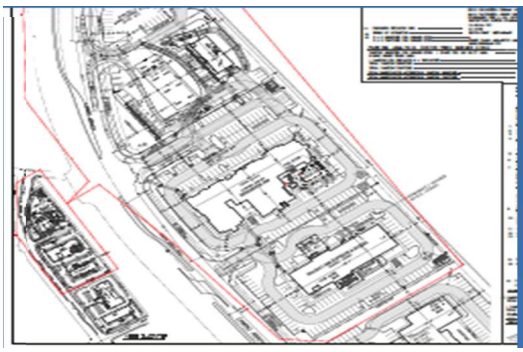
Public Review Mitigated Negative Declaration

# Gilroy Square Project

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

January 2023






Prepared by

EMC Planning Group

PUBLIC REVIEW MITIGATED NEGATIVE DECLARATION

# GILROY SQUARE PROJECT

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


**PREPARED FOR**

**City of Gilroy**

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January 2023



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# Community Development Department
# Planning Division (408) 846-0440

## MITIGATED NEGATIVE DECLARATION

City of Gilroy
7351 Rosanna St.
Gilroy, CA 95020

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

**Project Description:**

**Name of Project**: Gilroy Square

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

**Project Location:**

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

**Entity or Person(s) Undertaking Project:**

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

**Initial Study:**

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

**Findings & Reasons:**

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

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

**Air Quality**

Refer to Mitigation Measure GHG-1.

**Biological Resources**

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

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

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

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

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

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

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

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

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

**Geology and Soils**

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

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

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

**Greenhouse Gas Emissions**

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

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

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

GHG-2 The applicant shall:

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

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

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

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

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

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

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

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

**Hydrology and Water Quality**

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

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

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

**Noise**

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

Date Prepared: January 2023

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

Date Adopted by City Council:

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

PUBLIC REVIEW INITIAL STUDY

# GILROY SQUARE PROJECT

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


PREPARED FOR

**City of Gilroy**

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January 2023


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# A. BACKGROUND

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

## Setting

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

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

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

## Background

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

## Description of Project

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

### *Tentative Subdivision Map*

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

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

### *Architectural and Site Review*

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

**Table 1 Development Summary**

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

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

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

### *Infrastructure Improvements*

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

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

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

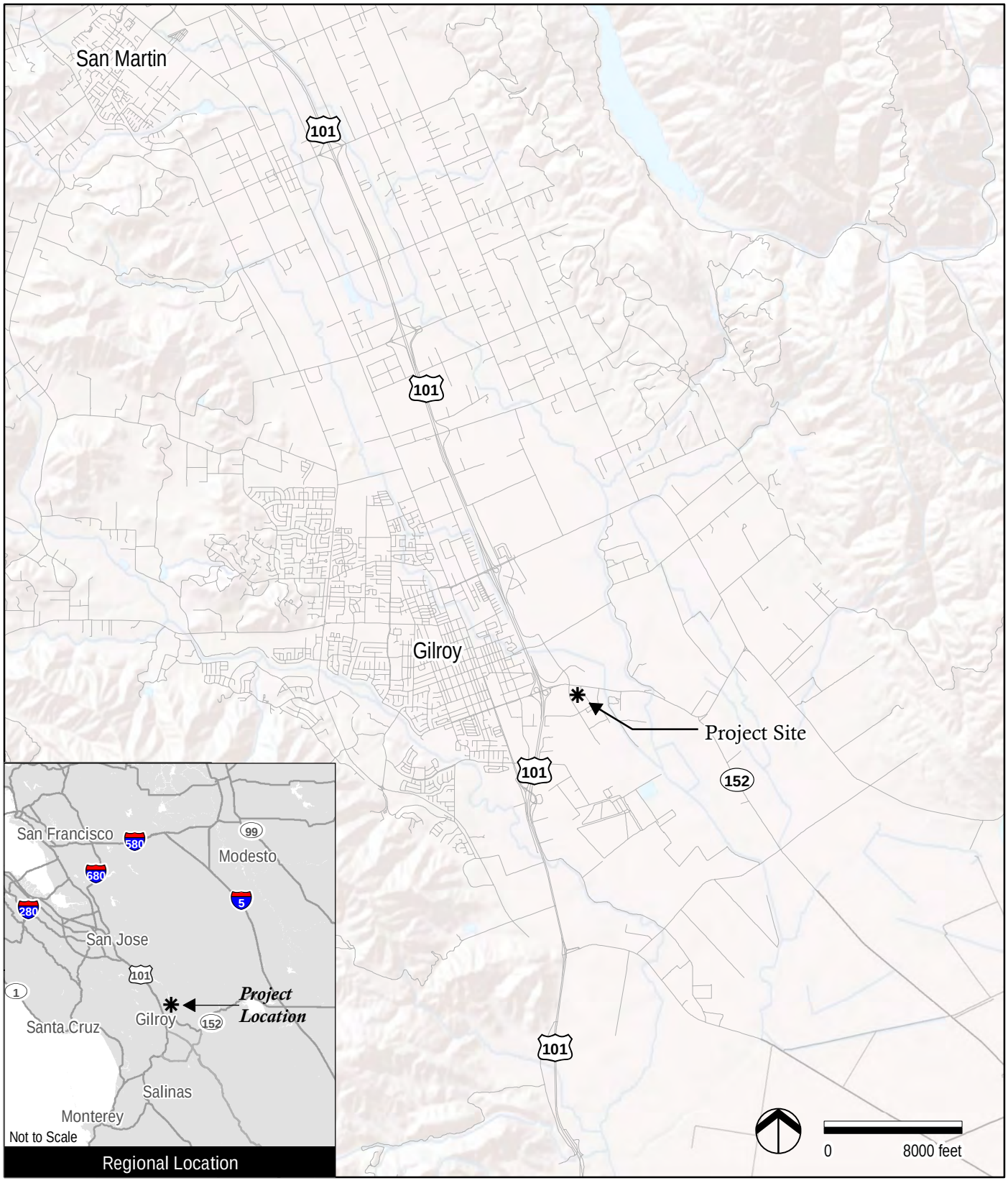
## Other Public Agencies Whose Approval is Required

