for compliance with the provisions below.

146.	FIRE PROTECTION PLAN. A written Fire Protection Plan (Plan) shall be developed for significant or complex construction projects at the discretion of the Fire department. If required, the Plan shall be approved by the Fire Marshal/Fire Chief prior to proceeding past foundation work for new buildings or commencement of demolition work in alteration projects. The Plan shall include the following: a. Procedures for reporting emergencies to the Fire department. b. Procedures for emergency notification, evacuation and/or relocation of all persons in the building under construction and on the site. c. Procedures for hot work operations, management of hazardous materials and removal of combustible debris and maintenance of emergency access roads. d. Floor plans identifying the locations of exits, exit stairs, exit routes and portable fire extinguishers. <i>(For large indoor projects)</i> e. Site plans identifying the designated exterior assembly areas for each evacuation route. f. Site plans identifying required fire apparatus access roadways and on-site fire hydrants. Access roadways shall be capable of supporting a 68,000 lb fire vehicle and shall be all weather. The name and contact phone number of the person(s) responsible for compliance with the Plan.
147.	FIRE DEPARTMENT ACCESS ROADWAYS: All construction sites shall be accessible by fire department apparatus by means of roadways having an all-weather driving service of not less than 20ft. of unobstructed width. The roads shall have a minimum 13ft. 6 in. of vertical clearance. Dead end fire access roads in excess of 150 ft. in length shall be provided with approved turnarounds. When approved, a temporary access roadway may be utilized until such time that the permanent roadways are installed. As a minimum, the roadway shall consist of a compacted sub base and six (6) inches of road base material (Class 2 aggregate base rock) both compacted to a minimum 95%. The perimeter edges of the roadway shall be contained and delineated by curb and gutter or other approved method. The use of geotextile reinforcing fabric underlayment or soils lime-treatment may be required if so determined by the project civil engineer. Provisions for surface drainage shall also be provided where necessary. The integrity of the roadway shall be maintained at all times.
148.	FIRE HYDRANTS: Where underground water mains and hydrants are required for the building(s) under construction, they shall be installed, completed, and in service prior to combustible construction materials accumulating on site. If permanent hydrants within 150 ft of combustible materials/construction will not be operational an approved temporary hydrant and/or water tank fire water system will be required.
149.	TELEPHONE SERVICE: Provisions shall be provided at the construction site for emergency notification of the fire department via telephone.

150.	PREMISES IDENTIFICATION: The address numbers of the property or project location shall be plainly visible and legible from the street or road fronting the property at the fire apparatus access point or as otherwise approved.
151.	COMBUSTIBLE DEBRIS: Wood, cardboard, packing material, form lumber and similar combustible debris shall not be accumulated within buildings. Such debris, rubbish and waste material shall be removed from buildings on a daily basis. No burning of debris or rubbish is permitted.
152.	OILY RAGS: Oily rags and similar material shall be stored in metal or other approved containers equipped with tight-fitting covers.
153.	TEMPORARY HEATING EQUIPMENT: Temporary heaters, such as those that are LPG fueled, shall be listed and shall be installed, used, and maintained in accordance with the manufacturer's instructions. Heating devices shall be secured properly and kept clear from combustible materials.
154.	SMOKING: Smoking is prohibited anywhere inside or on the roof of new buildings under construction or in the project work area of buildings undergoing alteration. A suitable number of ' NO SMOKING ' signs shall be posted to ensure that smoking is controlled. Failure to comply can result in a citation and/or failed inspection issued to the general contractor. Failed inspections will require re-scheduling and payment of a re-inspection fee.
155.	VEHICLE PARKING: All vehicles shall be parked a minimum of 20 ft from new buildings under construction. Except for Vehicles that are temporarily parked for loading/unloading or other construction related operations.
156.	COMBUSTIBLE MATERIAL STORAGE: Combustible construction materials shall be stored a minimum of 20 feet from buildings under construction or undergoing remodel. Except materials that are staged for installation on a floor level.

157.	FIRE SPRINKLER SYSTEMS: Where automatic fire sprinkler systems are required to be installed in new buildings, the system shall be placed in service as soon possible. Upon the completion of sprinkler pipe installation on each floor level, the piping shall be hydrostatically tested and inspected. The system supply riser shall be placed into service, but after the system has been tested and flushed. For system activation notification, an exterior alarm bell can be installed and connected to the sprinkler water flow device prior to installation of the monitoring system. If the system cannot be connected to the water supply once completed due to lack of water supply to the building, the overhead system shall be maintained with water and 100lbs of pressure. Either an alarm bell or fire watch shall be provided during non-construction hours. For buildings equipped with fire sprinkler systems that are undergoing alterations, the sprinkler system(s) shall remain in service at all times except when system modifications are necessary. Fire sprinkler systems undergoing modifications shall be returned to service at the end of each workday unless otherwise approved by the Fire Marshal. The General contractor or his/her designee shall check the sprinkler control valve(s) at the end of each workday to confirm that the system has been restored to service.
158.	FIRE EXTINGUISHERS: Portable fire extinguishers shall be provided and such that the travel distance to any extinguisher does not exceed 75 ft. Extinguishers shall not have less than a 2A10BC rating. The general contractor shall ensure that an adequate number of individuals are trained in the proper use of portable fire extinguishers.
159.	FIRE ALARM SYSTEMS: Fire alarm systems shall be maintained operational at all times during building alterations. When an alteration requires modification to a portion of the fire alarm system, the portion of the system requiring work shall be isolated and the remainder of the system shall be kept in service whenever practical. When it is necessary to shut down an entire fire alarm system a fire watch shall be implemented by the general contractor until the system is returned to full service.
160.	EXITS: All new buildings under construction shall have a least one unobstructed exit. All exits shall be identified on the Plan. For new multi-story buildings, each level above the first story shall be provided with at least two usable exit stairs after the floor decking is installed. The stairways shall be continuous and discharge to grade level. Stairways serving more than two floor levels shall be enclosed (with openings adequately protected) after exterior walls/windows are in place. Exit stairs in new and in existing, occupied buildings shall be lighted and maintained clear of debris and construction materials at all times. For new multi-story buildings, one of the required exit stairs may be obstructed on not more than two contiguous floor levels for the purposes of stairway construction (i.e., installation of gypsum board, painting, flooring, etc.).

161.	AREA SEPARATION WALLS: When area separation walls are required, the wall construction shall be completed (with all openings protected) immediately after the building is sufficiently weather-protected at the location of the wall(s).
SPECIAL OPERATIONS	
162.	Hot Work: Hot work includes any work involving operations capable of initiating fires or explosions, including cutting, welding, brazing, soldering, grinding, thermal spraying, thawing pipe, torch applied roofing, or any other similar activity. The use of hot work equipment shall be in accordance with the following guidelines. Pre-site inspection: An inspection of the hot work site shall be conducted by the General Contractor or his/her designee prior to hot work operations to ensure that (1) the hot work site is clear of combustibles or that combustibles are protected, (2) openings are protected. Fire Watch: The sole duty of fire watch personnel shall be to watch for the occurrence of fire during and after hot work operations. Individuals designated to fire watch duty shall have fire extinguishing equipment readily available and shall be trained in the use of such equipment. Post-inspection: The fire watch shall be maintained a minimum of 30 minutes after the conclusion of the work to look out for leftover sparks, slag or smoldering combustibles. Opposite sides of walls and partitions shall be checked for radiant heat damage.
163.	Asphalt and tar kettles: Asphalt kettles shall not be located within 20 feet of any combustible material, combustible building surface or building opening. With the exception of thermostatically controlled kettles, an attendant shall be within 100 feet of a kettle when the heat source is operating. Ladders or similar obstacles shall not form a part of the route between the attendance and the kettle. Kettles shall be equipped with tight-fitting covers. A minimum 20-B:C rated portable fire extinguisher shall be located within 30 feet of each asphalt kettle when the heat source is operating. Minimum 20-B:C rated portable fire extinguishers also shall be located on roofs during asphalt coating operations.
164.	Motor Equipment: Motorized equipment including internal-combustion-powered construction equipment shall be used in accordance with the following: - Equipment shall be located so that exhausts do not discharge against combustible materials. - When possible, exhausts should be piped to the outside of the building. - Equipment shall not be refueled while in operation. - Fuel for equipment shall be stored in an approved area outside of the building.
165.	Hazardous Materials: If more than 55 gallons of flammable or combustible liquid is to be used, or stored on the site overnight, or on-site fueling will occur a hazardous materials storage permit shall be obtained. Come into the BLES office

	and complete an Owner:Operator Page, provide site plan and inventory of materials. A Chemical Control Specialist will provide conditions and arrange for an inspection.
166.	Propane containers may be used in buildings under construction or undergoing major renovation as a fuel source for temporary heating for curing concrete, drying plaster and similar applications in accordance with the following: • Heating elements (other than integral heater-container units) shall be located at least 6 feet from any LPG container. • LPG containers shall be located so that direct or radiant heat does not radiate onto the LP-Gas container. • Heat producing equipment shall be installed with clearance to the combustibles in accordance with the manufacturer's installation instructions. • Hose shall be designed for a working pressure of at least 350 psig (unless limited to 5 psig) and shall be a maximum of 6 feet in length. • Portable heaters shall be equipped with an approved automatic device to shut off the flow of gas to the main burner and to the pilot in the event of flame extinguishment or combustion failure. Portable heaters with an input of more than 50,000 Btu/hr shall be equipped with either a pilot that must be proved before the main burner can be turned on or an approved electronic ignition system. LPG storage or use in buildings undergoing alteration and that are fully or partially occupied requires specific approval from Fire Prevention prior to bringing LP-Gas containers on-site.
167.	Storage, Use and Dispensing of Flammable and Combustible Liquids: Storage areas for flammable and combustible liquids shall be kept free of weeds and extraneous combustible material. Open flames and smoking are prohibited in flammable or combustible liquid storage areas.
168.	Compressed Gases Cylinders in day use shall be marked with the contents, stored upright and have the protective cap on when not in use or in transport. Hoses shall be in good conditions and precautions shall be taken while doing hot work to prevent ignition of combustible materials in the area.

ENTITLEMENT SUBMITTAL

STORQUEST EXPRESS SELF-STORAGE

1000 Gillman Road,
Gilroy, CA 95020

APN: 841-18-086

05-10-23



EXHIBIT LIST

Architectural

- A1.0 - EXISTING SITE PHOTOS
- A2.0 - EXISTING ADJACENT BUILDINGS PHOTOS
- A3.0 - SITE PLAN
- A4.0 - FIRE TRUCK CIRCULATION PLAN
- A5.0 - SOLID WASTE HANDLING PLAN
- A6.0 - FLOOR & ROOF PLAN - BLDG A & OFFICE
- A7.0 - FLOOR & ROOF PLAN - BLDG B
- A8.0 - FLOOR & ROOF PLAN - BLDG C
- A9.0 - FLOOR & ROOF PLAN - BLDG D
- A10.0 - FLOOR & ROOF PLAN - BLDG E
- A11.0 - FLOOR & ROOF PLAN - BLDG F
- A12.0 - FLOOR & ROOF PLAN - BLDG G
- A13.0 - FLOOR & ROOF PLAN - BLDG H
- A14.0 - NORTH ELEVATION
- A15.0 - WEST ELEVATION
- A16.0 - SOUTH ELEVATION
- A17.0 - EAST ELEVATION
- A18.0 - COLOR MATERIAL BOARD

Civil

- C-1 Existing Site Plan
- C-2 Proposed Site Plan
- C-3.1 Conceptual Grading and Utility Plan
- C-3.2 Conceptual Grading and Utility Plan
- C-4 Stormwater Control Plan
- C-5 Fire Truck Circulation Plan

Landscape

- L-1 Conceptual Landscape Plan B/W
- L-1 Conceptual Landscape Plan Color

Photometrics

- E101S - Electrical Site Photometric Plan
- E102S - Lighting Fixture Cutsheets



THE WILLIAM WARREN GROUP
SELF STORAGE MANAGEMENT. ACQUISITIONS. DEVELOPMENT.

William Warren Group, Inc.
201 Wilshire Blvd., Suite 102
Santa Monica, CA 90401
925.382.0300
Contact: Bob Donnelly



mcgarchitecture.com

15635 Alton Parkway, Suite 100
Irvine, CA 92618
949.553.1117
www.mcgarchitecture.com
Contact: Jeff Herbst



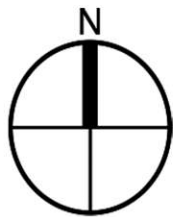
11570 Oakland Road
San Jose, CA 95131
408.487.2200
<https://hmmca.com/>
Contact: Pete Smith



Wilson Davis Associates
2825 Utchfield Dr.
Riverside, CA 92503
951.353.2436
<https://wilson-davis-associates.business.site/>
Contact: Tim Davis



KEY PLAN
N.T.S.

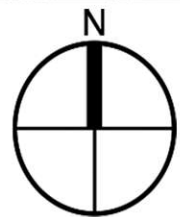


(ALL IMAGES TAKEN FROM MARCH 2019)

REVISIONS TABLE		
DATE	REVISION / ISSUE	
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 641-18-086		APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 StorQuest Express SELF SERVICE STORAGE		Contact: Jeff Herbst E: JHerbst@mcgarchitecture.com T: 949.553.1117
MCG ARCHITECTURE South California 15635 Alton Parkway, Suite 100 Irvine, California 92618	SHEET TITLE: Existing Site Photos	
MCG JOB NO. 21606.05	SHEET NUMBER: SHEET <u>1</u> OF 18 TOTAL	

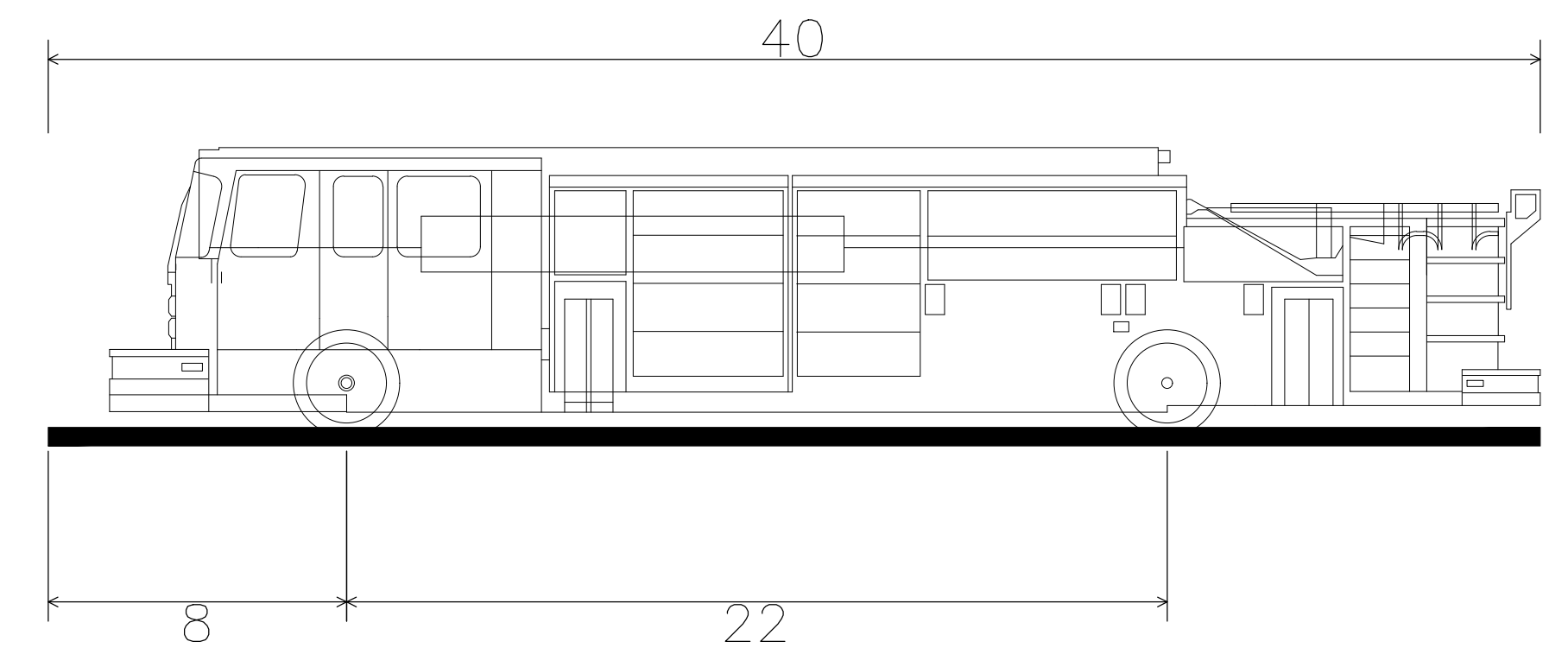
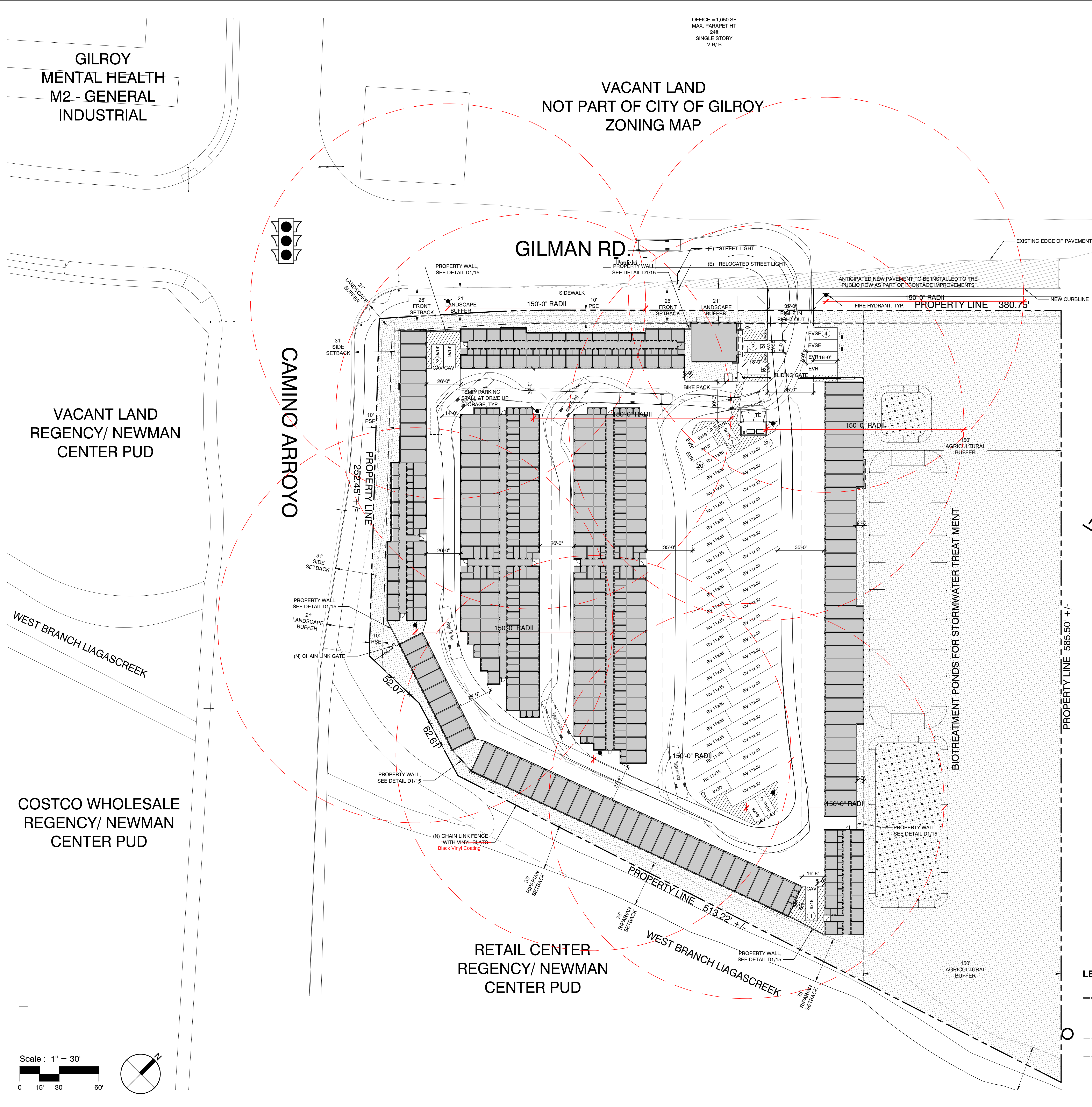


KEY PLAN
N.T.S.



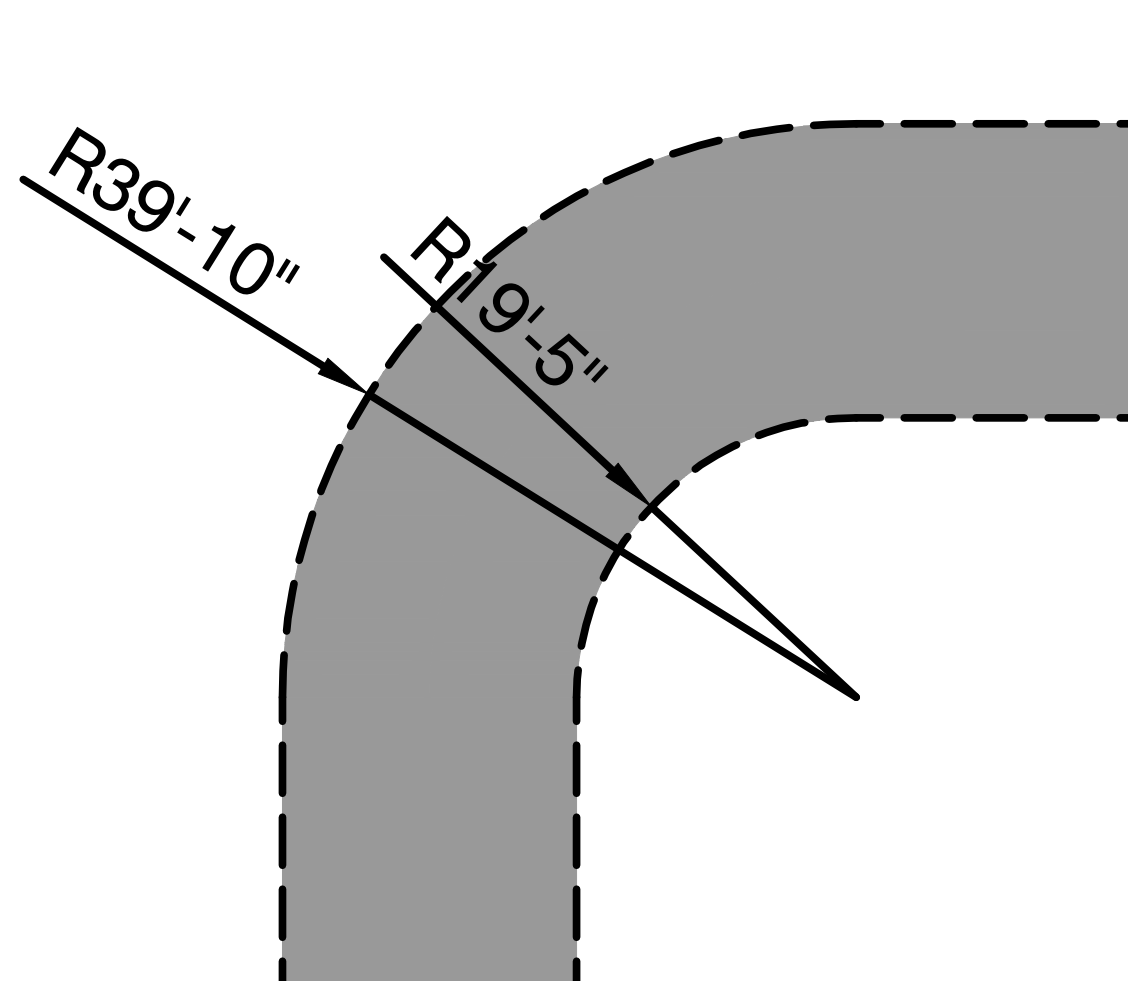
(ALL IMAGES TAKEN FROM MARCH 2019)

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STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 641-18-086		APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 MCG ARCHITECTURE South California 15635 Alton Parkway, Suite 100 Irvine, California 92618		Contact: Jeff Herbst E: JHerbst@mcgarchitecture.com T: 949.553.1117
MCG JOB NO. 21606.05	SHEET TITLE: Existing Adjacent Building Photos	SHEET NUMBER: SHEET <u>2</u> OF 18 TOTAL



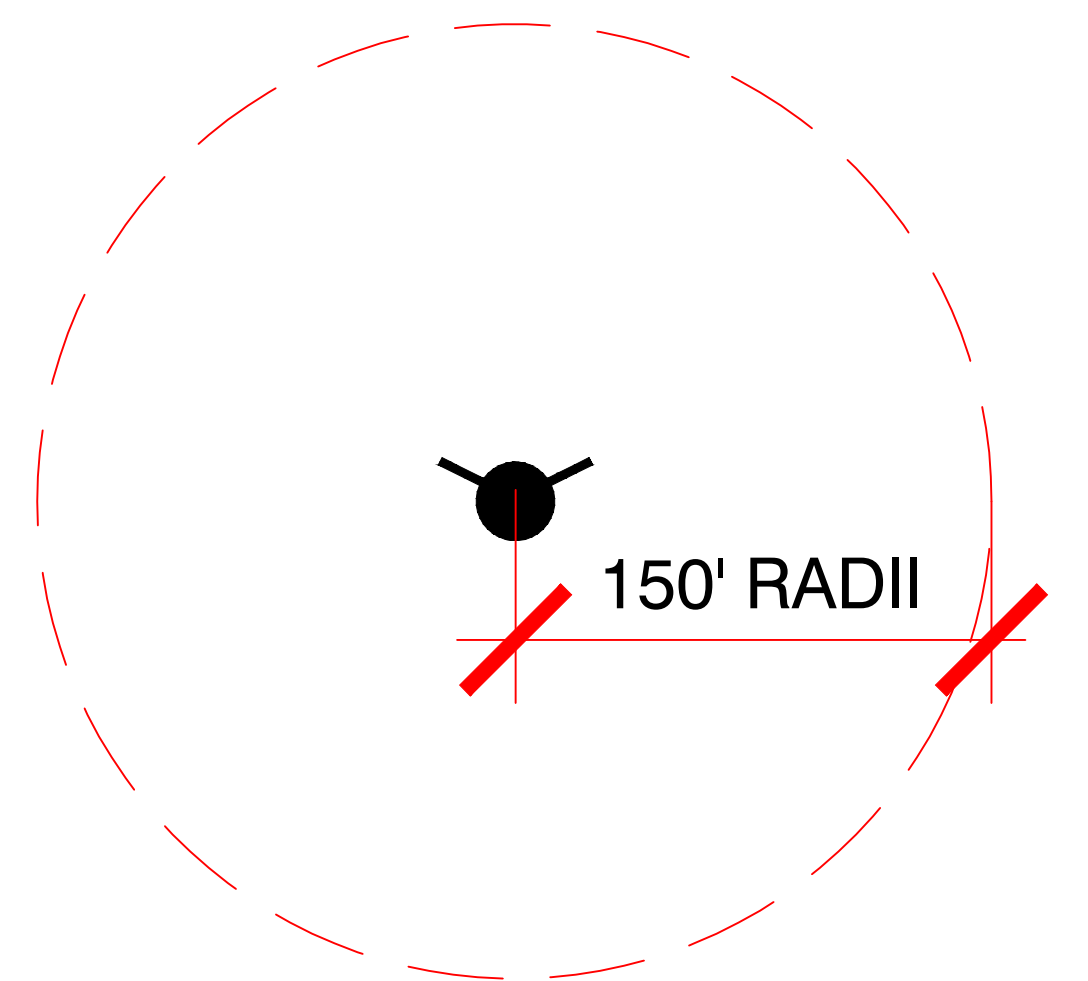
Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

FIRE TRUCK PROFILE
N.T.S.



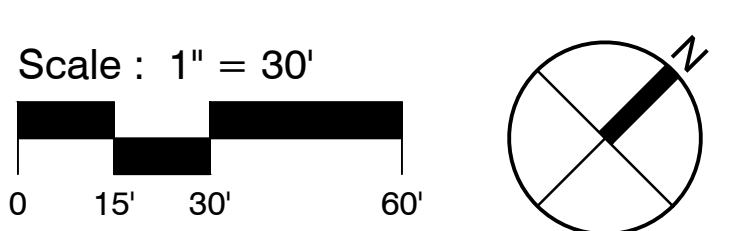
Inside turn: 19'-5"
Wall to wall: 39'-10"

FIRE TRUCK TURN
N.T.S.



FIRE HYDRANT
N.T.S.

- LEGEND:
- SITE PROPERTY
 - SETBACKS
 - PSE EASEMENT
 - SITE CIRCULATION
 - LANDSCAPED AREAS



REVISIONS TABLE		
DATE	REVISION / ISSUE	
11/10/2023	REVISED PARKING	
STORQUEST EXPRESS SELF-STORAGE		
1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086		APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
		Contact: Jeff Herbst JHerbst@mcgarchitecture.com 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: Fire truck circulation plan	SHEET NUMBER: SHEET 04 OF 18 TOTAL

GILROY
MENTAL HEALTH
M2 - GENERAL
INDUSTRIAL

VACANT LAND
NOT PART OF CITY OF GILROY
ZONING MAP

GILMAN RD.

VACANT LAND
REGENCY/ NEWMAN
CENTER PUD

WEST BRANCH LIAGASCREEK

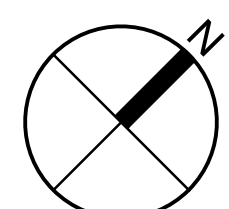
**COSTCO WHOLESALE
REGENCY/ NEWMAN
CENTER PUD**

RETAIL CENTER
REGENCY/ NEWMAN
CENTER PUD

Scale : 1" = 30'



A horizontal scale bar with four segments. The first segment is from 0 to 15', the second is from 15' to 30', the third is from 30' to 45', and the fourth is from 45' to 60'. The segments from 0 to 15' and 30' to 60' are black, while the segments from 15' to 30' and 45' to 60' are white.



DETAILED TRASH ENCLOSURE FLOOR PLAN

FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION

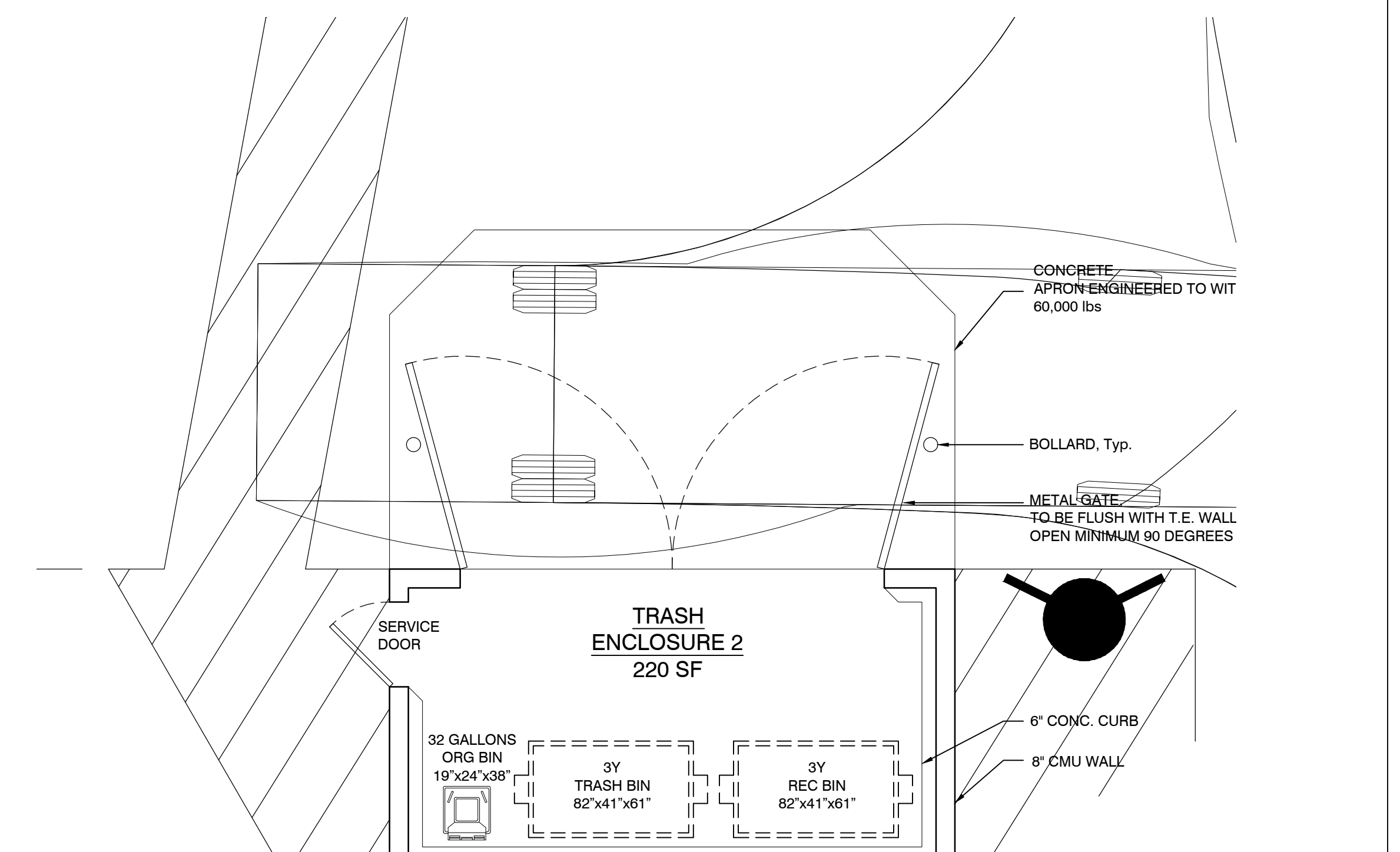
SIDE ELEVATION

NOTES:
The enclosure and service area should not have a grade higher more than 2%.

Driveways or parking lots in the path of the collection vehicle must accommodate a 50,000-pound truck on a weekly basis.

LEGEND:

 SITE PROPERTY
 SETBACKS
 PSE EASEMENT
 SITE CIRCULATION
 LANDSCAPED AREAS



METAL GATE
COLOR: SW0054 "TWILIGHT GRAY"
BY: SHERWIN WILLIAMS

SPLITFACE CMU
COLOR: SW7035 "AESTHETIC WHITE"
BY: SHERWIN WILLIAMS

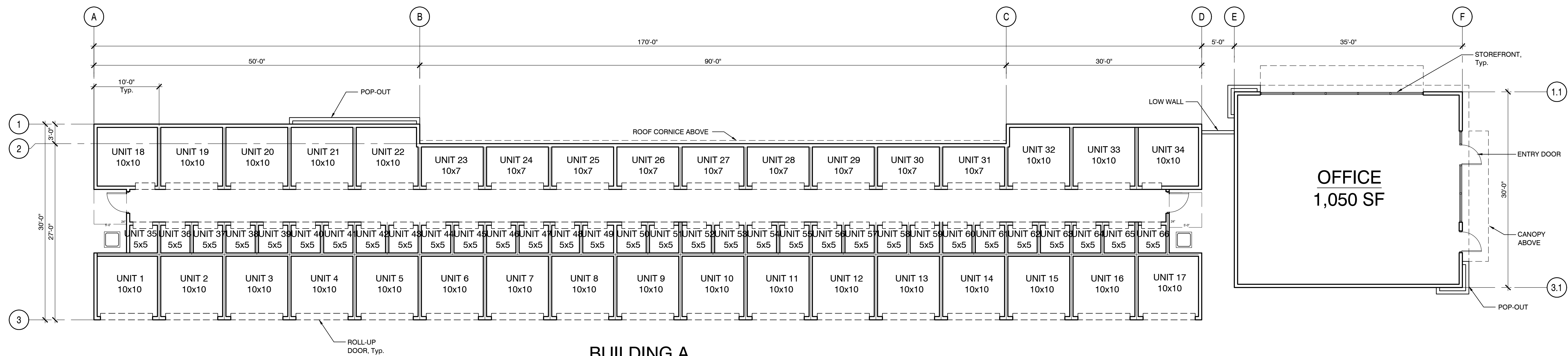
SPLITFACE CMU
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BY: SHERWIN WILLIAMS

METAL GATE
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BY: SHERWIN WILLIAMS

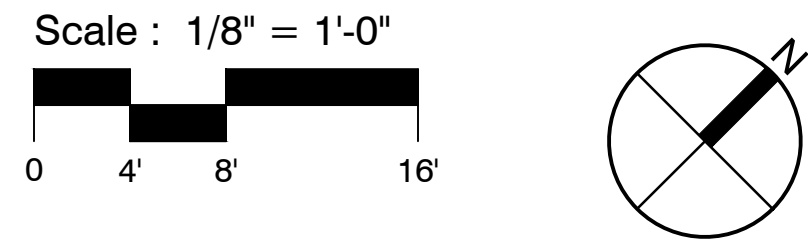
SPLITFACE CMU
COLOR: SW0054 "TWILIGHT GRAY"
BY: SHERWIN WILLIAMS

SPLITFACE CMU
COLOR: SW0054 "TWILIGHT GRAY"
BY: SHERWIN WILLIAMS

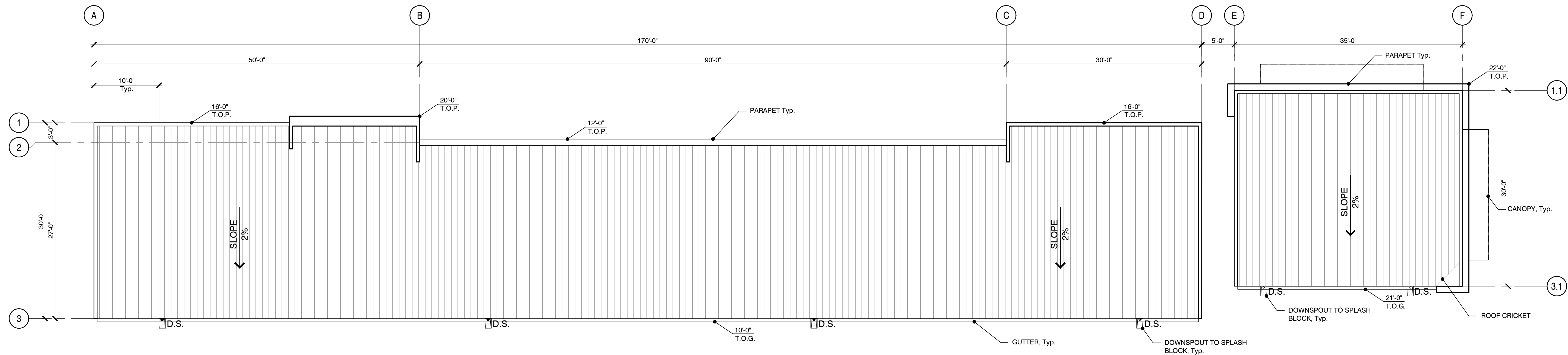
REVISIONS TABLE	
DATE	REVISION / ISSUE
11/10/2023	REVISED PARKING
STORQUEST EXPRESS SELF-STORAGE	
1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086	
	StorQuest Express SELF SERVICE STORAGE
MGC ARCHITECTURE Southern California 15635 Alton Parkway, Suite 100 Irvine, California 92618	
Contact: Jeff Herbst E: jherbst@mgcarchitecture.com T: 949.553.1117	
MGC JOB NO: 21608.05	SHEET TITLE: Solid Waste Management Plan
SHEET NUMBER: SHEET 05 OF 18 TOTAL	



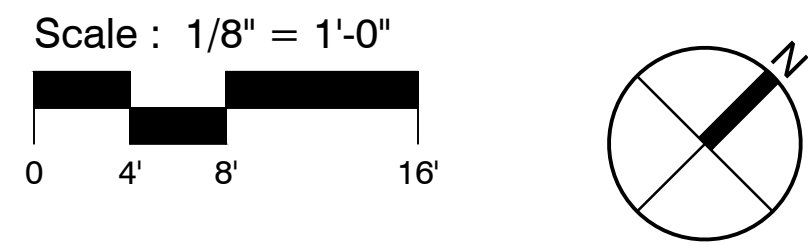
BLDG A (4,733SF) & OFFICE (1,050SF)
FLOOR PLAN



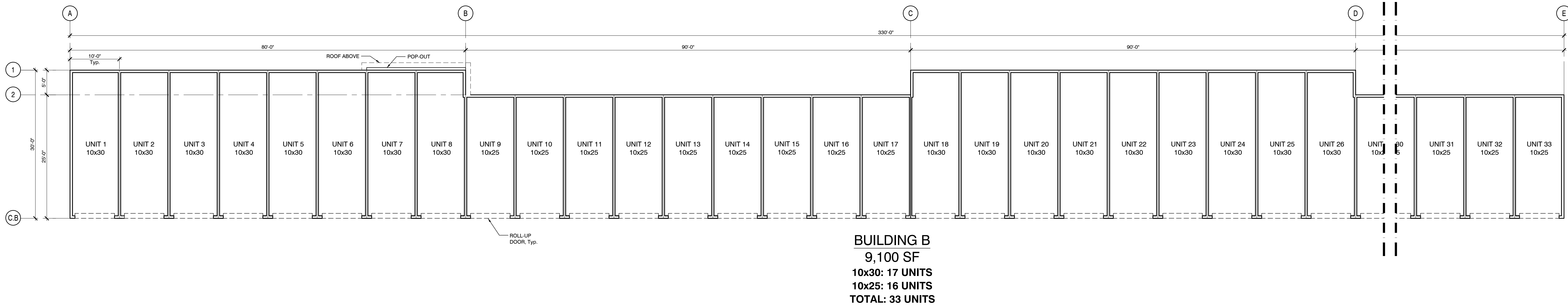
BUILDING A
4,733 SF
5x5: 32 UNITS
10x7: 9 UNITS
10x10: 25 UNITS
TOTAL: 66 UNITS