Regional Water Quality Control Board

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

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

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



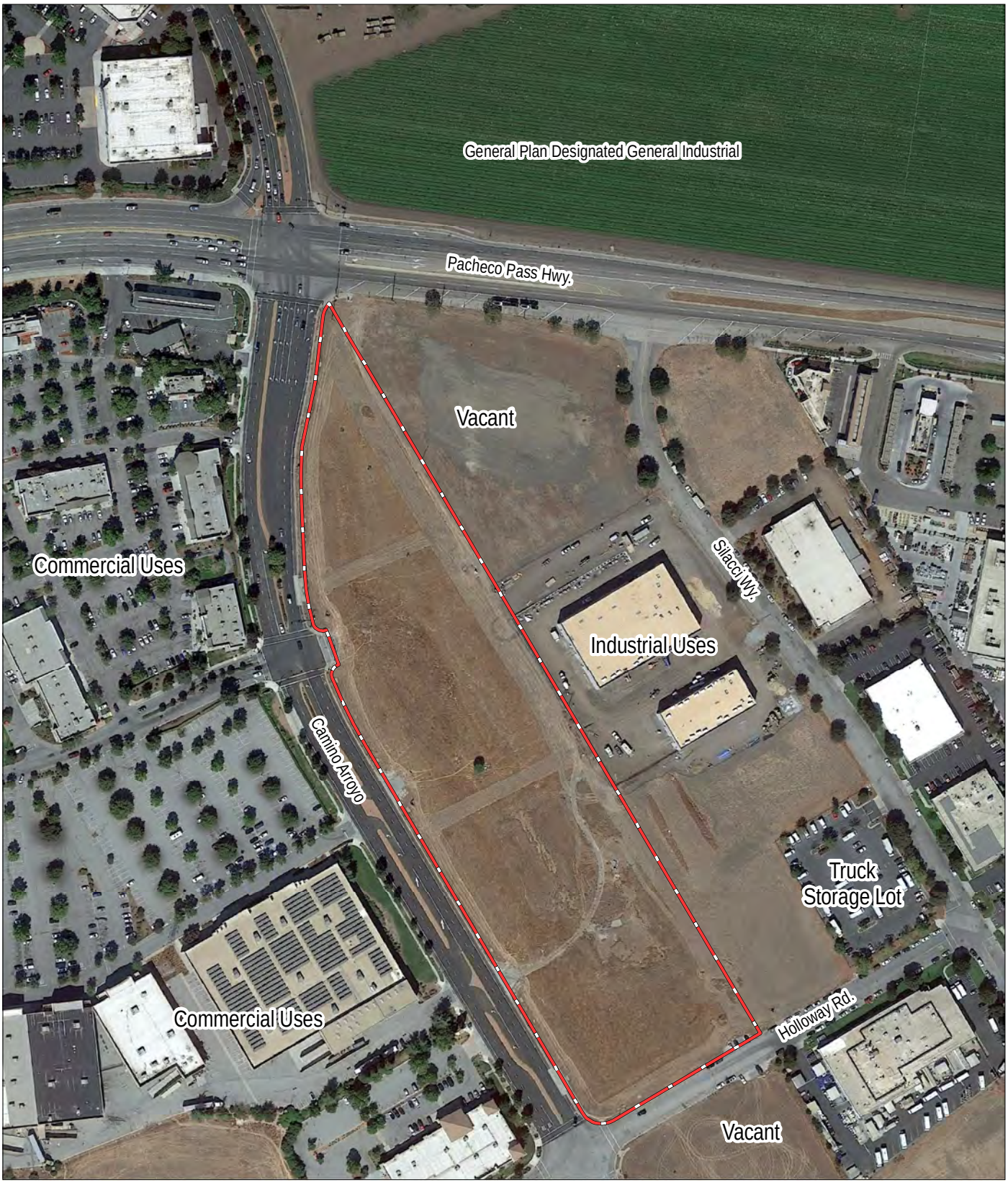

Source: ESRI 2014

Figure 1

# Location Map

Gilroy Square Initial Study

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0 250 feet

Project Site

Source: Santa Clara County GIS 2022, Google Earth 2022

Figure 2

# Aerial Photograph

Gilroy Square Initial Study

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



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




Project Site

Source: Google Earth 2022
Photographs: EMC Planning Group 2022



3 On Camino Arroyo facing northeast across the project site.

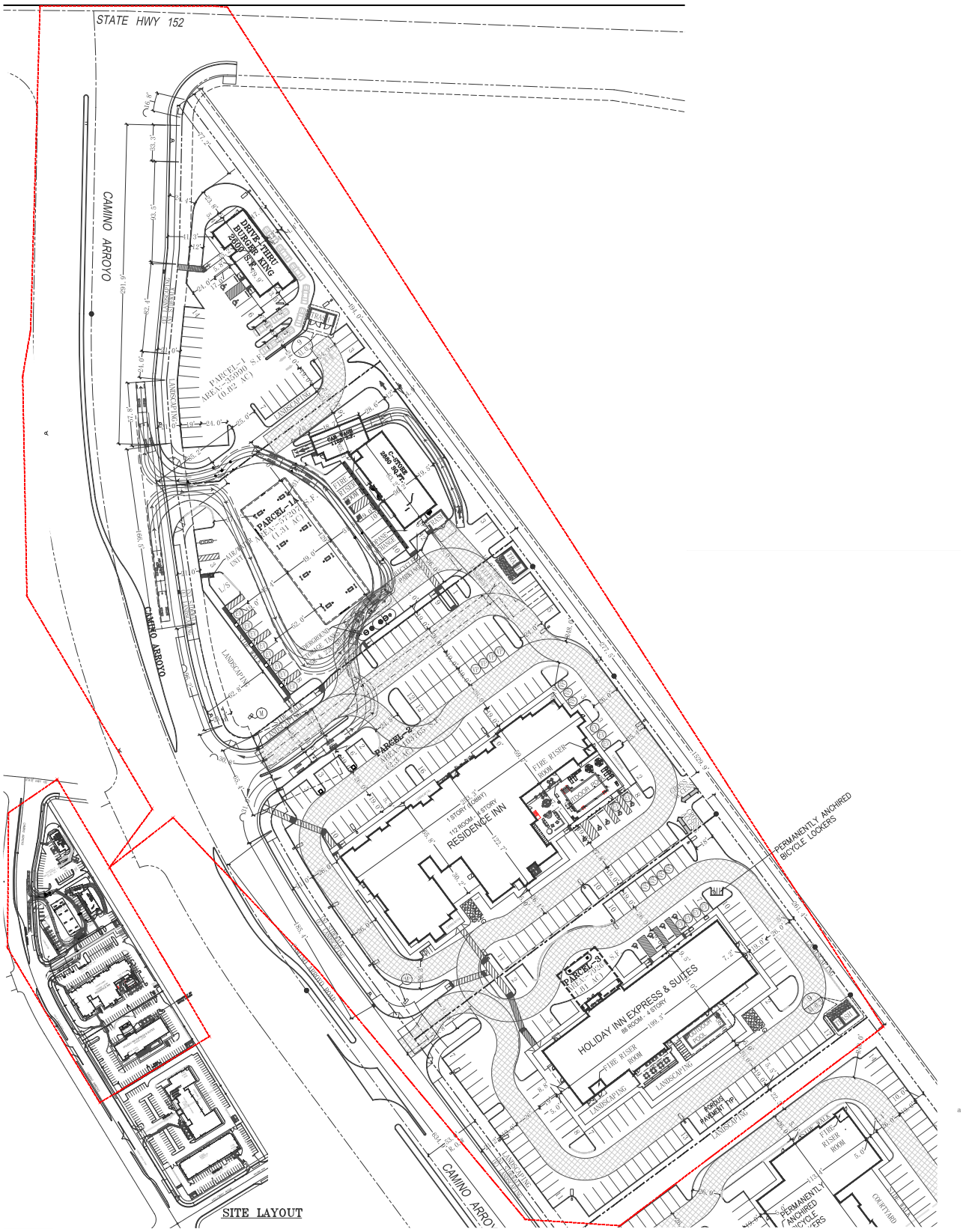


4 On Holloway Road facing northwest across the project site.

Figure 3
# Site Photographs

Gilroy Square Initial Study

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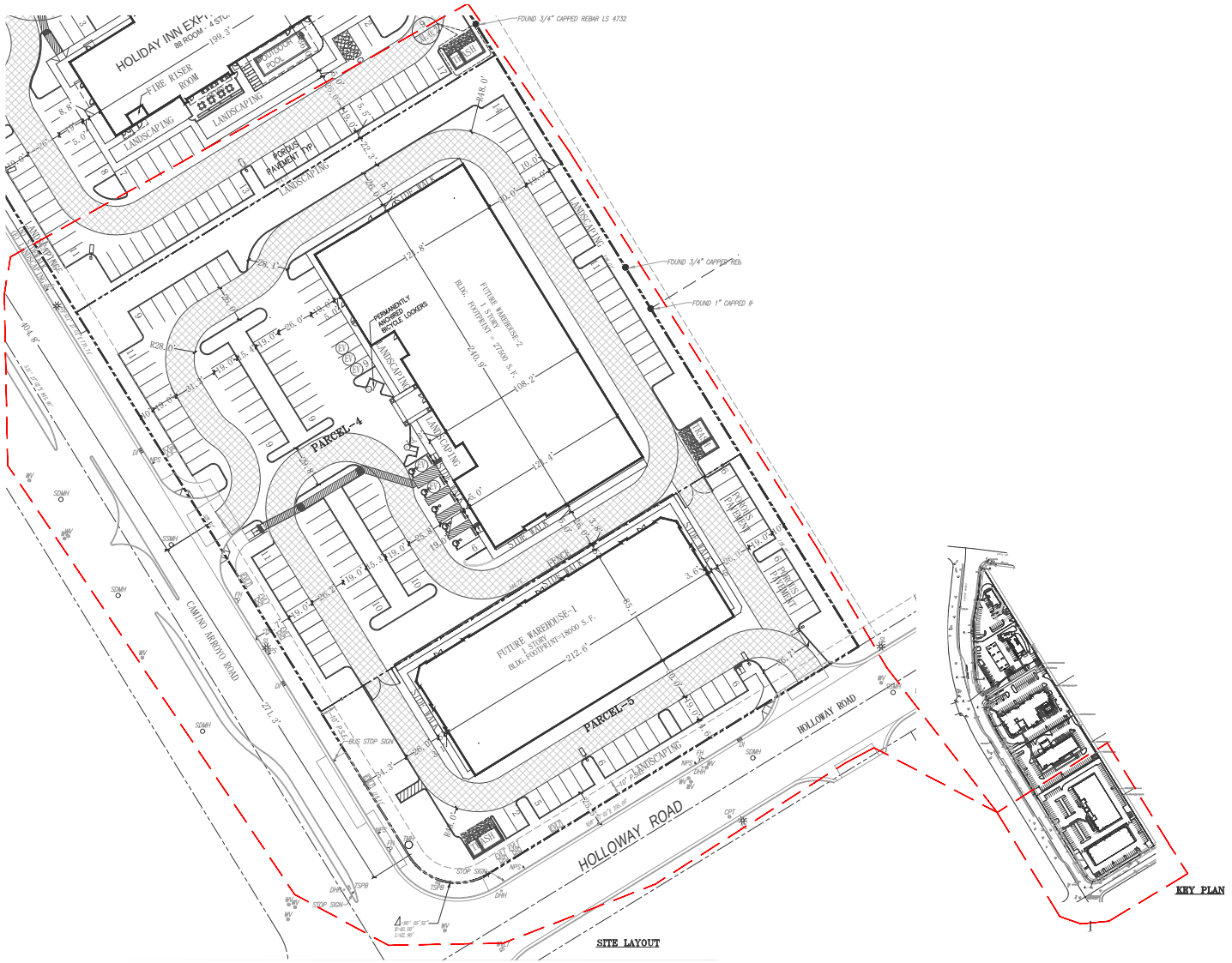
Source: ACE Design 2022