BLDG A (4,733SF) & OFFICE (1,050SF)
ROOF PLAN



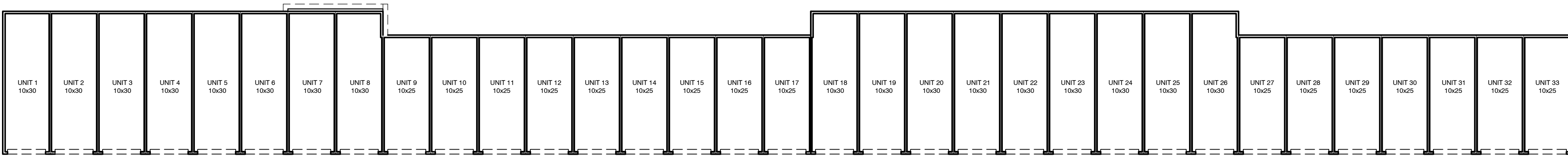
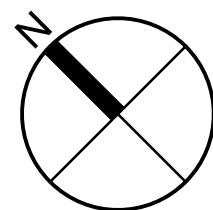
REVISIONS TABLE		
DATE	REVISION / ISSUE	
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086		APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 SELF SERVICE STORAGE		Contact: Jeff Herbst JHerbst@mcgarchitecture.com 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: Floor and Roof Plans - BLDG A & Office	SHEET NUMBER: SHEET 06 OF 18 TOTAL



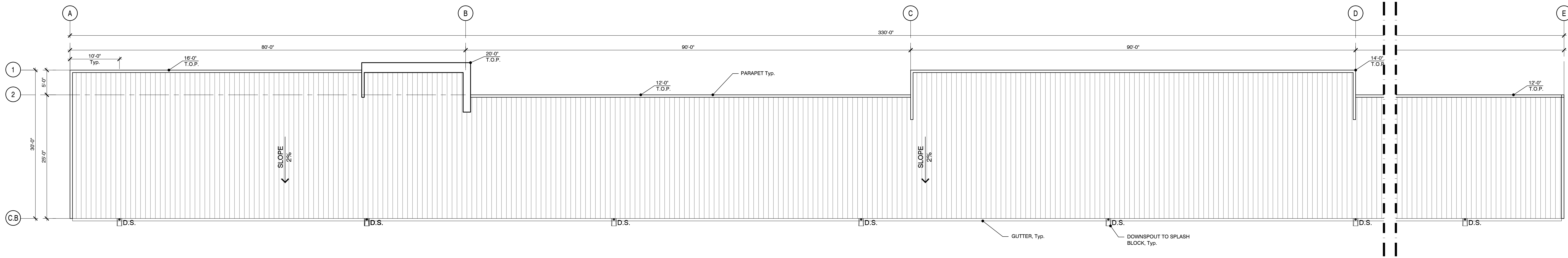
BUILDING B
9,100 SF
10x30: 17 UNITS
10x25: 16 UNITS
TOTAL: 33 UNITS

BLDG B (9,100SF)
FLOOR PLAN

Scale : 1/8" = 1'-0"

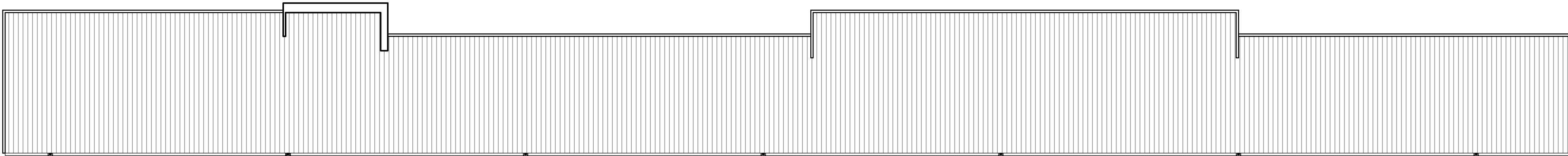
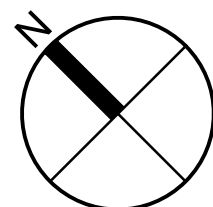


OVERALL FLOOR PLAN
1/16" = 1'-0"



BLDG B (9,100SF)
ROOF PLAN

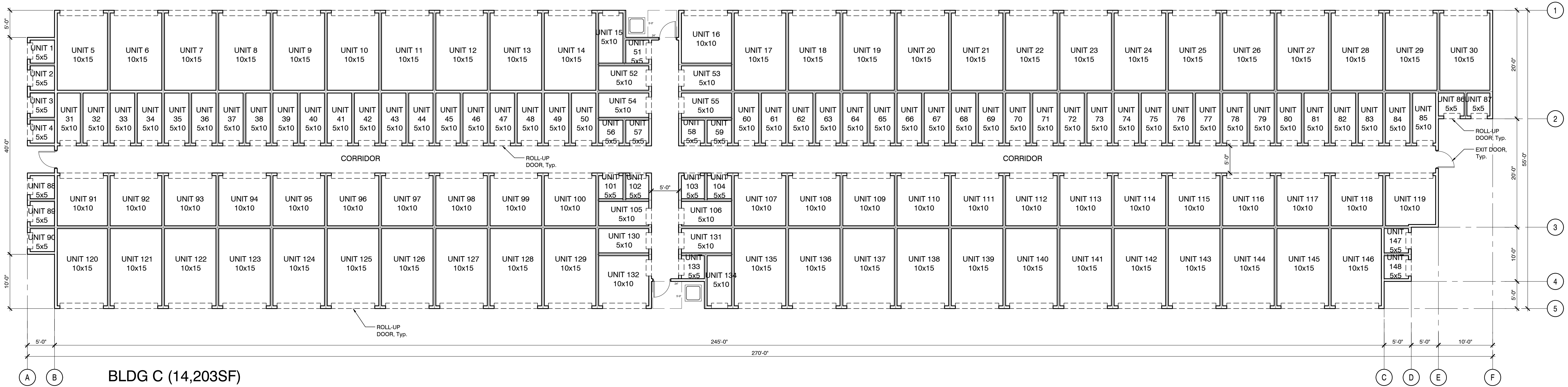
Scale : 1/8" = 1'-0"



OVERALL ROOF PLAN
1/16" = 1'-0"

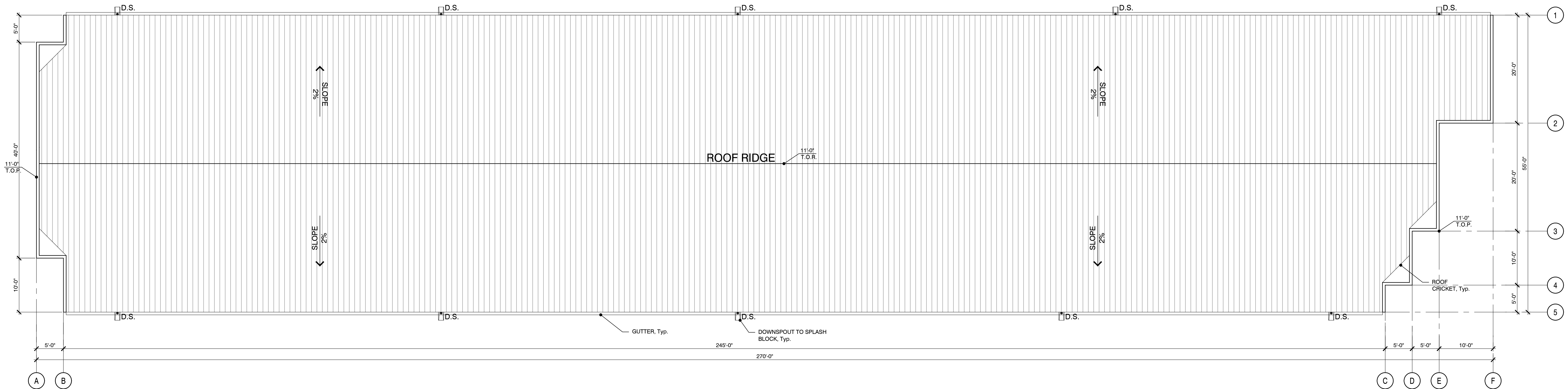
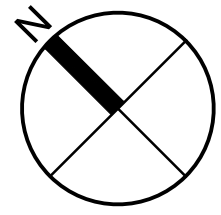
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 SELF SERVICE STORAGE		
 MCG ARCHITECTURE Southern California 15635 Alton Parkway, Suite 100 Irvine, California 92618		Contact: Jeff Herbst JHerbst@mcgarchitecture.com 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: Floor and Roof Plans - BLDG B	SHEET NUMBER: SHEET 07 OF 18 TOTAL

BUILDING C
14,203 SF
5x5: 21 UNITS 5x10: 56 UNITS
10x10: 25 UNITS 10x15: 46 UNITS
TOTAL: 148 UNITS



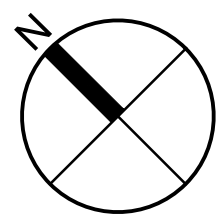
BLDG C (14,203SF)
FLOOR PLAN

Scale : 1/8" = 1'-0"



BLDG C (14,203SF)
ROOF PLAN

Scale : 1/8" = 1'-0"

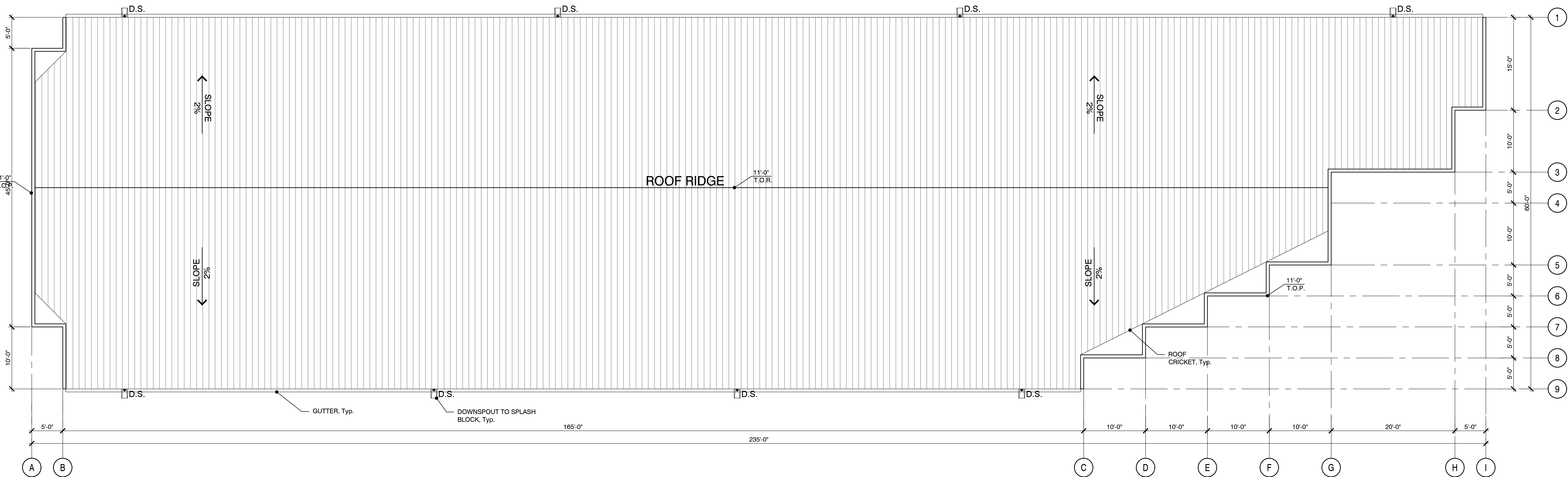
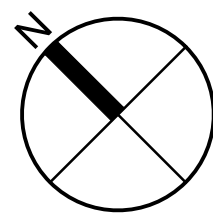


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 SELF SERVICE STORAGE		
 MCG ARCHITECTURE Southern California 15635 Alton Parkway, Suite 100 Irvine, California 92618		Contact: Jeff Herbst JHerbst@mcgarchitecture.com 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: Floor and Roof Plans - BLDG C	SHEET NUMBER: SHEET 08 OF 18 TOTAL



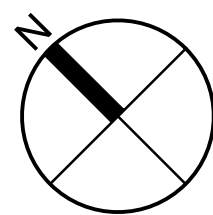
BLDG D (12,454SF)
FLOOR PLAN

Scale : 1/8" = 1'-0"



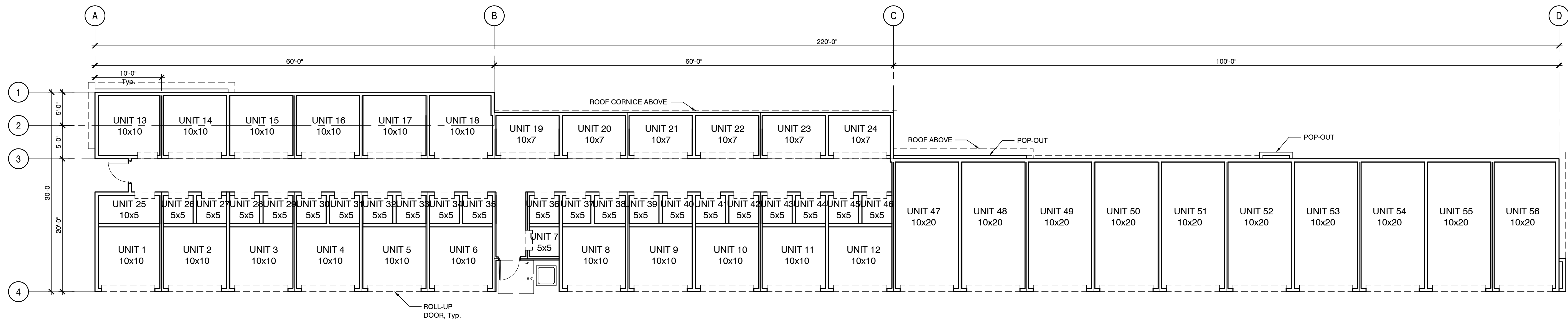
BLDG D (12,454SF)
ROOF PLAN

Scale : 1/8" = 1'-0"



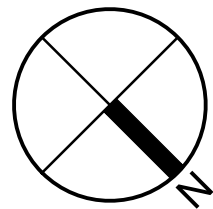
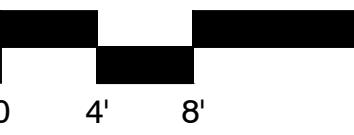
BUILDING D
12,454 SF
5x5: 23 UNITS 5x10: 48 UNITS
10x10: 6 UNITS 10x15: 51 UNITS
TOTAL: 158 UNITS

REVISIONS TABLE		
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STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086		APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 StorQuest Express SELF SERVICE STORAGE		
 MCG ARCHITECTURE Southern California 15635 Alton Parkway, Suite 100 Irvine, California 92618		Contact: Jeff Herbst JHerbst@mcgarchitecture.com 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: Floor and Roof Plans - BLDG D	SHEET NUMBER: SHEET 09 OF 18 TOTAL

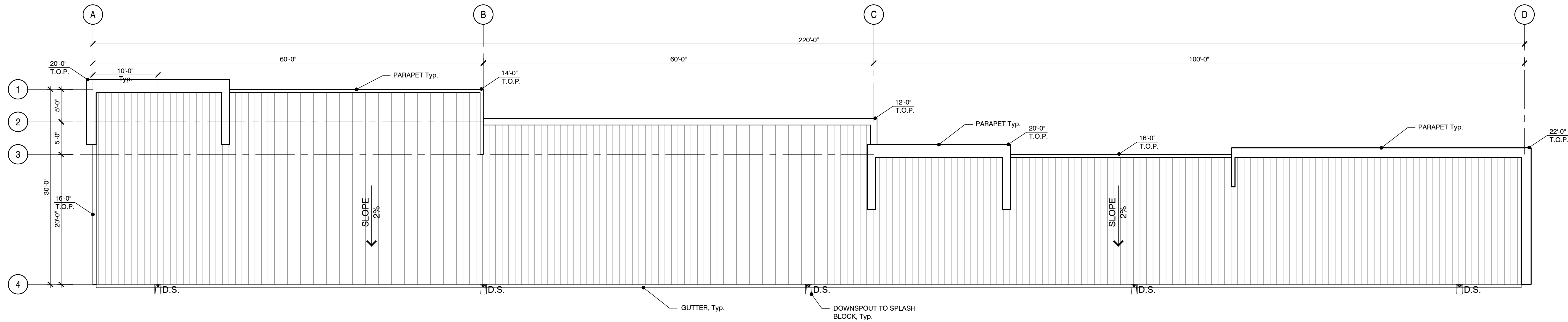


BLDG E (5,351SF)
FLOOR PLAN

Scale : 1/8" = 1'-0"

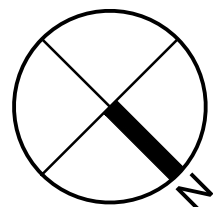
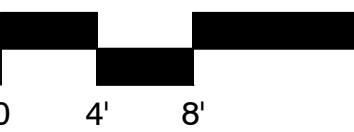


BUILDING E
5,351 SF
5x5: 22 UNITS 10x5: 1 UNIT
10x7: 6 UNITS 10x10: 17 UNITS
10x20: 10 UNITS
TOTAL: 56 UNITS

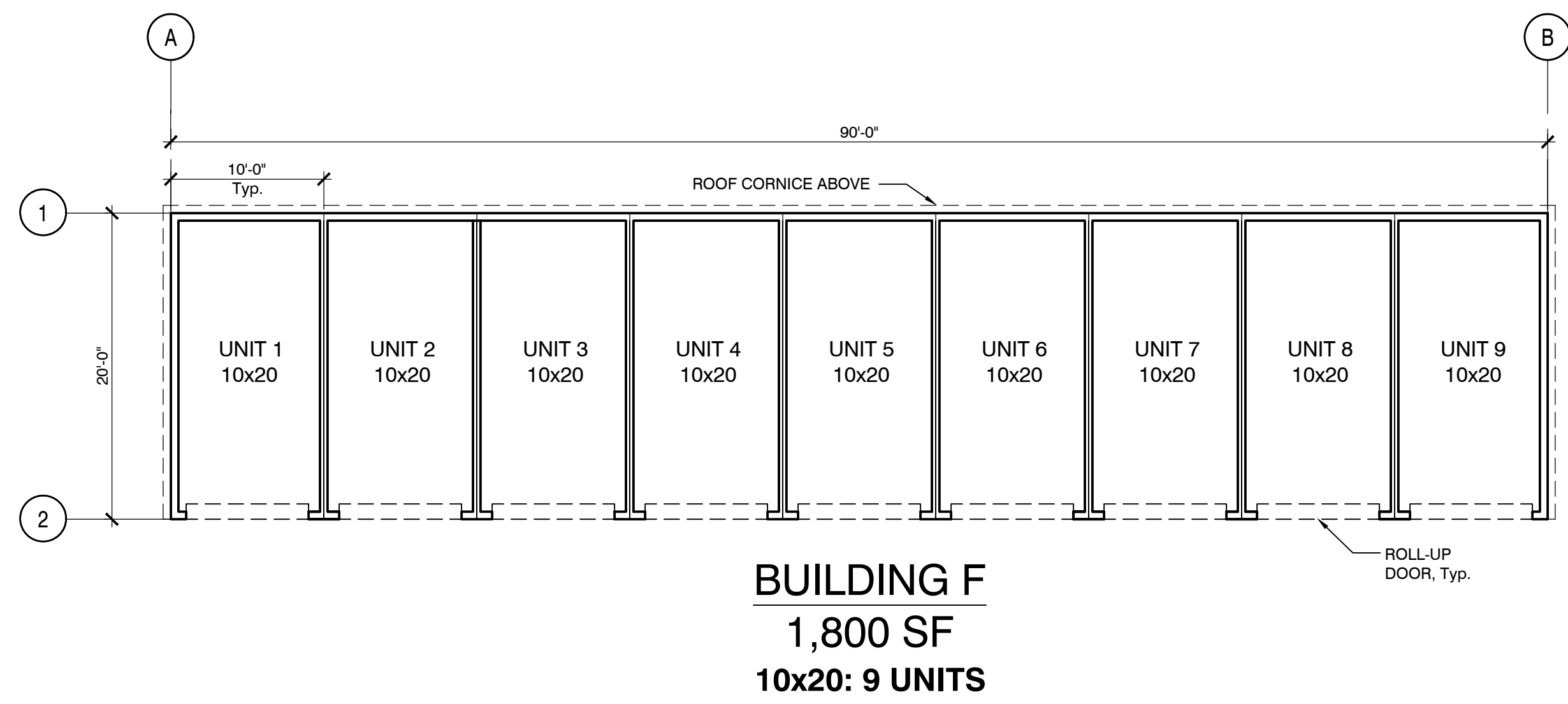


BLDG E (5,351SF)
ROOF PLAN

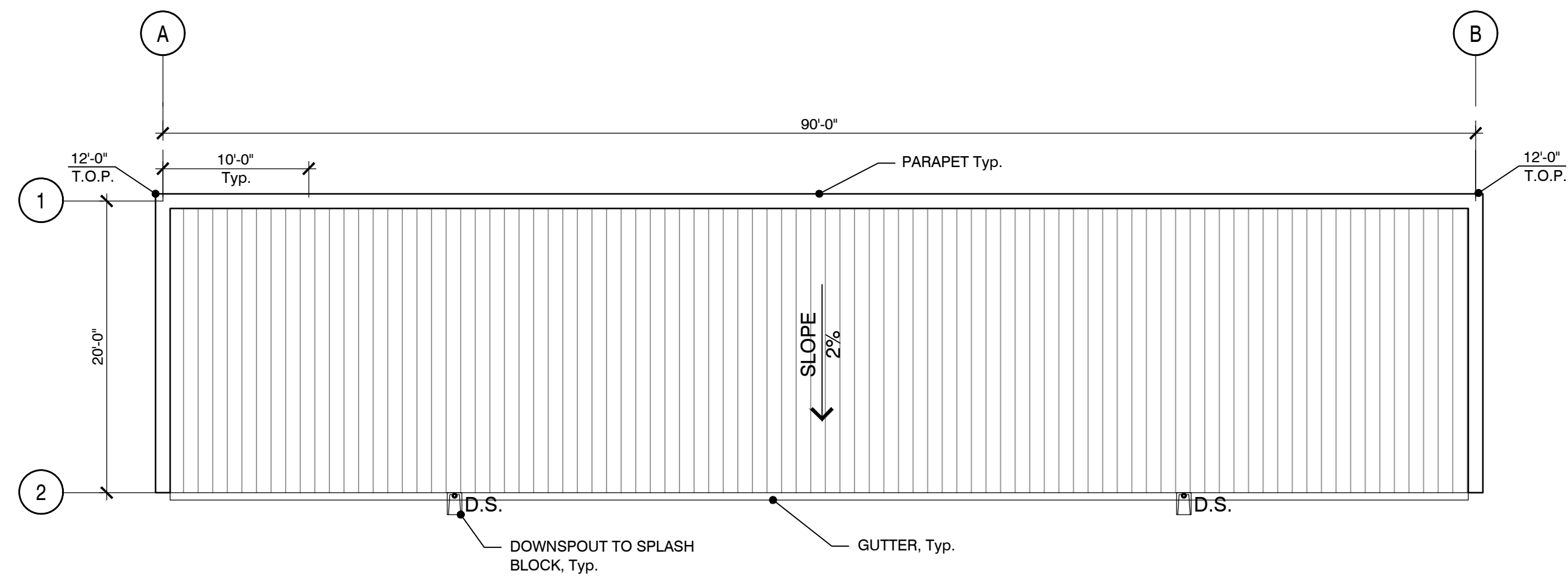
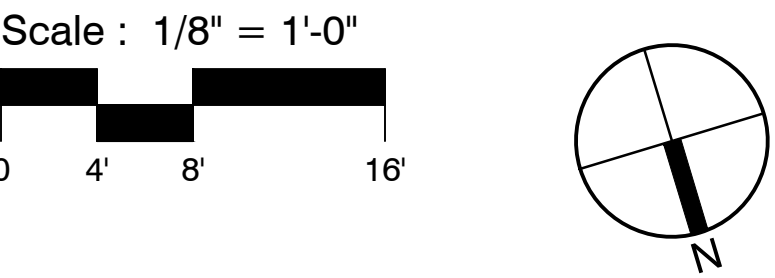
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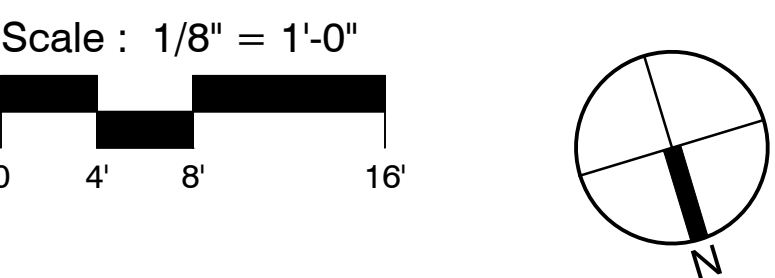
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 SELF SERVICE STORAGE		Contact: Jeff Herbst JHerbst@mcgarchitecture.com 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: Floor and Roof Plans - BLDG E	SHEET NUMBER: SHEET <u>10</u> OF 18 TOTAL



BLDG F (1,800SF)
FLOOR PLAN

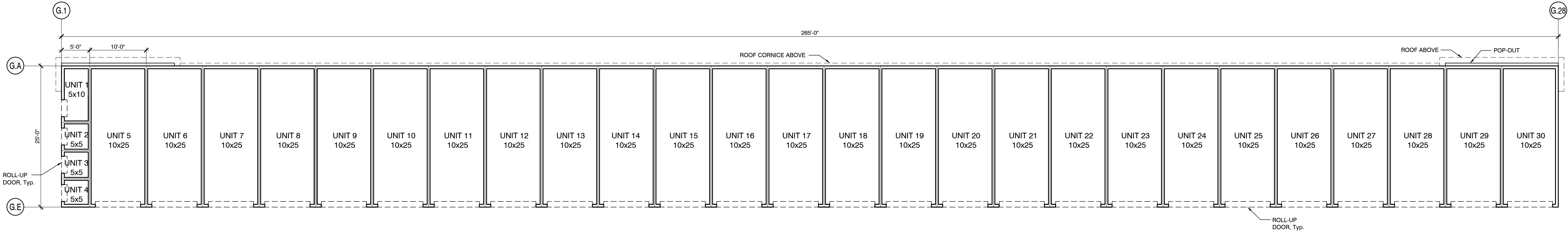


BLDG F (1,800SF)
ROOF PLAN

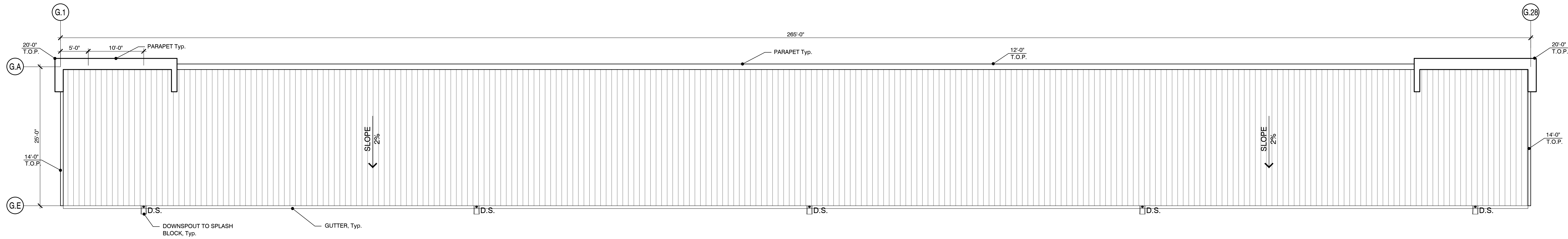
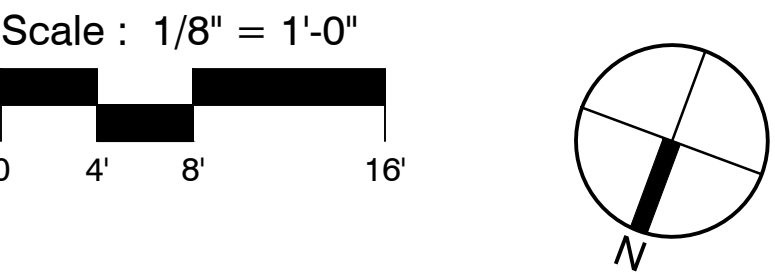


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 MCG ARCHITECTURE Southern California 15635 Alton Parkway, Suite 100 Irvine, California 92618		Contact: Jeff Herbst JHerbst@mcgarchitecture.com 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: Floor and Roof Plans - BLDG F	SHEET NUMBER: SHEET 11 OF 18 TOTAL

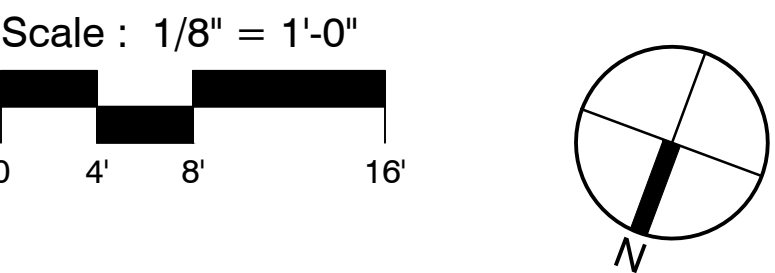
BUILDING G
6,625 SF
5x5: 3 UNITS
5x10: 1 UNIT
10x25: 26 UNITS
TOTAL: 30 UNITS



BLDG G (6,625SF)
FLOOR PLAN

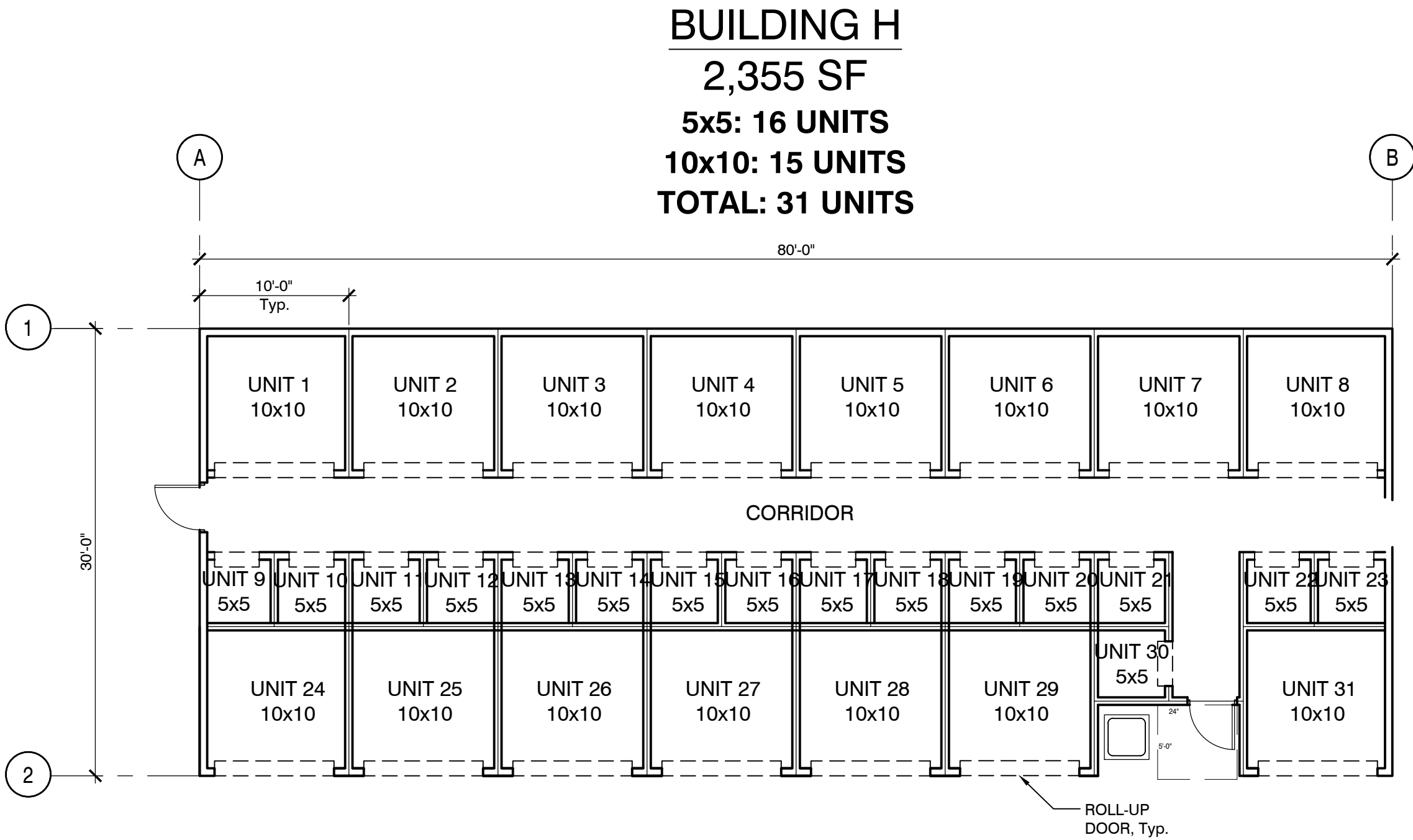


BLDG G (6,625SF)
ROOF PLAN

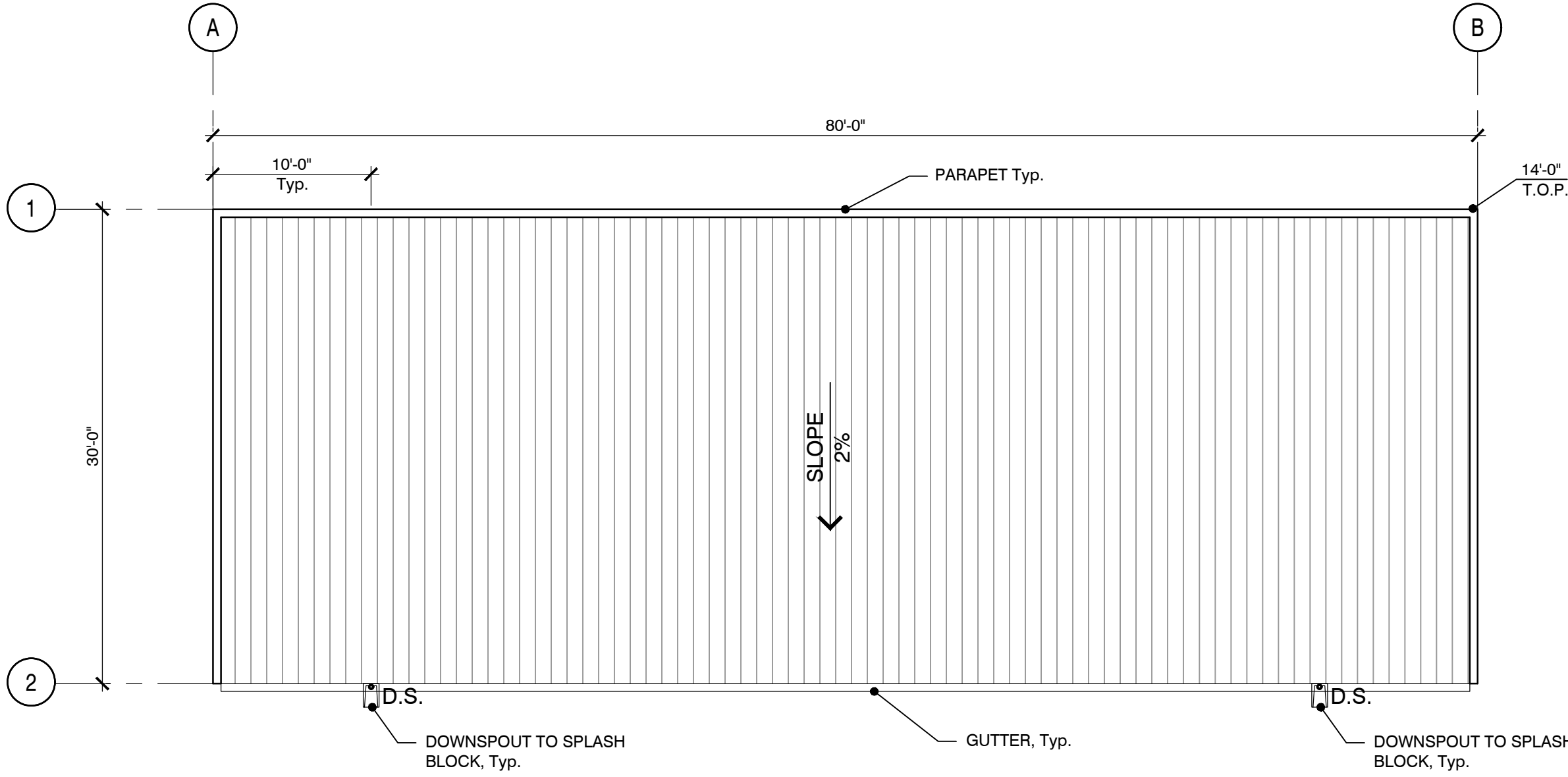
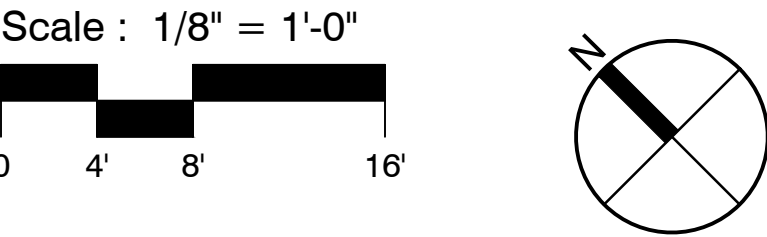


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 SELF SERVICE STORAGE		
 MCG ARCHITECTURE Southern California 15635 Alton Parkway, Suite 100 Irvine, California 92618		Contact: Jeff Herbst JHerbst@mcgarchitecture.com 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: Floor and Roof Plans - BLDG G	SHEET NUMBER: SHEET 12 OF 18 TOTAL

BLDG H (2,355SF)
FLOOR PLAN



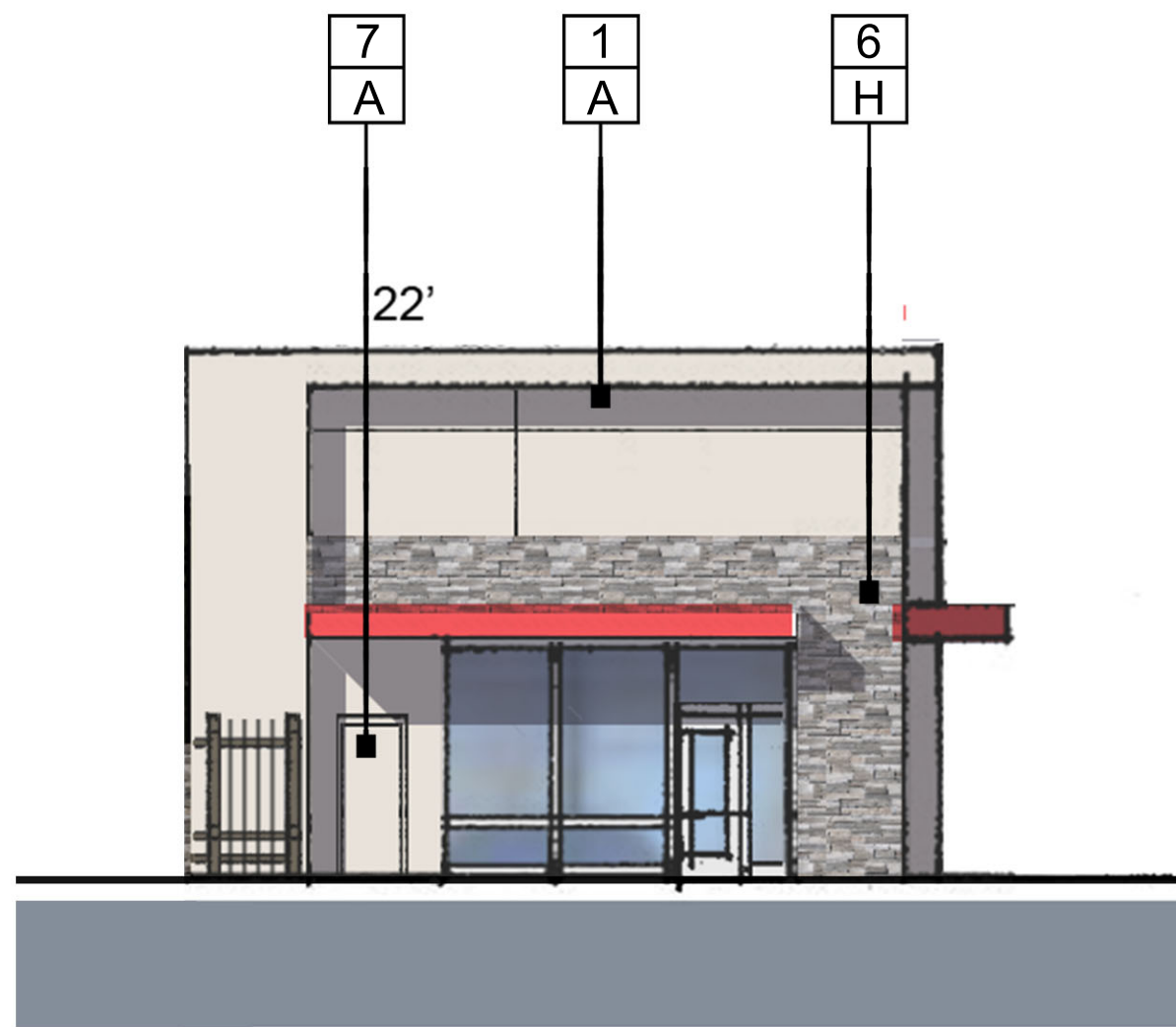
BLDG H (2,355SF)
ROOF PLAN



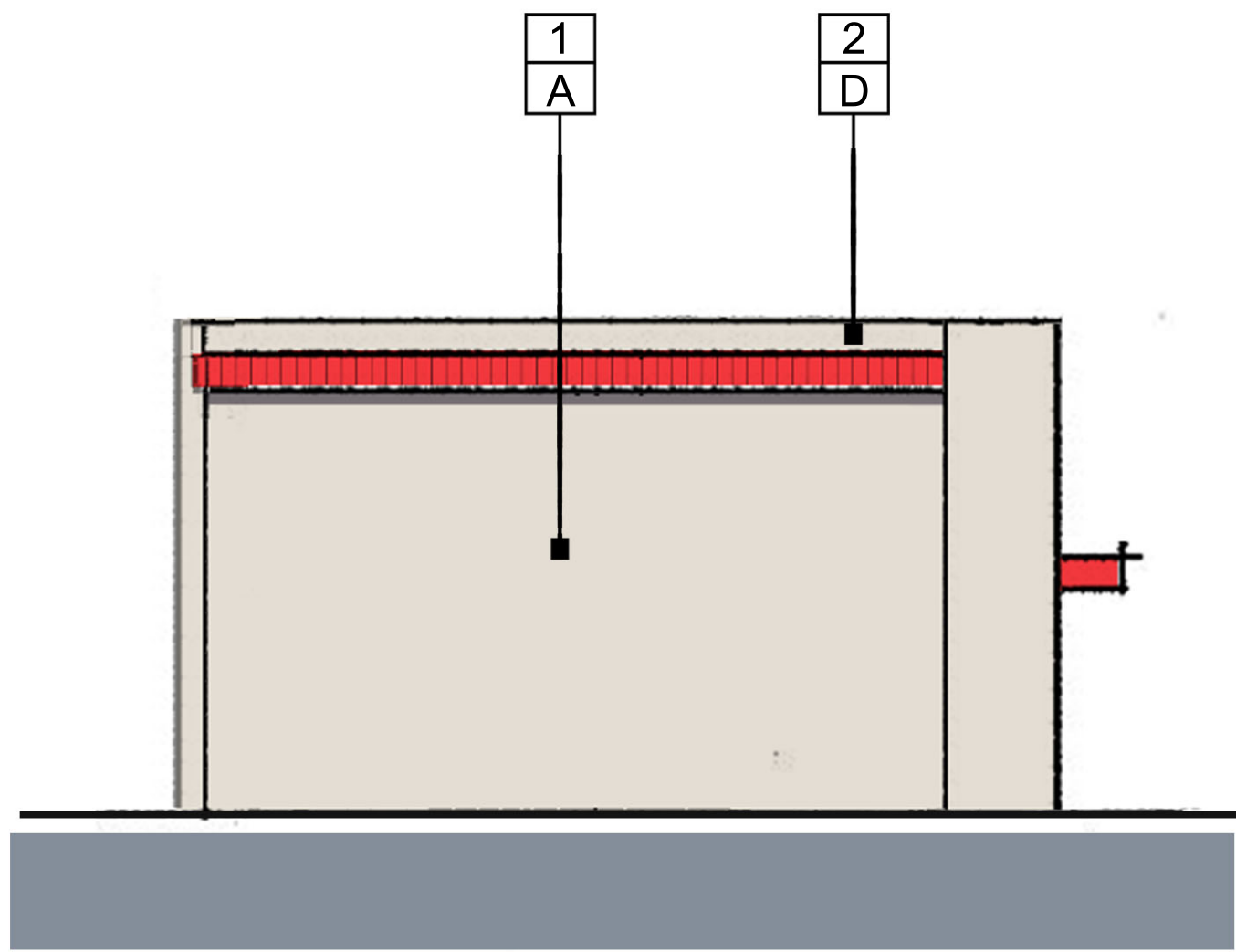
REVISIONS TABLE		
DATE	REVISION / ISSUE	
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086		APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 StorQuest Express SELF SERVICE STORAGE		Contact: Jeff Herbst JHerbst@mcgarchitecture.com ① 949.553.1117
 MCG ARCHITECTURE Southern California 15635 Alton Parkway, Suite 100 Irvine, California 92618		
MCG JOB NO. 21608.05	SHEET TITLE: Floor and Roof Plans - BLDG H	SHEET NUMBER: SHEET 13 OF 18 TOTAL



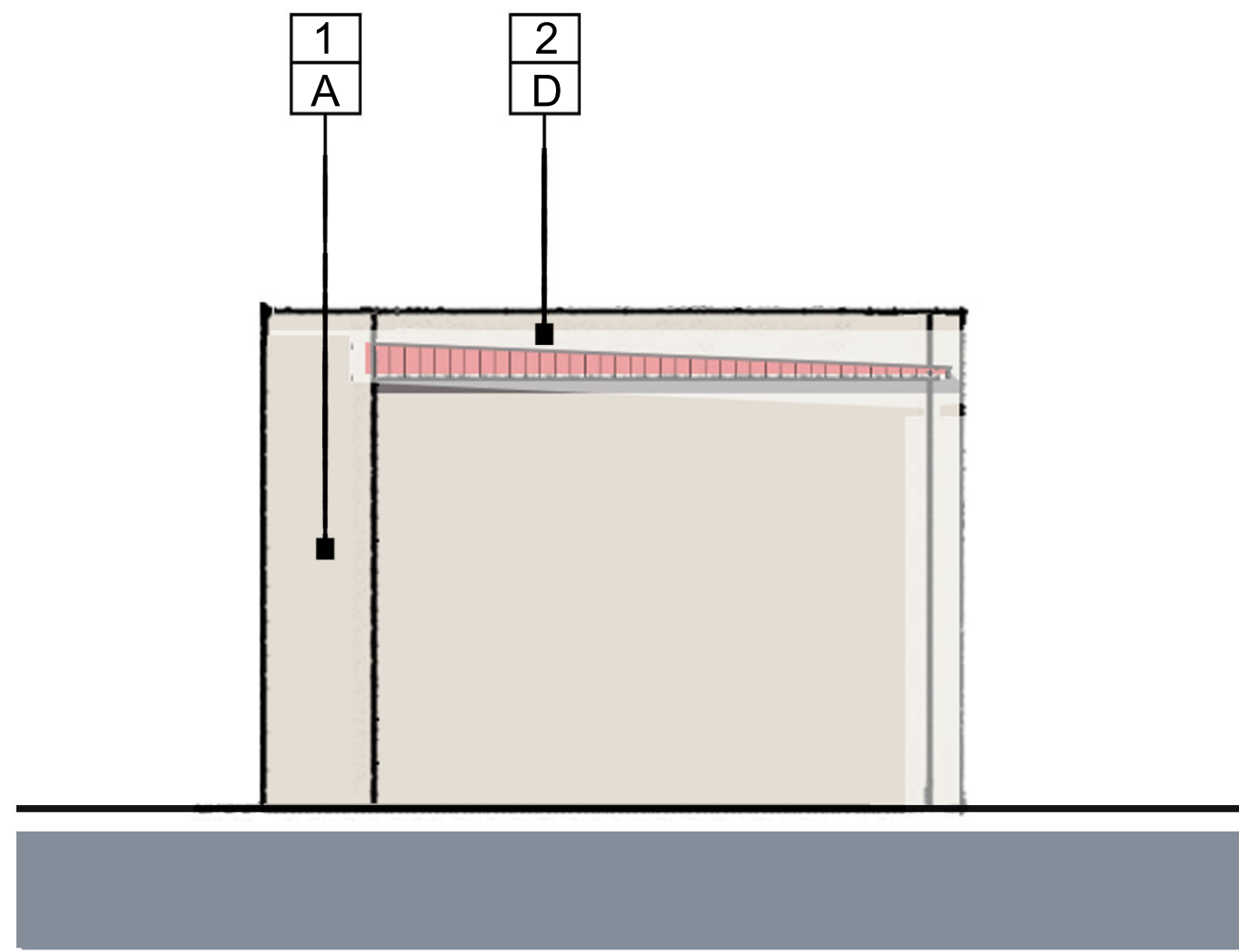
(OFFICE) NORTH



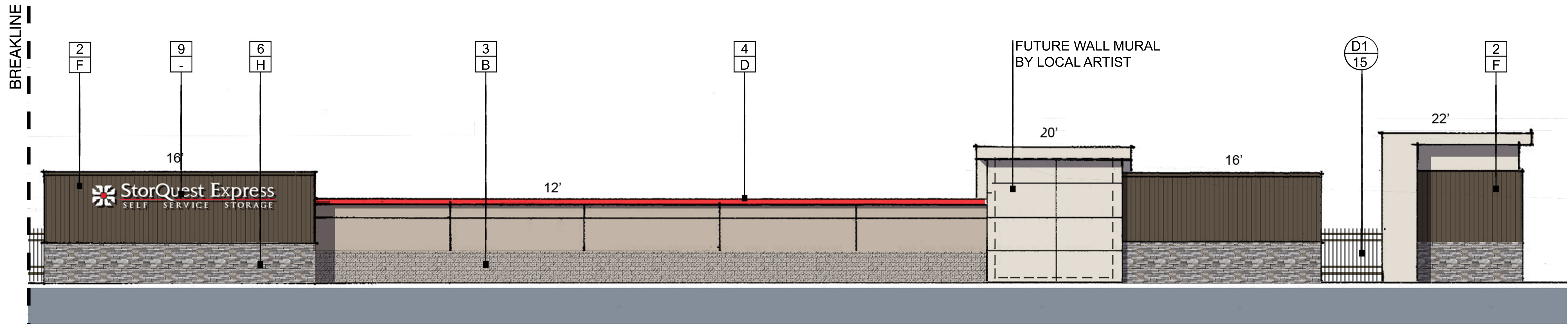
(OFFICE) EAST



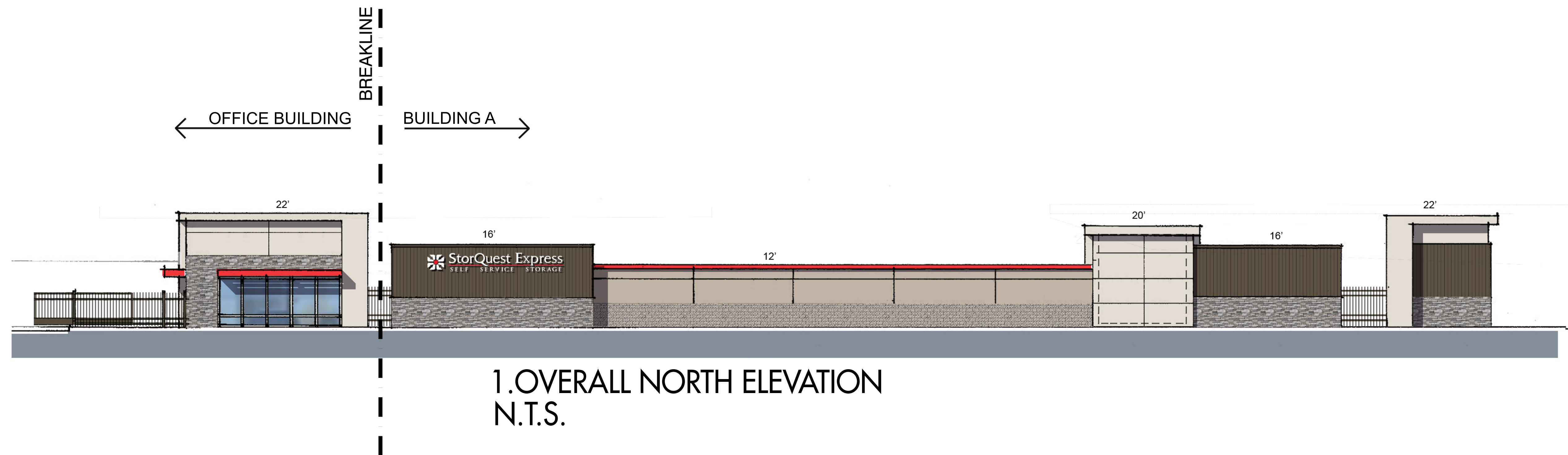
(OFFICE) SOUTH



(OFFICE) WEST



ELEVATION BUILDING A



1. OVERALL NORTH ELEVATION
N.T.S.

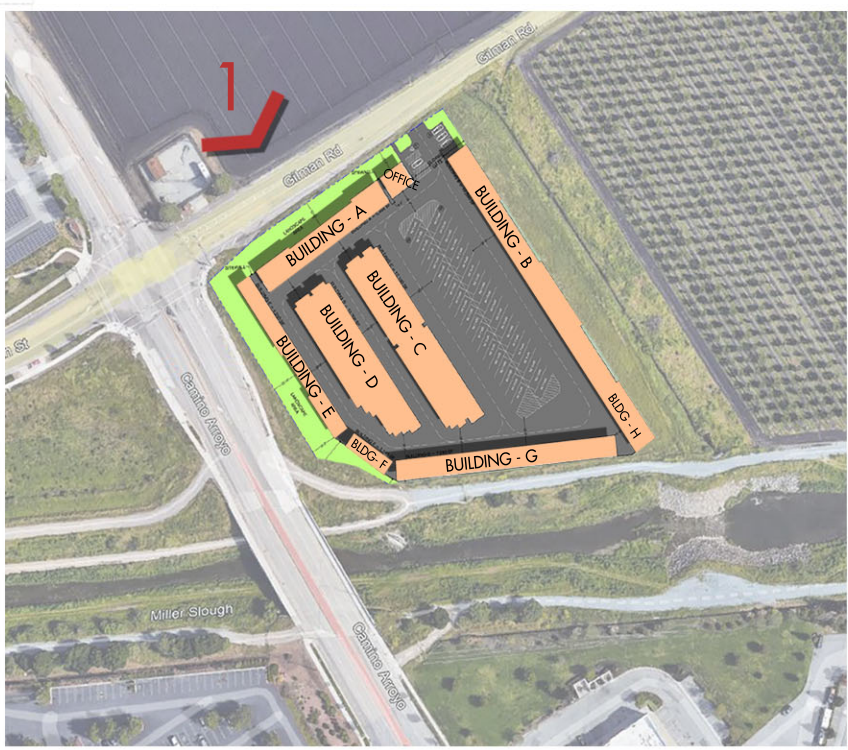
FINISHES:

- 1 STUCCO
- 2 METAL PANELS / ROOFING
- 3 SPLIT FACE CMU
- 4 METAL CANOPY / TRIM
- 5 ALUMINUM STOREFRONT
- 6 STONE VENEER
- 7 METAL DOOR / ROLL-UP DOOR
- 8 METAL GATE/FENCE
- 9 SIGNAGE

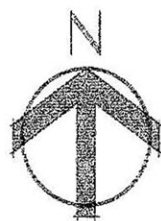
COLORS:

- A SW7035 "AESTHETIC WHITE"
BY: SHERWIN WILLIAMS
- B SW0054 "TWILIGHT GRAY"
BY: SHERWIN WILLIAMS
- C SW6079 "DIVERSE BEIGE"
BY: SHERWIN WILLIAMS
- D "CRIMSON RED"
BY: MBCI
- E SW7055 "ENDURING BRONZE"
BY: SHERWIN WILLIAMS
- F "MEDIUM BRONZE"
BY: MBCI
- G ALUMINUM STOREFRONT
CLEAR NO. 14
BY: KAWNEER
- H PRO- LEDGE - "HURON"
BY: CORANADO STONE

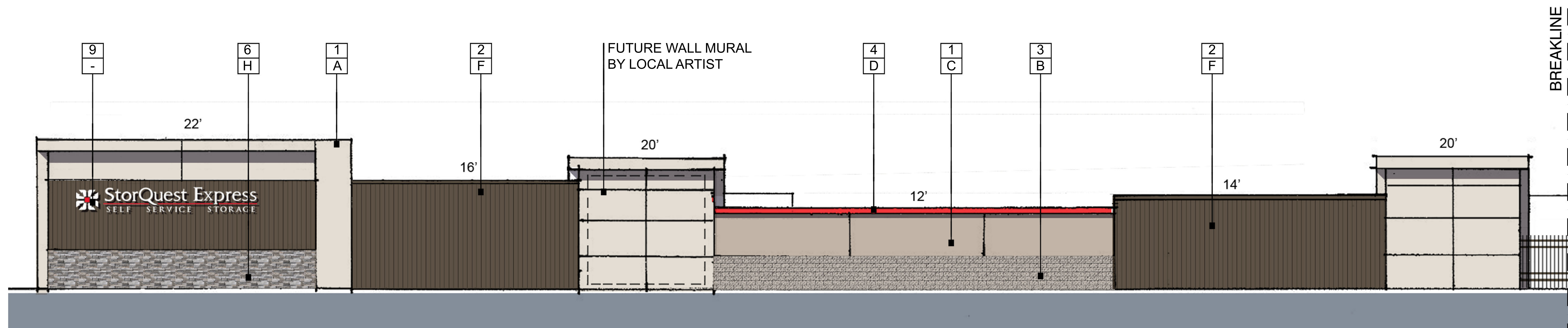
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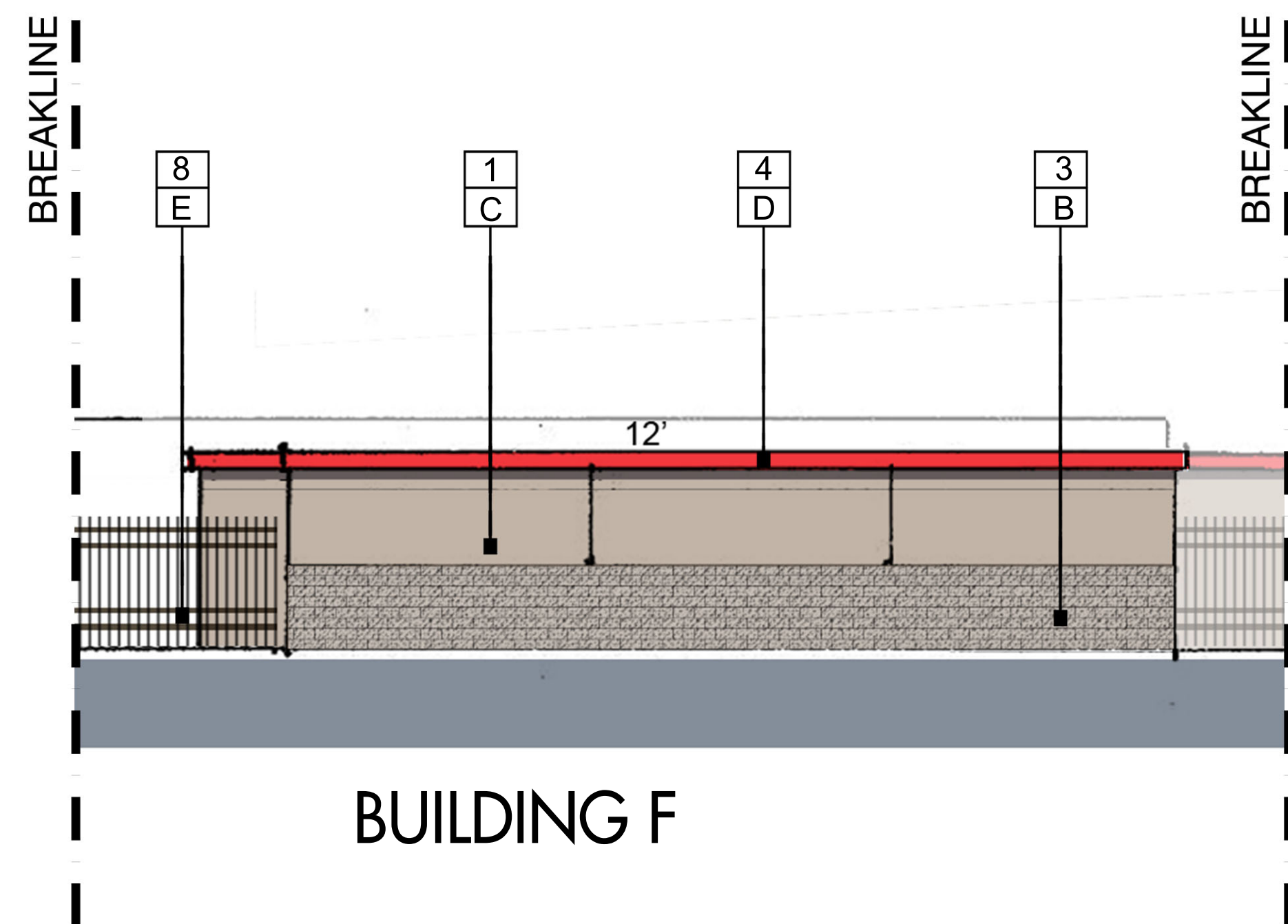
KEY PLAN



REVISIONS TABLE		
DATE	REVISION / ISSUE	
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 641-18-086		APPLICANT: Alyssa Parker William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 SELF SERVICE STORAGE		Contact: Jeff Herbst E: JHerbst@mcgarchitecture.com T: 949.553.1117
 MCG ARCHITECTURE South California 15635 Alton Parkway, Suite 100 Irvine, California 92618		SHEET NUMBER: SHEET 14 OF 18 TOTAL
MCG JOB NO. 21608.05		SHEET TITLE: North Elevations & Office building



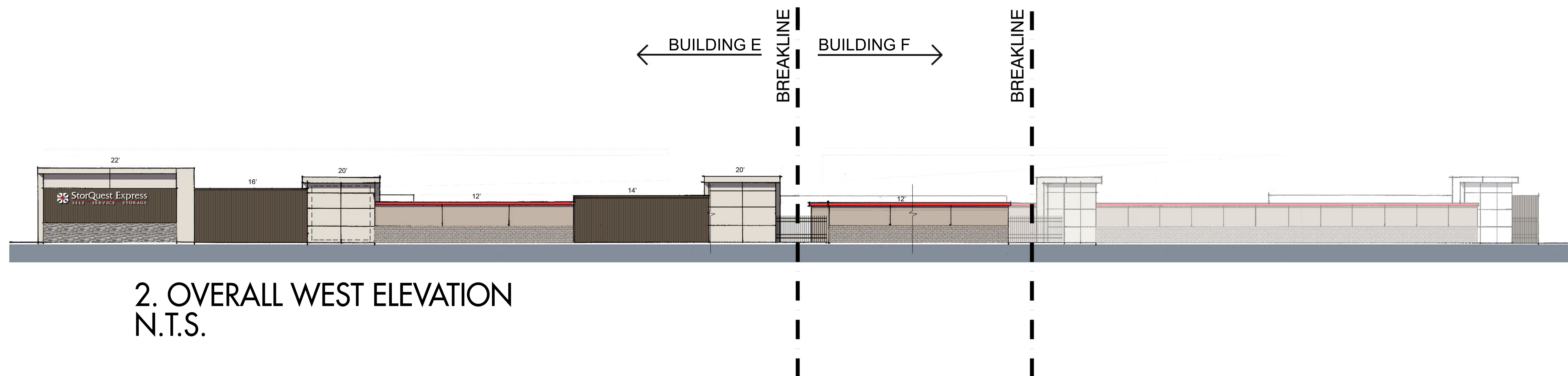
BUILDING E



BUILDING F



D1 FENCE AND GATE



2. OVERALL WEST ELEVATION
N.T.S.



KEY PLAN

FINISHES:

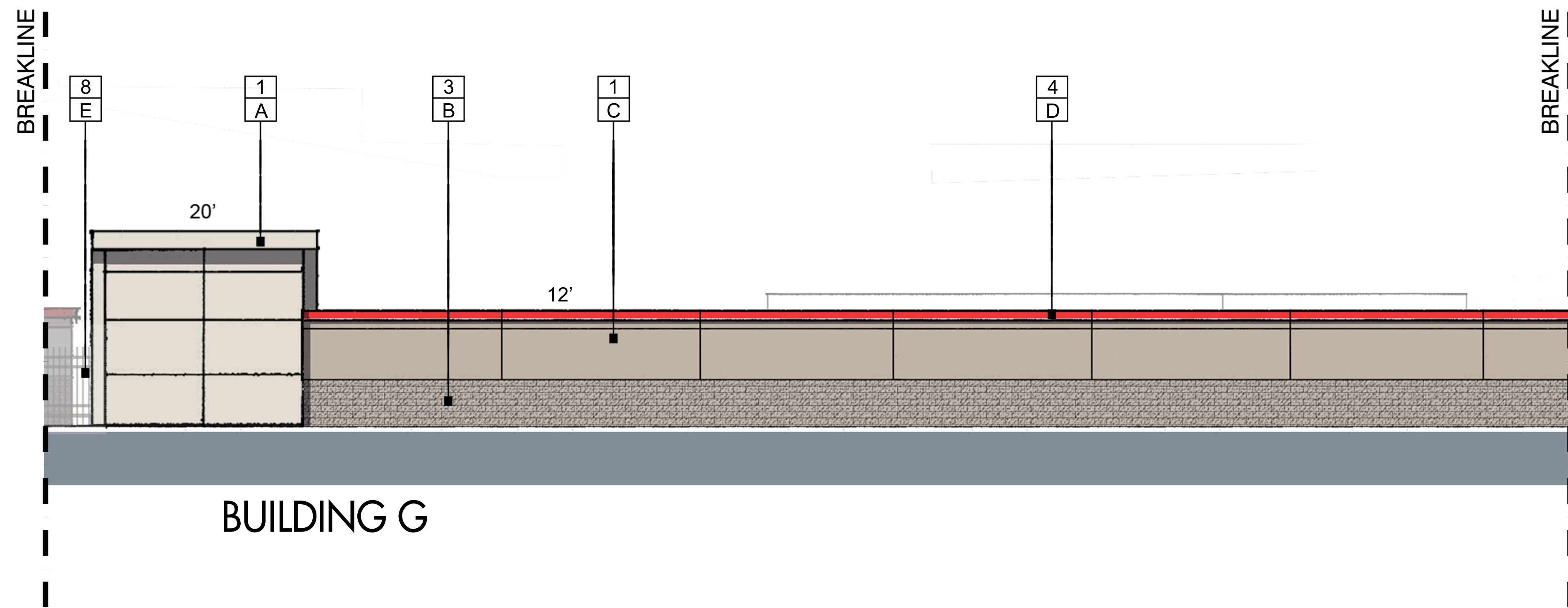
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- 2 METAL PANELS / ROOFING
- 3 SPLIT FACE CMU
- 4 METAL CANOPY / TRIM
- 5 ALUMINUM STOREFRONT
- 6 STONE VENEER
- 7 METAL DOOR / ROLL-UP DOOR
- 8 METAL GATE/FENCE
- 9 SIGNAGE

COLORS:

- A SW7035 "AESTHETIC WHITE"
BY: SHERWIN WILLIAMS
- B SW0054 "TWILIGHT GRAY"
BY: SHERWIN WILLIAMS
- C SW6079 "DIVERSE BEIGE"
BY: SHERWIN WILLIAMS
- D "CRIMSON RED"
BY: MBCI
- E SW7055 "ENDURING BRONZE"
BY: SHERWIN WILLIAMS
- F "MEDIUM BRONZE"
BY: MBCI
- G ALUMINUM STOREFRONT
CLEAR NO. 14
BY: KAWNEER
- H PRO- LEDGE - "HURON"
BY: CORANADO STONE

Scale : 1/8" = 1'-0"

REVISIONS TABLE		
DATE	REVISION / ISSUE	
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086		APPLICANT: Alyssa Parker William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 SELF SERVICE STORAGE		Contact: Jeff Herbst E: JHerbst@mcgarchitecture.com T: 949.553.1117
MCG ARCHITECTURE South California 15635 Alton Parkway, Suite 100 Irvine, California 92618	SHEET TITLE: West Elevations	SHEET NUMBER: SHEET 15 OF 18 TOTAL



FINISHES:

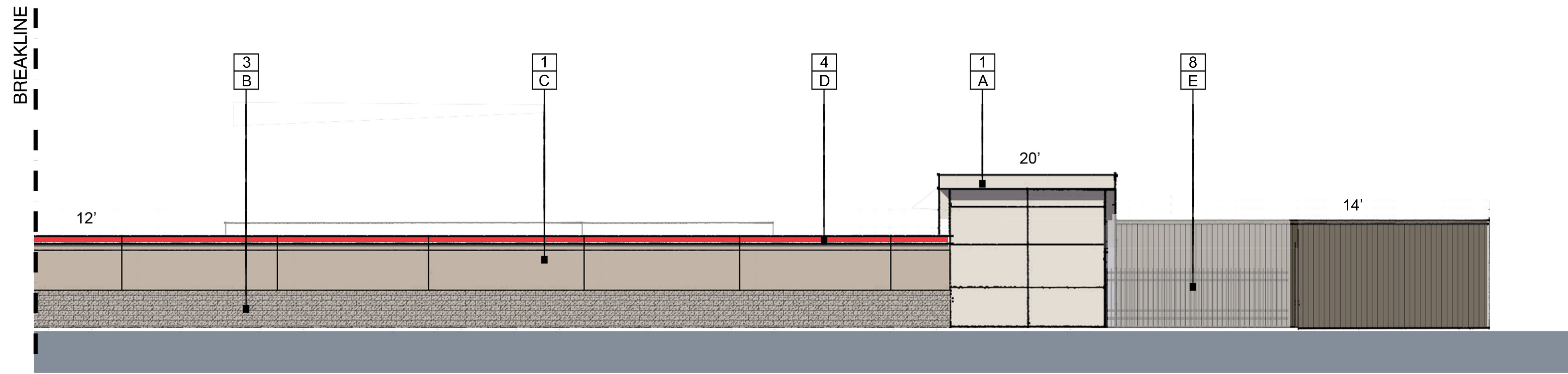
- 1 STUCCO
- 2 METAL PANELS / ROOFING
- 3 SPLIT FACE CMU
- 4 METAL CANOPY / TRIM
- 5 ALUMINUM STOREFRONT
- 6 STONE VENEER
- 7 METAL DOOR / ROLL-UP DOOR
- 8 METAL GATE/FENCE
- 9 SIGNAGE

COLORS:

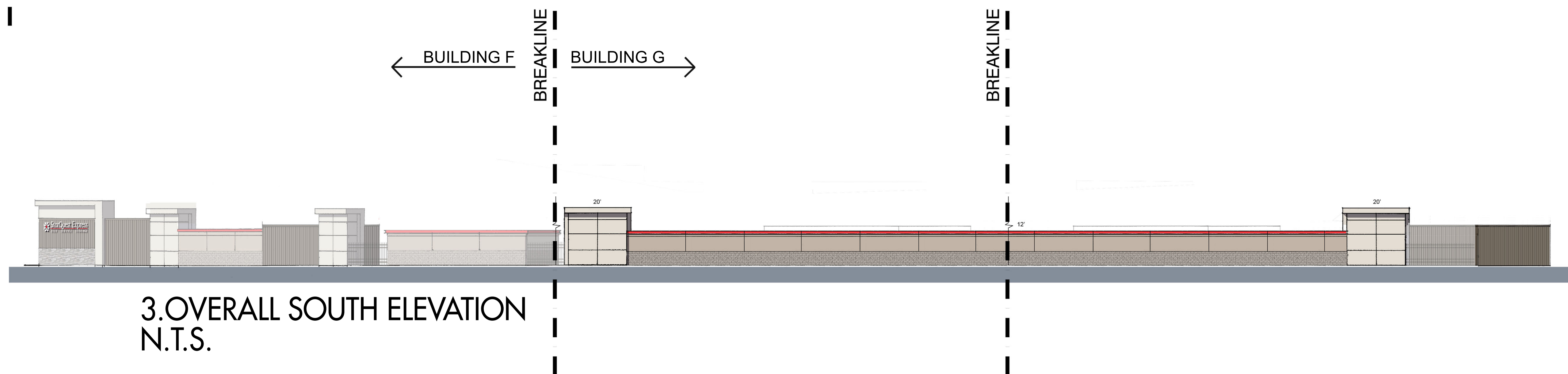
- A SW7035 "AESTHETIC WHITE"
BY: SHERWIN WILLIAMS
- B SW0054 "TWILIGHT GRAY"
BY: SHERWIN WILLIAMS
- C SW6079 "DIVERSE BEIGE"
BY: SHERWIN WILLIAMS
- D "CRIMSON RED"
BY: MBCI
- E SW7055 "ENDURING BRONZE"
BY: SHERWIN WILLIAMS
- F "MEDIUM BRONZE"
BY: MBCI
- G ALUMINUM STOREFRONT
CLEAR NO. 14
BY: KAWNEER
- H PRO- LEDGE - "HURON"
BY: CORANADO STONE

Scale : 1/8" = 1'-0"

0 4' 8' 16'



BUILDING G (CONTINUED)



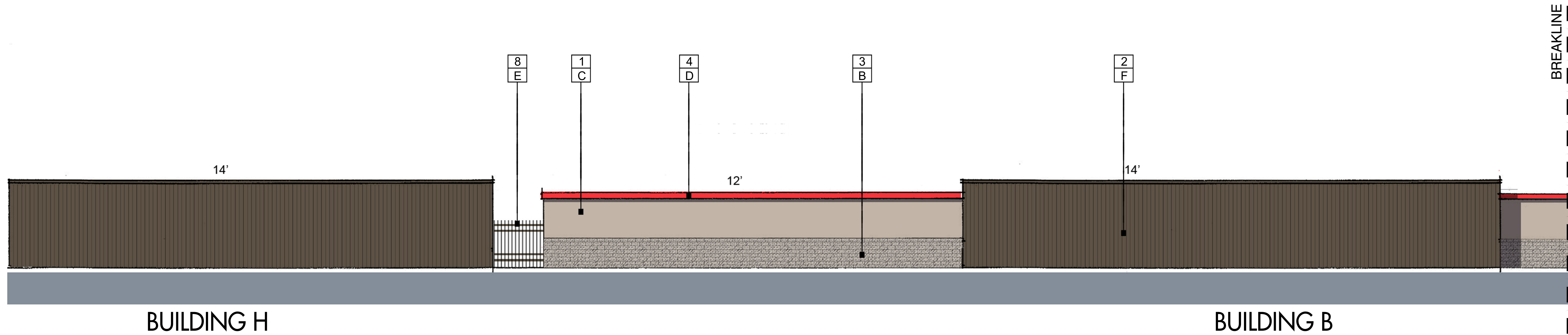
3.OVERALL SOUTH ELEVATION
N.T.S.



KEY PLAN

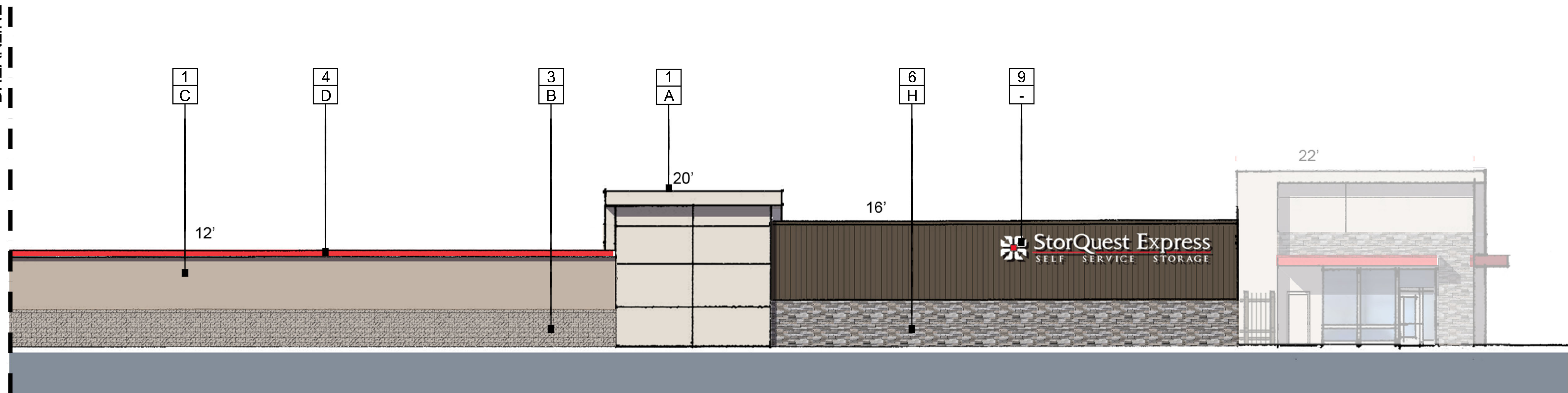


REVISIONS TABLE		
DATE	REVISION / ISSUE	
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 641-18-086		APPLICANT: Alyssa Parker William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 SELF SERVICE STORAGE		Contact: Jeff Herbst E JHerbst@mcgarchitecture.com T 949.553.1117
 MCG ARCHITECTURE South California 15635 Alton Parkway, Suite 100 Irvine, California 92618		SHEET NUMBER: SHEET <u>16</u> OF 18 TOTAL
MCG JOB NO. 21608.05	SHEET TITLE: South Elevations	

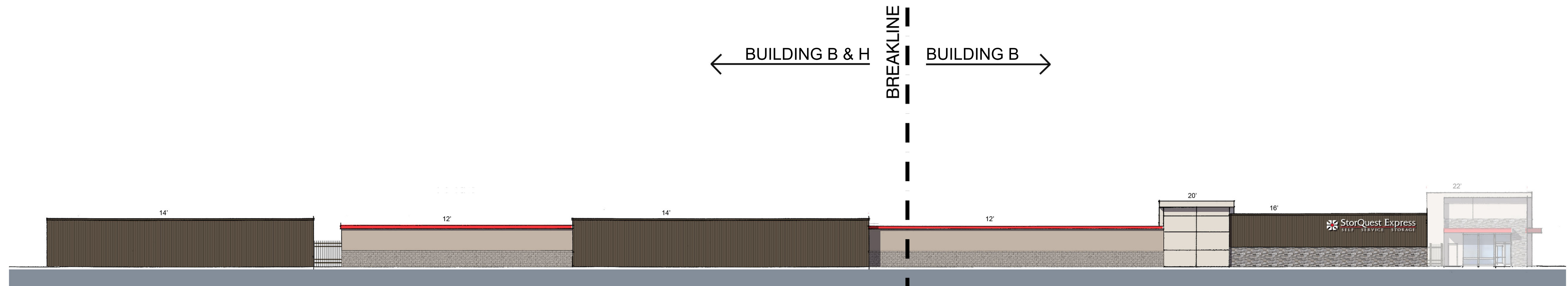


BUILDING H

BUILDING B



BUILDING B (CONTINUED)



4.OVERALL EAST ELEVATION
N.T.S.