Figure 4

# Site Plan (Northern)

Gilroy Square Initial Study

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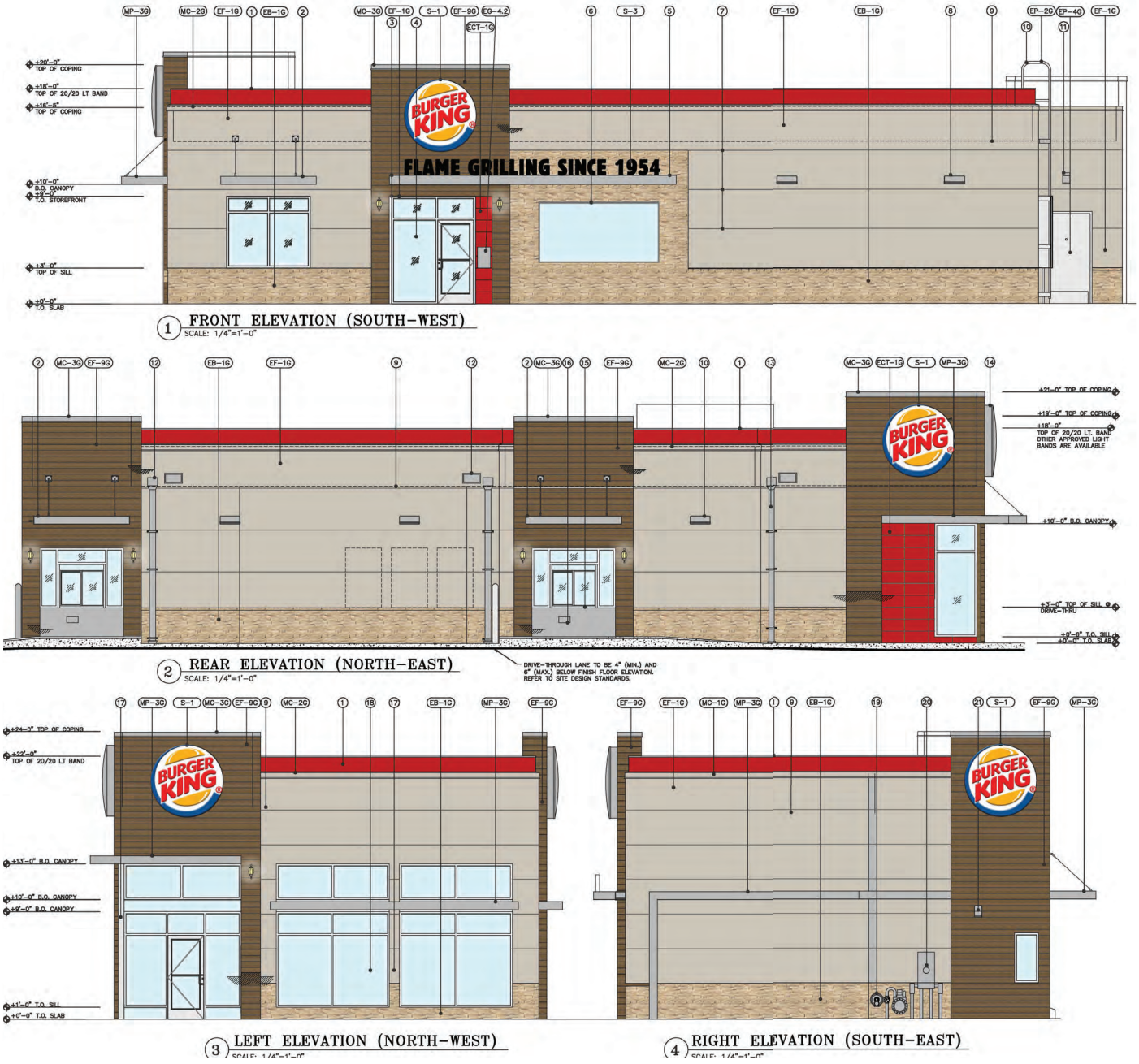