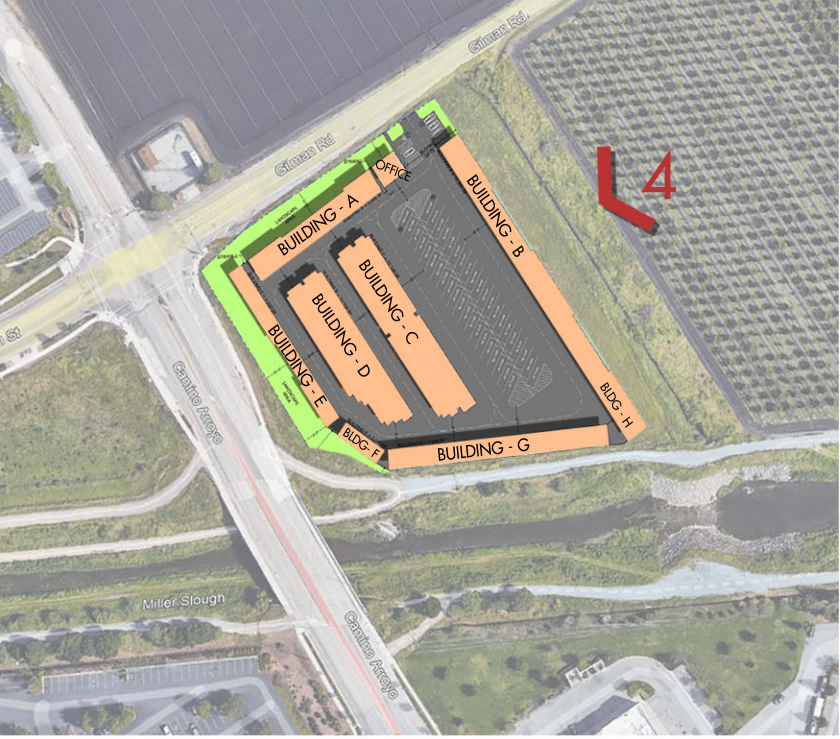
FINISHES:

- 1 STUCCO
- 2 METAL PANELS / ROOFING
- 3 SPLIT FACE CMU
- 4 METAL CANOPY / TRIM
- 5 ALUMINUM STOREFRONT
- 6 STONE VENEER
- 7 METAL DOOR / ROLL-UP DOOR
- 8 METAL GATE/FENCE
- 9 SIGNAGE

COLORS:

- A SW7035 "AESTHETIC WHITE"
BY: SHERWIN WILLIAMS
- B SW0054 "TWILIGHT GRAY"
BY: SHERWIN WILLIAMS
- C SW6079 "DIVERSE BEIGE"
BY: SHERWIN WILLIAMS
- D "CRIMSON RED"
BY: MBCI
- E SW7055 "ENDURING BRONZE"
BY: SHERWIN WILLIAMS
- F "MEDIUM BRONZE"
BY: MBCI
- G ALUMINUM STOREFRONT
CLEAR NO. 14
BY: KAWNEER
- H PRO- LEDGE - "HURON"
BY: CORANADO STONE

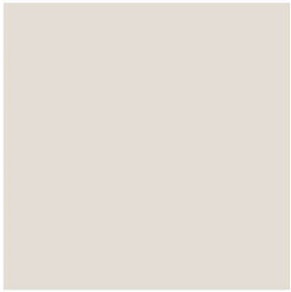
Scale : 1/8"=1'-0"



KEY PLAN



REVISIONS TABLE		
DATE	REVISION / ISSUE	
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 641-18-086		APPLICANT: Alyssa Parker William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 MCG ARCHITECTURE South California 15635 Alton Parkway, Suite 100 Irvine, California 92618		Contact: Jeff Herbst E JHerbst@mcgarchitecture.com T 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: East Elevations	SHEET NUMBER: SHEET 17 OF 18 TOTAL



-
A SW7035 "AESTHETIC WHITE"
BY: SHERWIN WILLIAMS



-
B SW0054 "TWILIGHT GRAY"
BY: SHERWIN WILLIAMS



-
C SW6079 "DIVERSE BEIGE"
BY: SHERWIN WILLIAMS



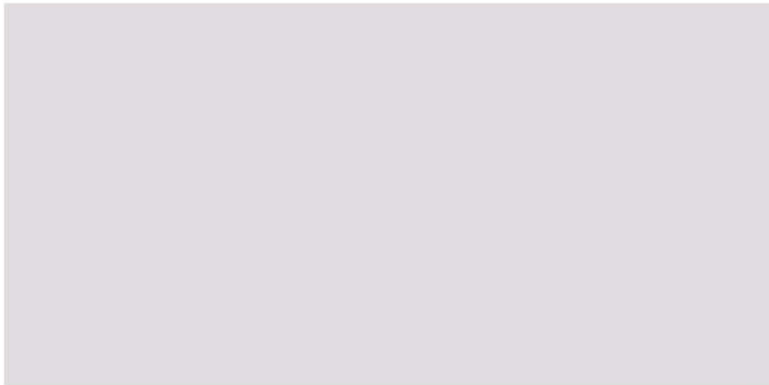
-
D "CRIMSON RED"
BY: MBCI



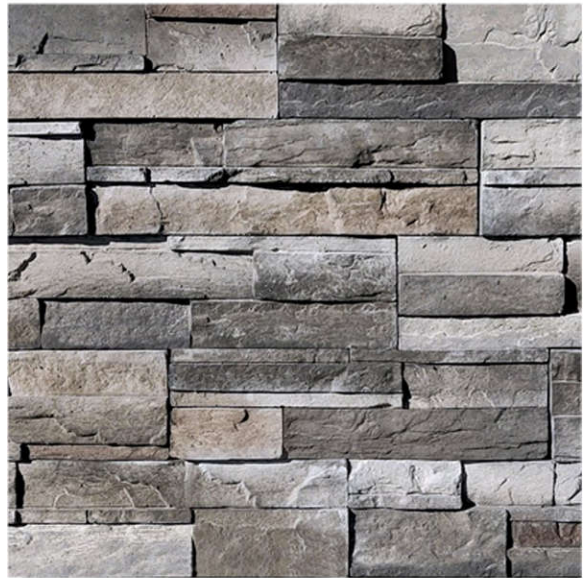
-
E "SILVER METALLIC"
BY: MBCI



-
F "MEDIUM BRONZE"
BY: MBCI

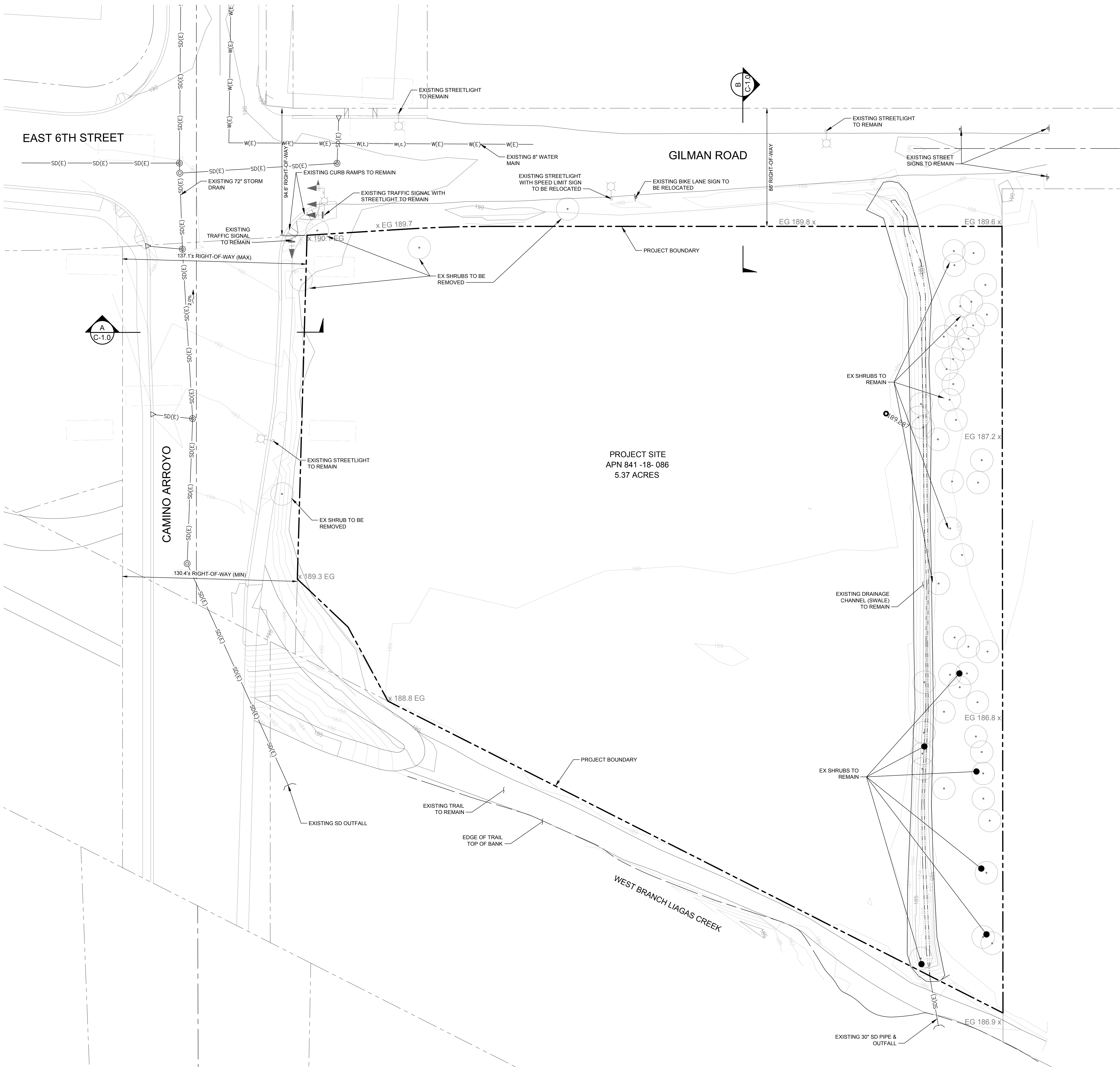


-
G ALUMINUM STOREFRONT
CLEAR NO.14
BY: KAWNEER



-
H PRO - LEDGE "HURON"
BY: CORANADO STONE

REVISIONS TABLE		
DATE	REVISION / ISSUE	
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086		APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 SELF SERVICE STORAGE		
 megarchitecture.com		MCG ARCHITECTURE South California 15635 Alton Parkway, Suite 100 Irvine, California 92618
MCG JOB NO. 21608.05		CONTACT: Jeff Herbst E JHerbst@mcgarchitecture.com T 949.553.1117
SHEET TITLE: Color Material Board		SHEET NUMBER: SHEET 18 OF 18 TOTAL



NOTES

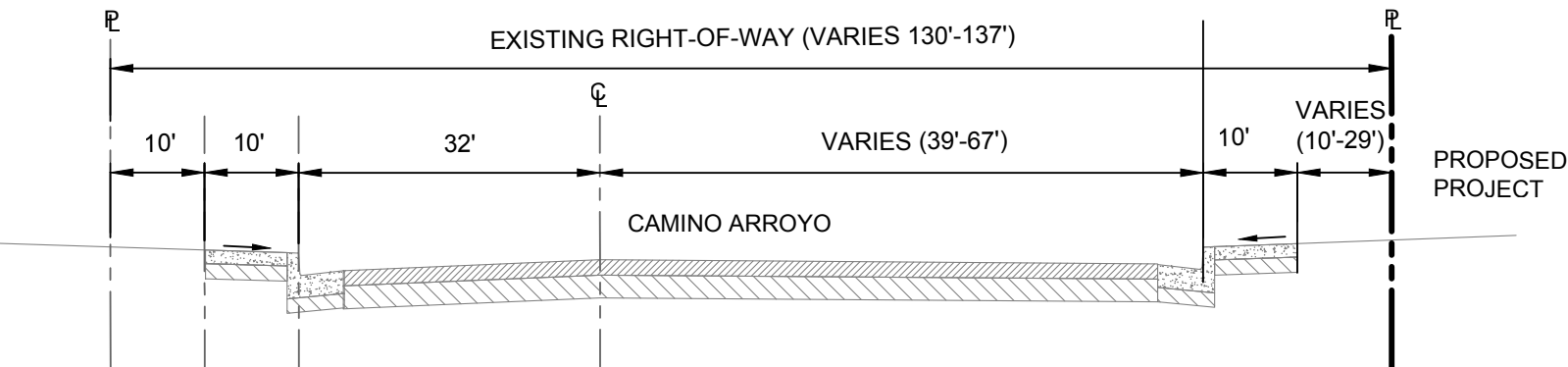
- PER THE ALTA SURVEY PREPARED BY HMH DATED 7/19/2022 THERE ARE NO EXISTING EASEMENTS ON SITE. THE ELECTRIC EASEMENT RECORDED IN BOOK 388 OF DEEDS PAGE 566 NOTED IN THE TITLE REPORT DOES NOT AFFECT THE SUBJECT PARCEL.
- ALL ELEVATIONS ARE BASED ON NAVD 88 VERTICAL DATUM

LEGEND

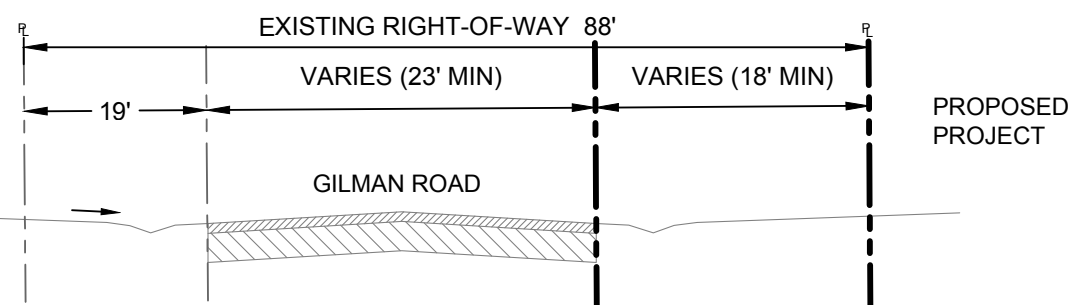
EXISTING	
STORM DRAIN MANHOLE	⊙
STANDARD CURB INLET	△
STORM DRAIN FIELD INLET (SIZE NOTED ON PLAN)	□
PROPERTY LINE	---
BOUNDARY	---
RIGHT-OF-WAY	---
CURB AND GUTTER	---
SIDEWALK	---
DRIVEWAY	---
HANDICAP RAMP	---
GRADE BREAK	---
STORM DRAIN PIPE	SD(E)
SANITARY SEWER PIPE	SS(E)
WATER PIPE	W(E)
EASEMENT	---
CONTOUR	150

ABBREVIATIONS

@	AT
CMU	CONCRETE MASONRY UNIT
CSJ	CITY OF SAN JOSE
EG	EXISTING GROUND
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
NTS	NOT TO SCALE
PL	PROPERTY LINE
PVC	POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
RG	ROUGH GRADE
RW	RIGHT OF WAY
SD	STORM DRAIN
SDCI	STORM DRAIN CURB INLET
SDCB	STORM DRAIN CATCH BASIN
SDMH	STORM DRAIN MANHOLE
TC	TOP OF CURB



SECTION A
NTS



SECTION B
NTS

REVISIONS TABLE

DATE	REVISION / ISSUE

PROJECT: STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086	APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
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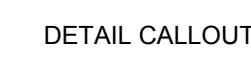
HMH 1570 Oakland Road San Jose, CA 95131 (408) 487-2200 HMHca.com	Land Use Entitlements Land Planning Landscape Architecture Civil Engineering Utility Design Land Surveying Stormwater Compliance
--	--

HMH JOB NO. 5152.00	SHEET TITLE: EXISTING SITE PLAN	SHEET NUMBER: SHEET C-1.0 OF 18 TOTAL
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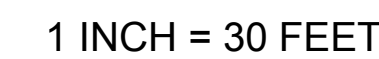
DATE	REVISION / ISSUE
PROJECT:	APPLICANT:
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086	Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 1570 Oakland Road San Jose, CA 95131	Land Use Entitlements Land Planning Landscape Architecture Civil Engineering Utility Design Land Surveying Stormwater Compliance (408) 487-2200 HMHca.com
HMH JOB NO. 5152-00	SHEET TITLE: PROPOSED SITE PLAN
	SHEET NUMBER: SHEET C-2.0 OF 18 TOTAL



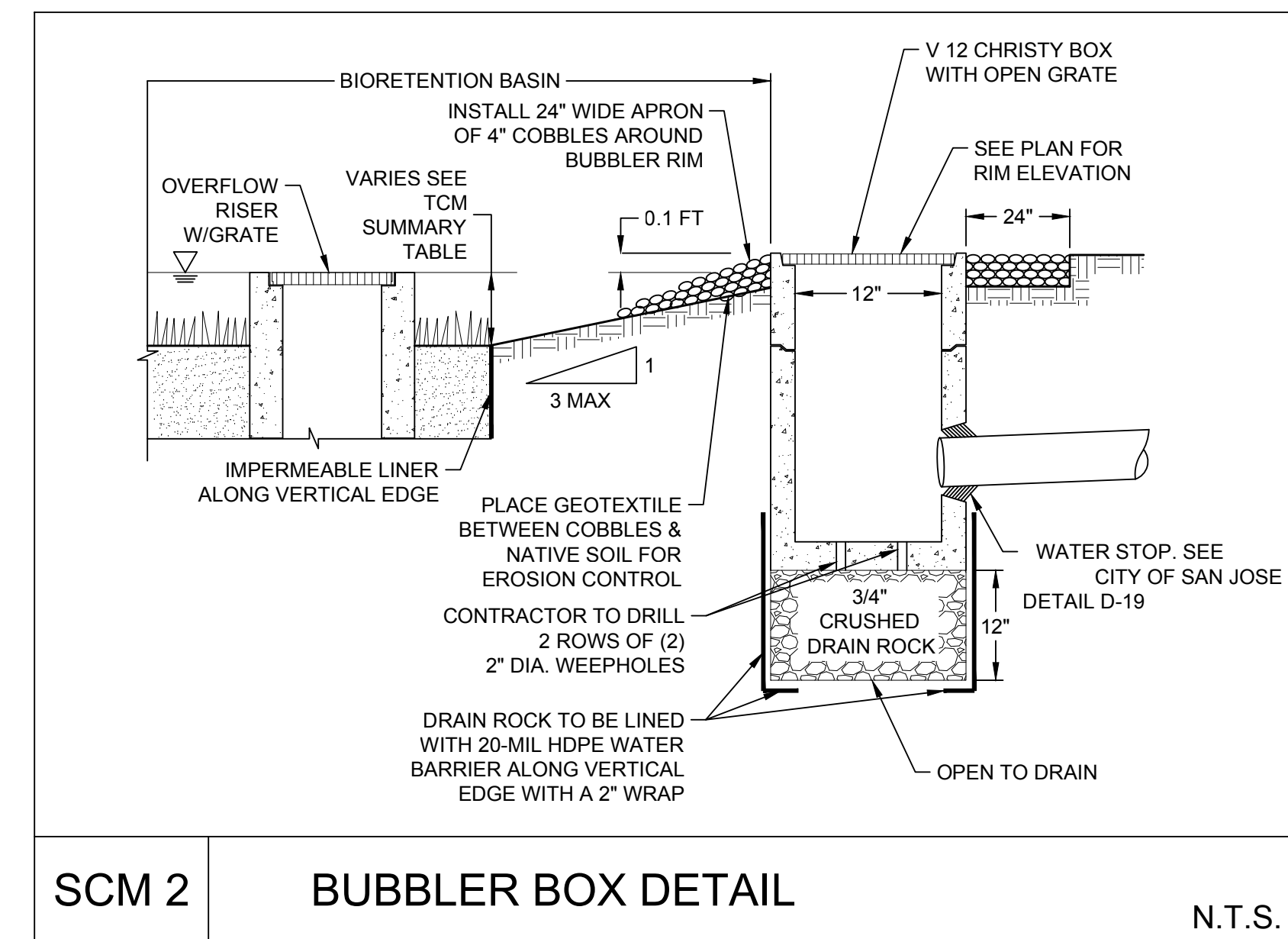
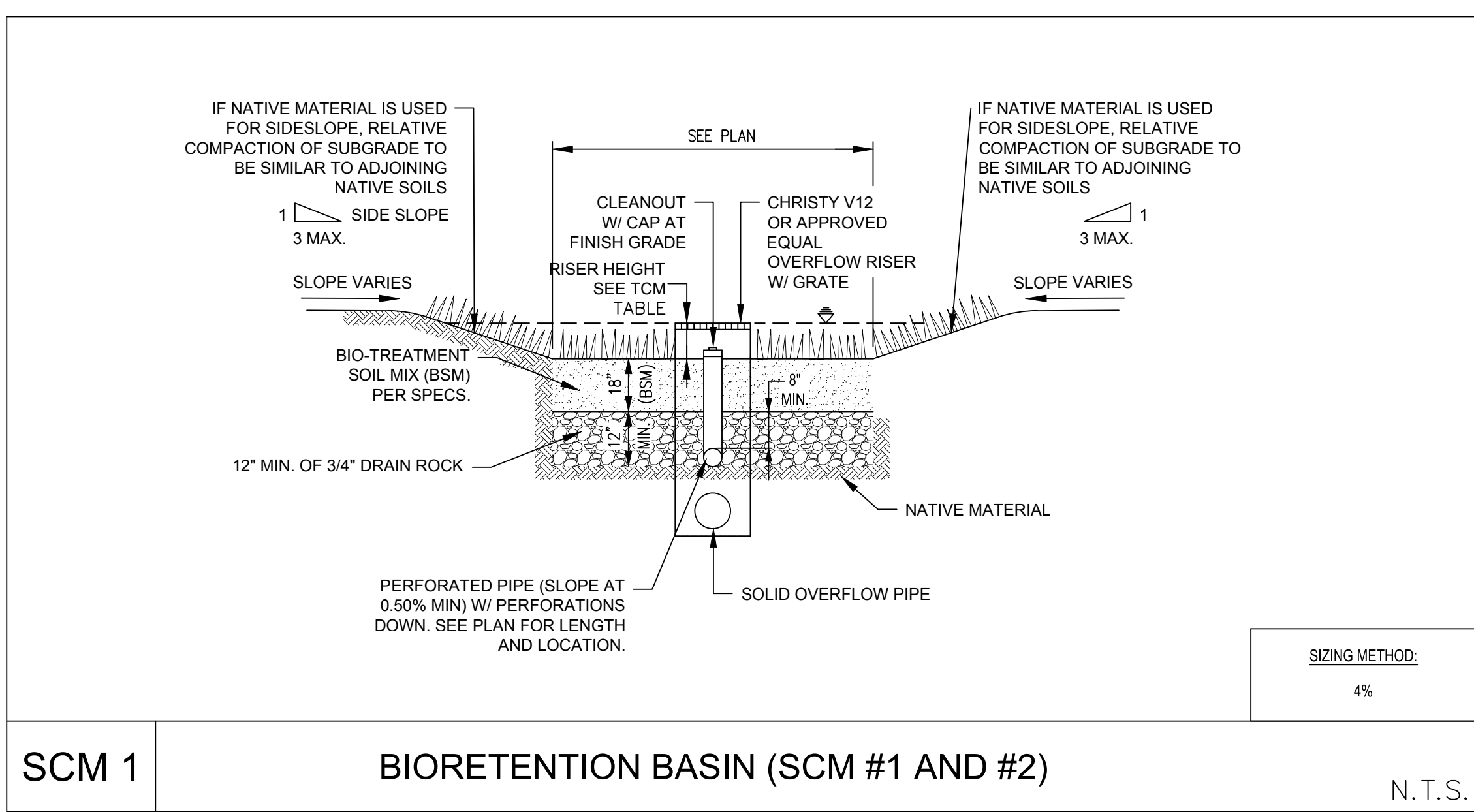
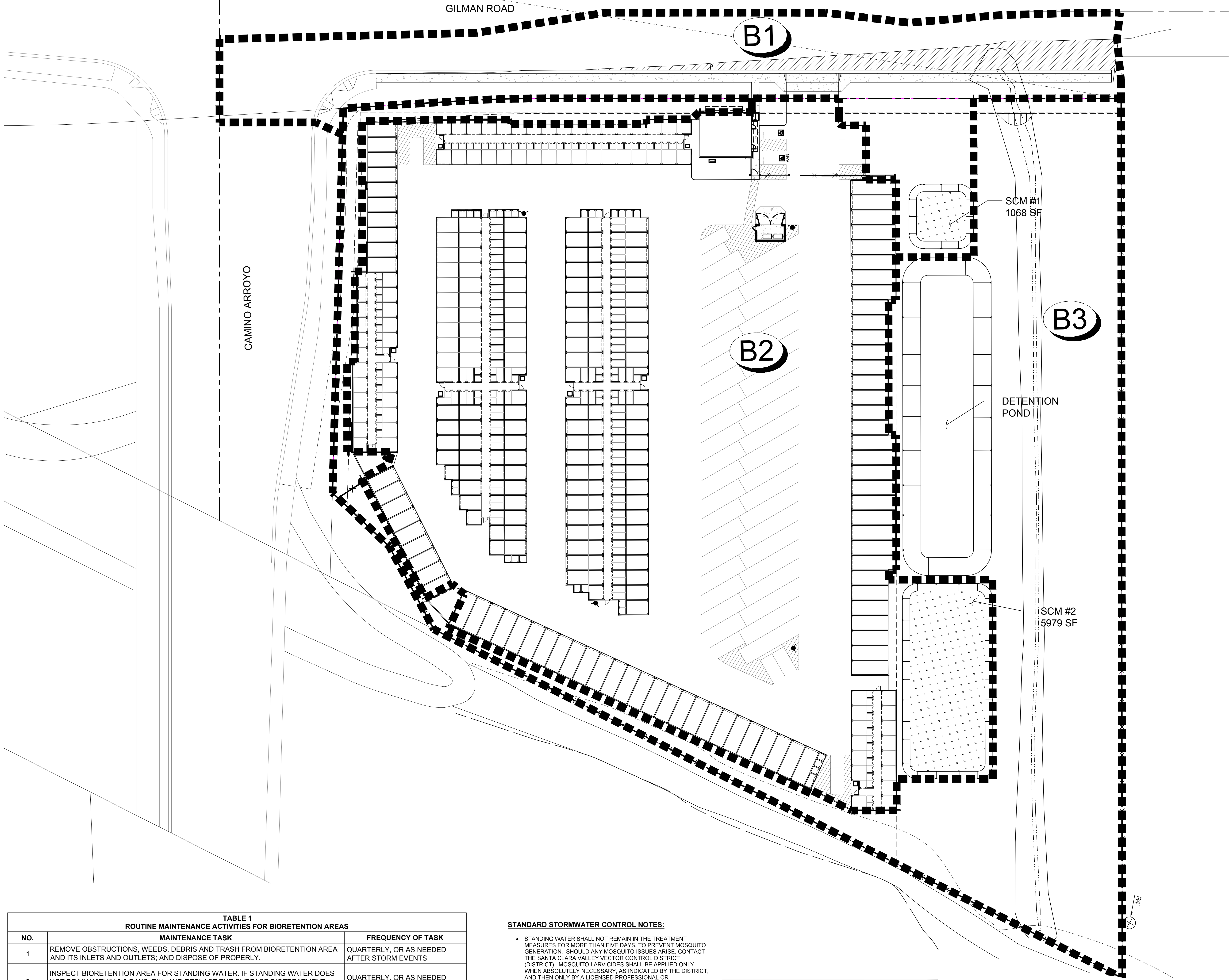
STORM DRAIN MANHOLE (CITY STD. STM-9)
STANDARD CURB INLET (CITY STD. STM-7B)
STORM DRAIN FIELD INLET
(SIZE NOTED ON PLAN)
OVERLAND RELEASE PATH
SANITARY SEWER MANHOLE (CITY STD. SW-1)
SANITARY SEWER CLEANOUT
WATER VALVE (CITY STD. WA-1)
FIRE HYDRANT (CITY STD. WA-7)
DOUBLE CHECK DETECTOR (CITY STD. WA-10)
WATER METER BOX (SEE PLAN FOR DETAILS)



1. ALL UTILITIES AND STORMWATER FACILITIES OUTSIDE OF PUBLIC RIGHT OF WAY SHALL BE OWNED AND MAINTAINED PRIVATELY BY THE PROPERTY OWNER.
2. GRADING ADJACENT TO THE CREEK AND DISCHARGE INTO THE EXISTING DRAINAGE CHANNEL REQUIRE PERMITS FROM VALLEY WATER
3. VERTICAL OFFSET FOR WATER MAINS MAY BE REQUIRED TO COMPLY WITH CITY OF GILROY UTILITY VERTICAL CLEARANCE STANDARDS.
4. EXISTING WATER MAIN ELEVATIONS ARE BASED OFF OF ESTIMATES FROM CITY OF GILROY GENERAL GUIDELINES. CONTRACTOR SHALL POTHOLE CROSSINGS PRIOR TO CONSTRUCTION.
5. ALL ELEVATIONS ARE BASED ON THE NAVD 88 VERTICAL DATUM.



REVISIONS TABLE	
DATE	REVISION / ISSUE
PROJECT: STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086	APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 Land Use Entitlements Land Planning Landscape Architecture Civil Engineering Utility Design Land Surveying Stormwater Compliance 1570 Oakland Road San Jose, CA 95131 (408) 487-2200 HMMca.com	
HMM JOB NO. 5152.00	SHEET TITLE: CONCEPTUAL GRADING & UTILITY PLAN
SHEET NUMBER: SHEET C-3.2 of 18 TOTAL	



LEGEND

PROPERTY LINE

BOUNDARY

CURB AND GUTTER

SIDEWALK

DRIVEWAY

HANDICAP RAMP

BIORETENTION AREA

DRAINAGE AREA

PROPOSED BIORETENTION AND RUNOFF RETENTION AREA

PROPOSED

EXISTING

BIOTREATMENT SOIL REQUIREMENTS

- BIORETENTION SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN APPENDIX C OF THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND COMPOST MEASURED ON A VOLUME BASIS OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATIONS. CONTRACTOR MAY OBTAIN A COPY OF THE C3 HANDBOOK AT: [HTTP://WWW.SANJOSECA.GOV/INDEX.ASPX?NID=1761](http://www.sanjoseca.gov/index.aspx?nid=1761)
- PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

OPERATION AND MAINTENANCE INFORMATION:

I. PROPERTY INFORMATION:

I.A. PROPERTY ADDRESS:
1000 GILMAN ROAD
GILROY, CA 95020

I.B. PROPERTY OWNER:
STORQUEST EXPRESS

II. RESPONSIBLE PARTY FOR MAINTENANCE:

II.A. CONTACT:
XXXX

II.B. PHONE NUMBER OF CONTACT:
XXXX-XXX-XXXX

II.C. EMAIL:
XXXX

II.D. ADDRESS:
XXXXX
XXXXX

TABLE 1 ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREAS		
NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	REMOVE OBSTRUCTIONS, WEEDS, DEBRIS AND TRASH FROM BIORETENTION AREA AND ITS INLETS AND OUTLETS; AND DISPOSE OF PROPERLY.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
2	INSPECT BIORETENTION AREA FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, TILL AND REPLACE THE SURFACE BIOTREATMENT SOIL WITH THE APPROVED SOIL MIX AND REPLANT.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
3	CHECK UNDERDRAINS FOR CLOGGING. USE THE CLEANOUT RISER TO CLEAN ANY CLOGGED UNDERDRAINS.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
4	MAINTAIN THE IRRIGATION SYSTEM AND ENSURE THAT PLANTS ARE RECEIVING THE CORRECT AMOUNT OF WATER (IF APPLICABLE).	QUARTERLY
5	ENSURE THAT THE VEGETATION IS HEALTHY AND DENSE ENOUGH TO PROVIDE FILTERING AND PROTECT SOILS FROM EROSION. PRUNE AND WEED THE BIORETENTION AREA. REMOVE AND/OR REPLACE ANY DEAD PLANTS.	ANNUALLY, BEFORE THE WET SEASON BEGINS
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE WET SEASON BEGINS
7	CHECK THAT MULCH IS AT APPROPRIATE DEPTH (2 - 3 INCHES PER SOIL SPECIFICATIONS) AND REPLENISH AS NECESSARY BEFORE WET SEASON BEGINS. IT IS RECOMMENDED THAT 2" - 3" OF ARBOR MULCH BE REAPPLIED EVERY YEAR.	ANNUALLY, BEFORE THE WET SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATION AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ACCUMULATED SEDIMENT.	ANNUALLY, BEFORE THE WET SEASON BEGINS
9	INSPECT OVERFLOW PIPE TO ENSURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE DAMAGED PIPING.	ANNUALLY, BEFORE THE WET SEASON BEGINS
10	REPLACE BIOTREATMENT SOIL AND MULCH, IF NEEDED. CHECK FOR STANDING WATER, STRUCTURAL FAILURE AND CLOGGED OVERFLOWS. REMOVE TRASH AND DEBRIS. REPLACE DEAD PLANTS.	ANNUALLY, BEFORE THE WET SEASON BEGINS
11	INSPECT BIORETENTION AREA USING THE ATTACHED INSPECTION CHECKLIST.	ANNUALLY, BEFORE THE WET SEASON

STANDARD STORMWATER CONTROL NOTES:

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN FIVE DAYS. TO PREVENT MOSQUITO GENERATION, SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA CLARA VALLEY VECTOR CONTROL DISTRICT (DISTRICT). MOSQUITO LARVIDES SHALL BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY, AS INDICATED BY THE DISTRICT, AND THEN ONLY BY A LICENSED PROFESSIONAL OR CONTRACTOR. CONTACT INFORMATION FOR THE DISTRICT IS PROVIDED BELOW.
- DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANTS, CONTROL WEEDS OR REMOVED UNWANTED GROWTH. EMPLOY NON-CHEMICAL CONTROLS (BIOLOGICAL, PHYSICAL AND CULTURAL CONTROLS) TO TREAT A PEST PROBLEM. PRUNE PLANTS PROPERLY AND AT THE APPROPRIATE TIME OF YEAR. PROVIDE ADEQUATE IRRIGATION FOR LANDSCAPE PLANTS. DO NOT OVER WATER.

SOURCE CONTROL MEASURES:

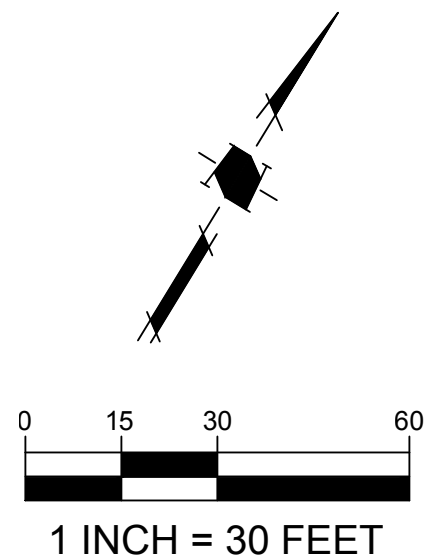
- BENEFICIAL LANDSCAPING.
- USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
- MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
- STORM DRAIN LABELING.

TREATMENT CONTROL MEASURE SUMMARY TABLE													
DMA #	SCM #	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)
B1	1	Offsite	Bioretention unlined w/ underdrain	LID	2C, Flow: 4% Method **	39,070	26,674	-	12,396	-	1,067	1,068	6
B2	2	Onsite	Bioretention unlined w/ underdrain	LID	2C, Flow: 4% Method **	145,848	145,114	-	734	64.23%	5,805	5,979	6
B3	-	Onsite	Self-treating areas	LID	N/A	81,212	-	-	81,212	35.77%	-	-	6
Totals:						266,130	171,788	0	94,342	100.00%			

Footnotes:

- * "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.
- ** Sizing for Bioretention Area Required calculated using the 4% Method (Impervious Area x 0.04)
- *** Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3 c of the Municipal Stormwater Permit.

S:\Projects\1515200\PL\CALCULATIONS\STORMWATER\1515200 Treatment Control Measure Summary Table.xlsx\TCM Summary Table



PROJECT SITE INFORMATION:

1. SOILS TYPE: TYPE V

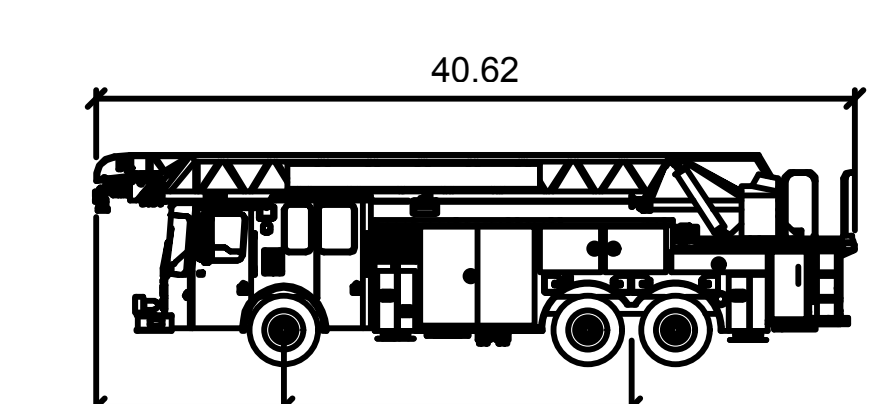
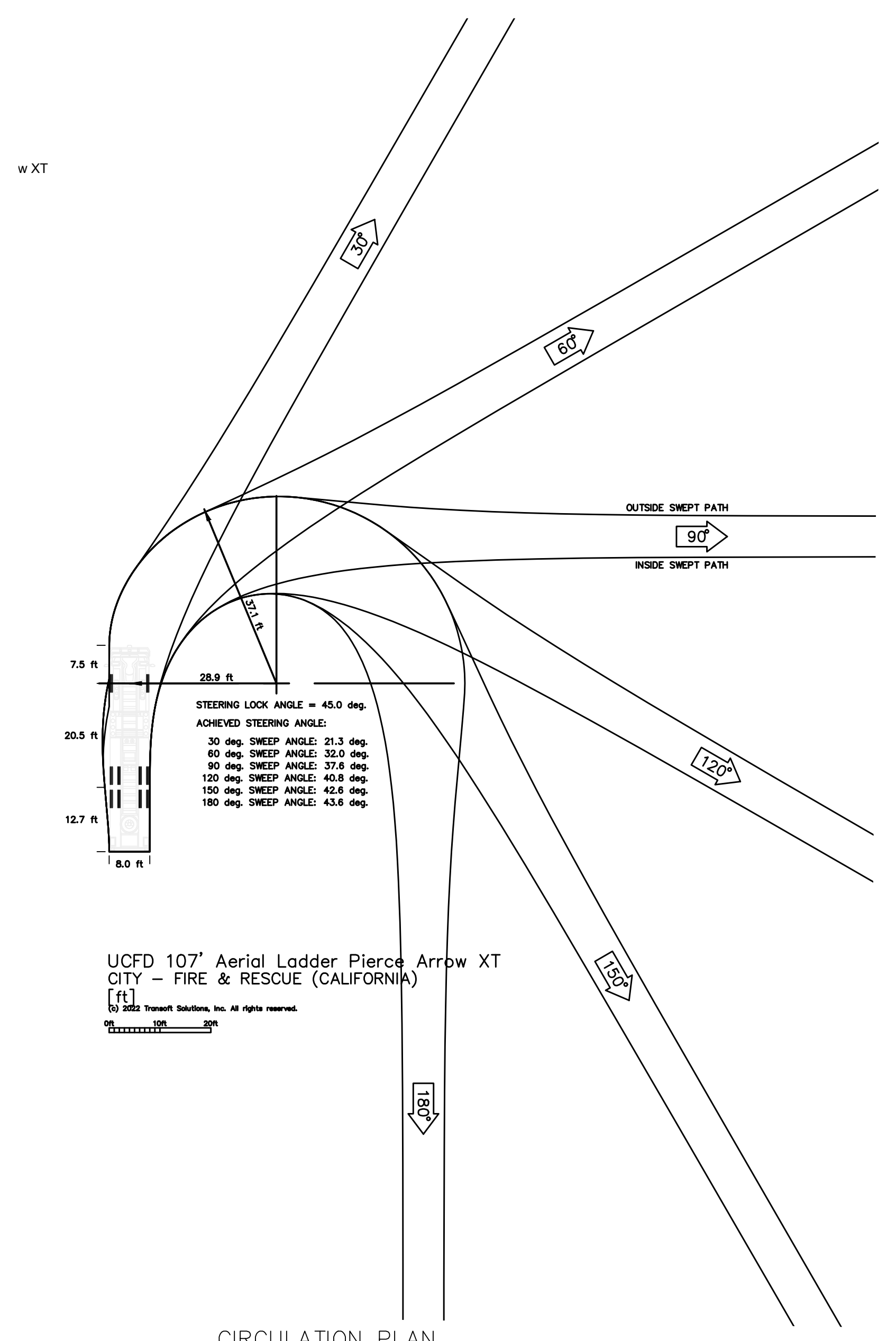
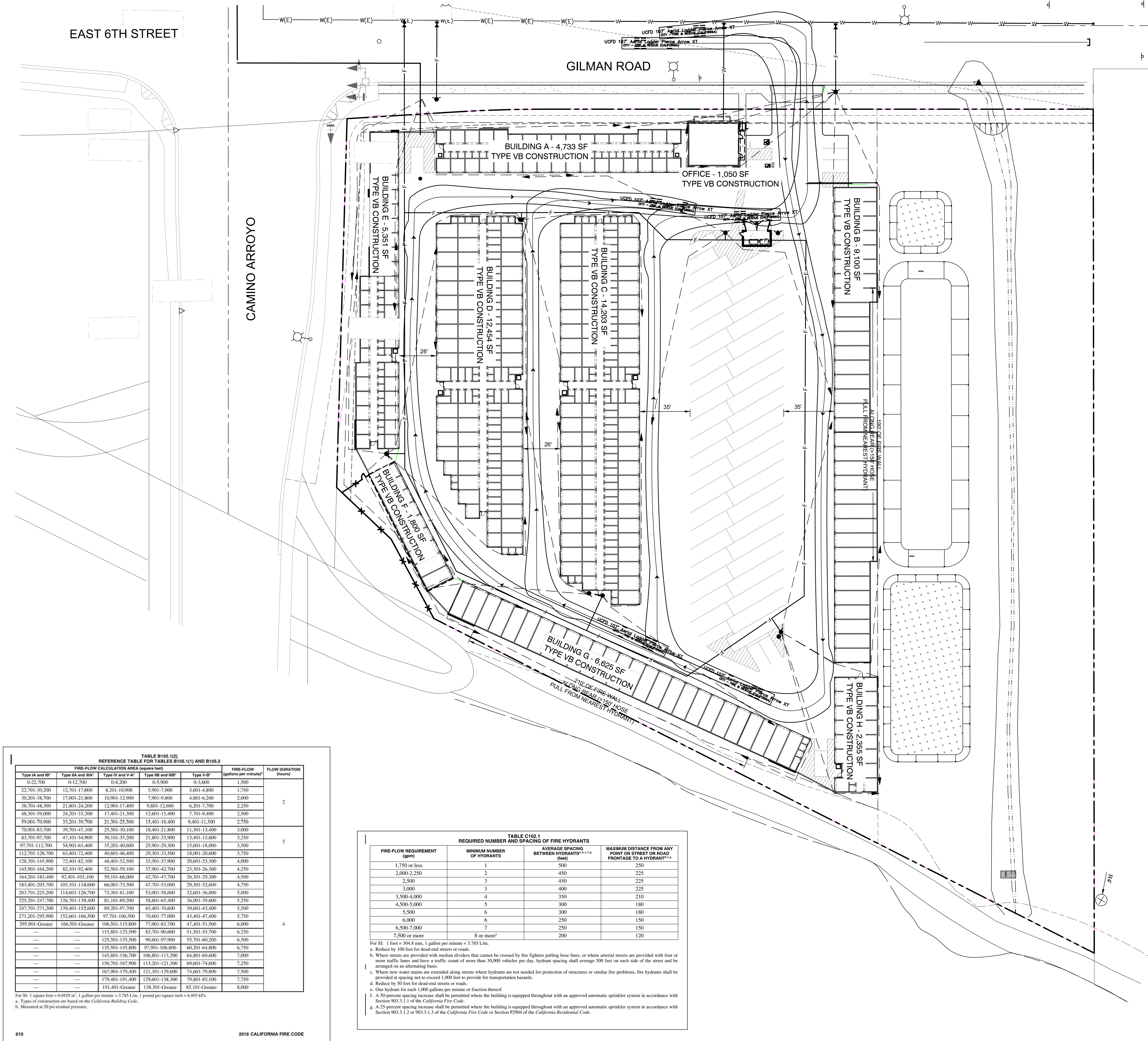
2. GROUND WATER DEPTH: 2 FT

3. NAME OF RECEIVING BODY: UVAS-LIAGAS

4. FLOOD ZONE: AE

5. FLOOD ELEVATION (IF APPLICABLE): _____

REVISIONS TABLE		
DATE	REVISION / ISSUE	
PROJECT:	STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086	APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
HMM JOB NO. 5152.00	SHEET TITLE: STORMWATER CONTROL PLAN	SHEET NUMBER: SHEET C-4.0 OF 18 TOTAL



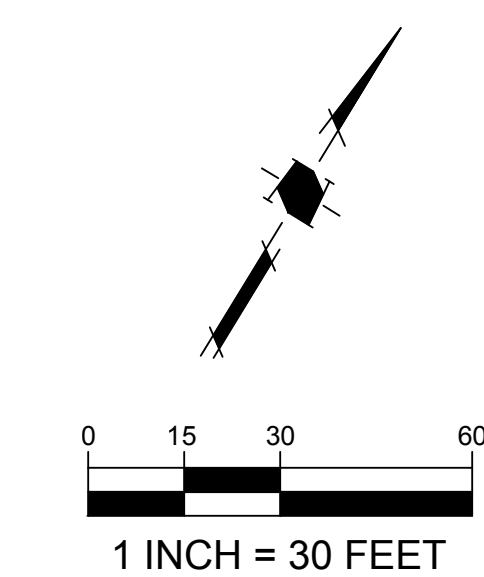
UCFD 107' Aerial Ladder Pierce Arrow XT

Width	8.00
Track	8.00
Lock to Lock Time	6.0
Steering Angle	45.0

EMERGENCY VEHICLE DETAILS

LEGEND

- PROPOSED FIRE HYDRANT
- FDC FIRE DEPARTMENT CONNECTION
- EXISTING PUBLIC FIRE HYDRANT
- F FIRE WATER LINE
- FIRE ACCESS ROAD (MIN 20' WIDTH)
- 150' HOSE PULL FROM FIRE HYDRANT

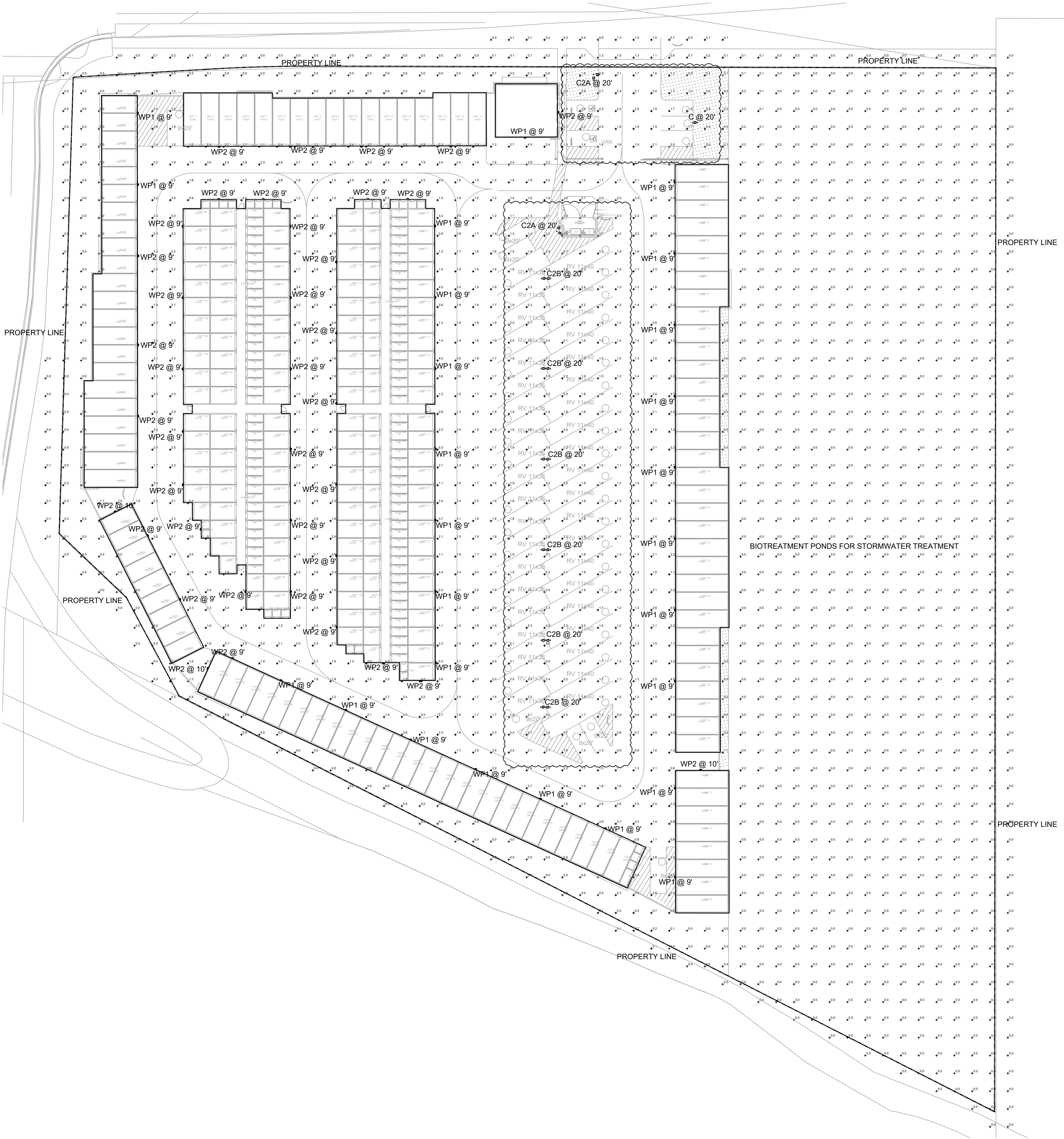


FIRE-FLOW CALCULATION AREA (square feet)		FIRE-FLOW (gallons per minute)	FLOW DURATION (hours)
Type I-A and B-A*	Type I-B and B-B*		
0-22,700	0-12,700	1,500	—
22,701-38,200	12,701-17,600	1,750	—
38,201-58,700	17,601-21,800	2,000	—
58,701-79,200	21,801-24,200	2,250	—
79,201-99,700	24,201-26,600	2,500	—
99,701-120,200	26,601-29,000	2,750	—
120,201-140,700	29,001-31,400	3,000	—
140,701-161,200	31,401-33,800	3,250	—
161,201-181,700	33,801-36,200	3,500	—
181,701-202,200	36,201-38,600	3,750	—
202,201-222,700	38,601-41,000	4,000	—
222,701-243,200	41,001-43,400	4,250	—
243,201-263,700	43,401-45,800	4,500	—
263,701-284,200	45,801-48,200	4,750	—
284,201-304,700	48,201-50,600	5,000	—
304,701-325,200	50,601-53,000	5,250	—
325,201-345,700	53,001-55,400	5,500	—
345,701-366,200	55,401-57,800	5,750	—
366,201-386,700	57,801-60,200	6,000	—
386,701-407,200	60,201-62,600	6,250	—
407,201-427,700	62,601-65,000	6,500	—
427,701-448,200	65,001-67,400	6,750	—
448,201-468,700	67,401-69,800	7,000	—
468,701-489,200	69,801-72,200	7,250	—
489,201-509,700	72,201-74,600	7,500	—
509,701-530,200	74,601-77,000	7,750	—
530,201-550,700	77,001-79,400	8,000	—
550,701-571,200	79,401-81,800	8,250	—
571,201-591,700	81,801-84,200	8,500	—
591,701-612,200	84,201-86,600	8,750	—
612,201-632,700	86,601-89,000	9,000	—
632,701-653,200	89,001-91,400	9,250	—
653,201-673,700	91,401-93,800	9,500	—
673,701-694,200	93,801-96,200	9,750	—
694,201-714,700	96,201-98,600	10,000	—
714,701-735,200	98,601-101,000	10,250	—
735,201-755,700	101,001-103,400	10,500	—
755,701-776,200	103,401-105,800	10,750	—
776,201-796,700	105,801-108,200	11,000	—
796,701-817,200	108,201-110,600	11,250	—
817,201-837,700	110,601-113,000	11,500	—
837,701-858,200	113,001-115,400	11,750	—
858,201-878,700	115,401-117,800	12,000	—
878,701-899,200	117,801-120,200	12,250	—
899,201-919,700	120,201-122,600	12,500	—
919,701-940,200	122,601-125,000	12,750	—
940,201-960,700	125,001-127,400	13,000	—
960,701-981,200	127,401-129,800	13,250	—
981,201-1,001,700	129,801-132,200	13,500	—
1,001,701-1,022,200	132,201-134,600	13,750	—
1,022,201-1,042,700	134,601-137,000	14,000	—
1,042,701-1,063,200	137,001-139,400	14,250	—
1,063,201-1,083,700	139,401-141,800	14,500	—
1,083,701-1,104,200	141,801-144,200	14,750	—
1,104,201-1,124,700	144,201-146,600	15,000	—
1,124,701-1,145,200	146,601-149,000	15,250	—
1,145,201-1,165,700	149,001-151,400	15,500	—
1,165,701-1,186,200	151,401-153,800	15,750	—
1,186,201-1,206,700	153,801-156,200	16,000	—
1,206,701-1,227,200	156,201-158,600	16,250	—
1,227,201-1,247,700	158,601-161,000	16,500	—
1,247,701-1,268,200	161,001-163,400	16,750	—
1,268,201-1,288,700	163,401-165,800	17,000	—
1,288,701-1,309,200	165,801-168,200	17,250	—
1,309,201-1,329,700	168,201-170,600	17,500	—
1,329,701-1,350,200	170,601-173,000	17,750	—
1,350,201-1,370,700	173,001-175,400	18,000	—
1,370,701-1,391,200	175,401-177,800	18,250	—
1,391,201-1,411,700	177,801-180,200	18,500	—
1,411,701-1,432,200	180,201-182,600	18,750	—
1,432,201-1,452,700	182,601-185,000	19,000	—
1,452,701-1,473,200	185,001-187,400	19,250	—
1,473,201-1,493,700	187,401-189,800	19,500	—
1,493,701-1,514,200	189,801-192,200	19,750	—
1,514,201-1,534,700	192,201-194,600	20,000	—
1,534,701-1,555,200	194,601-197,000	20,250	—
1,555,201-1,575,700	197,001-199,400	20,500	—
1,575,701-1,596,200	199,401-201,800	20,750	—
1,596,201-1,616,700	201,801-204,200	21,000	—
1,616,701-1,637,200	204,201-206,600	21,250	—
1,637,201-1,657,700	206,601-209,000	21,500	—
1,657,701-1,678,200	209,001-211,400	21,750	—
1,678,201-1,698,700	211,401-213,800	22,000	—
1,698,701-1,719,200	213,801-216,200	22,250	—
1,719,201-1,739,700	216,201-218,600	22,500	—
1,739,701-1,760,200	218,601-221,000	22,750	—
1,760,201-1,780,700	221,001-223,400	23,000	—
1,780,701-1,801,200	223,401-225,800	23,250	—
1,801,201-1,821,700	225,801-228,200	23,500	—
1,821,701-1,842,200	228,201-230,600	23,750	—
1,842,201-1,862,700	230,601-233,000	24,000	—
1,862,701-1,883,200	233,001-235,400	24,250	—
1,883,201-1,903,700	235,401-237,800	24,500	—
1,903,701-1,924,200	237,801-240,200	24,750	—
1,924,201-1,944,700	240,201-242,600	25,000	—
1,944,701-1,965,200	242,601-245,000	25,250	—
1,965,201-1,985,700	245,001-247,400	25,500	—
1,985,701-2,006,200	247,401-249,800	25,750	—
2,006,201-2,026,700	249,801-252,200	26,000	—
2,026,701-2,047,200	252,201-254,600	26,250	—
2,047,201-2,067,700	254,601-257,000	26,500	—
2,067,701-2,088,200	257,001-259,400	26,750	—
2,088,201-2,108,700	259,401-261,800	27,000	—
2,108,701-2,129,200	261,801-264,200	27,250	—
2,129,201-2,149,700	264,201-266,600	27,500	—
2,149,701-2,170,200	266,601-269,000	27,750	—
2,170,201-2,190,700	269,001-271,400	28,000	—
2,190,701-2,211,200	271,401-273,800	28,250	—
2,211,201-2,231,700	273,801-276,200	28,500	—
2,231,701-2,252,200	276,201-278,600	28,750	—
2,252,201-2,272,700	278,601-281,000	29,000	—
2,272,701-2,293,200	281,001-283,400	29,250	—
2,293,201-2,313,700	283,401-285,800	29,500	—
2,313,701-2,334,200	285,801-288,200	29,750	—
2,334,201-2,354,700	288,201-290,600	30,000	—
2,354,701-2,375,200	290,601-293,000	30,250	—
2,375,201-2,395,700	293,001-295,400	30,500	—
2,395,701-2,416,200	295,401-297,800	30,750	—
2,416,201-2,436,700	297,801-300,200	31,000	—
2,436,701-2,457,200	300,201-302,600	31,250	—
2,457,201-2,477,700	302,601-305,000	31,500	—
2,477,701-2,498,200	305,001-307,400	31,750	—
2,498,201-2,518,700	307,401-309,800	32,000	—
2,518,701-2,539,200	309,801-312,200	32,250	—
2,539,201-2,559,700	312,201-314,600	32,500	—
2,559,701-2,580,200	314,601-317,000	32,750	—
2,580,201-2,600,700	317,001-319,400	33,000	—
2,600,701-2,621,200	319,401-321,800	33,250	—
2,621,201-2,641,700	321,801-324,200	33,500	—
2,641,701-2,662,200	324,201-326,600	33,750	—
2,662,201-2,682,700	326,601-329,000	34,000	—
2,682,701-2,703,200	329,001-331,400	34,250	—
2,703,201-2,723,700	331,401-333,800	34,500	—
2,723,701-2,744,200	333,801-336,200	34,750	—
2,744,201-2,764,700	336,201-338,600	35,000	—
2,764,701-2,785,200	338,601-341,000	35,250	—
2,785,201-2,805,700	341,001-343,400	35,500	—
2,805,701-2,826,200	343,401-345,800	35,750	—
2,826,201-2,846,700	345,801-348,200	36,000	—
2,846,701-2,867,200	348,201-350,600	36,250	—
2,867,201-2,887,700	350,601-353,000	36,500	—
2,887,701-2,908,200	353,001-355,400	36,750	—
2,908,201-2,928,700	355,401-357,800	37,000	—
2,928,701-2,949,200	357,801-360,200	37,250	—
2,949,201-2,969,700	360,201-362,600	37,500	—
2,969,701-2,990,200	362,601-365,000	37,750	—
2,990,201-3,010,700	365,001-367,400	38,000	—
3,010,701-3,031,200	367,401-369,800	38,250	—
3,031,201-3,051,700	369,801-372,200	38,500	—
3,051,701-3,072,200	372,201-374,600	38,750	—
3,072,201-3,092,700	374,601-377,000	39,000	—
3,092,701-3,113,200	377,001-379,400	39,250	—
3,113,201-3,133,700	379,401-381,800	39,500	—
3,133,701-3,154,200	381,801-384,200	39,750	—
3,154,201-3,174,700	384,201-386,600	40,000	—
3,174,701-3,195,200	386,601-389,000	40,250	—
3,195,201-3,215,700	389,001-391,400	40,500	—
3,215,701-3,236,200	391,401-393,800	40,750	—
3,236,201-3,256,700	393,801-396,200	41,000	—
3,256,701-3,277,200	396,201-398,600	41,250	—
3,277,201-3,297,700	398,601-401,000	41,500	—
3,297,701-3,318,200	401,001-403,400	41,750	—
3,318,201-3,338,700	403,401-405,800	42,000	—
3,338,701-3,359,200	405,801-408,200	42,250	—
3,359,201-3,379,700	408,201-410,600	42,500	—
3,379,701-3,400,200	410,601-413,000	42,750	—
3,400,201-3,420,700	413,001-415,400	43,000	—
3,420,701-3,441,200	415,401-417,800	43,250	—
3,441,201-3,461,700	417,801-420,200	43,500	—
3,461,701-3,482,200	420,201-422,600	43,750	—
3,482,201-3,502,700	422,601-425,000	44,000	—
3,502,701-3,523,200	425,001-427,400	44,250	—
3,523,201-3,543,700	427,401-429,800	44,500	—
3,543,701-3,564,200	429,801-432,200	44,750	—
3,564,201-3,584,700	432,201-434,600	45,000	—
3,584,701-3,605,200	434,601-437,000	45,250	—
3,605,201-3,625,700	437,001-439,400	45,500	—
3,625,701-3,646,200	439,401-441,800	45,750	—
3,646,201-3,666,700	441,801-444,200	46,000	—
3,666,701-3,687,200	444,201-446,600	46,250	—
3,687,201-3,707,700	446,601-449,000	46,500	—
3,707,701-3,728,200	449,001-451,400	46,750	—
3,728,201-3,748,700	451,401-453,800	47,000	—
3,748,701-3,769,200	453,801-456,200	47,250	—
3,769,201-3,789,700	456,201-458,600	47,500	—
3,789,701-3,810,200	458,601-461,000	47,750	—
3,810,201-3,830,700	461,001-463,400	48,000	—
3,830,701-3,851,200	463,401-465,800	48,250	—
3,851,201-3,871,700	465,801-468,200	48,500	—
3,871,701-3,892,200	468,201-470,600	48,750	—
3,892,201-3,912,700	470,601-473,000	49,000	—
3,912,701-3,933,200	473,001-475,400	49,250	—
3,933,201-3,953,700	475,401-477,800	49,500	—
3,953,701-3,974,200	477,801-480,		

Schedule									
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	C	1	Lithonia Lighting	DSX0 LED P1 30K T3M MVOLT	DSX0 LED P1 30K T3M MVOLT	1	4248	0.91	38
	C2A	2	Lithonia Lighting	DSX0 LED P1 30K T3M MVOLT	DSX0 LED P1 30K T3M MVOLT	1	4248	0.91	76
	C2B	6	Lithonia Lighting	DSX0 LED P1 30K T3M MVOLT	DSX0 LED P1 30K T3M MVOLT	1	4248	0.91	76
	WP1	26	Lithonia Lighting	DSXW1 LED 10C 1000 30K TFTM MVOLT DDL	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE TFTM OPTIC, 3000K, @ 1000mA WITH DIFFUSE DROP LENS.	1	3405	0.91	38.8
	WP2	39	Lithonia Lighting	DSXW1 LED 10C 700 30K TFTM MVOLT DDL	DSXW1 LED WITH (1) 10 LED LIGHT ENGINES, TYPE TFTM OPTIC, 3000K, @ 700mA WITH DIFFUSE DROP LENS.	1	2423	0.91	26.2

Statistics

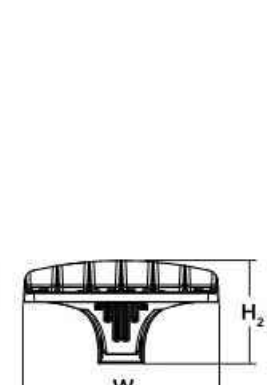
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Not Apart of Storequest(Within Property Line)	+	0.0 fc	1.9 fc	0.0 fc	N/A	N/A
Overall	+	0.4 fc	5.3 fc	0.0 fc	N/A	N/A
Parking Lot	+	1.6 fc	4.4 fc	0.1 fc	44.0:1	16.0:1
Storequest General Area	+	2.1 fc	5.3 fc	0.3 fc	17.7:1	7.0:1
Trash Enclosure	+	2.6 fc	3.5 fc	1.6 fc	2.2:1	1.6:1



REVISIONS TABLE		
DATE	REVISION / ISSUE	
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086		APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 SELF SERVICE STORAGE		
 MGB ARCHITECTURE South California 15635 Alton Parkway, Suite 100 Irvine, California 92618		Contact: Jeff Herbst JHerbst@mgbarchitecture.com 949.553.1117
MGB JOB NO. 21608.05	SHEET TITLE: ELECTRICAL SITE PHOTOMETRIC PLAN	SHEET NUMBER: E101S



EPA:	0.95 ft ³ (0.9 m ³)
Length:	26" (66 cm)
Width:	13" (33 cm)
Height ₁ :	3" (7.6 cm)
Height ₂ :	7" (17.8 cm)
Weight (max):	16 lbs (7.2 kg)



DSR10						
Series	LEDs	Color temperature	Wavelength	Voltage	Mounting	
DSR10L	Forward optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800L	
		4000K	175	T55	800L	
		5K	175	T55	800L	
		5000K	175	T55	800L	
			175	T55	800L	
DSR10S	Reverse optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800L	
		4000K	175	T55	800L	
		5K	175	T55	800L	
		5000K	175	T55	800L	
			175	T55	800L	
DSR10M	Medium optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800L	
		4000K	175	T55	800L	
		5K	175	T55	800L	
		5000K	175	T55	800L	
			175	T55	800L	
DSR10H	High optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800L	
		4000K	175	T55	800L	
		5K	175	T55	800L	
		5000K	175	T55	800L	
			175	T55	800L	
DSR10P	Point optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800L	
		4000K	175	T55	800L	
		5K	175	T55	800L	
		5000K	175	T55	800L	
			175	T55	800L	
DSR10V	Variable optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800L	
		4000K	175	T55	800L	
		5K	175	T55	800L	
		5000K	175	T55	800L	
			175	T55	800L	
DSR10W	Wide optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800L	
		4000K	175	T55	800L	
		5K	175	T55	800L	
		5000K	175	T55	800L	
			175	T55	800L	
DSR10X	Extra optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800L	
		4000K	175	T55	800L	
		5K	175	T55	800L	
		5000K	175	T55	800L	
			175	T55	800L	
DSR10Y	Yield optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800L	
		4000K	175	T55	800L	
		5K	175	T55	800L	
		5000K	175	T55	800L	
			175	T55	800L	
DSR10Z	Zero optics	2K	175	T55	800L	Shipped included
		3K	175	T55	800	

[illegible]

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

[illegible][illegible]

The technical drawing shows a U-shaped profile in three views:

- Isometric View (Left):** A 3D perspective of a U-shaped channel with a flat bottom and vertical sides.
- Elevation View (Middle):** A 2D side view showing the profile's cross-section. The bottom flange has a width of 30.4. The left vertical side is 6.51 high. The right vertical side is 12.00 high. The top flange has a width of 12.40. The angle between the bottom flange and the right vertical side is 15°.
- Plan View (Right):** A 2D top view showing the U-shape from above. The total width is 30.4. The distance from the left edge to the start of the right vertical side is 12.00. The distance from the left edge to the end of the right vertical side is 12.40.

[illegible]





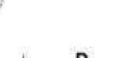
Buy American

d'series

Specifications

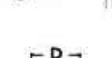
Luminaire

Width: 13-3/4" (34.9 cm)	Weight: 12 lbs (5.4 kg)
Depth: 10" (25.4 cm)	
Height: 6-3/8" (16.2 cm)	

Back Box (BBW, E20WC)

Width: 13-3/4" (34.9 cm)	BBW Weight: 5 lb (2.3 kg)
Depth: 8" (20.3 cm)	E20WC Weight: 10 lb (4.5 kg)
Height: 6-3/8" (16.2 cm)	




For 34" x 40" side-entry pendant (BBW only)

[illegible]

Accessories		NOTES
	<i>Ordered and shipped separately</i>	1. 2000 1 not available with P9, P10, P14, P15 or P16/P17/CV.
		2. M9000: Enter operation on key with no linkage from 120-270V (50/60Hz).
DS90E1	Isocore shielded cable	3. Back box requires linkage from 120, 270, 360 or 480V. Double box for 480V requires 208, 240 or 480V voltage.
DS90E1	Isocore shielded cable	4. Only available on 2000, 2000A and 2000B with P16 or P18.
DS90E1	Isocore shielded cable	5. Back box requires linkage from 120, 270, 360 or 480V. Double box required for 480V.
DS90E1	Isocore shielded cable	6. Back box requires P16 or P18 (2000, 2000A, 2000B) with P16 or P18. Light green (P16) or Red (P18).
		7. Reference Monitor: See table on page 30.
		8. Not available with P9.
		9. Not available with 36V or 480V voltage options. Emergency components not available on back housing. Emergency mode ES (see table in product card at https://www.bosch.com).
		10. Not available with E200VC.
		11. Not available as a separate accessory; see Accessories information.
		12. Not available with E200VC.



Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Contact factory for performance data on any configurations not shown here.

[illegible]

Lumen Ambient Temperature (LAT) Multipliers		Electrical Load									
Ambient		Temperature (°C)		Temperature (°F)		Power Factor (%)		Power Factor (%)		Power Factor (%)	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000		30000		35000	
10000		15000		20000		25000					

Data references the extrapolated performance projections for the platforms tested in a 20°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LEE, use the Lumen Maintenance factor that corresponds to the desired number of operating hours below. For other Lumen Maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
75,000	0.96
50,000	0.92
300,000	0.85

[illegible]

Lumen Ambient Temperature (LAT) Multipliers		Electrical Load	
Use these factors to determine relative lumen output for average ambient temperatures from 0-49°C (32-124°F).			
Ambient	Lumen Multiplier	LEDs	System
		Drive Current	
			Current (A)
			110W 100W 260W 372W 547W 686W

[illegible]

Data reflects the extrapolated performance projections for the **DS90LV02 DC 200 1000** platform in **+25°C ambient**, based on 10,000 hours of LED testing (tested per JEDEC J10-10-20 and projected per JEDEC J10-20-11).

Motion Sense Default Settings

To calculate LFL, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Option	Dimmed State	High Level when Triggered	Fluxional Operation	Dwell Time	Range-up Time	Range-down Time
PWM or PWMH	3W (37%) Output	10W (100%) Output	Enabled at 3Hz	5 min	3 sec	5 sec
PWMH or PWMHFCV	3W (37%) Output	10W (100%) Output	Enabled at 3Hz	5 min	3 sec	5 sec

*For use when motion sensor is used as dim to down control

TSM (left) HS - House-side shields BSW - Bird-deterrent spikes VG - Vandal guard DDL - Diffused drop lens

INTRODUCTION This product is designed for long life and performance of the DeWalt V-Max. It is made to meet the most demanding work and pathway illumination for nearly any work.	FEATURES • 100% aluminum body • 100% aluminum body • 100% aluminum body
CONSTRUCTION Two-piece cast aluminum housing with heat treated lens to enhance thermal management and protect the LED. The lens is made of clear polycarbonate. The LED array is mounted to the base of the housing. The lens is made of clear polycarbonate. The LED array is mounted to the base of the housing.	TESTING Conforms to UL and Canadian standards. Rated for 40°C maximum ambient temperature. Design寿命 (Design Life) is 50,000 hours. Meets all requirements of the product may be used in the following applications: 1. Industrial 2. Commercial 3. Residential 4. Outdoor 5. Indoor 6. Marine 7. Agriculture 8. Construction 9. Mining 10. Transportation 11. Defense 12. Law Enforcement 13. Fire 14. Emergency 15. Medical 16. Veterinary 17. Agriculture 18. Construction 19. Mining 20. Transportation 21. Defense 22. Law Enforcement 23. Fire 24. Emergency 25. Medical 26. Veterinary 27. Agriculture 28. Construction 29. Mining 30. Transportation 31. Defense 32. Law Enforcement 33. Fire 34. Emergency 35. Medical 36. Veterinary 37. Agriculture 38. Construction 39. Mining 40. Transportation 41. Defense 42. Law Enforcement 43. Fire 44. Emergency 45. Medical 46. Veterinary 47. Agriculture 48. Construction 49. Mining 50. Transportation 51. Defense 52. Law Enforcement 53. Fire 54. Emergency 55. Medical 56. Veterinary 57. Agriculture 58. Construction 59. Mining 60. Transportation 61. Defense 62. Law Enforcement 63. Fire 64. Emergency 65. Medical 66. Veterinary 67. Agriculture 68. Construction 69. Mining 70. Transportation 71. Defense 72. Law Enforcement 73. Fire 74. Emergency 75. Medical 76. Veterinary 77. Agriculture 78. Construction 79. Mining 80. Transportation 81. Defense 82. Law Enforcement 83. Fire 84. Emergency 85. Medical 86. Veterinary 87. Agriculture 88. Construction 89. Mining 90. Transportation 91. Defense 92. Law Enforcement 93. Fire 94. Emergency 95. Medical 96. Veterinary 97. Agriculture 98. Construction 99. Mining 100. Transportation 101. Defense 102. Law Enforcement 103. Fire 104. Emergency 105. Medical 106. Veterinary 107. Agriculture 108. Construction 109. Mining 110. Transportation 111. Defense 112. Law Enforcement 113. Fire 114. Emergency 115. Medical 116. Veterinary 117. Agriculture 118. Construction 119. Mining 120. Transportation 121. Defense 122. Law Enforcement 123. Fire 124. Emergency 125. Medical 126. Veterinary 127. Agriculture 128. Construction 129. Mining 130. Transportation 131. Defense 132. Law Enforcement 133. Fire 134. Emergency 135. Medical 136. Veterinary 137. Agriculture 138. Construction 139. Mining 140. Transportation 141. Defense 142. Law Enforcement 143. Fire 144. Emergency 145. Medical 146. Veterinary 147. Agriculture 148. Construction 149. Mining 150. Transportation 151. Defense 152. Law Enforcement 153. Fire 154. Emergency 155. Medical 156. Veterinary 157. Agriculture 158. Construction 159. Mining 160. Transportation 161. Defense 162. Law Enforcement 163. Fire 164. Emergency 165. Medical 166. Veterinary 167. Agriculture 168. Construction 169. Mining 170. Transportation 171. Defense 172. Law Enforcement 173. Fire 174. Emergency 175. Medical 176. Veterinary 177. Agriculture 178. Construction 179. Mining 180. Transportation 181. Defense 182. Law Enforcement 183. Fire 184. Emergency 185. Medical 186. Veterinary 187. Agriculture 188. Construction 189. Mining 190. Transportation 191. Defense 192. Law Enforcement 193. Fire 194. Emergency 195. Medical 196. Veterinary 197. Agriculture 198. Construction 199. Mining 200. Transportation 201. Defense 202. Law Enforcement 203. Fire 204. Emergency 205. Medical 206. Veterinary 207. Agriculture 208. Construction 209. Mining 210. Transportation 211. Defense 212. Law Enforcement 213. Fire 214. Emergency 215. Medical 216. Veterinary 217. Agriculture 218. Construction 219. Mining 220. Transportation 221. Defense 222. Law Enforcement 223. Fire 224. Emergency 225. Medical 226. Veterinary 227. Agriculture 228. Construction 229. Mining 230. Transportation 231. Defense 232. Law Enforcement 233. Fire 234. Emergency 235. Medical 236. Veterinary 237. Agriculture 238. Construction 239. Mining 240. Transportation 241. Defense 242. Law Enforcement 243. Fire 244. Emergency 245. Medical 246. Veterinary 247. Agriculture 248. Construction 249. Mining 250. Transportation 251. Defense 252. Law Enforcement 253. Fire 254. Emergency 255. Medical 256. Veterinary 257. Agriculture 258. Construction 259. Mining 260. Transportation 261. Defense 262. Law Enforcement 263. Fire 264. Emergency 265. Medical 266. Veterinary 267. Agriculture 268. Construction 269. Mining 270. Transportation 271. Defense 272. Law Enforcement 273. Fire 274. Emergency 275. Medical 276. Veterinary 277. Agriculture 278. Construction 279. Mining 280. Transportation 281. Defense 282. Law Enforcement 283. Fire 284. Emergency 285. Medical 286. Veterinary 287. Agriculture 288. Construction 289. Mining 290. Transportation 291. Defense 292. Law Enforcement 293. Fire 294. Emergency 295. Medical 296. Veterinary 297. Agriculture 298. Construction 299. Mining 300. Transportation 301. Defense 302. Law Enforcement 303. Fire 304. Emergency 305. Medical 306. Veterinary 307. Agriculture 308. Construction 309. Mining 310. Transportation 311. Defense 312. Law Enforcement 313. Fire 314. Emergency 315. Medical 316. Veterinary 317. Agriculture 318. Construction 319. Mining 320. Transportation 321. Defense 322. Law Enforcement 323. Fire 324. Emergency 325. Medical 326. Veterinary 327. Agriculture 328. Construction 329. Mining 330. Transportation 331. Defense 332. Law Enforcement 333. Fire 334. Emergency 335. Medical 336. Veterinary 337. Agriculture 338. Construction 339. Mining 340. Transportation 341. Defense 342. Law Enforcement 343. Fire 344. Emergency 345. Medical 346. Veterinary 347. Agriculture 348. Construction 349. Mining 350. Transportation 351. Defense 352. Law Enforcement 353. Fire 354. Emergency 355. Medical 356. Veterinary 357. Agriculture 358. 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Veterinary 487. Agriculture 488. Construction 489. Mining 490. Transportation 491. Defense 492. Law Enforcement 493. Fire 494. Emergency 495. Medical 496. Veterinary 497. Agriculture 498. Construction 499. Mining 500. Transportation 501. Defense 502. Law Enforcement 503. Fire 504. Emergency 505. Medical 506. Veterinary 507. Agriculture 508. Construction 509. Mining 510. Transportation 511. Defense 512. Law Enforcement 513. Fire 514. Emergency 515. Medical 516. Veterinary 517. Agriculture 518. Construction 519. Mining 520. Transportation 521. Defense 522. Law Enforcement 523. Fire 524. Emergency 525. Medical 526. Veterinary 527. Agriculture 528. Construction 529. Mining 530. Transportation 531. Defense 532. Law Enforcement 533. Fire 534. Emergency 535. Medical 536. Veterinary 537. Agriculture 538. Construction 539. Mining 540. Transportation 541. Defense 542. Law Enforcement 543. Fire 544. Emergency 545. Medical 546. Veterinary 547. Agriculture 548. Construction 549. Mining 550. 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Emergency 615. Medical 616. Veterinary 617. Agriculture 618. Construction 619. Mining 620. Transportation 621. Defense 622. Law Enforcement 623. Fire 624. Emergency 625. Medical 626. Veterinary 627. Agriculture 628. Construction 629. Mining 630



ρ	147	400
0	0.30	0.08
1	0.14	0.11
2	0.21	0.15
3	0.28	0.20
4	0.36	0.28
5	0.35	0.29
6	0.39	0.27
7	0.36	0.17
8	0.30	0.16
9	0.33	0.23
10	0.17	0.21

• 10 options that need to be considered • If crucial, Consider an alternative	
• However, Pen is 6.7 per cent	
• When the power generation • is owned and managed by the GridCo	

Ramp-up Time	Ramp-down Time
3 sec	5 min
3 sec	5 min

Figure 1 shows a schematic diagram of the experimental setup. It features a grey rectangular block at the top, labeled "for 25000 metal halide". Below this block, there are two curves: a blue curve labeled "Solvents" and a green curve labeled "Toluene". The x-axis is labeled "1000 1/cm".



used drop lens

or square outline box
of all attachments to the

applicant;

This product may be
used indoors or outdoors.

Statement

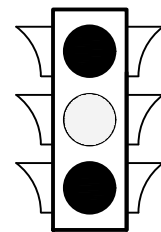
When used as directed,

no statements in this
label implied warranties

in use and application
items at 25 °C.

REVISIONS TABLE	
DATE	REVISION / ISSUE
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086	APPLICANT: Bob Donnelly William Warren Group, Inc. 201 Wishire Blvd., Suite 102 Santa Monica, CA 90401

	MCG ARCHITECTURE South California 15635 Alton Parkway, Suite 100 Irvine, California 92618	Contact: Jeff Herbst J.Herbst@megarchitecture.com 949.553.1117
MCG JOB NO. 21608.05	SHEET TITLE: LIGHTING FIXTURE CUTSHEETS	SHEET NUMBER: E102S



REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY	DETAIL
	Non-Stabilized Decomposed Granite over weed barrier cloth - Color Desert Gold - Available from Decorative Stone Solutions - 800-899-1878, or approved equal	52.07 cy	

CONCEPT PLANT SCHEDULE

	GILMAN RD. STREET TREE Quercus lobata / Valley Oak	8	15 Gal., L
	SMALL DECIDUOUS ACCENT TREE Cotinus coggygia / Smoke Tree	3	36" Box, L
	CAMINO ARROYO STREET TREE Pyrus calleryana 'Aristocrat' / Aristocrat Callery Pear	7	24" Box, M
	BACKGROUND SCREENING SHRUBS Cistus x hybridus / White Rockrose Echium fastuosum / Pride Of Madeira Elaeagnus pungens 'Fruitlandii' / Fruitland Thorny Elaeagnus Heteromeles arbutifolia / Toyon Ilex cornuta 'Burfordii' / Burford Holly Leonotis leonurus / Lion's Tail Leucophyllum frutescens 'Green Cloud' TM / Green Cloud Texas Ranger Westringia fruticosa 'Wynabbie Gem' / Wynabbie Gem Coast Rosemary	38	5 gal., L 5 gal., L 5 gal., L 15 Gal., L 15 Gal., L 5 gal., L 5 gal., L 5 Gal., L
	BIORETENTION BASIN SHRUBS & GROUNDCOVERS Carex pansa / Sanddune Sedge Juncus patens 'Elk Blue' / Spreading Rush Leymus condensatus 'Canyon Prince' / Native Blue Rye Muhlenbergia capillaris / Pink Muhly Nassella pulchra / Purple Needle Grass Sesleria x 'Greenlee Hybrid' / Greenlee Moor Grass	9,503 sf	1 gal., M 1 Gal., L 1 Gal., L 1 gal., L 1 gal., L 1 gal., M
	PERENNIAL SHRUBS AND GROUNDCOVERS Achillea millefolium 'Moonshine' / Yarrow Artemisia x 'Powis Castle' / Powis Castle Artemisia Callistemon viminalis 'Little John' / Dwarf Weeping Bottlebrush Cotoneaster dammeri 'Lowfast' / Lowfast Bearberry Cotoneaster Dianella tasmanica 'Variegata' / Flax Lily Lantana x 'New Gold' / New Gold Lantana Muhlenbergia rigens / Deer Grass Salvia clevelandii 'Allen Chickering' / Cleveland Sage Salvia greggii 'Deep Red' / Autumn Sage	156,120 sf 40,562 25,960 1,460,199 4,507 40,562 18,028 2,595,909 1,460,199 1,460,199	1 Gal., L 1 Gal., L 5 Gal., L 1 Gal., M 1 Gal., M 1 Gal., L 1 Gal., M 1 Gal., L 5 gal., L
	NATIVE BUFFER PLANTING Baccharis douglasii / Marsh Baccharis	4,472 sf 186	1 gal., L
	GROUNDCOVERS ALONG STREET FRONTAGE Baccharis pilularis 'Pigeon Point' / Coyote Brush Lantana x 'New Gold' / New Gold Lantana Rosmarinus officinalis 'Prostratus' / Dwarf Rosemary	4,799 sf	1 Gal., L 1 gal., L 1 Gal., L

ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH LOW VOLUME DRIPLINE IRRIGATION IN SHRUB AND GROUNDCOVER AREAS AND BUBBLER IRRIGATION FOR ALL PROPOSED NEW TREES

IRRIGATION SYSTEM DESIGN STATEMENT

A PERMANENT AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED TO IRRIGATE ALL PLANTING AREAS. THE IRRIGATION CONTROLLER(S) SHALL BE EQUIPPED FROM THE MANUFACTURER WITH WEATHER/EVAPOTRANSPIRATION (ET) SENSING CAPABILITIES TO AUTOMATICALLY ADJUST WATERING SCHEDULES AND AMOUNTS. THE DESIGN OF THE IRRIGATION SYSTEM SHALL EMPHASIZE WATER CONSERVATION AND PROVIDE EFFICIENT AND UNIFORM DISTRIBUTION OF IRRIGATION WATER. DRIP AND/OR BUBBLER IRRIGATION, OR OTHER LOW-VOLUME, LOW-PRESSURE MICRO-IRRIGATION- SYSTEM SHALL BE INSTALLED IN PLANTER AREAS TO PROVIDE WATER DIRECTLY TO THE ROOT ZONE OF PLANTS. THE AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED IN ACCORDANCE WITH THE CITY OF GILROY LANDSCAPE MWEL0 STANDARDS, CHAPTER 2.7 SEC. 492.6 " WATER EFFICIENCY LANDSCAPE AND IRRIGATION STANDARDS".

LANDSCAPE MAINTENANCE RESPONSIBILITY NOTE:

THE LANDSCAPE CONCEPT PLAN INDICATES LANDSCAPE IMPROVEMENTS FOR BOTH ON SITE AND OFF SITE AREAS. THE PROPERTY OWNER SHALL MAINTAIN ALL SITE LANDSCAPE AREAS . THE PROPERTY OWNER ACKNOWLEDGES THAT A SEPARATE WATER METER FOR IRRIGATION USE IS REQUIRED TO BE INSTALLED BY THE OWNER.