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Source: ACE Design 2022

Figure 5
Site Plan (Southern)

Gilroy Square Initial Study

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Source: ACE Design 2022

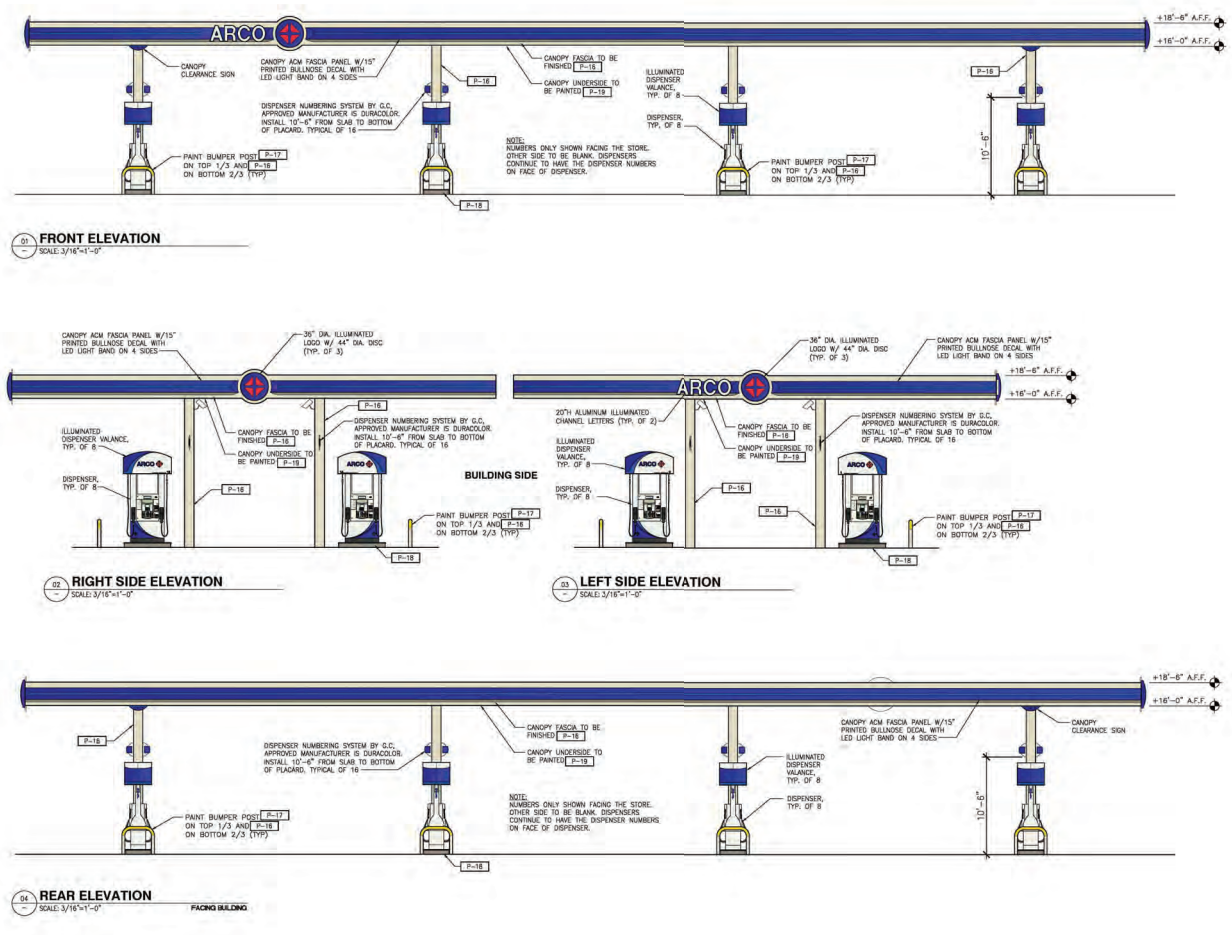
Figure 6

# Lot 1 Elevations

Gilroy Square Initial Study

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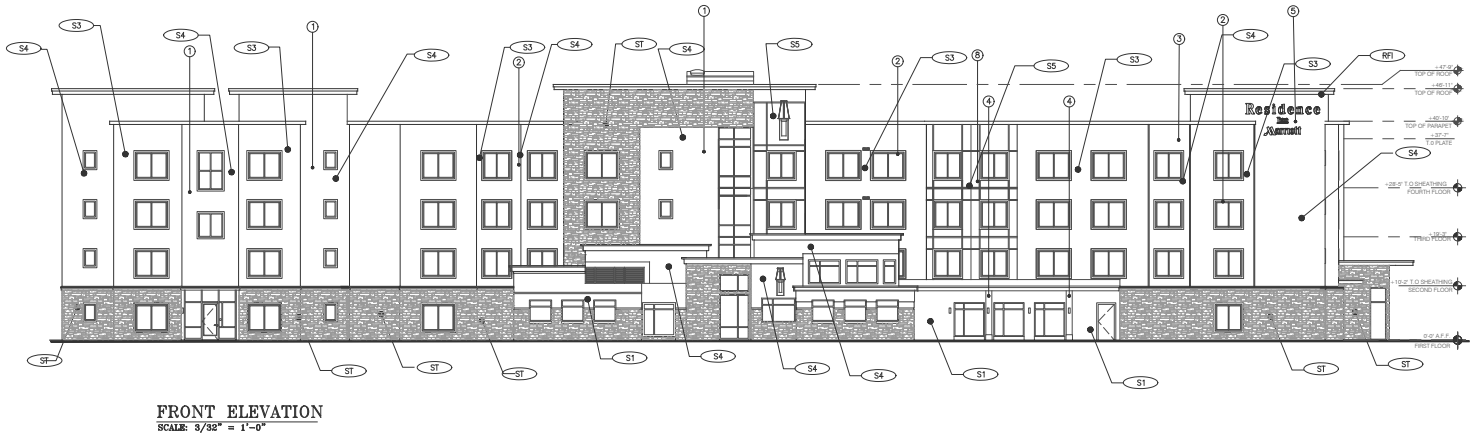