REVISIONS TABLE

DATE	REVISION / ISSUE
STORQUEST EXPRESS SELF-STORAGE 1000 Gilman Road Gilroy, CA 95020 APN: 841-18-086	APPLICANT: Bob Donnelly William Warren Properties, Inc. 201 Wilshire Blvd., Suite 102 Santa Monica, CA 90401
 MCG ARCHITECTURE Southern California 15635 Alton Parkway, Suite 100 Irvine, California 92618	Contact: Jeff Herbst JHerbst@mgarchitecture.com 949.553.1117
MCG JOB NO. 21608.05 Wda Job # 22034	SHEET TITLE: Conceptual Landscape Plan 11/28/23
	SHEET NUMBER: SHEET L1 OF 18 TOTAL

Wda! Wilson Davis Associates
Landscape Architecture
2825 Litchfield Dr.
Riverside, CA 92503
Ph.(951) 353-2436

Initial Study/ Mitigated Negative Declaration

StorQuest Self Storage Facility

November 2023

Prepared for:

**City of Gilroy
7351 Rosana Street
Gilroy, California
Contact: Cindy McCormick**

Prepared by:



**450 Lincoln Ave, Suite 103
Salinas, California 93901
(831) 789-8670
Contact: David J.R. Mack, AICP**

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Acronyms and Abbreviations

°F	degrees Fahrenheit
µg/kg	micrograms per kilogram
µg/L	micrograms per liter
AB	Assembly Bill
ADT	average daily traffic
Alquist-Priolo	Alquist-Priolo Earthquake Fault Zoning Act
AMSL	above mean sea level
AST	aboveground storage tank
bgs	below ground surface
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFG Code	California Fish and Game Code
CFR	Code of Federal Regulations
CH ₄	methane
CNDDB	California Rare Plant Rank
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
cy	cubic yard
dB	decibel
dB(A)	A-weighted decibel
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act

GHG	greenhouse gas
GIS	geographic information system
gpm	gallons per minute
GPS	Global Positioning System
GSF	gross square feet
GWP	global warming potential
HFC	hydrofluorocarbon
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I-	Interstate
IS	initial study
L _{dn}	day-night average sound level
L _{eq}	equivalent continuous sound level
L _{max}	maximum sound level
L _{min}	minimum sound level
LOS	level of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
mg/kg	milligrams per kilogram
mg/L	milligrams per liter
MMRP	Mitigation Monitoring and Reporting Program
MMT	millions of metric tons
mpg	miles per gallon
mph	miles per hour
MSCP	Multiple Species Conservation Program
MT	metric ton
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
ND	negative declaration
NO	nitric oxide
NO ₂	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O&M	operations and maintenance
O ₃	ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PCB	polychlorinated biphenyl
PFC	perfluorocarbon
PM	particulate matter
PM ₁₀	particulate matter measuring no more than 10 microns in diameter

PM _{2.5}	fine particulate matter measuring no more than 2.5 microns in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	California Public Resources Code
RAQS	Regional Air Quality Strategy
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gas
ROW	right-of-way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAA	streambed alteration agreement
SB	Senate Bill
SF ₆	sulfur hexafluoride
SIP	State Implementation Plan
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR-	State Route
SVOC	semivolatile organic compound
SWPPP	stormwater pollutant prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Services
USGS	U.S. Geological Survey
UST	underground storage tank
v/c	volume to capacity
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	volatile organic compound

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Document Overview

This Initial Study/Negative Declaration (IS/MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the proposed StorQuest Self Storage Facility (project). The primary intent of this document is to determine whether project implementation would result in potentially significant impacts to the environment.

In accordance with CEQA, projects that have the potential to result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment must undergo analysis to disclose potential significant effects. The provisions of CEQA apply to California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts. CEQA requires preparation of an IS for a discretionary project to determine the range of potential environmental impacts of that project and to define the scope of the environmental review document. As specified in Section 15064(f) of the CEQA Guidelines, the lead agency may prepare a Mitigated Negative Declaration if, in the course of the IS analysis, it is recognized that the project may have a significant impact on the environment but that implementation of specific mitigation measures would reduce potentially significant impacts to a less than significant level. As the lead agency for the proposed project, the City of Gilroy has the principal responsibility for conducting the CEQA environmental review to analyze the potential environmental effects associated with project implementation. During the review process, it was determined that no potentially significant impacts would occur. Therefore, an IS/MND has been prepared for the proposed project.

Note: The project has not been approved or denied. It is being reviewed for environmental impacts only. Approval of the project can take place only after the MND has been adopted.

This IS/MND is organized as follows:

- **Section 1: Project Description.** This section provides a description of the proposed project including the primary project features and site plans, purpose, location, and setting.
- **Section 2: Initial Study Checklist.** This section includes project information (lead agency, project sponsor, General Plan and zoning designations), the environmental factors (topics) potentially affected by the project, and the potential environmental impacts based on CEQA Guidelines Appendix G, Environmental Checklist questions.
- **Section 3: List of Preparers.** This section lists the organizations and individuals who were consulted and/or prepared this IS/MND.
- **Section 4: References.** This section presents a list of reference materials consulted during preparation of this IS/MND.

Public Review

The IS/MND will be circulated for a 30-day public review period from **11/03/2023 to 12/4/2023**.

Comments regarding this IS/MND must be made in writing and submitted to Cindy McCormick at the City of Gilroy, 7351 Rosana Street, Gilroy, California or by email to Cindy.McCormick@cityofgilroy.org.

If the commenter believes that the project may have a significant environmental effect, it would be helpful for the commenter to identify the specific effect and explain why the effect would occur and why it would be significant. Comments should focus on the proposed finding that the project would not have a significant effect on the environment because revisions or mitigation measures have been made or agreed to by the project proponent.

Section 1 Project Description

1.1 Project Overview

The proposed StorQuest Storage Facility (project) includes construction of a 57,671-square-foot (SF) storage facility with exterior units, interior units, outdoor recreational vehicle (RV) storage, and a small leasing office on a vacant parcel in the City of Gilroy (**Figure 1**). The project requires the issuance of a grading permit and Conditional Use Permit to comply with zoning regulations and the Industrial Use Table found in Section 30.23.10 of the Gilroy Municipal Code.

The purpose of the project is to provide a variety of self-storage types and sizes in a state-of-the-art storage facility. The project is composed of nine separate buildings (eight storage buildings and one office building), including exterior storage units, interior storage units, and a small leasing office, and outdoor RV storage, as described below and shown in the project site plan (**Figure 2**).

Exterior Storage Units. There would be 235 exterior storage units, ranging in size from 25 square feet to 300 square feet. Some of the drive-up units would be sized large enough to allow for interior boat storage.

Interior Storage Units. There would be 296 interior storage units, ranging in size from 25 square feet to 150 square feet.

Elevations and Proposed Colors & Materials: The project is designed to be consistent with the development style(s) of the adjacent and surrounding shopping areas, in both profile/elevation height and use of colors and materials (Figures 3 through 7).

RV Storage. The outdoor RV storage area would include a total of 41 RV parking spaces including twenty (20) 11'x40' spaces and twenty-one (21) 11'x35' spaces. Neither RV wastewater (gray/black water) disposal, nor washing of vehicles would be allowed on the premises.

Leasing Office. A small, 1,050 SF, leasing office would be located at the project site entry point which would allow for new customer access to the office without requiring them to fully enter the property. There would be an express kiosk located within a separate portion of the office which could be accessed 24 hours a day by both new and existing customers. The kiosk would have a security camera/keypad/microphone at the entry door linked to a remote call center. This would allow both current and future customers to enter this portion of the office and speak directly to staff 24 hours a day and handle new rentals and/or other concerns.

The leasing office hours would be 9 a.m. to 6 p.m., Monday through Saturday, and 10 a.m. to 5 p.m. on Sundays. It is anticipated the property would be staffed by two to three employees at any given time. Customers would be allowed to access the facility at any time, night or day, by using the provided access codes for the entry gate and to their respective storage units. The property

would be monitored by security cameras throughout the property and within the climate-controlled buildings as well as the leasing office, 24 hours a day, 7 days a week.

Services and Utilities. There would be a covered trash enclosure located within the property fencing, but it would only be used by office staff and not customers.

Exterior Lighting. The project would include safety/security lighting, which would be a new source of light on the project site. However, the lighting proposed would not create substantial new levels of light or glare, beyond that which already exists from the surrounding urbanized developments, which will adversely affect day or nighttime views in the area. All exterior lighting would be downlight, and the minimum needed for safety.

Design Recommendations and Best Management Practices. The project would be designed and constructed in accordance with the California Building Code (CBC) and recommendations identified in the Geotechnical Investigation prepared by Geocon (2022) and the Stormwater Control Plan prepared by Balance Hydrologics (2023) for the proposed project.

The project incorporates two bioretention ponds and a stormwater basin that were designed and sized to meet the requirements outlined in the Stormwater Management Guidance Manual for Low Impact Development and Post Construction Requirements for the City of Gilroy, Morgan Hill, and County of Santa Clara (2015) and the Santa Clara County Drainage Manual (2007) to treat runoff before it leaves the project site. The project also includes source control best management practices (BMPs) to minimize the introduction of pollutants to the drain system as identified in **Table 1**. Further, the project would be required to comply with the City's Municipal Code, including Chapter 27C.25, Water Pollution Control, which requires preparation and implementation of a Water Pollution Control Drawing and Erosion Control Plan. Accordingly, the project would implement the minimum standards and specifications of the California Stormwater Quality Association BMPs during construction.

Additionally, project design would comply with all applicable energy efficiency requirements, including Title 24 Building Energy Efficiency Standards, to obtain required building permits.

Table 1. Best Management Practices

Type of BMP	Description of Best Management Practices
Site Design	Maintain natural drainage pathways and hydrologic features: Driveways and parking areas have been designed to drain to bioretention areas.
	Impervious area dispersion: Runoff from roof, pavement, landscaped and graded areas would drain to stormwater facilities.
	Landscaping with native or drought tolerant species: Landscaping within the proposed project area would be with plants that are tolerant of saturated soil conditions.
	Storm drain stenciling: All inlets/catch basins would be stenciled with the words “No Dumping – Drains to Creek,” or equivalent message.
	Protect trash storage areas from rainfall, run-on, runoff and wind dispersal: Runoff from trash enclosures, recycling areas, and/or food compactor enclosures, or similar facilities would not discharge to the storm drain system. Trash enclosure areas would be designed to avoid run-on to the trash enclosure area. If any drains are installed in or beneath dumpsters, the drains shall be connected to a properly sized grease removal device and/or treatment devices prior to discharging to the sanitary sewer. The area would be designed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal.
	Beneficial landscaping: Landscaping would be designed to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.
	Dumpster refuse areas: Signs would be posted on or near dumpsters with the words “Do not dump hazardous materials here” or similar. The project would provide adequate number of receptacles and trash. Enclosures would be covered and inspected on a regular basis and repaired as necessary.
	Parking lot and vehicle washing: Distribute stormwater pollution prevention information to Owner.
Treatment Control	Biofiltration basins: Treatment of runoff would occur before it leaves the project site to remove coarse sediment, trash, and pollutants (i.e., nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides).

Source: Balance Hydrologics 2023.

1.2 Project Location and Setting

The project site is an approximately 5.37-acre parcel (APN 841-018-086) located in the eastern portion of the City of Gilroy, north of the existing Pacheco Pass Center retail shopping area at the southeastern corner of Gilman Road and Camino Arroyo roadway (**Figures 1 and 2**).

The project site is currently vacant and undeveloped with a General Industrial (M2) zoning designation. The site is dominated by non-native weedy plants and is mowed or tilled routinely to allow fire control.

The surrounding land uses include agricultural lands to the north and east outside City limits, and developed lands to the west and south within the City limits. West of the project site, there are existing medical facilities on land zoned M2. South of the project site, there is an existing pedestrian/bike path which fronts a drainage canal (Miller Slough) and an existing retail shopping center on land zoned C3 (Shopping Center Commercial).

Camino Arroyo roadway borders the western margin of the site where minor embankments exist from the site to the approach of the Camino Arroyo overcrossing of Miller Slough. A drainage swale of approximately 4-6 feet deep exists at the eastern boundary the site and directs surface water to Miller Slough.

The site is generally flat and ground surface elevations are approximately 190 feet amsl (above mean sea level). The bed of Miller Slough lies approximately 15 feet lower than the surrounding grade.

Figure 1. Regional Setting

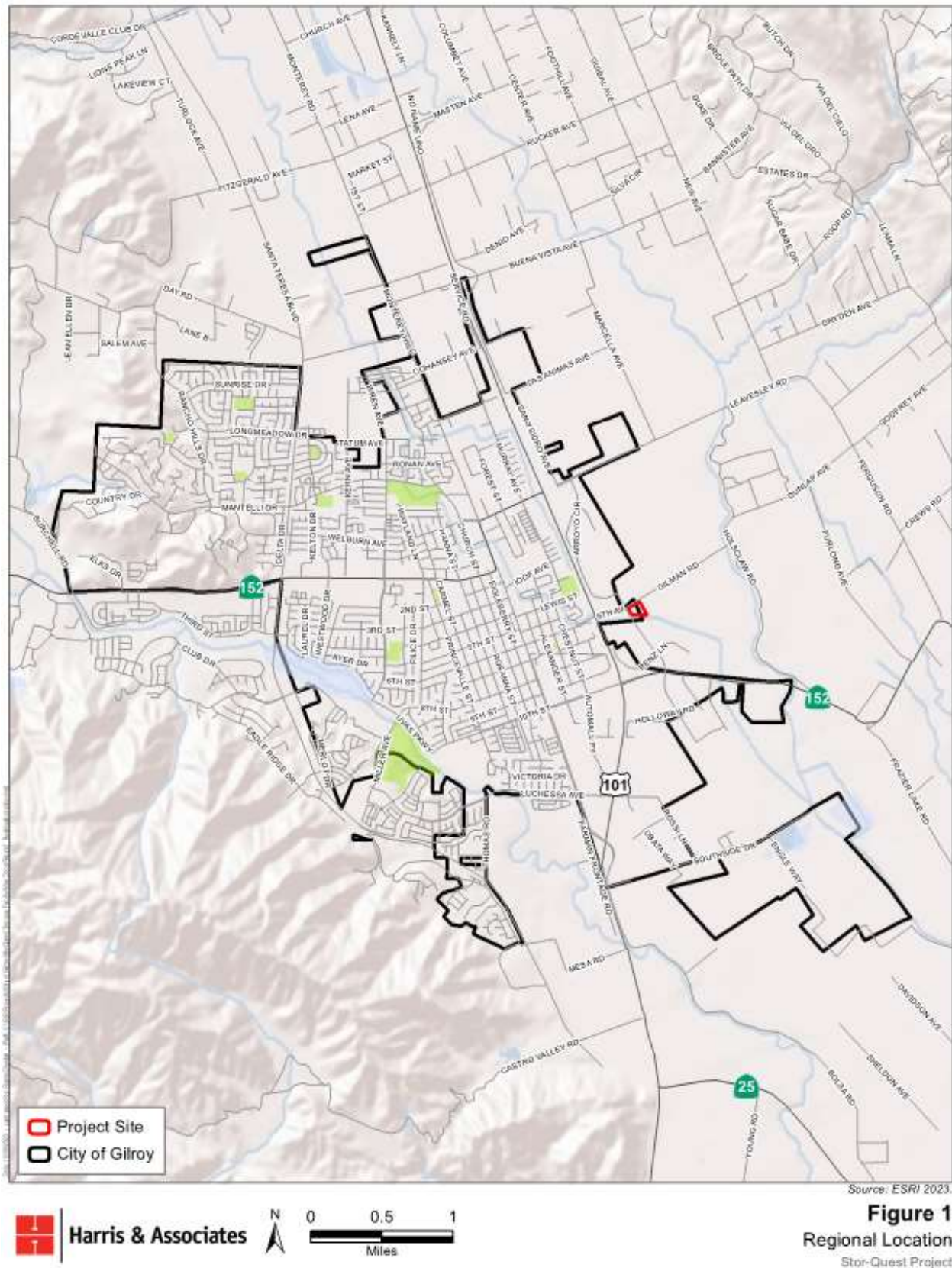


Figure 3. North Elevations and Office Building

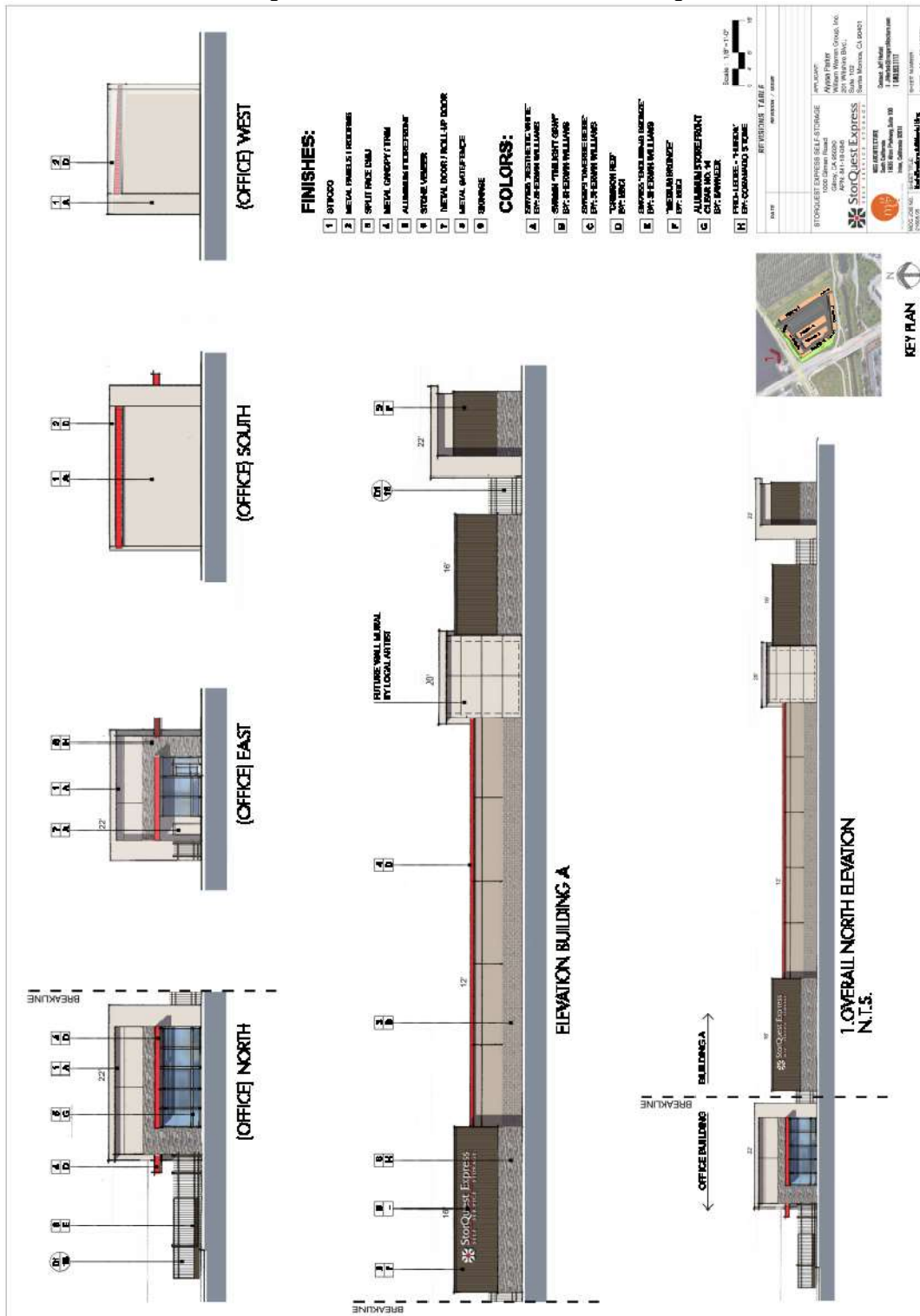


Figure 4. West Elevations

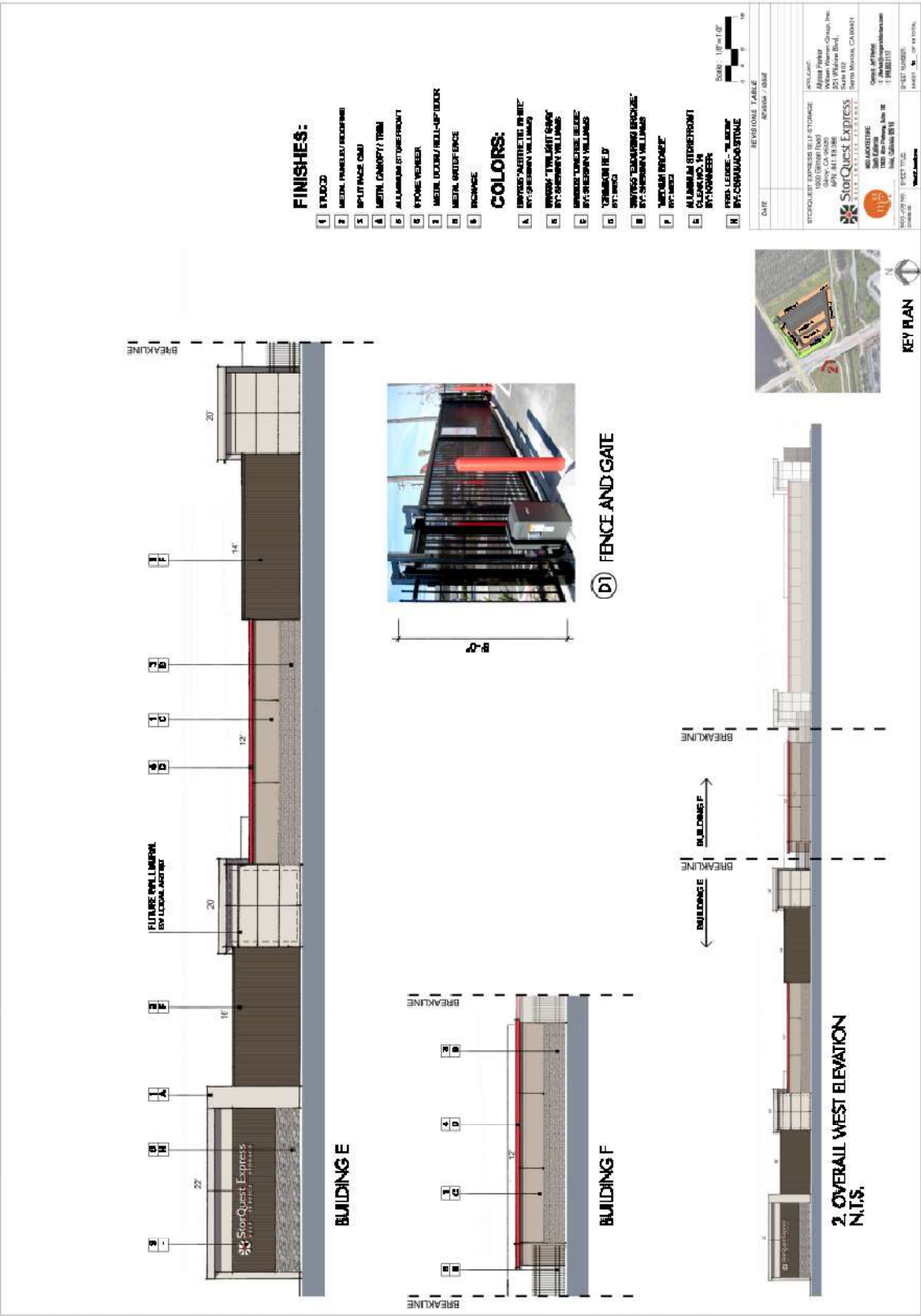


Figure 5. South Elevations

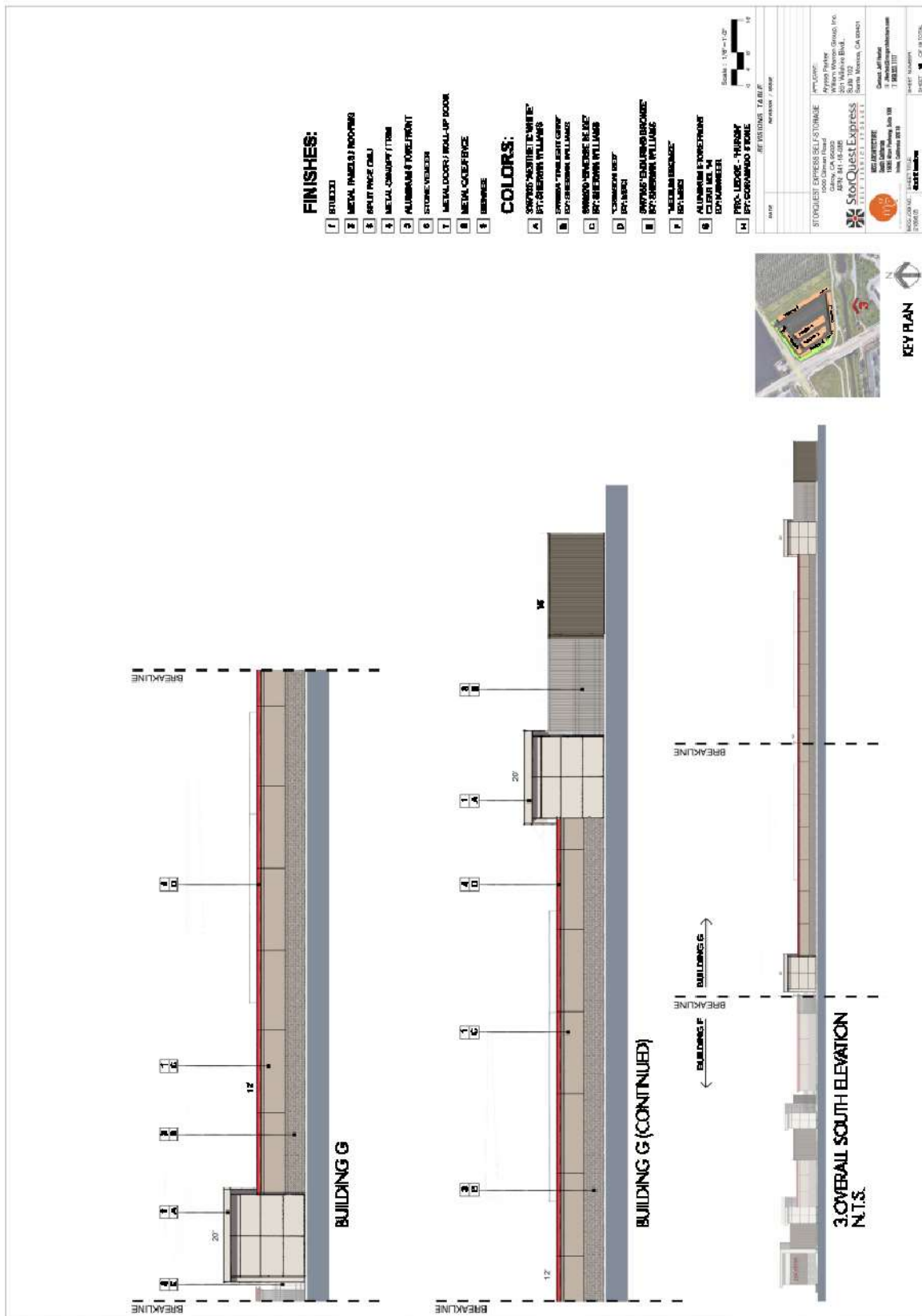


Figure 6. East Elevations

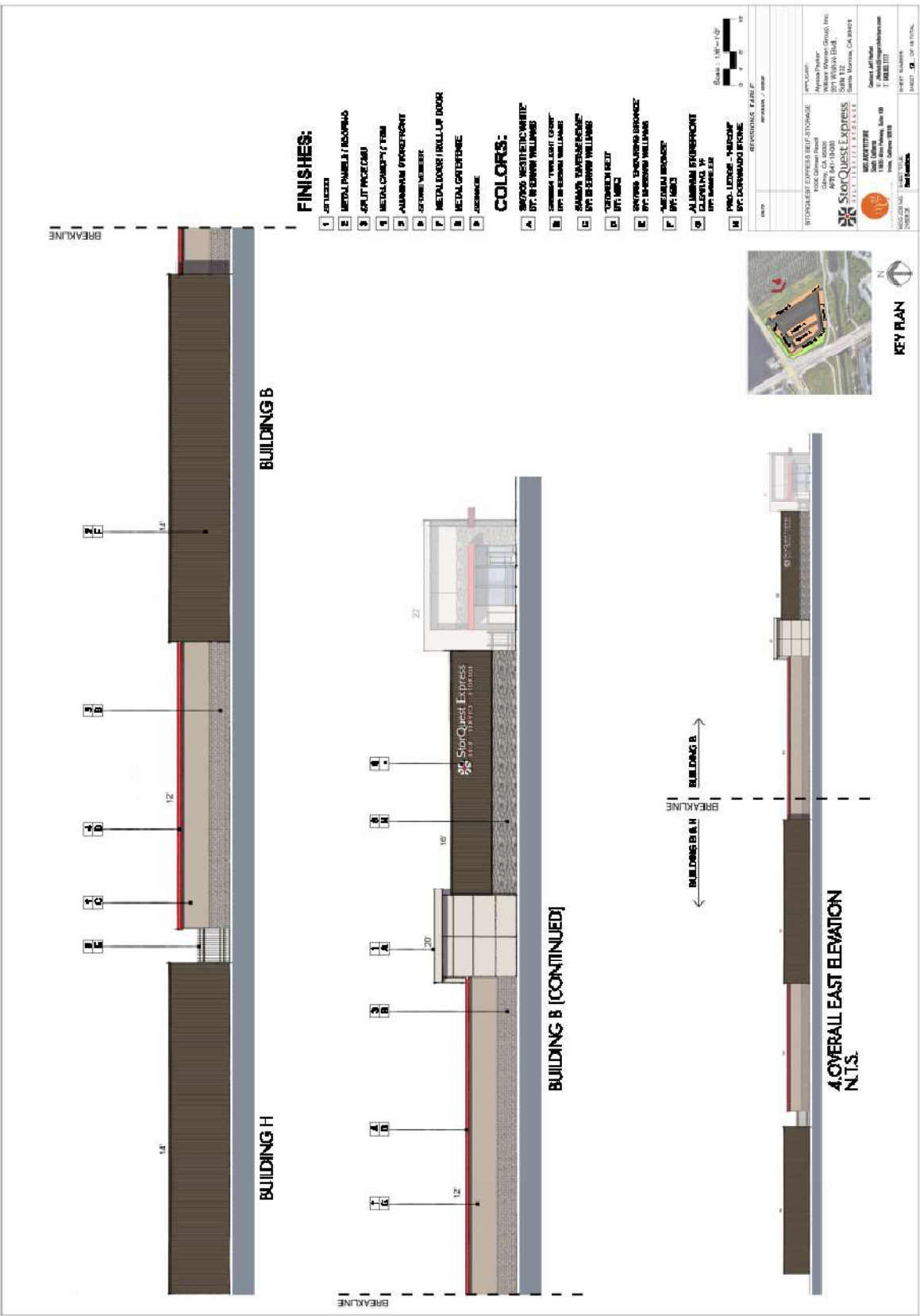
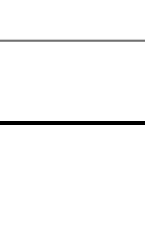


Figure 7. Proposed Colors and Materials

	- A	SW7035 "AESTHETIC WHITE" BY: SHERWIN WILLIAMS		- B	SW0054 "TWILIGHT GRAY" BY: SHERWIN WILLIAMS		- C	SW6079 "DIVERSE BEIGE" BY: SHERWIN WILLIAMS		- D	"CRIMSON RED" BY: MDCI		- E	"SILVER METALLIC" BY: MDCI		- F	"MEDIUM BRONZE" BY: MDCI		- G	ALUMINUM STOREFRONT CLEAR NO. 14 BY: KAWNEER		- H	PRO - LEDGE "HURON" BY: COFANADO STONE
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Section 2 Initial Study Checklist

The following discussion of potential environmental effects was completed in accordance with Section 15063 of the CEQA Guidelines to determine if the proposed project may have a significant effect on the environment.

2.1 Project Information

1. **Project title:** StorQuest Storage Facility
2. **Lead agency name and address:** City of Gilroy
Community Development Department
c/o Cindy McCormick
7351 Rosana Street
Gilroy, California 95020
3. **Contact person name, address, and phone number:** David J. R. Mack, AICP
Harris & Associates
450 Lincoln Ave, Suite 103
Salinas, California 93901
David.Mack@WeAreHarris.com
831.320.0413
4. **Project location:** Gilman Road, Gilroy, California
APN: 841-018-086
5. **Project sponsor's name and address:** William Warren Properties, Inc.
c/o Bob Donnelly
201 Wilshire Blvd, Suite 102
Santa Monica, California 90401
6. **General plan designation:** General Industrial
7. **Zoning:** General Industrial (M2)
8. **Description of project:** Refer to Section 1, Project Description, of this IS/MND.
9. **Surrounding land uses and setting:** Refer to Section 1 of this IS/MND.
10. **Other public agencies whose approval is required:** N/A

11. 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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The NAHC was contacted for a Sacred Lands File Check to determine whether sacred lands are present on site. The response from the NAHC was positive, and the outreach to the list of Tribes provided was conducted. One response was received from Chairperson Andrew Galvan of the Ohlone Indian Tribe requesting copies of the CHRIS background search, which have been provided to him.

2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a *Potentially Significant Impact, Less Than Significant with Mitigation Incorporated*, or *Less Than Significant Impact* as indicated by the checklist on the following pages. The environmental factors for which there would be *No Impact* are not checked below.

- | | | |
|---|--|--|
| ☒ Aesthetics | ☐ Agriculture and Forestry Resources | ☒ Air Quality |
| ☒ Biological Resources | ☒ Cultural Resources | ☒ Energy |
| ☒ Geology and Soils | ☒ Greenhouse Gas Emissions | ☒ Hazards and Hazardous Materials |
| ☒ Hydrology and Water Quality | ☒ Land Use and Planning | ☐ Mineral Resources |
| ☒ Noise | ☐ Population and Housing | ☒ Public Services |
| ☐ Recreation | ☒ Transportation | ☒ Tribal Cultural Resources |
| ☒ Utilities and Service Systems | ☐ Wildfire | ☒ Mandatory Findings of Significance |

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a non-sensitive environment, and are easily identifiable. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

☐ Check here if this finding is not applicable

FINDING: For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation or maintenance of the proposed project for the reasons described below; and no further discussion in the Environmental Checklist is necessary. The other topics that are checked off warrant additional discussion to demonstrate why the potential impact would be *Less than Significant* or *Less than Significant with Mitigation Incorporated* and thus are discussed in Section 2.4, as indicated below.

EVIDENCE:

1. **Aesthetics.** See Section 2.4.1.
2. **Agriculture and Forest Resources.** The project site is located on a vacant parcel in an existing General Industrial (M2) zoning district and is designated as Other Land¹ under the California Department of Conservation Farmland Mapping and Monitoring Program (DOC 2023a). No farmland would be converted to non-agricultural uses as a result of the project, and the project site is not under a Williamson Act contract nor located in agriculturally designated lands. The project is designed to maintain a 150-foot agricultural buffer from adjacent farmed lands to the north and east. The property does not contain any trees; hence, the site does not meet the definition of forestlands. Therefore, the proposed project would not result in impacts to agriculture or forest resources. Therefore, there would be no impact to agriculture and forest resources. *No Impact.*
3. **Air Quality.** See Section 2.4.3.
4. **Biological Resources.** See Section 2.4.4.
5. **Cultural Resources.** See Section 2.4.5.
6. **Energy.** See Section 2.4.6.
7. **Geology and Soils.** See Section 2.4.7.
8. **Greenhouse Gas Emissions.** See Section 2.4.8.
9. **Hazards/Hazardous Materials.** See Section 2.4.9.
10. **Hydrology/Water Quality.** See Section 2.4.10.
11. **Land Use and Planning.** See Section 2.4.11.
12. **Mineral Resources.** The Project would not result in loss of availability of a known mineral resource, or a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan because no known mineral resources are located within the project vicinity, according to the California Department of Conservation Mineral Lands Classification Map (DOC 2023b). Implementation of the Project would also not result in a change in access or ability to recover known mineral resources. *No Impact.*
13. **Noise.** See Section 2.4.13.
14. **Population/Housing.** The proposed project would involve the construction of a 57,671 SF mini storage facility. The project site is zoned General Industrial (M2) and does not include any existing or proposed residences. The project would not directly or indirectly induce population growth in the area, because the use for the subject parcel would not change. The project would not displace, alter the location, distribution, or density of human population in the area in any

¹ Other Land is defined as "land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mins, borrow pits; and water bodies smaller than 40 acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

way, or create a demand for additional or replacement housing. Therefore, the proposed project would not result in impacts related to population and housing. ***No Impact.***

15. **Public Services.** See Section 2.4.15.

16. **Recreation.** As stated above, the project would involve the construction of a 57,671 SF mini storage facility. The project would not result in an increase in the use of existing neighborhood and regional parks and other recreational facilities and would not cause substantial physical deterioration to these facilities. No parks, trail easements, or other recreational opportunities would be adversely impacted by the project, based on review of City records. The existing pedestrian/bicycle trail adjacent to the southern boundary of the project site would not be impacted by the proposed development. Therefore, the project would not create new or additional recreational demands and would not result in impacts to recreation resources. ***No Impact.***

17. **Transportation.** See Section 2.4.17.

18. **Tribal Cultural Resources.** See Section 2.4.18.

19. **Utilities/Service Systems.** See Section 2.4.19.

20. **Wildfire.** The project is not located in a State Responsibility Area (SRA) and is not within an area of high risk of wildfire. As discussed in Public Services above, the project would be within the jurisdiction of the City of Gilroy Fire Department. The closest fire station is 1.2 miles away (on Chestnut Street) and within appropriate response distance. The proposed project would not impair an adopted emergency response plan or emergency evacuation plan. The local roadways (Camino Arroyo and Gillman Road) that serve as primary access to the site are not identified evacuation routes. The project site does not possess features (slope, high winds, vegetation) that would exacerbate wildfire risks or expose project occupants to pollutant concentrations from uncontrolled spread of wildfire. The project does not require the installation or maintenance of infrastructure (power lines, fuel breaks, or emergency water sources) that would exacerbate fire risk or that may result in temporary or permanent impacts to the surrounding area(s). The project would not expose people or structures to post-fire risks, such as downslope or downstream flooding, landslides, drainage changes or post-fire slope instability. Therefore, the project would not result in impacts related to wildfire. ***No Impact.***

2.3 Lead Agency 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 (state), including implementation of the mitigation measures identified herein. 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 (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) 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.

Signature

Date

Cindy McCormick
Customer Service Manager
City of Gilroy

2.4 Evaluation of Environmental Impacts

This section documents the screening process used to identify and focus on environmental impacts that could result from the project. The checklist portion of the IS begins below and includes explanations of each CEQA issue topic. CEQA requires that an explanation of all answers be provided along with this checklist, including a discussion of ways to mitigate any significant effects identified. The following terminology is used to describe the potential level of significance of impacts:

- **No Impact.** The analysis concludes that the project would not affect the particular resource in any way.
- **Less than Significant.** The analysis concludes that the project would not cause substantial adverse change to the environment without the incorporation of mitigation.
- **Less than Significant with Mitigation Incorporated.** The analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of mitigation agreed upon by the applicant.
- **Potentially Significant.** The analysis concludes that the project could result in a substantial adverse effect or significant effect on the environment, even if mitigation is incorporated. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

2.4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site is located on a vacant parcel in an existing General Industrial (M2) zoning district. The project site has non-native weedy plants that are routinely mowed or tilled for fire control, and there are no trees, bushes or substantial vegetation or landscaping. The proposed project is not located on or near a designated scenic vista or on or within a state scenic highway. Therefore, there would be no impact to a scenic vista or scenic resources, including but not limited to trees, rock outcroppings, and/or historic buildings within a state scenic highway.

c. Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project is located on the boundary of urbanized development (medical facilities and shopping centers) and unincorporated undeveloped land (row crops/fields). There are public views of the site from surrounding public roadways and the pedestrian/bike trail along Miller Slough. Although the project would change public views of the site from undeveloped to developed, the project site is surrounded by commercial and industrial development to the south and west, including Highway 1; and the project would not conflict with applicable zoning and

other regulations governing scenic quality. Further, as described in Section 1, the project would include “beneficial landscaping” which would provide some aesthetic benefit to the development. Therefore, the project would not substantially degrade the existing visual character or quality of public views of the site, and the impact would be less than significant.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project would include safety/security lighting, which would be a new source of light on the project site. However, the lighting proposed would not create substantial new levels of light or glare, beyond that which already exists from the surrounding urbanized developments, which will adversely affect day or nighttime views in the area. Therefore, the impact would be less than significant.

2.4.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

See Section 2.2.

2.4.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The project site is in the San Francisco Bay Area Air Basin (SFBAAB). The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for ensuring that the national and California ambient air quality standards are attained and maintained in the SFBAAB. BAAQMD responsibilities related to improving air quality in the region include preparing plans for attaining and maintaining air quality standards and adopting and enforcing rules and regulations (BAAQMD 2023). As part of these efforts, BAAQMD has adopted Bay Area Air Quality Management District California Environmental Quality Act Guidelines (CEQA Guidelines) for evaluating impacts under CEQA (BAAQMD 2023). These guidelines include the thresholds for protecting health related to criteria pollutant emissions that are applicable to the proposed project in the analysis below.

Air quality laws and regulations have historically divided air pollutants into two broad categories: criteria air pollutants and non-criteria pollutants, or TACs. Criteria air pollutants are a group of common air pollutants regulated by the federal and state governments by means of ambient air standards based on criteria regarding health and environmental effects of pollution. These standards are the National Ambient Air Quality Standards established by the Clean Air Act, and the California Ambient Air Quality Standards, which were established by the California Clean Air Act and generally stricter than the federal standards. Air basins are classified as being in “attainment,” “non-attainment,” or “unclassified” for each criteria air pollutant based on whether or not the air quality standards have been achieved. The SFBAAB is currently designated as a non-attainment area for the California and National Ambient Air Quality Standards for ozone and particulate matter (BAAQMD 2023). Consistent with BAAQMD guidelines for new development projects, the

criteria air pollutants pertinent to the analysis in this memorandum are carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O₃), and particulate matter.

TACs are pollutants with potential to cause significant adverse health effects. Particulate matter is the most important health risk driver in Bay Area air, both as fine particulate matter (PM_{2.5}) and as diesel particulate matter (DPM) (BAAQMD 2023). Sensitive receptors are the land uses considered most sensitive to the potential health risks from these pollutants than others due to the types of population groups or activities involved. Sensitive population groups include children, older adults, people with acute illnesses, and people with chronic illnesses, especially those with cardiorespiratory diseases. The closest existing sensitive receptors to the project site are residences located approximately 0.25 mile west of the project site.

Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. Applicable air quality plans include clean air plans prepared under the California Clean Air Act and state implementation plans prepared under the federal Clean Air Act. The most current BAAQMD air quality plan is the 2017 Clean Air Plan: Spare the Air, Cool the Climate (Clean Air Plan; BAAQMD 2017). A project is consistent with the Clean Air Plan if it supports the primary goals of the plan, implements all applicable control measures, and does not hinder implementation of any control measures. The 2017 Plan includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to SFBAAB residents, such as particulate matter, ozone, and toxic air contaminants. Overall actions for reducing criteria pollutants include limiting industrial emissions, stopping methane leaks, limiting exposure to toxics, reducing vehicle miles traveled (VMT) and encouraging electric vehicle (EV) use, promoting clean fuels, and making buildings more energy efficient and promoting clean energy, including building electrification. The Clean Air Plan control measures address both air pollutants and GHG emissions together in a cohesive plan, and control measures generally have benefits for both. As such, all control measure sectors are addressed in this section.

Clean Air Plan control measures are identified for nine sectors: Stationary Sources, Transportation, Energy, Buildings, Agriculture, Natural and Working Lands, Waste Management, Water, and Super-GHG Pollutants. The proposed project does not include any industrial processes or other stationary sources of pollutants, any agricultural activities, any waste management activities, or activities that are a typical source of Super-GHG pollutants. As such, the stationary source, agriculture, waste management, and Super-GHG pollutants control measures are not applicable to the project, and the project would not hinder implementation of these measures. Transportation, Energy, Buildings, Natural and Working Lands, and Water control measures are discussed below.

Transportation control measures focus on promoting alternative transportation, commute trip reduction, encouraging higher fuel standards, retiring older vehicles, and encouraging use of zero-emissions vehicles. The proposed project is located in an area currently developed with commercial uses and would not require the extension of public transit or other alternative transportation. A bus stop is currently located adjacent to the project site on Camino Arroyo. The proposed project does not impact personal vehicle choices. The project would not include any components that would hinder implementation of alternative transportation, commute trip reduction, or availability or use of clean vehicles. As discussed in Section 2.4.17, Transportation, the project would have minimal impact on area VMT.

Energy control measures focus on availability of community clean energy providers, energy efficiency retrofit programs, and education programs to reduce energy demand. The City of Gilroy is currently served by Silicon Valley Clean Energy, a community clean energy provider. The project would not hinder implementation of any BAAQMD programs to reduce energy demand and would be consistent with applicable energy efficiency requirements.

Building control measures focus on building electrification, primarily through exploration of BAAQMD options to update BAAQMD guidance to recommend installation of electric space and water heaters, and investigating incentives for renewable energy system installation. All-electric development has not been incorporated into the project site plan; however, the project would not hinder the ability of BAAQMD to adopt new regulations, recommendations, or incentive programs. The project would be consistent with the Clean Air Plan energy control measures. Refer to Section 2.4.8, Greenhouse Gas Emissions, for a discussion of the project's consistency with updated BAAQMD guidelines related to GHG impacts, which include building electrification.

Natural and working lands control measures focus on increasing carbon sequestration on rangelands and wetlands, but also encourage urban tree planting. The project does not include rangelands or wetlands and would include new trees as part of project landscaping. Water control measures focus on reducing emissions from water treatment, but also encourage reducing water use. The proposed project does not impact water treatment facilities and would comply with all applicable water use efficiency requirements.

As described above, the proposed project would implement or would not hinder implementation of applicable Clean Air Plan control measures. Therefore, this impact would be less than significant. No mitigation is required.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard)?

Less Than Significant with Mitigation Incorporated. Construction of the proposed project would result in temporary criteria pollutant emissions from exhaust from construction equipment, vehicle

and truck trips, application of coatings, and fugitive dust from ground disturbance. Operation of the proposed project would result in ongoing criteria pollutant emissions from vehicle trips, landscaping equipment, space and water heating, and use of consumer projects and reapplication of coatings and paint. Emissions from construction and operation are discussed separately below.

Construction

Project construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1.16, based on construction information provided by the applicant, model default assumptions, and direction from Appendix D of the BAAQMD CEQA Guidelines, using CalEEMod for Bay Area Projects (BAAQMD 2023). Maximum daily emissions levels associated with project construction are shown in **Table 2**. As shown in **Table 2**, the project would not exceed BAAQMD construction thresholds for any pollutant. Therefore, the project would not result in a significant impact related to ROG, NO_x, or PM₁₀ and PM_{2.5} exhaust emissions during construction. However, significance of impacts related to fugitive dust emissions (PM₁₀ and PM_{2.5}) is based on implementation of recommended BMPs. In accordance with BAAQMD requirements, modeling assumes the project would implement BMPs that require watering twice daily and limiting vehicle speeds on unpaved roads. All required BMPs, including watering and speed limits, and the seven remaining BMPs, are required as **Mitigation Measure AIR-1**. With implementation of BMPs, emissions of criteria pollutants under the project would be below applicable thresholds, which are established to assist maintaining or achieving regional attainment in the SFBAAB. Construction would not result in a cumulatively considerable contribution to regional acute and long-term health impacts related to non-attainment of the ambient air quality standards. This impact would be less than significant with **Mitigation Measure AIR-1**.

Table 2. Estimated Construction Maximum Daily Air Pollutant Emissions (lb/day)

Construction Year	ROG	NO _x	PM ₁₀ (exhaust)	PM _{2.5} (exhaust)
2024	3.7	36	1.6	1.47
2025	34.9	10.9	0.44	0.4
BAAQMD Threshold	54	54	82	54
Significant Impact?	No	No	No	No

Source: CalEEMod, version 2022.1.16.

Notes: NO_x = oxides of nitrogen; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns; ROG = reactive organic gases

Operation

Operational emissions were also calculated using CalEEMod. Default inputs were assumed for the proposed project, with the exception of vehicle trips. Vehicle trip data was obtained from the project traffic analysis (Hexagon 2023). The total estimated operational criteria pollutant emissions from the proposed project are provided in **Table 3**. As shown in **Table 3**, operational emissions from the proposed project would not exceed any of the significance thresholds for maximum daily or annual emissions. Air quality impacts associated with operation of the project

would be less than significant. Because emissions of criteria pollutants under the project would be below applicable thresholds, which are established to assist maintaining or achieving regional attainment in the SFBAAB, operation would not result in a cumulatively considerable contribution to regional acute and long-term health impacts related to non-attainment of the ambient air quality standards. No mitigation is required during project operation.

Table 3. Operational Maximum Air Pollutant Emissions

Emission Source	Maximum Emissions							
	ROG		NO _x		PM ₁₀		PM _{2.5}	
	lb/day	tpy	lb/day	tpy	lb/day	tpy	lb/day	tpy
Mobile	<1	<1	<1	<1	1	<1	<1	<1
Area	2	<1	<1	<1	<1	<1	<1	<1
Energy	<1	<1	1	<1	<1	<1	<1	<1
Total Operational Emissions	2	<1	1	<1	1	<1	<1	<1
BAAQMD Threshold	54	10	54	10	82	15	54	10
<i>Significant Impact?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>

Source: CalEEMod, version 2022.1.16.

Notes: lb/day = pounds per day; tpy = tons per year; NO_x = nitrogen oxides; PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter; ROG = reactive organic gases

Emission quantities are rounded to the nearest whole number.

Mitigation Measures

Mitigation Measure AIR-1 would implement BAAQMD BMPs and reduce impacts related to particulate matter during construction to a less than significant level.

AIR-1 Construction Best Management Practices for Dust Control. The City of Gilroy or the construction contractor on their behalf shall implement the following Bay Area Air Quality Management best management practices for construction-related fugitive dust emissions during all phases of construction, as applicable. These requirements will be documented on construction plans and submitted to the City prior to obtaining a grading permit.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout 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.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- 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.

- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the 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 General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Construction of the proposed project has the potential to result in emissions of DPM and fugitive dust, specifically PM_{2.5}. DPM is a mixture of many exhaust particulates and gases that is produced when an engine burns diesel fuel. Compounds found in diesel exhaust are carcinogenic and may cause health impacts ranging from irritation, headache, and dizziness to increased risk of cardiovascular, cardiopulmonary, and respiratory disease and lung cancer, depending on the length of exposure. The project would result in a short-term addition of truck trips occurring over only a few months. A maximum of 40 truck trips per day is estimated for approximately 8 days during grading, and 10 truck trips per day is estimated during the approximately one-year building construction phase. Therefore, the length of individual receptor exposure would be limited; and as shown in **Table 2**, maximum daily air pollutant emissions from on- and off-road vehicle emissions would not exceed applicable thresholds for exhaust. Construction associated with implementation of the project would not result in a significant impact to sensitive receptors related to DPM. Construction of the project would also result in fugitive dust from ground-disturbing activities. Project construction is estimated to last for less than 2 years and would not result in long-term exposure to dust. Maximum daily fugitive dust emissions would be approximately 4 lb/day during site preparation, which is estimated to last for only 1 work week. Additionally, the project would minimize dust by watering twice daily and limiting vehicle speed, and closest sensitive receptors are located more than a quarter of a mile from the construction area. Mitigation Measure AIR-1 would implement additional BMPs to reduce dust; however, this impact would be less than significant without mitigation due to the limited estimated dust emissions and time of exposure.

Following construction, the proposed project would result in minimal emissions of all criteria pollutants, including particulate matter, as shown in **Table 3**. The project would not generate a substantial number of diesel vehicle trips, and the proposed project does not include any stationary

sources of TACs. As such, project particulate matter emissions would not result a significant impact to sensitive receptors.

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as “CO hotspots.” An air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and California eight-hour standard of 9 ppm is exceeded. The BAAQMD CEQA Guidelines include screening criteria for determining whether an individual project would have the potential to exceed these thresholds. A project would result in a significant impact if it would conflict with a regional transportation plan, increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, or increase volume to more than 24,000 vehicles per hour at an intersection where air mixing is limited, such as a tunnel. The proposed project does not include any road improvements that would conflict with a regional transportation plan, and the intersections surrounding the project site do not include features that would limit vertical or horizontal mixing. Finally, based on the most recent City-wide traffic counts available (2008), the average daily trips (ADT) on Camino Arroyo and Gilman Road in the project vicinity were 23,600 ADT and 1,500 ADT, respectively. The project would not contribute more than 14 trips per hour to surrounding roadways during peak hour (Hexagon 2023). As such, the proposed project would not contribute to congestion with the potential to result in a CO hotspot. This impact would be less than significant. No mitigation is required.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The BAAQMD has developed a list of recommended odor screening distances for specific odor-generating facilities. These facilities include wastewater facilities, waste management facilities, and various industrial and agricultural processes (BAAQMD 2023). The proposed project is a storage facility that would not include any components that are a typical source of substantial odor. This impact would be less than significant. No mitigation is required.

2.4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation 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, or regulations, or by the California Department of Fish and Game or U.S. 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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (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?	☐	☐	☒	☐

Environmental Setting and Impact Analysis

The information in this section is based on a field visit, Biological Resource Assessment, and Draft Aquatic Resource Delineation Report prepared by SOAR Environmental Consulting (2022a, 2022b) and peer reviewed by Emily Mastrelli, principal biologist, Harris & Associates.

- a. Would the project 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, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Less Than Significant with Mitigation Incorporated. Database search results identified 26 special-status wildlife and plant species known to occur within the region. Of these, one wildlife species, the western pond turtle (*Emys marmorata*), was determined to have a high potential to occur on site.

Sensitive Plants

No sensitive plant species were observed on site or determined to have a moderate or higher potential to occur on the project site. Further, the entire project site is a fallow agricultural field that is dominated by non-native weedy plants and is mowed or tilled routinely for fire control. Therefore, the project is not expected to result in impacts to sensitive plant species, and no mitigation would be required.

Sensitive Wildlife Species

No sensitive wildlife species were observed on site, and one sensitive wildlife species (western pond turtle) was determined to have high potential to occur on the project site and is discussed in further detail below. Database search results returned four other sensitive wildlife species known to occur within the region. Those include California tiger salamander, least Bell's vireo, steelhead, and Swainson's hawk. Based on habitat requirements and the availability and quality of the habitats on site, it was determined that those four species have a low likelihood of occurring at the project site. Therefore, impacts would not occur to these species as a result of project implementation.

Western Pond Turtle

The western pond turtle is a California state SSC that has been observed basking approximately 1.13 miles southeast of the Project site in a stream that is connected to Miller Slough, which borders the project site to the south. The project site may be used for movement by western pond turtles. It is unknown whether or not the western pond turtle nests on the project site based on proximity. Regardless, impacts to individual western pond turtles or their basking/aquatic habitats would be a potentially significant impact. Implementation of **Mitigation Measure BIO-1** (Western Pond Turtle Protection Measures) would reduce this impact to a less than significant level.

Mitigation Measures

BIO-1 Western Pond Turtle Protection. The City of Gilroy or the construction contractor on their behalf shall include the following measures in the construction documents and implement them prior to and during construction, as specified below.

1. **Conduct pre-construction surveys.** Five days prior to the start of construction activities, a qualified biologist (knowledgeable and experienced in western pond turtle identification) shall conduct pre-construction surveys of the project site. Western pond turtles observed on the project site shall be allowed to leave the project site on their own. Any eggs observed on the project site shall be relocated by the qualified biologist to a suitable area outside the construction disturbance

area. A survey report detailing the survey results shall be prepared and submitted to the California Department of Fish and Wildlife prior to the start of construction.

2. **Install exclusion fencing.** Immediately following the western pond turtle survey, an exclusion fence shall be placed at the limits of all disturbance areas to protect any western pond turtles within the drainage along the eastern side of the project site. The qualified biologist shall be present during trenching activities for the installation of the exclusion fence.
 - a. Exclusion fence shall consist of standard silt fencing, approximately 42 inches in height, of which 6 inches shall be trenched into the soil. The soil shall then be compacted against both sides of the fence to secure the bottom to prevent wildlife entry. The stakes shall be placed on the inside of the fence facing the development. No gaps or holes are permitted in the fencing system, except for pedestrian and vehicle entry points. The fence shall be inspected weekly by the qualified biologist for holes, gaps, or access points, which shall be repaired upon discovery. “Gated” entry/exit points may be constructed in the fencing system for equipment and personnel. The qualified biologist shall ensure no wildlife is capable of entering the fenced off site via the gate. The gate structure shall ensure no wildlife is capable of entering the fenced off site via the gate. The gate structure must be flush to the ground with no holes or gaps (i.e., plywood gates with silt fencing flaps).
 - b. Inspect for trapped wildlife. The area inside the fence shall also be inspected for trapped wildlife prior to the initiation of construction activities each day. If western pond turtles are discovered, construction activities in the area shall cease immediately. The fence shall be opened and monitored until the wildlife has left the fenced area on its own accord. If the wildlife does not leave on its own accord, the California Department of Fish and Wildlife shall be contacted before work may continue.
- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

Less Than Significant Impact. The majority of the project site is a fallow agricultural field, composed of non-native weedy plants, which is not considered a sensitive community. Although portions of a non-vegetated channel that may potentially fall under the jurisdiction of the USACE, RWQCB, and/or CDFW occur east of the project site, no impacts to this feature are anticipated. Therefore, no impacts to sensitive vegetation communities would occur as a result of project implementation, and no mitigation is required.

- c. **Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

Less Than Significant Impact. The only potentially jurisdictional aquatic feature near the project site is a non-vegetated channel that travels from north to south along the eastern side of the project site. No potentially jurisdictional wetlands are present on the project site; therefore, no impacts to potentially jurisdictional wetlands would occur as a result of project implementation, and no mitigation is required.

- d. **Would the project 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?**

Less Than Significant Impact. The project site is bordered by urbanized commercial development to the west, Miller Slough to the south, and active agriculture fields to the north and east. The project site itself is fallow agricultural land, and no significant wildlife corridors are known to occur on the project site. No routes of movement for large mammals were identified as occurring on the project site. The area may provide local wildlife movement opportunities, but these species are capable of moving through developed areas, and any disruption of this movement would be minor and temporary in nature (during construction only). No known wildlife nursery sites are located on the project site, and wildlife is not expected to use the site seasonally for significant breeding or migration opportunities.

Therefore, implementation of the project would not 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. The impact would be less than significant, and no mitigation is required.

- e. **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**
- f. **Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

Less Than Significant Impact. The Santa Clara Valley Habitat Plan (Habitat Plan), also referenced as the Santa Clara Valley Habitat Conservation Plan (SCVHCP), is a 50-year regional plan to protect endangered species and natural resources while allowing for future development in Santa Clara County (<https://scv-habitatagency.org/>). Accordingly, it provides a framework for promoting the protection and recovery of natural resources, including endangered species, while streamlining the permitting process for planned development, infrastructure, and maintenance activities. It is the City of Gilroy's (City) policy to comply with the SCVHCP in its consideration and approval of

development projects. Further, the City of Gilroy 2040 General Plan incorporates compliance with the SCVHCP in the goals and policies used to guide development in the City (City of Gilroy 2020b). Therefore, no impacts to local conservation plans would occur from the implementation of the project, and no protection measures are required.

There are no trees on the project site, and the Project would be in compliance with the municipal city ordinances and policies protecting trees and biological resources in the Gilroy 2040 General Plan (2020b) and Gilroy City Code (City of Gilroy 2023a), which requires compliance with the SCVHCP. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources.

The impact would be less than significant, and no mitigation is required.

2.4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to 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?	☐	☒	☐	☐

Environmental Setting

The project site is an inactive agricultural field and is bordered to the north by agricultural fields and ground-mounted solar panels, to the east by an orchard, to the south by retail shopping and Miller Slough, and to the west by access points for East 6th Street and Camino Arroyo, and U.S. Route 101. The site topography is flat at approximately 200 feet elevation (amsl). There are no structures on the property, nor trees or bushes. Vegetation consists of non-native weedy plants, and there is a drainage extending north-south east of the project site. Powerline poles are present at the northwest corner outside the project site.

The project site is located within a low to moderate sensitivity area, as identified on Figure 3.5-1 of the General Plan EIR (City of Gilroy 2020a); therefore, an archaeological survey is required. The survey was conducted by Donna Beddow, senior archaeologist, Harris & Associates, on August 17, 2023, to identify the location of any cultural resource that may be present on site. The survey was conducted in 5- to 10-meter segments. The project site is undeveloped and covered in disturbed habitat. Dumping on site is evident, and visibility was fair due to dense vegetation. The survey area was relatively level, and greater assessment was focused on open areas.

Historical topographic maps and historical aerials were reviewed from 1952 to 2020 (1952, 1953, 1956, 1968, 1980, 1981, 1982, 1987, 1993, 1998, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020). From 1952 through 1993, the project site was in agricultural use; however, by 1998 it was fallowed.

Impact Analysis

- a. **Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**
- b. **Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

Less Than Significant Impact. No historical or archaeological resources were identified during the cultural survey, and previously recorded resources were not located within the Area of Potential Effect (APE). The APE has been disturbed by agricultural use from 1952 through 1993 and by mowing or tilling while it has been fallowed since 1998.

Staff conducted a records search of the surrounding area using the California Historic Resources Inventory System (CHRIS) (CHRIS Background Data). Eleven studies have been conducted within a 0.25-mile radius. Of those, two intersect with the project site (**Table 4**). One site (P-43-003023) was previously recorded within the 0.25-mile radius. No prehistoric or historic sites are located on the project site or 0.25-mile radius. The one identified resource is a historic engineering structure (**Table 5**).

Because there are no historical or archaeological resources on the project site, and because the project is not anticipated to pose any impacts to existing historical or archaeological resources outside the site, the impact would be less than significant, and no mitigation is required.

Table 4. Previous Studies within 0.25-Mile Buffer

Study #	Report ID	Title	Author	Year
1	S-006355	A Cultural Resource Evaluation of the Proposed Thermonetics Co-Generation Project Area, Gilroy, California	Woodward–Clyde Consultants	1984
2	S-008237	A Cultural Resource Evaluation of the Gilroy Cogeneration Project Area, Gilroy, California.	Betty Schmucker	1986
3	S-008384	Preliminary Archaeological Reconnaissance of the Las Animas Technology Park, East of Gilroy, Santa Clara County, California	Trudy Haversat and Gary S. Breschini	1981
4	S-008478	Cultural Resources Evaluation of the Llagas Creek Watershed	Robert Cartier, Glory Anne Laffey, Charlene Detlefs, and Peter Johnson	1981
	S-008478a	Addendum to the Llagas Creek Watershed Cultural Resources Evaluation: Identification and Evaluation of Potentially Significant Bridge Structures Within Reaches 2, 3 and 9	Robert Cartier, Charlene Detlefs, and Glory Laffey	1981
	S-008478b	Addendum to the Llagas Creek Watershed Cultural Resources Evaluation: Identification and Evaluation of Potentially Significant Bridge and Culvert Structures Within Reaches 7a, 7b, 8a, and 11a	Robert Cartier and Charlene Detlefs	1981
5	S-014475	Preliminary Cultural Resources Reconnaissance for 178 Acres East of Gilroy, Santa Clara County, California	Anna Runnings and Gary S. Breschini	1992
6	S-026048	Historic Compliance Report (State Only), State Route 152 (SR 152 Improvements Project - U.S. 101/152 Interchange to West Entrance of Gilroy Foods), Santa Clara County, 04-SCL-101 - KP 9.46 to 10.58 and 04-SCL-152 - KP 15.96 to 17.68, EA43981K	Lauren Gibo Bobadilla	1992
	S-026048a	Historic Architectural Survey Report, State Route 152 A (S.R. 152 Improvements Project - U.S. 101/152 Interchange to West Entrance of Gilroy Foods) Santa Clara County, California, 04-SCL-101 - KP 9.46 to 10.58 and 04-SCL-152 - KP 15.96 to 17.68, EA43981K	Theresa Saputo Rogers	2002
	S-026048b	Negative Archaeological Survey Report, State Route 152 A (S.R. 152 Improvements Project - U.S. 101/152 Interchange to West Entrance of Gilroy Foods) Santa Clara County, California, 04-SCL-101 - KP 9.46 to 10.58 and 04-SCL-152 - KP 15.96 to 17.68, EA43981K	John E. Berg and Pat Mikkelsen	2002
	S-026048c	Route 152 Improvement Project, KP 17.68 to 18.70, widen Route 152 from Two to Four Lanes Including Improvements to Llagas Creek Bridge	John E. Berg and Carie Montero	2002
	S-026048d	Route 152 Improvement Project, Removal of Trees and Hedges at Curve in Highway 152	John E. Berg	2001
	S-026048e	Route 152 Improvement Project, Widening Existing Roadway for Installation of Left-Turn Pocket from Route 152 to Furlong Avenue	John E. Berg and Carie Montero	2002

Table 4. Previous Studies within 0.25-Mile Buffer

Study #	Report ID	Title	Author	Year
	S-026048f	Route 152 Improvement Project, Install Signal Lights & Widen Intersection for Merge lands at Rte. 152 and Furguson Rd	John E. Berg	2002
	S-026048g	Archaeological Survey Report, 04-SCL-101/152, Route 152 Safety Improvement Project	John E. Berg	2002
7	S-026971	Preliminary Archaeological Reconnaissance for the Santa Clara County Health Facility on APNs 841-69-015, -16 & -017, Gilroy, Santa Clara County, California	Mary Doane and Trudy Haversat	2003
8	S-043369	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate CCU5213 (E 6th Street & S Valley Freeway), South Valley Freeway, Gilroy, Santa Clara County, California (APN 841-10-039) (letter report)	Cher L. Peterson and Kathleen A. Crawford	2013
9	S-043370	Direct APE Historic Architectural Assessment for AT&T Mobility, LLC Candidate CCU5213 (E 6th Street & S Valley Freeway), South Valley Freeway, Gilroy, Santa Clara County, California (APN 841-10-039) (letter report)	Wayne H. Bonner and Kathleen A. Crawford	2013
10	S-043988	Supplemental Historic Property Survey Report for the Freeway Performance Initiative along Highway 101 in Santa Clara County, California (PM 7.0-7.2, 21.55-22.3 and 26.2-26.55)	Benjamin Harris and Douglas Bright	2011
	S-043988a	Supplemental Archaeological Survey Report for the Freeway Performance Initiative along Highway 101 in Santa Clara County, California, 04-SCL-101 (PM 7.0-7.2, 21.55-22.3 and 26.2-26.55)	Benjamin Harris and Kathryn Rosa	2012
	S-043988b	Historic Property Survey Report for the Freeway Performance Initiative along Highway 101 in Santa Clara County, California, (PM 7.0-7.2, 21.55-22.3 and 26.2-26.55)	Benjamin Harris and Douglas Bright	2011
	S-043988c	Archaeological Survey Report for the Freeway Performance Initiative along Highway 101 in Santa Clara County, California, 04-SCL-101 (PM 0.0 - 26.55)	Benjamin Harris and Douglas Bright	2011
	S-043988d	FHWA111128A: Supplemental Historic Property Survey Report (HPSR) - Finding of No Adverse Effect with Standard Conditions - ESAs for the Freeway Performance Initiative (FPI) project along Highway 101 in Santa Clara County, California (ESA 153301 / Project ID 0400020304)	Elizabeth McKee	2012
11	S-044039	Historic Building Study, City of Gilroy, Planning Department, Volume 1	Mike Dorn, Robin McGinnis, Larry Scettrini, Chuck Myer, and Rhonda Pellin	1982
	S-044039a	Historic Building Study, City of Gilroy, Planning Department, Volume 2	Mike Dorn, Robin McGinnis, Larry Scettrini, Chuck Myer, and Rhonda Pellin	1982

Bold = Studies that intersect with the project site.

Table 5. Previously Recorded Cultural Resources within 0.25-Mile Buffer

Primary Number	Trinomial	Chronological Placement	Site Type	Resource Name
P-43-003023	N/A	Historic	Engineering Structure	AT&T Mobility LLC CCU5213/E 6th Street & S Valley Freeway

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant with Mitigation Incorporated. Human burials outside dedicated cemeteries can occur in prehistoric archaeological contexts. The project proposes excavation to a depth of approximately 1-5 feet below ground surface. Therefore, construction activities associated with the Project could have the potential to disturb human remains, which could include Native American burial sites.

Native American burial grounds have specific provisions for treatment in Division B6, Chapter II, of the Santa Clara County Code of Ordinances. California Health and Safe Code, Sections 7050.5, 7051, and 7054 contain specific provisions for the protection of human burial remains. California Public Resources Code, Section 5097.98, addresses the disposition of Native American burials.

If human remains are found, California Health and Safety Code, Section 7050.5, states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to California Public Resources Code, Section 5097.98. Therefore, the impact would be less than significant with the implementation of **Mitigation Measure CR-1**.

Mitigation Measures

CR-1 Protocol for Unanticipated Discovery of Human Remains. In the event of an unanticipated discovery of human remains, the construction contractor shall cease all excavation activities within 200 feet of the find. The County Coroner shall be notified immediately. If the remains are determined to be Native American, the coroner must within 24 hours notify the Native American Heritage Commission (NAHC), which would determine and notify a most likely descendant. The most likely descendant must be granted access to the site and shall, within 24 hours of notification by the NAHC, complete an inspection. The most likely descendant may make recommendations regarding the disposition of the remains.

2.4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation 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?	☐	☐	☒	☐

Impact Analysis

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. Construction activities associated with the proposed project would require the use of heavy-duty off-road equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with CARB's airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to 5 minutes. Since petroleum use during construction would be temporary and needed to conduct development activities, it would not be wasteful or inefficient. Although more electricity would be consumed on an annual basis compared to the existing vacant lot, the structures would use the energy in an efficient manner per current building code requirements. The project would comply with all applicable energy efficiency requirements, including Title 24 Building Energy Efficiency Standards, to obtain building permits, and does not include any unusual features that would result in wasteful, inefficient, or unnecessary energy usage. The project would minimize energy use by offering outdoor and drive-up garage units so that climate-control is limited to interior units requiring this service. Climate-control equipment would be managed to avoid inefficient or unnecessary use. As such, the proposed project's energy consumption would not be wasteful, inefficient, or unnecessary. This impact would be less than significant, and no mitigation is required.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The proposed project would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. The City of Gilroy currently does not have an adopted Climate Action Plan (CAP); however, the City's 2040 General Plan includes strategies for energy use. The General Plan encourages energy-efficient buildings (LU 8.12, PFS 8.4, PFS 8.10, NCR 3.1) and the use of alternative transportation to reduce VMT (M 5.3, M 5.12). The project would comply with all

applicable energy efficiency requirements and would have minimal impact on local VMT, as discussed in Section 2.4.17, Transportation. The project is located in an area currently developed with commercial uses and would not require the extension of alternative transportation facilities. An existing bus stop is located adjacent to the project site on Camino Arroyo. This impact would be less than significant, and no mitigation is required.

Refer to Section 2.4.8, Greenhouse Gas Emissions, for a discussion of the project's consistency with updated BAAQMD guidelines for energy use as it relates to GHG impacts.

2.4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. 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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. 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 Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Environmental Setting

Information in this section is based on the Geotechnical Investigation prepared by Geocon (Geocon 2022). The investigation evaluated the subsurface soil and geologic conditions on the project site in March 2022 and included a review of published geologic information and aerial photographs, subsurface exploration and sample collection, laboratory testing, and engineering analyses.

The City of Gilroy is located within the Coast Ranges Geomorphic Province of California, which is characterized by a series of northwest trending mountains and valleys along the north and central coast of California. Topography is controlled by the predominant geological structural trends within the Coast Range that generally consist of northwest trending synclines, anticlines, and

faulted blocks. The dominant structure is a result of both active northwest trending strike-slip faulting, associated with the San Andreas Fault system, and east-west compression within the province. The site is not within a currently established Alquist-Priolo Earthquake Fault Zone or similar zone for surface fault rupture hazards. No active or potentially active faults are known to pass directly beneath the site.

The site is not mapped within a State of California Seismic Hazard Zone for liquefaction hazards; however, the site is in a Santa Clara County Geologic Hazard Zone for liquefaction and has high susceptibility to liquefaction based on web-based mapping by the Association of Bay Area Governments.

Impact Analysis

a. **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i. **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.**

ii. **Strong seismic ground shaking?**

Less Than Significant Impact. The purpose of the Alquist-Priolo Earthquake Fault Zoning Act (1972) is to mitigate the hazard of surface faulting by preventing the construction of buildings used for human occupancy over an area with known faults. Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the ground surface. The project site is not within a currently established Alquist-Priolo Earthquake Fault Zone or similar zone for surface fault rupture hazards.

No active or potentially active faults are known to pass directly beneath the project site. However, the project site is located within a seismically active region. The following faults exist within the region: Calaveras (3.25 miles), Sargent SW Section (4.25 miles), Sargent NW Section (6.5 miles), and San Andreas (8 miles), as shown in the ENGEO Geotechnical Report (2020). The project would be subject to the CBC seismic design force standards (2022), which provides design measures for the stability of project elements and reduce potential impacts caused by seismic ground shaking. Therefore, the impact would be less than significant, and mitigation is required.

iii. **Seismic-related ground failure, including liquefaction?**

Less Than Significant Impact. The site is not mapped within a State of California Seismic Hazard Zone for liquefaction hazards; however, the site is in a Santa Clara County Geologic Hazard Zone for liquefaction, indicating a high susceptibility to liquefaction based on web-based mapping by the Association of Bay Area Governments. Liquefaction is a phenomenon in which saturated

cohesionless soils are subject to a temporary loss of shear strength due to pore pressure buildup under the cyclic shear stresses associated with intense earthquakes. As identified in the Geological Investigation (Geocon 2022), based on the depth to significant liquefiable layers, the potential for seismic-related ground failure to liquefaction is considered low. Therefore, the impact would be less than significant, and no mitigation is required.

iv. Landslides?

Less Than Significant Impact. The project site is located on flat topography and does not exist within the vicinity of any mapped landslides. The flat nature of the topography surrounding the project site would not support the conditions for the surrounding slope to fail, such as during a seismic event or saturated surface runoff conditions. Therefore, the impact would be less than significant, and no mitigation is required.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed project would involve construction activities that would result in ground disturbance, including excavation, grading, and soil removal. The proposed project would comply with the City's Municipal Code and the CBC, which regulate excavation activities, construction of foundations and retaining walls, and grading activities including drainage and erosion control. The proposed project would comply with all applicable City regulations, including the City's Municipal Code, Chapter 27C.25, Water Pollution Control, which requires implementation of construction site erosion and sedimentation control BMP to minimize erosion and topsoil loss. Compliance with these regulations during construction would provide adequate protection against soil substantial soil erosion. Once constructed, the site would be covered with buildings and parking, which would not result in substantial soil erosion. Therefore, impact would be less than significant, and no mitigation is required.

c. Would the project 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?

Less Than Significant Impact. According to the Geotechnical Investigation (Geocon 2022), the project site is located in an area susceptible to lateral spreading. However, given the flat topography of the site and the depth of the liquefiable layers in comparison to the height of the nearest free face (Miller Slough), the risk of lateral spreading at the site is low. Therefore, the impact would be less than significant, and no mitigation is required.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Geologic mapping by California Geological Survey indicates the project site is underlain by Holocene-age alluvial deposits. Soils boring taken by Geocon identified

alluvial soils. The alluvium is generally composed of medium stiff to hard lean to fat clays with variable amounts of sand and gravel, stiff to hard silts with variable amounts of clay, sand, and gravel, medium dense to very dense sands with variable amounts of silt, clay, and gravel, and dense sandy gravels with silt. The surficial clays possess moderate to high plasticity and moderate to borderline high expansion potential. The Geotechnical Investigation recommends proper soil moisture conditioning, compaction and surface drainage to reduce the shrink-swell potential of the site soils. In addition, top layer of low-expansive material would be required beneath interior slabs-on-grade and exterior slabs and rigid pavements. With the incorporation of the Geotechnical Investigation recommendations, the impact would be less than significant, and no mitigation is required.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project would connect to the City's existing sanitary sewer system. The project, therefore, does not propose use of a septic tank or other alternative wastewater disposal system. Thus, there would be no impact.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The project proposes excavation to a depth of approximately 1-5 feet below ground surface. Based on the relatively shallow excavation depth, the project is unlikely to impact paleontological resources.

2.4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation 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?	☐	☒	☐	☐

Environmental Setting

A GHG is any gas that absorbs infrared radiation and traps heat in the atmosphere. GHGs are produced from natural processes and human activities. The accumulation of GHGs in the atmosphere influences the long-term atmospheric temperatures and contributes to global climate change. In California, per Assembly Bill (AB) 32 (2016), GHGs are defined to include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, plus chlorofluorocarbons and other chlorine- or bromine-containing gases. Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful GHGs that are emitted from a variety of industrial processes and the production of chlorodifluoromethane. Construction or operation of the project would not include any industrial processes, and chlorodifluoromethane has been mostly phased out of use in the United States, with the exception of feedstock production (USEPA 2023); therefore, these GHGs are not discussed further in this memorandum. CO₂ accounts for the largest amount of GHG emissions, and collectively, CO₂, CH₄, and N₂O amount to 80 percent of the total radiative forcing from well-mixed GHGs (CARB 2014). For each GHG, a global warming potential has been calculated to reflect how long emissions remain in the atmosphere and how strongly each GHG absorbs energy on a per-kilogram basis relative to CO₂. For example, 1 pound of CH₄ has 25 times more heat-capturing potential than 1 pound of CO₂. To simplify reporting and analysis, GHG emissions in this analysis are reported in metric tons of carbon dioxide equivalent (MTCO₂e).

California has enacted a variety of legislation relating to climate change, much of which has set aggressive goals for GHG emissions reductions throughout the state. Most recently, AB 1279, the California Climate Crisis Act, was enacted in September 2022. The bill established a statewide goal to achieve net-zero GHG emissions by 2045 and to achieve and maintain net-negative GHG emissions thereafter. Similar to regional issues related to air quality, the BAAQMD issues regional guidance for assisting local governments in reducing GHG emissions in accordance with statewide emissions reduction goals (BAAQMD 2023).

Impact Analysis

- a. **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Less Than Significant with Mitigation Incorporated. The BAAQMD CEQA Guidelines (BAAQMD 2023) provide recommended procedures for evaluating climate impacts during the environmental review process consistent with CEQA requirements for GHG emissions impacts. Although these thresholds are not required to be used by lead agencies and recommendations are non-binding, the CEQA Guidelines provide localized, evidence-based recommendations for meeting statewide emissions reduction goals. The City of Gilroy has not adopted a City-specific GHG threshold or a qualified plan for GHG reduction. As such, the BAAQMD thresholds are applicable for evaluating the significance of project GHG emissions.

The BAAQMD threshold for GHG emissions is intended to determine whether an individual project would contribute its “fair share” of actions needed to achieve statewide emissions reductions goals, including AB 1279. BAAQMD has identified necessary design elements for new land use projects that, if incorporated into the design and construction of a project, then the project would contribute its “fair share” and project emissions would not make a cumulatively considerable contribution to global climate change. **Table 6** summarizes the thresholds of significance for operational project-level climate impacts from GHG emissions applicable to a new commercial or retail project. The project’s construction and operational impacts are addressed separately below.

Table 6. Greenhouse Gas Emissions Thresholds of Significance

Sector	Required Project Design Elements
Buildings	The project will not include natural gas appliances or natural gas plumbing (in both residential and non-residential development).
	The project will not result in any wasteful, inefficient, or unnecessary energy use as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the CEQA Guidelines.
Transportation	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 that reflects the recommendations provided in the Governor’s Office of Planning and Research’s Technical Advisory: Evaluating Transportation Impacts in CEQA. For retail projects, the standard is no net increase in VMT.
	The project will achieve compliance with off-street EV requirements in the most recently adopted version of CALGreen Tier 2.

Source: BAAQMD 2023.

Construction

GHG emissions from project construction were quantified using CalEEMod and assumptions consistent with the Air Quality analysis. Construction activities associated with the proposed project would result in short-term GHG emissions from heavy equipment and construction worker vehicles. Construction of the project would generate a total of approximately 350 MT CO₂e. As

described above, these emissions are provided for informational purposes, but there is no applicable numeric threshold for evaluating construction emissions. Similar to fugitive dust emissions, the BAAQMD recommends BMPs that should be incorporated in order for GHG emissions from construction to be less than significant. These BMPs are required in **Mitigation Measure GHG-1**. Therefore, this impact would be less than significant with mitigation.

Operation

Ongoing annual GHG emissions from project operation were also quantified using CalEEMod and assumptions consistent with the Air Quality analysis. Following construction, operation of the proposed project would result in a net increase in GHG emissions associated with vehicle trips, buildings (energy use), water consumption (energy embodied in potable water), solid waste management (including transport and landfill gas generation), and area sources (landscape equipment). Operation of the project would result in annual GHG emissions of approximately 273 MT CO₂e from all sources. Similar to construction emissions, emissions are quantified for informational purposes. The BAAQMD has determined certain project features are required to determine whether a project is consistent with the region's fair share contribution to statewide emissions reduction goals. Per BAAQMD, for a new land use project to do its fair share to address the climate crisis and thus for its GHG emissions to be less than significant, a project cannot include features that commit the development to ongoing GHG emissions for decades into the future. A project that includes design features that commit the development to GHG sources, without a clear path to reduce the emissions from those sources, prevents the State from achieving the climate goals. The required design elements applicable to the project are summarized above in **Table 4**.

According to the StorQuest Express Self-Storage Facility Trip Generation and VMT Assessment prepared by Hexagon (2023), the project would have a less than significant impact on VMT because it is a small project that generates minimal new vehicle trips. Additionally, the project would be located in an existing commercial area and, similar to retail, would provide a service to existing Gilroy residents that already drive to the area for other commercial services. Therefore, the project is comparable to retail, for purposes of CEQA analysis. It is not reflective of a large regional retail development, which would attract new trips from outside the general City limits, but rather similar to a local-serving retail use. New local-serving retail developments tends to shorten trips, and consequently reduce VMT, by improving retail destination proximity. As such, it is assumed that the proposed project meets the BAAQMD criteria for no net increase in VMT.

As stated in Section 1, the project would comply with all applicable energy efficiency requirements, including Title 24 Building Energy Efficiency Standards, to obtain building permits, and does not include any usual features that would result in wasteful, inefficient, or unnecessary energy usage. The project would minimize energy use by offering outdoor and drive-up garage units so that climate-control is limited to interior units requiring this service. Climate-control equipment would

be managed to avoid inefficient or unnecessary use. Therefore, the project would comply with the BAAQMD design feature related to wasteful, inefficient, or unnecessary energy use.

However, all-electric development and electrical vehicle chargers have not yet been incorporated into project design. Therefore, these design features are required as **Mitigation Measure GHG-2**. With incorporation of Mitigation Measure GHG-2, the project would not result in significant GHG emissions. This impact would be less than significant with mitigation.

Mitigation Measures

Mitigation Measure GHG-1 would implement BMPs to reduction construction GHG emissions to a less than significant level. Mitigation Measure GHG-2 would implement project design elements required to be consistent with GHG emissions reduction targets and would reduce GHG emissions during operation to a less than significant level.

GHG-1 Construction Best Management Practices to Reduce Greenhouse Gas Emissions. The construction contractor will be required to implement the following Bay Area Air Quality Management best management practices for construction-related greenhouse gas emissions during all phases of construction, as applicable and feasible. These requirements will be documented on construction plans and submitted to the City prior to obtaining a grading permit.