Source: ACE Design 2022

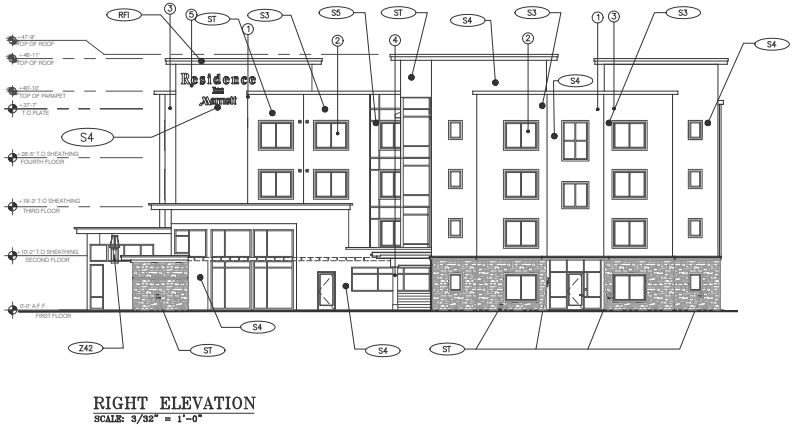
Figure 7

# Lot 1a Elevations

Gilroy Square Initial Study

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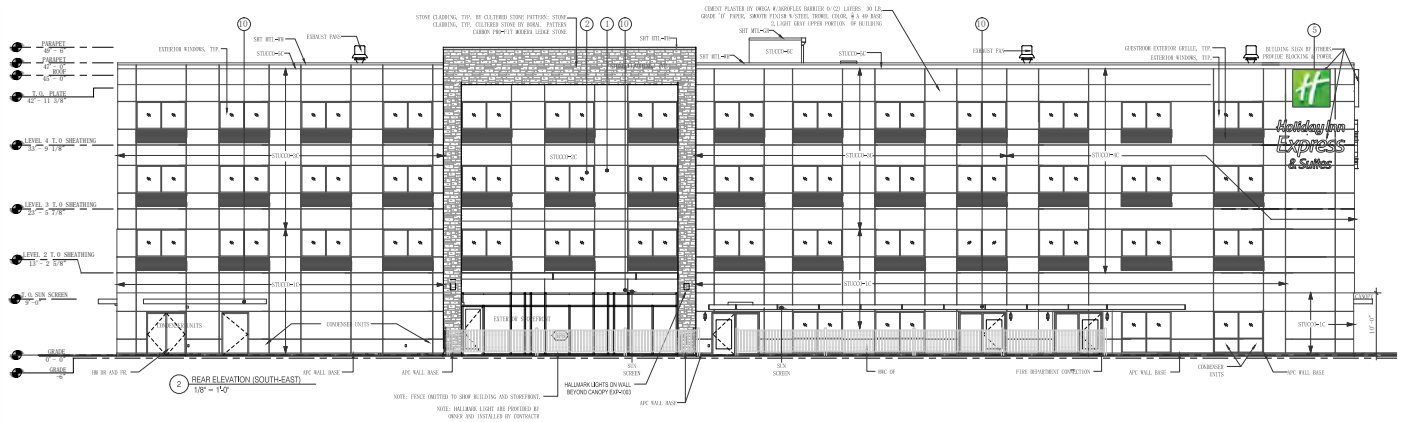