- Use zero-emission and hybrid-powered equipment to the greatest extent possible.
- Use U.S. Environmental Protection Agency Tier 4 Final compliant engines or better for all diesel-fueled off-road construction equipment.
- Require all on-road heavy-duty trucks to be zero emissions or meet the most stringent emissions standard, such as model year (MY) 2024 to 2026, as a condition of contract.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 2 minutes. Provide clear signage that posts this requirement for workers at the entrances to the site and develop an enforceable mechanism to monitor idling time to ensure compliance with this measure.
- Prohibit off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Use California Air Resources Board–approved renewable diesel fuel in off-road construction equipment and on-road trucks.
- Use U.S. Environmental Protection Agency SmartWay certified trucks for deliveries and equipment transport.
- Require all construction equipment is maintained and properly tuned in accordance with manufacturer’s specifications. Equipment should be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- Where grid power is available, prohibit portable diesel engines and provide electrical hook ups for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.
- Where grid power is not available, use alternative fuels, such as propane or solar electrical power, for generators at construction sites.
- Encourage and provide carpools, shuttle vans, transit passes, and/or secure bicycle parking to construction workers and offer meal options on site or shuttles to nearby meal destinations for construction employees.
- Reduce electricity use in the construction office by using LED bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.
- Minimize energy used during site preparation by deconstructing existing structures to the greatest extent feasible.
- Recycle or salvage nonhazardous construction and demolition debris, with a goal of recycling at least 15 percent more by weight than the diversion requirement in Title 24.
- Use locally sourced or recycled materials for construction materials (goal of at least 20 percent based on costs for building materials and based on volume for roadway, parking lot, sidewalk and curb materials). Wood products used should be certified through a sustainable forestry program.
- Use low-carbon concrete, minimize the amount of concrete used and produce concrete on site if it is more efficient and lower emitting than transporting ready-mix.
- Develop a plan to efficiently use water for adequate dust control since substantial amounts of energy can be consumed during the pumping of water.
- Include all requirements in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant on- or off-road construction equipment for use prior to any ground-disturbing and construction activities.

GHG-2 Greenhouse Gas Reducing Design Elements. The project applicant will incorporate the following features into the project design. These features will be documented on project plans and submitted to the City for approval prior to issuance of a building permit.

- The project will not include natural gas appliances or natural gas plumbing.
- The project will achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant with Mitigation Incorporated. As described above, the City does not have an adopted plan for the purposes of reducing GHG emissions. As such, the California Air Resources

Board 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan; CARB 2022) is the applicable adopted GHG plan. The 2022 Scoping Plan lays out a path for the state to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. The 2022 Scoping Plan does not include requirements for new development projects, but it does include recommendations for new development that focus on building and transportation electrification and VMT reduction. The BAAQMD threshold was developed to implement the 2022 Scoping Plan recommendations at the project level. As such, a project that is consistent with the BAAQMD threshold for GHG emissions would also be consistent with the 2022 Scoping Plan. As described above under Issue a), requirements related to building electrification and electrical vehicle chargers have not yet been incorporated into project design. Therefore, these design features are required as **Mitigation Measure GHG-2**. With incorporation of Mitigation Measure GHG-2, the project would be consistent with the 2022 Scoping Plan. This impact would be less than significant with mitigation.

2.4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation 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, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within 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, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Impact Analysis

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction activities would involve the use of heavy equipment, which would contain fuels and oils, and various other products. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used. However, the project construction contractor would be required to comply with California Health and Safety Code, Chapter 6.95, which would minimize risks from routine use, transport, handling, storage, disposal and release of hazardous materials.

- b. **Would the project 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?**

Less Than Significant Impact. The parking of RV, boats, and/or and other vehicles on the site could result in the accidental release of hazardous materials. Additionally, users of the storage units could illicitly store hazardous materials (paints, chemicals, etc.) within various units, potentially exposing the public or the environment to accidental release. The project is required to be compliant with the City of Gilroy Hazardous Materials Ordinance (HMSO) and is subject to inspections from the City's Hazardous Materials on an annual basis. Consistency with the HMSO and inspections will result in a less than significant impact.

- c. **Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**
- d. **Would the project 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, would it create a significant hazard to the public or the environment?**
- e. **For a project located within 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, result in a safety hazard or excessive noise for people residing or working in the project area?**
- f. **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**
- g. **Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

No Impact. Construction and operation of the project would not necessitate the need for storage, transport, use, or disposal of hazardous materials. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code, Section 65962.5, and would not emit or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The project site is not located within an airport land use plan area or within 2 miles of a public use airport and would not result in excessive noise or a safety hazard for people residing or working in the project area. The site is not included in an adopted emergency response plan or emergency evacuation area, and construction and operation of the project would not impair implementation of or physically interfere with an emergency or evacuation plan. The project is not within a wildland fire area and would not expose people or structures, either directly or indirectly, to risk of significant loss, injury or death from wildland fire(s).

2.4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Setting

The discussion below is based on the Stormwater Control Plan prepared by Balance Hydrologics, Inc. (2023).

The project is located on an undeveloped flat parcel bounded generally by Gilman Road to the north, Camino Arroyo to the west, fields to the east, and the Ronan Channel/Miller Slough to the south. The project is located in the Ulvas-Llagas Watershed and lies within the Central Coast Regional Water Quality Control Board's Watershed Management Zone 1.

The project site is located in the Llagas Subbasin of the Gilroy-Hollister Groundwater Basin. The Regional Llagas Subbasin is monitored and addressed by Valley Water (City of Gilroy 2021).

Impact Analysis

- a. **Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

Less Than Significant Impact.

Construction

Construction of the project would require grading and excavation of soils, which would loosen sediment and has the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute receiving waters.

These types of water quality impacts during construction of the project would be prevented through implementation of a Water Pollution Control Drawing and Erosion Control Plan required by City Municipal Code, Chapter 27C.25, Water Pollution Control. Erosion and sediment control shall meet the minimum standards and specifications of the California Stormwater Quality Association BMPs and would include but are not limited to the following:

- Silt fence, fiber roll, or gravel bag
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Silt prevention and control
- Solid waste management
- Concrete waste management

In addition, in accordance with the requirements of the most recent NPDES General Construction Activities Permit, a Notice of Intent filed with the State Water Resources Control Board would also be required before project construction begins. These would reduce potential construction impacts on water quality and discharge to a less than significant level. Adherence to the existing requirements and implementation of the appropriate BMPs per the permitting process would ensure that potential water quality degradation associated with construction activities would be minimized. Therefore, the impact would be less than significant, and no mitigation is required.

Operation

The project would develop a storage facility on the project site, which would introduce the potential for pollutants such as chemicals from household cleaners, nutrients from fertilizer, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality.

As stated in Section 1, the project incorporates two bioretention ponds and a stormwater basin that were designed and sized to meet the requirements outlined in the Stormwater Management Guidance Manual for Low Impact Development and Post Construction Requirements for the City of Gilroy, Morgan Hill and County of Santa Clara (2015) and the Santa Clara County Drainage Manual (2007) to treat runoff before it leaves the project site. In addition, the project proposes source control BMPs to minimize the introduction of pollutants to the drain system as identified in **Table 1**.

With implementation of the operational treatment control biofiltrations and source control BMPs potential pollutants would be reduced to the maximum extent feasible. Therefore, implementation of the proposed project would not violate any water quality standards or waste discharge requirements, including but not limited to increasing pollutant discharges to receiving waters. The impact would be less than significant, and no mitigation is required.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The proposed project is consistent with the Industrial land use designation assumed in the City's Urban Water Master Plan (City of Gilroy 2021); therefore, the minor amount of water required to serve the site (e.g., restroom in the leasing office) is planned and would not substantially decrease groundwater supplies. Although development of the site would increase the amount of impervious surface, 25 percent of the site would remain pervious, and the project would include two bioretention ponds and a stormwater basin to collect and absorb runoff from the project site, which could result in some potential recharge of groundwater. Because the project would be consistent with the City's Water Master Plan, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The impacts would be less than significant, and no mitigation is required.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i. Result in substantial erosion or siltation on- or off-site?**
- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?**

iii. **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

iv. **Impede or redirect flood flows?**

Less Than Significant Impact. The following discussion addresses the project's potential to substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation, substantially increase the rate or amount of surface runoff in a manner which would result in following on or off site, create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage system or impede or redirect flood flows during construction and operation. An existing drainage ditch runs along the eastern bounds of the project parcel within the agricultural setback. Implementation of the proposed project would not disturb the existing drainage feature. Thus, impacts related to alteration of the course of a stream or river would not occur.

Construction

Construction of the proposed project would require grading and excavation of 4,059 cy of soil, which would loosen sediment and could result in erosion or siltation. However, as discussed under question "a" and in Section 2.4.7, Geology and Soils, construction of the proposed project requires City approval of an erosion control plan and implementation BMPs during construction to manage runoff and reduce erosion or siltation. Therefore, the impact would be less than significant, and no mitigation is required.

Operation

Development of the project site would convert much of the project site from softscape to hardscape, increasing runoff. Currently the entire site contains no impervious surfaces. Implementation of the proposed project would increase impervious surfaces to 75 percent of the project site. Under existing conditions, runoff generally drains southeast via sheet flow and enters the drainage ditch along the eastern boundary of the property before flowing into City storm drain infrastructure at the southeast corner of the parcel. Post construction, the project site would be divided into three drainage management areas (DMAs). DMA 1 and 2, each drain via surface drainage and gravity-flow storm drainpipes to two bioretention ponds (SCM 1 and 2). DMA 3 represents the area of the stormwater facilities (SCM1, SCM2, and the stormwater basin). Runoff is then routed to a stormwater basin. Excess runoff is conveyed to the existing drainage ditch before flowing into the City's storm drain system. The biofiltration basins would be adequately sized to collect and treat the on-site flow prior to discharge.

As shown in **Table 7**, peak stormwater runoff volumes would be reduced compared to existing conditions, directing a lower amount of stormwater going into the City's storm drain system.

Table 7. Existing and Peak Stormwater Runoff

Drainage Basin	Existing Condition (cfs)			Proposed Condition (cfs)		
	2yr	10yr	25yr	2yr	10yr	25yr
DM1	0.46	0.38	0.54	0.46	0.78	0.98
DM2	0.55	2.31	3.33	2.35	4.01	5.04
DM3	0.09	0.01	0.01	0.36	0.16	0.16
Total Project Flows	1.10	2.69	3.88	1.07	1.41	1.62

Source: Balance Hydrologics 2023.

Notes: CFS = cubic feet per seconds

Therefore, implementation of the proposed project would not cause any changes in existing drainage patterns which would substantially increase the rate or amount of surface runoff, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the impact would be less than significant, and no mitigation is required.

d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The project site is located on FEMA Flood Insurance Rate Map (FIRM) Panel 06085C0643H effective May 18, 2009 (Balance Hydrologics 2023). The proposed development is in both a Shaded Zone X, areas with the 0.2 percent annual chance floodplain, and Zone AE, areas of 1 percent annual chance of flood with base flood elevations. The proposed project will encroach into the floodplain, but only along the fringe of the mapped inundation area where flood depths are minimal. The Flood Impact Analysis determined that implementation of the project would not result in significant impacts to base flood elevations in the Llagas Creek overbank area along the entire reach bounding the project site. As discussed in under question “a” above, the project include source control BMPs, as well as construction-related BMPs, to minimize the introduction of pollutants. Therefore, the project would not result in the release of pollutants due to project inundation.

The project site is located approximately 30 miles east of the Pacific Ocean and would not be subject to the tsunami flood zone. In addition, the closest enclosed body of water is San Felipe Lake, which is located approximately 6 miles from the project site. Therefore, the project site is not located in a tsunami or seiche flood zone and would not risk release of pollutants due to project inundation. Therefore, the impact would be less than significant, and no mitigation is required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The project site is located in the Uvas-Llagas Watershed covered by the Central Coast Basin Plan. The project is located in the Llagas Subbasin of the Gilroy-Hollister

Groundwater Basin. Valley Water prepared a Groundwater Management Plan report published in 2016 as an alternative to the Groundwater Sustainability Plan (Santa Clara Water District 2016).

As discussed under question “a,” construction and operation activities associated with the project could result in an increase in potential discharge of pollutants to receiving waters, including waters designated as impaired for certain contaminants of concern. However, the project would comply with the applicable regulations and measures to reduce potential water quality impacts during construction and operation, and the proposed bioretention ponds and stormwater basin would provide control for pollutants.

As discussed under question “b,” the project the project would be consistent with the City’s Water Master Plan and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

Therefore, the project would not conflict with implementation of the Central Coast Basin Plan, which establishes water quality objectives and implementation measures. The project would not impact a Sustainable Groundwater Management Plan or propose the use of groundwater. The impact would be less than significant, and no mitigation is required.

2.4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Environmental Setting

The project site is zoned M2 (General Industrial). According to Gilroy City Code (GCC), Chapter 30, Section 30.21.10, the intent of the M2 General Industrial district is to provide areas in the City suitable for the large-scale manufacturing, assembly, storage, distribution and wholesaling of materials. According to GCC Section 30.23.10, Industrial Use Table, mini storage, and locker storage is a Conditional Use within the M2 Zoning designation.

Impact Analysis

a. Would the project physically divide an established community?

No Impact. The project would not physically divide an existing community. The site is a vacant/undeveloped lot, zoned General Industrial (M2), located at the corner of Camino Arroyo and Gilman Road in eastern Gilroy. To the north and east of the site outside City limits, there are existing agricultural lands. To the west of the site within the City limits, there is existing development, including medical facilities on similarly zoned M2 land. To the south of the site within City limits, there is an existing pedestrian/bike path, which fronts a drainage canal (Miller Slough). Across the drainage, existing retail shopping has been developed within C3 (Shopping Center Commercial) zoning designations. The project would not divide any of these existing developments, nor disrupt the existing pedestrian/bike path which provides a community connection. Further, the project includes sidewalk and frontage improvements which would improve community connection by supporting pedestrian circulation between the adjacent developments. Therefore, there would be no impact.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. As proposed, the project is consistent with the City's land use and zoning designations for the project site; and, with implementation of identified regulatory requirements and mitigation, the project would not otherwise cause a significant environmental impact.

The project is consistent with the land use zoning of General Industrial (M2) in accordance with applicable conditional uses and/or development standards. The project would be subject to regulations and policies outlined in GCC Section 30.23.10 (Industrial Use Table). The project is consistent with conditionally permitted uses for the “M2” district. The project includes the development of nine one-story self-storage buildings totaling approximately 57,671 square feet of building area. Development standards for the “M2” district are identified in GCC Section 30.23.20 (Industrial Site and Building Requirement Table). The maximum allowed height in the M2 Zoning district is 75 feet or 6 stories. The tallest proposed building would be 22 feet in height, and all buildings would be single-story. The site coverage maximum in the M2 district (i.e., building or structural) is 60 percent. The property is 5.37 acres (233,940 square feet) which would allow site coverage of 140,364 square feet. As proposed, the development would result in site coverage of 57,671 square feet (24.7 percent).

The project is consistent with GCC Section 30.38.70, Industrial Zone Landscape Standards, which requires developments to have a minimum of five-foot landscape buffers along the perimeter of the site and a 21-foot buffer along adjacent street rights-of-way. The proposed landscaping plan includes a buffer of 21 feet on each side of the development, including along the adjacent streets of Camino Arroyo and Gilman Road. The proposed project would include 98,595 square feet of landscaping, equivalent to 42.15 percent of the developed site area. Additionally, the project includes 74,203 square feet of hardscape coverage (31.72 percent) and 3,471 square feet of parking lot coverage (1.48 percent).

Therefore, the project is consistent by design with all applicable land use regulations for the M2, General Industrial, zone. The impact would be less than significant, and no mitigation is required.

2.4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact Analysis

See Section 2.2.

2.4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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. 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?	☐	☐	☐	☒

Environmental Setting

The project site is currently undeveloped and does not include any existing noise sources. The existing noise environment surrounding the project site is dominated by vehicular traffic, primarily from U.S. Route 101, located west of the project site. According to the noise analysis for the General Plan, noise levels from U.S. Route 101 exceed 80 dBA LDN at 75 feet from the roadway centerline (City of Gilroy 2020a).

The City of Gilroy 2040 General Plan establishes noise and vibration standards for the City in the Potential Hazards Element (City of Gilroy 2020b). Goal PH 6 of the element is to protect Gilroy residents from exposure to excessive noise, especially in regard to noise-sensitive land uses such as schools, hospitals, and housing for seniors. The closest sensitive receptors to the project site are the residences located approximately 0.25 mile west of the project site.

The Potential Hazards Element establishes maximum outdoor and indoor noise levels by land use type, as summarized in **Table 8**.

Table 8. 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

Source: City of Gilroy 2020b.

Notes:

- ¹ L_{DN} - The Day/Night Average Sound Level. Day-night average sound level-the 24 hour A-weighted equivalent sound level, with a 10 decibel penalty applied to nighttime levels.
- 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.

Additionally, Policy 6.11 limits 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). Policy 6.12 requires a vibration impact assessment for proposed development projects in which heavy-duty construction equipment would be used within 200 feet of an existing structure or sensitive receptor. If applicable, the policy requires all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.

Section 30.41 of the City's Zoning Ordinance also includes a performance standard for non-residential development. Section 30.41.31 states that noise emanating from properties that are zoned for uses other than residential is limited to a maximum of 70 dBA (L₁₀) measured at the residential property line.² 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.

Impact Analysis

- 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?**

Less Than Significant Impact. Potential noise impacts associated with the proposed project would primarily be related to operation of heavy equipment during construction of the project. Potential operational noise associated with the proposed project would include operation of mechanical equipment, including heating, ventilation, and air conditioning (HVAC) systems and gates. Potential impacts from construction and operation are discussed separately below.

Construction

A detailed construction schedule is not available at this time. However, CalEEMod default assumptions used for the Air Quality analysis estimate project construction would take

² L₁₀ means the maximum noise level to be exceeded no more than 10 percent of the time.

approximately 13 months. The initial site preparation and grading is anticipated to take approximately one month, and the remainder of the schedule is anticipated to be the building construction phase, including paving and architectural coating. Typical construction equipment would include loaders and backhoes, bulldozers, graders, excavators, cranes, forklifts, generators, cement mixers, paving equipment, rollers and water trucks.

Typical construction equipment noise levels are provided in **Table 7**. Construction equipment is mobile and would be moving across the site throughout the construction period. A grader and a backhoe may be working on the site simultaneously, but would not likely be working within proximity to one another at a given time due to the nature of their respective operations. Furthermore, construction equipment would not be in constant use during the day. As shown in **Table 9**, large pieces of earthmoving equipment, such as graders, backhoes, and dozers, generate maximum noise levels (Lmax) of 80 to 85 dBA Lmax at a distance of 50 feet.

Table 9. Typical Noise Levels for Common Construction Equipment (at 50 feet)

Construction Equipment	Lmax (dBA)
Air Compressor	80
Backhoe	80
Chain Saw	85
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Crane	83
Dozer	85
Dump Truck	84
Excavator	85
Flat Bed Truck	84
Fork Lift	75
Generator	82
Grader	85
Jack Hammer	88
Loader	80
Paver	85
Pick-up Truck	55
Pneumatic Tool	85
Roller	85
Truck	84

Source: Federal Transit Authority 2018.

The nearest residential properties are located approximately 0.25-mile (1,370 feet) west of the project site. At this distance, noise levels from the noisiest construction equipment, such as a

jackhammer (88 dBA), would be reduced to below 60 dBA. Additionally, the receptors are separated from the project site by U.S. Route 101, and project construction is unlikely to be audible above ambient freeway noise. Construction would only occur during the hours allowed by the City's General Plan (7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays). Temporary noise from project construction would be less than significant.

Operation

Operation of the project would result in a permanent noise impact if it would result in daytime noise levels that exceed 70 dBA L₁₀, or audible nighttime noise, and the nearest residential properties; or result in ambient noise levels incompatible with surrounding commercial uses (65 dBA L_{dn}).

Based on the most recent City-wide traffic counts available (2008), the ADT on Camino Arroyo and Gilman Road in the project vicinity were 23,600 ADT (Camino Arroyo from Renz Lane to Pacheco Pass) and 1,500 ADT (Gilman Road east of Arroyo Circle. The project would result in approximately 100 average trips per day (ADT) (Hexagon 2023). The doubling of a noise source usually results in a 3 dba increase, which is generally the smallest incremental change in noise level perceivable to the average ear (Caltrans 2013). Therefore, a doubling of vehicle trips would generally be required in order to increase traffic noise by 3 dBA compared to existing conditions (Caltrans 2013). The 100 ADT generated by the project would not result a more than 3 dBA increase in noise level on area roadways and would therefore not result in a noticeable increase in ambient noise levels in the project area.

Long-term operation of the project would not involve activities that are typically associated with excessive or nuisance noise such as animals, music, or heavy machinery. However, the project would include the use of an HVAC unit and operation of gate access would be available at all hours. The specifications of the HVAC unit and access gate are currently unknown. The HVAC system required for a similar facility in the County of San Diego was calculated to have a sound power level of 72 dBA (Helix 2015). The proposed County of San Diego facility was larger than the proposed project (124,560 sf); therefore, this estimate is likely conservative for the project. Noise levels would be reduced to below 70 dBA L₁₀ and 65 dBA L_{dn} within the project property (within approximately 2 meters). HVAC noise would not be audible at the residences west of U.S. Route 101. Newer model access gates generate minimal noise, 56 dBA or below, that would generally not be noticeable to surrounding development (Consumer Mentor 2019). Based upon these findings, no permanent exterior noise mitigation would be necessary in order to comply with the City's noise standards.

Therefore, the impact from construction and operation would be less than significant, and no mitigation is required.

b. Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The use of construction and grading equipment would potentially generate periodic vibration in the project area. General Plan Policy 6.12 requires a vibration impact assessment for proposed development projects in which heavy-duty construction equipment would be used within 200 feet of an existing structure or sensitive receptor. The nearest existing structures to the project site are medical and dental facilities located northwest and southeast of the project site. Both of these receptors are potentially vibration sensitive but are located more than 200 feet from the construction area. As such, there are no receptors located within the screening distances for potential vibration impacts, and temporary vibration during construction would be less than significant. Operation of the project does not include heavy equipment or other components that would generate substantial vibration. Therefore, the impact from construction and operation would be less than significant, and no mitigation is required.

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?

No Impact. The nearest airport or air strip is San Martin Airport located approximately 6 miles north, and Frazier Lake Airpark located approximately 6 miles south of the project site. Both airports are outside the two-mile screening distance and are far enough away that implementation of the proposed project would not expose people working at the project site to excessive noise levels related to aircraft. Therefore, no noise impact would occur.

2.4.14 Population and Housing

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

Impact Analysis

See Section 2.2.

2.4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Impact Analysis

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 public services: fire protection? Police protection? Schools? Parks? Other public facilities?

Less Than Significant Impact. The proposed project would involve the construction of a new 57,671 SF mini storage facility. The project site is located within the City limits, near the intersection of Gillman Road and Camino Arroyo and is served by City fire, police and emergency services. The project would not create substantial new demand for public services that would result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services. The project would have no measurable effect on existing public services in that the project would not result in a significant increase in demand and would not require expansion of services to serve the project. City departments and service providers reviewed the project application and did not identify any impacts. Therefore, the proposed project would not result in impacts related to public services.

2.4.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Impact Analysis

See Section 2.2.

2.4.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation 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?	☐	☐	☐	☒

Environmental Setting

The information in this section is based on the “Trip Generation Study and VMT Assessment for the Proposed StorQuest Express Self-Storage” prepared by Hexagon Transportation Consultants, Inc. (2023).

The project site is located at the southeast corner of the Camino Arroyo and Sixth Street/Gilman Road intersection in the City of Gilroy, California. The project site is currently undeveloped and has little to no existing daily traffic volume. The project as proposed would develop the site with an approximately 57,671 SF self-storage facility that would include a variety of self-storage units including exterior accessed drive-up garage type units, interior climate-controlled storage units,

and a leasing office. In addition, the project would include a total of 41 outdoor RV storage spaces, a 5-space parking area located next to the leasing office (and outside the gated area), and 7 additional standard parking spaces within the gated area. The leasing office hours of operation are proposed to be from 9:00 AM to 6:00 PM Monday through Sunday. Access to the proposed facility would be provided via a driveway along Gilman Road. The project site is surrounded by agricultural land to the north and east and urban development and roadways to the south and west, as well as Miller Slough and pedestrian/bike path to the south.

Impact Analysis

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities based on a review of the Gilroy 2040 General Plan, Mobility Element (Chapter 3).

Access to the project site would be provided via a single driveway along Gilman Road located approximately 300 feet east of Camino Arroyo. Gilman Road extends from Camino Arroyo eastward to Holsclaw Road where it terminates. Currently, Gilman Road is a two-lane undivided rural roadway with unpaved shoulders and a speed limit of 35 miles per hour (mph). Existing bike lanes extending from Sixth Street to Gilman Road currently terminate at the project site frontage. Available traffic count data from November 2020 show that Gilman Road currently carries approximately 100 and 200 vehicles (both directions combined) during the AM and PM peak hours, respectively. Gilman Road is classified in the City's 2040 General Plan as a collector roadway. The project driveway is proposed to be 35 feet wide, which is the minimum width requirement for commercial driveways in Gilroy according to the General Guidelines document dated August 18, 2014. The site plan by MCG Architecture, dated August 21, 2023, notes the project driveway as right-in and right-out access only. Due to the proximity of the project driveway to the intersection of Camino Arroyo and Sixth Street/Gilman Road, providing right-in/right-out access only at the project driveway would minimize conflict between the project traffic and traffic traveling on Gilman Road. With the proposed access restriction, all inbound project traffic would use the intersection of Camino Arroyo and Sixth Street/Gilman Road to access the site while all outbound traffic would travel eastbound on Gilman Road to Holsclaw Road to either Leavesley Road or Pacheco Pass Highway (SR 152). It should be noted that the City's 2040 General Plan includes a roadway improvement that would extend Cameron Boulevard from its existing intersection with SR 152 northward to connect to Gilman Road, between Camino Arroyo and Holsclaw Road, and Leavesley Road, at Marcella Avenue, providing a new north/south arterial roadway serving Gilroy and the project area.

Currently, there are no sidewalks along Gilman Road. Sidewalks are available along both sides of Camino Arroyo, south of Sixth Street/ Gilman Road. Pedestrian crosswalks and curb ramps are available along the west and south legs of the Camino Arroyo and Sixth Street/Gilman Road intersection. The project is required to implement full site frontage improvements, including driveways, curb ramps, planned bike lanes, and sidewalks. City guidelines require 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. With implementation of the proposed frontage improvements along Gilman Road, including a pedestrian access to the project site from the proposed sidewalks on Gilman Road, a pedestrian connection would be provided between the project site and the surrounding commercial areas.

The impact would be less than significant, and no mitigation is required.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. Historically, traffic impact analysis has focused on the identification of traffic impacts based on delay as its metric. However, with the adoption of Senate Bill (SB) 743 legislation, the CEQA 2019 Update Guidelines, Section 15064.3(b), states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. The change in measurement is intended to better evaluate the effects on the state's goals for climate change and multimodal transportation. 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 on the project site. 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, commercial projects and other non-residential and non-commercial projects include both trips made by residents and employees. Thus, for commercial projects, total project VMT is evaluated. 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 supplement 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. Therefore, the assessment of the project's VMT is based on OPR guidelines and impact thresholds.

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:

Office of Planning and Research Screening Threshold for Small Projects

As described in the OPR guidelines, it is reasonable to assume that, absent of substantial evidence indicating that a project would generate a potentially significant level of VMT or indicating inconsistency with the General Plan, a project that generates fewer than 110 daily trips generally may be assumed to result in a less than significant impact on VMT.

Local Serving Retail Comparison

The proposed project would be located in a primarily commercial area and, similar to retail, would provide a service to Gilroy residents. Therefore, the project is comparable to retail, for purposes of CEQA analysis. It is not reflective of a large regional retail development, which would attract new trips from outside the general City limits, but rather similar to a local-serving retail use. 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. In order to verify if the proposed project has trip-making characteristics equivalent to a 50,000-square-foot or less retail project, the proposed project

needs to be converted into an equivalent amount of retail space, based on their daily trip generation estimates and trip generation rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (2021).

Since the City of Gilroy does not currently have adopted VMT policies and impact criteria, the determination of project impacts on VMT must rely on the OPR's CEQA Guidelines. Per OPR's small project screening threshold, since the daily trips estimated to be generated by the proposed project would be less than 110 trips, it may be presumed to be a small project and would therefore have a less than significant impact on VMT. Additionally, based on the ITE daily trip rate, the proposed project is estimated to generate a total of 100 daily trips, which are equivalent to the trips estimated to be generated by approximately 3,000 s.f. of retail space. Based on OPR's less than 50,000 square feet of retail space threshold, the proposed project would have a less than significant VMT impact.

The impact would be less than significant, and no mitigation is required.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Adequate sight distance is available at the project site driveway. Outbound traffic at the driveway must be able to see opposing traffic (in this case eastbound traffic) in order to safely complete a turn, out of the site. 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. From the project site driveway, there is a clear line of sight that extends to the Camino Arroyo/Gilman Road intersection, or approximately 300 feet. Therefore, the available sight distance from the project driveway is greater than the 250 feet minimum distance requirement for a roadway with 35 mph travel speeds.

Project site driveways and drive aisles are designed with adequate width to allow larger vehicles (including emergency vehicles, garbage collector trucks, and RV/trucks with trailers) 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 all drive aisles on the project site to be 26 to 35 feet wide, providing the minimum width requirement for emergency vehicle access and circulation. Additionally, fire truck circulation plans were prepared and showed a 40-foot fire truck adequately accessing, circulating, and exiting the site. Forty feet is also the maximum dimension of the RV storage spaces.

The impact would be less than significant, and no mitigation is required.

d. Would the project result in inadequate emergency access?

No Impact. As discussed above, the project access is designed to provide adequate driveway/access site distance and is designed to provide adequate circulation and movement for large vehicles. Therefore, the project provides adequate emergency access, and there would be no impact.

2.4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation 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, 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:				
i. 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	☐	☐	☒	☐
ii. 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.	☐	☒	☐	☐

Environmental Setting

The project site is an undeveloped fallow agricultural field and is bordered to the north by agricultural fields and ground-mounted solar panels, to the east by an orchard, to the south by retail shopping and Miller Slough, and to the west by access points for East 6th Street and Camino Arroyo, and U.S. Route 101. The site topography is flat at approximately 200 feet elevation (amsl). There are no structures on the property, nor trees or bushes. Vegetation consists of non-native weedy plants, and the site is mowed or tilled regularly for fire control. A drainage runs north-south east of the project site. Powerline poles exist are present at the northwest corner outside the project site.

The project site is located within a low to moderate sensitivity area and an archaeological survey is required as identified on Figure 3.5-1 of the General Plan EIR (City of Gilroy 2020a). Donna Beddow, senior archaeologist with Harris & Associates, conducted the survey on August 17, 2023. The goal of this survey was to provide a constraints-level survey to identify the location of any cultural resource that may be present on site. The survey was conducted in 5- to 10-meter segments. The project site is undeveloped and covered in disturbed habitat. Dumping on site is evident, and visibility was fair due to dense vegetation. The survey area was relatively level and greater assessment was focused on open areas.

Historical topographic maps and historical aeriels were reviewed from 1952 to 2020 (1952, 1953, 1956, 1968, 1980, 1981, 1982, 1987, 1993, 1998, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020). From 1952 through 1993, the project site was in agricultural use; however, by 1998 it was fallowed.

Impact Analysis

- a. **Would the project 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, 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:**
 - i. **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**

Less Than Significant Impact. The project site is not listed on or eligible for listing on the California Register of Historical Resources or a local register of historical resources as defined in Public Resources Code, Section 5020.1(k). Therefore, the impact would be less than significant, and no mitigation is required.

- ii. **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.**

Less Than Significant with Mitigation Incorporated. No tribal cultural resources were identified during the cultural survey, and previously recorded resources were not located within the APE. The APE has been disturbed and used as agricultural lands/use from 1952 through 1993 and has been fallowed with routine mowing and tilling since 1998.

However, the project proposes excavation to a depth of approximately 1-5 feet below ground surface. Therefore, construction activities associated with the Project could have the potential to significantly impact unknown tribal cultural resources. Impacts would be considered less than significant with the implementation of **Mitigation Measure TCR-1**.

Mitigation Measures

- TCR-1 Implement Protocol for Unanticipated Discovery of Tribal Cultural Resources.** If cultural resources of Native American origin are identified during project construction the construction contractor shall cease all earth-disturbing work within 50 feet of the find and desist until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. Staking of the area of discovery shall be implemented with stakes no more than 10 feet

apart, forming a circle having a radius of no less than 100 feet from the point of discovery. If the City, in consultation with local Native American Tribes, determines that the resource is a tribal cultural resource and thus significant under the California Environmental Quality Act, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American groups. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist.

2.4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

- Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**
- Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**
- Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less Than Significant Impact. The project would include the construction of a 57,671 square self-storage facility. The project will connect to City water and sewer connections, as there is one restroom within the office building. Electricity will be provided by Pacific Gas & Electric (PG&E), to power the exterior and interior lighting, access gate, and accessory uses. The project will not require the relocation of or expanded water, sewer, electricity, natural gas or telecommunication distribution lines. The project will not require extensive amounts water supply, as only one restroom

is being developed and landscaping will not require water usage above the prior agricultural uses (now fallow) of the project site. Therefore, any potential impact will be less than significant.

- d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**
- e. Would the project Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

Less Than Significant Impact. Solid waste disposal would be provided by Waste Management, and the operational component of the project would not result in a substantial increase of solid waste production over the previously permitted use of the site. Any excess construction materials from the proposed project would be hauled to landfill, and the amount of construction waste produced would not affect the permitted landfill capacity. Therefore, the project would not result substantial impacts to solid waste, and will comply with all applicable federal, state, and local management regulations pertaining to solid waste; therefore any potential impacts will be less than significant.

2.4.20 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 with Mitigation 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 a 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?	☐	☐	☐	☒

Impact Analysis

See Section 2.2.

2.4.21 Mandatory Findings of Significance

Does the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have the potential to substantially 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. 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. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Impact Analysis

- a. **Does the project have the potential to substantially 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact. As discussed in this Initial Study, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to the environmental factors or topics addressed. Regarding biological resources, potential impacts to sensitive plant and/or wildlife species could occur as a result of this proposed project yet would be reduced to a less than significant level by implementing the mitigation measure as described in Section 2.4.4, Biological Resources.

- 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)?**

Less Than Significant Impact. As discussed in this Initial Study, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to the environmental factors or topics addressed. While the proposed development could result in minor impacts which inherently contribute to cumulative impacts in some instances, the project would not result in substantial long-term environmental impacts and, therefore, would not contribute to cumulative environmental changes that may occur due to planned and pending development. Further, potential impacts of the project would be less than significant or mitigated to less than significant and thus would not be cumulatively considerable.

- c. **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant with Mitigation Incorporated. Effects on human beings are generally associated with impacts related to issue areas such as aesthetics, air quality, geology and soils, noise, hazards and hazardous materials, traffic, and wildfire. As discussed in Section VI., Environmental Checklist, of this Initial Study, the project would have less than significant impacts related to aesthetics, air quality, geology and soils, noise, hazards and hazardous materials, traffic and wildfire. Therefore, as proposed, analyzed, and mitigated in this Initial Study, the project would not cause substantial adverse effects on human beings, either directly or indirectly.

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Section 3 List of Preparers

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Cindy McCormick

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GILROY BICYCLE PEDESTRIAN ADVISORY COMMITTEE

November 15, 2023

Re: Initial Study/Mitigated Negative Declaration (MND)

Project Number: AS 22-19, CUP 22-04

Project Title: StorQuest Self-Storage

Project Applicant: William Warren Properties, Inc. c/o Bob Donnelly

Project Location: Gilman Road @ Camino Arroyo, Gilroy CA 95020

Assessor Parcel No. APN 841-018-086

Cindy McCormick,

Thank you for the opportunity to respond to the StorQuest Self-Storage Initial Study/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.

This project should include a robust Transportation Demand Management (TDM) Program (serving on-site staff, storage space customers, RV drop-off customers) that leverages nearby transit, bike lanes, and walking routes to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions. If this is to serve the local community, then we should encourage the customers of the 41 RV sites to use alternative transportation when picking up and dropping off their RV's. 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 advocate that all new construction incorporate an all-electric model and be fossil fuel free in order to reduce greenhouse gas emissions.

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 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.

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 the Gilroy staff for their great analysis and recommendations.

We have the following recommendations and comments based on the StorQuest Self-Storage Initial Study/Mitigated Negative Declaration (MND), Hexagon's Trip Generation Evaluation and Vehicle Miles Traveled (VMT) Assessment, and our General Plan 2040 Mobility-

REACH Code for Electric Vehicle (EV)- Gilroy's 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.

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 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.

Trip Generation Evaluation and Vehicle Miles Traveled (VMT) Assessment- We agree with the following recommendations, and support the City of Gilroy implementing their own Bike Parking Ordinance and VMT/TDM Ordinance so that future developments don't have to continue to rely on VTA.

The project is required to implement full site frontage improvements, including driveways, curb ramps, planned bike lanes, and sidewalks. City guidelines require 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. With implementation of the proposed frontage improvements along Gilman Road, including a pedestrian access to the project site from the proposed sidewalks on Gilman Road, a pedestrian connection would be provided between the project site and the surrounding commercial areas.

Recommend Shower, Locker, & Dressing Facilities- Provide employee showers and dressing areas. Provide dressing rooms and one personal 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.

Recommended Bike Parking- Provide a minimum of 10 short-term inverted "U" bike parking spots (based on VTA's Industrial Bike Parking Standards of 1 per 5,000 sqft) and 1 long-term bike parking spot (based on VTA's Industrial Bike Parking Standards of 1 per 20 employees).

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 the bike parking. This would add to the current network throughout the City.
<https://www.dero.com/product/fixit/>

Greenhouse Gas (GHG) Recommended Mitigations- We recommend no permanent natural gas infrastructure shall be permitted as part of the project improvement plans; no natural gas shall be made available through permanent natural gas infrastructure. The project shall be all electric. 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 included in the project. We agree with

these mitigations to reduce the negative impacts on our environment, reduce GHG emissions, and encourage a solar plus battery system to power the project.

Mobility 5.3- Promote Non-Auto Modes of Transportation Consider offering incentives as part of a multimodal system approach, for projects that incorporate travel demand management techniques and promote transit ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions. We disagree with Hexagon's recommendation that this is a small project and doesn't require a Vehicle Miles Traveled (VMT) analysis. Gilroy has the vision that the glass is half full, and we have the ability to innovate and adapt to programs that will further reduce our VMT. Gilroy has budgeted and will implement our own TDM/VMT policy. In 2023 we should not be "sweeping" climate impacts and transportation impacts under the rug by deeming their impact will be significant and unavoidable. It takes a combination of all-electric construction and VMT reductions to mitigate the negative impacts to our environment. We have solutions that work, including interacting with transit agencies, to bring more frequent transit to areas along Camino Arroyo that are seeing an increase in development. This takes innovation through policies and programs that we have.

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:

- 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 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 or a pool of e-bikes for rideshare in a central hub for the project.¹
- Provide updated city 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 Endeavour Storage New Warehouse 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,

¹ https://svcleanenergy.org/wp-content/uploads/CityChrysalis_FinalReport_29Mar2022_digital.pdf

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,

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



Community Development Department

Sharon Goei
DIRECTOR

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DATE: December 7, 2023

TO: Planning Commission

FROM: Sharon Goei, Community Development Director

SUBJECT: Acceptance of the 2024 Planning Commission Meeting Schedule

RECOMMENDATION

Accept the 2024 Planning Commission meeting schedule.

BACKGROUND

Gilroy City Charter Section 904 requires that each board or commission shall hold regular meetings at least once each month and such special meetings as such board or commission may require.

ANALYSIS

The Planning Commission meets regularly on the first Thursday of each month at 6:00 PM. If a regular meeting falls on a holiday, it is rescheduled to the following Thursday. Special meetings are scheduled on the third Thursday of the month.

Attached to the report is a proposed schedule of 2024 regular and special Planning Commission meetings following these guidelines.

Note that the January 4, 2024 regular meeting is rescheduled to the following Thursday on January 11, 2024, due to the winter holidays.

The March 7, 2024 regular meeting is rescheduled to the following Thursday on March 14, 2024, due to the League of California Cities Planning Commissioners Academy taking place from March 6 – 8, 2024. Staff proposes rescheduling the meeting to provide Commissioners with the opportunity to attend the Academy.

The July 4, 2024 regular meeting, being on the Independence Day holiday, is rescheduled to the following Thursday on July 11, 2024.

Staff recommends that the Planning Commission consider and accept the 2024 meeting schedule.

Attachment: 2024 Planning Commission meeting schedule

PLANNING COMMISSION 2024 MEETING SCHEDULE

**First Thursday of each month at 6:00 PM
Gilroy City Council Chambers
7351 Rosanna Street, Gilroy, CA 95020**

January 11, 2024

Substitutes the first regular meeting of the month
Rescheduled from January 4, 2024 due to the winter holidays

January 18, 2024*

February 1, 2024

February 15, 2024*

March 14, 2024

Substitutes the first regular meeting of the month
Rescheduled from March 7, 2024 due to Planning Commissioners Academy

March 21, 2024*

April 4, 2024

April 18, 2024*

May 2, 2024

May 16, 2024*

June 6, 2024

June 20, 2024*

July 11, 2024

Substitutes the first regular meeting of the month
Rescheduled from July 4, 2024 due to Independence Day holiday

July 18, 2024*

August 1, 2024

August 15, 2024*

September 5, 2024

September 19, 2024*

October 3, 2024

October 17, 2024*

November 7, 2024

November 21, 2024*

December 5, 2024

December 19, 2024*

** Second date reserved for special meetings*



Community Development Department

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TO: Planning Commission
FROM: Sharon Goei, Community Development Director
Kraig Tambornini, Senior Planner
DATE: December 7, 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 November 2, 2023 meeting.ⁱ

APPROVED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
11/21/2023	AS 22-27	8815 Forrest Avenue	An extension of time only was granted for previous approval of new industrial building in the M1 Murray Las Animas Overlay zone district

DENIED	PROJECT #	LOCATION	PROJECT NAME & DESCRIPTION
None			

AS = Architectural and Site Review
VMD = Minor Deviation

The current status of other planning projects is available online at:
<https://www.cityofgilroy.org/298/Development-Activity-Projects>

ⁱ Submitted in conformance with Gilroy Municipal Code Sections 30.50.20(b) and 30.50.46