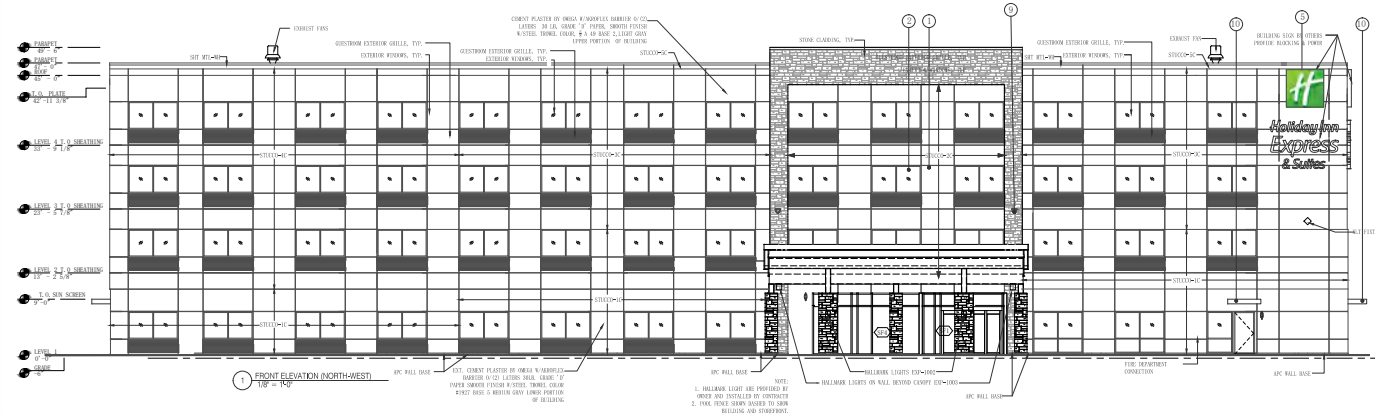




Source: ACE Design 2022

Figure 8
Lot 2 Elevations

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Source: ACE Design 2022

Figure 9
Lot 3 Elevations

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# B. Environmental Factors Potentiall Affected

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

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

# C. DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

_____ _____

Kraig Tambornini, Senior Planner Date

# D. Evaluation of Environmental Impacts

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

## Notes

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

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

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

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

8. The explanation of each issue identifies:

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

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

# 1. AESTHETICS

Would the project:

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

## Comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

# 2. AGRICULTURE

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

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

## Comments:

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

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

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

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

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

# 3. AIR QUALIT

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

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

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

## Comments:

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

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

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

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

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

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

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

SOURCE: BAAQMD 2017, CalGreen 2022

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

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

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

**Table 3 San Francisco Bay Area Air Basin Attainment Status**

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

SOURCE: Bay Area Air Quality Management District 2017a

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

**Table 4 Thresholds of Significance for Criteria Air Pollutants**

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

SOURCE: Bay Area Air Quality Management District 2017b

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

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

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

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

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

**Table 5 Unmitigated Operational Criteria Air Pollutant Emissions**

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

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

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

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

# 4. BIOLOGICAL RESOURCES

Would the project:

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

## Comments:

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

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

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

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

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

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

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

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

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

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

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

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

### *Mitigation Measure*

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

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

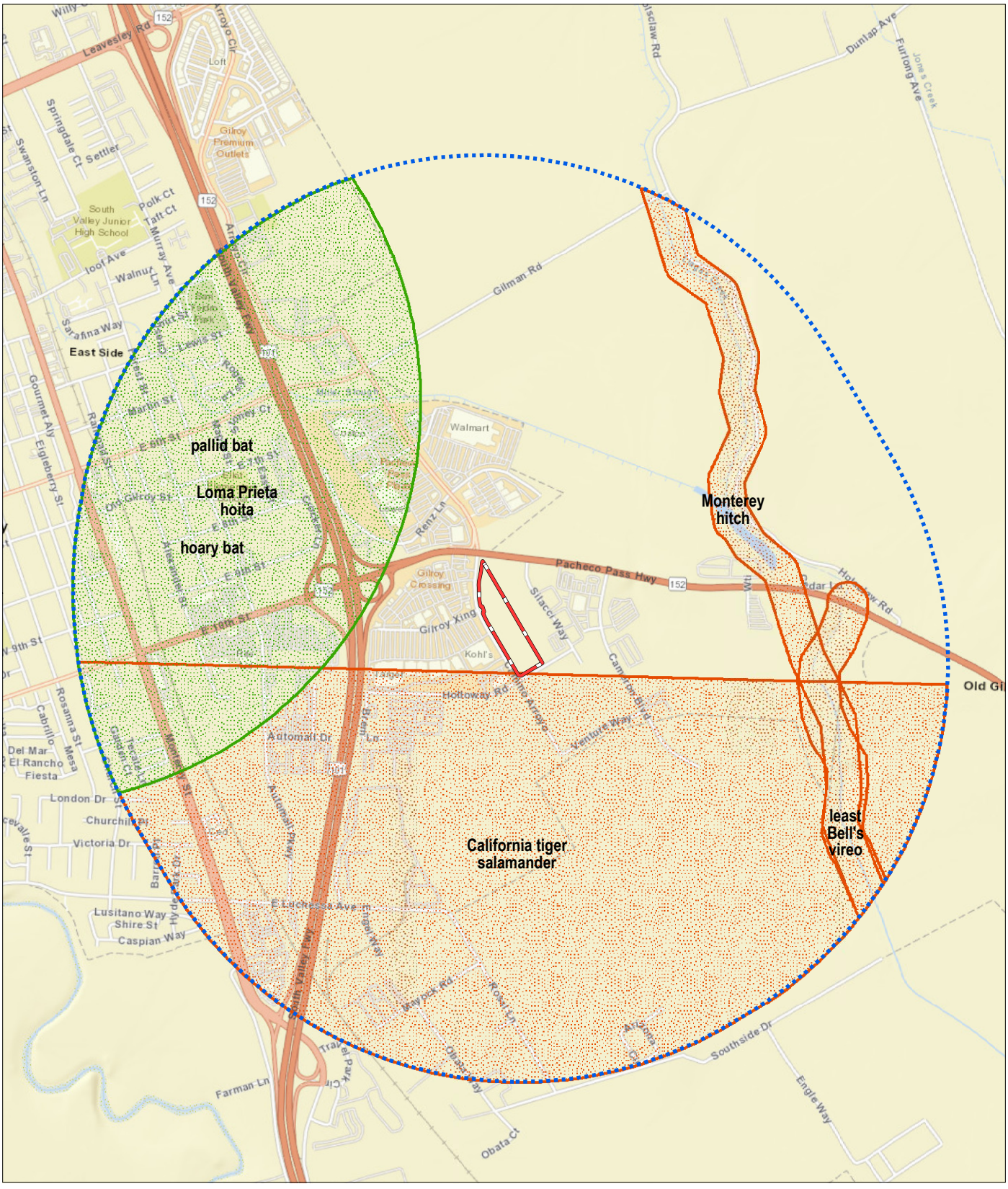



Figure 10

# Special-Status Species Recorded in the Project Vicinity

Gilroy Square Initial Study

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

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

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

### *Mitigation Measure*

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

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

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

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

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

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

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

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

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

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

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

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

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

# 5. CULTURAL RESOURCES

Would the project:

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

## Comments:

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

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

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

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

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

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

**Standard Condition of Approval**

In the event of an accidental discovery of archaeological resources during grading or construction activities, Developer shall include the following language on any grading, site work, and construction plans issued for the project site:

"If archaeological or cultural resources are discovered during earth-moving, grading, or construction activities, all work shall be halted within at least 50 meters (165 feet) of the find and the area shall be staked off immediately. The monitoring professional

archaeologist, if one is onsite, shall be notified and evaluate the find. If a monitoring professional archaeologist is not onsite, the City shall be notified immediately and a qualified professional archaeologist shall be retained (at Developer's expense) to evaluate the find and report to the City. If the find is determined to be significant, appropriate mitigation measures shall be formulated by the professional archaeologist and implemented by the responsible party."

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

**Standard Condition of Approval**

In the event of an accidental discovery or recognition of any human remains, Developer shall include the following language in all grading, site work, and construction plans:

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

# 6. ENERG

Would the project:

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

## Comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# 7. GEOLOG AND SOILS

Would the project:

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

## Comments:

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

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

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

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

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

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

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

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

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

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

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

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

### *Mitigation Measure*

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

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

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

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

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

### *Mitigation Measure*

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

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

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

# 8. GREENHOUSE GAS EMISSIONS

Would the project:

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

## Comments:

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

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

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

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

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

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

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

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

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

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

1. Buildings:

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

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

2. Transportation:

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

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

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

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

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

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

*OR*

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

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

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

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

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

**Table 6 Consistency with GHG Reduction Performance Standards**

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

Source: EMC Planning Group 2022

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

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

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

*Mitigation Measures*

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

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

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

GHG-2 The applicant shall:

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

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

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

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

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

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

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

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

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

# 9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

## Comments:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 10. HYDROLOGY AND WATER QUALITY

Would the project:

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

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

## Comments:

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

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

### *Mitigation Measure*

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

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

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

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

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

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

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

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

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

### *Mitigation Measure*

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

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

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

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

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

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

### *Mitigation Measure*

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

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

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

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

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

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

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

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

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

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

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

# 11. LAND USE AND PLANNING

Would the project:

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

## Comments:

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

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

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

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

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

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

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

# 12. MINERAL RESOURCES

Would the project:

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

## Comments:

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

# 13. NOISE

Would the project:

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

## Comments:

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

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

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

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

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

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

### *Operational Activities*

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

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

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

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

### *Mitigation Measure*

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

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

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

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

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

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

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

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

### *Construction Activities*

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

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

**Standard Condition of Approval**

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

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

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

# 14. POPULATION AND HOUSING

Would the project:

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

## Comments:

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

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

# 15. PUBLIC SERVICES

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

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

## Comments:

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

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

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

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

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

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

# 16. TRANSPORTATION/TRAFFIC

Would the project:

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

## Comments:

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

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

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

### *VMT Thresholds*

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

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

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

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

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

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

### *VMT Evaluation*

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

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

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

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

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

# 17. TRIBAL CULTURAL RESOURCES

Would the project:

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

## Comments:

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

# 18. UTILITIES AND SERVICE S STEMS

Would the project:

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

## Comments:

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

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

**Table 7 Wastewater Generation**

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

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

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

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

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

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

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

**Table 8 Water Demand**

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

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

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

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

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

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

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

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

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

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

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

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

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

# 19. WILDFIRE

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

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

## Comments:

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

# 20. MANDATOR FINDINGS OF SIGNIFICANCE

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

## Comments:

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

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

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

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

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# Project Plans

A

APPENDIX

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




NORTH

60 0 30 60

SCALE 1" = 60'

## LEGEND:

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

Date: JULY 17, 2021

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

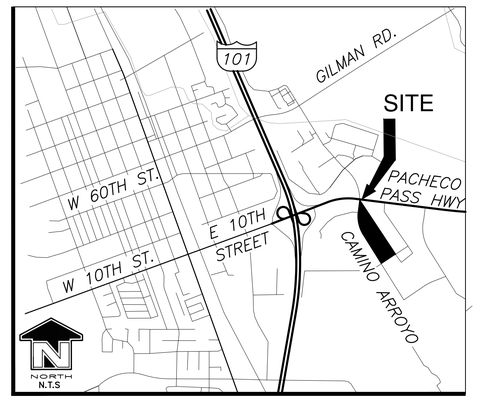
Site Address: 6970 CAMINO ARROYO

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

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

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

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




VICINITY MAP

REVISIONS

| NO. | DESCRIPTION | DATE | BY |
|---|---|---|---|
| | | | |

BENCH MARK BM 965 ELEV. 219.83' (NAVD88)

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

FIELD BOOK

SCALE: 1" = 60'

CITY OF GILROY

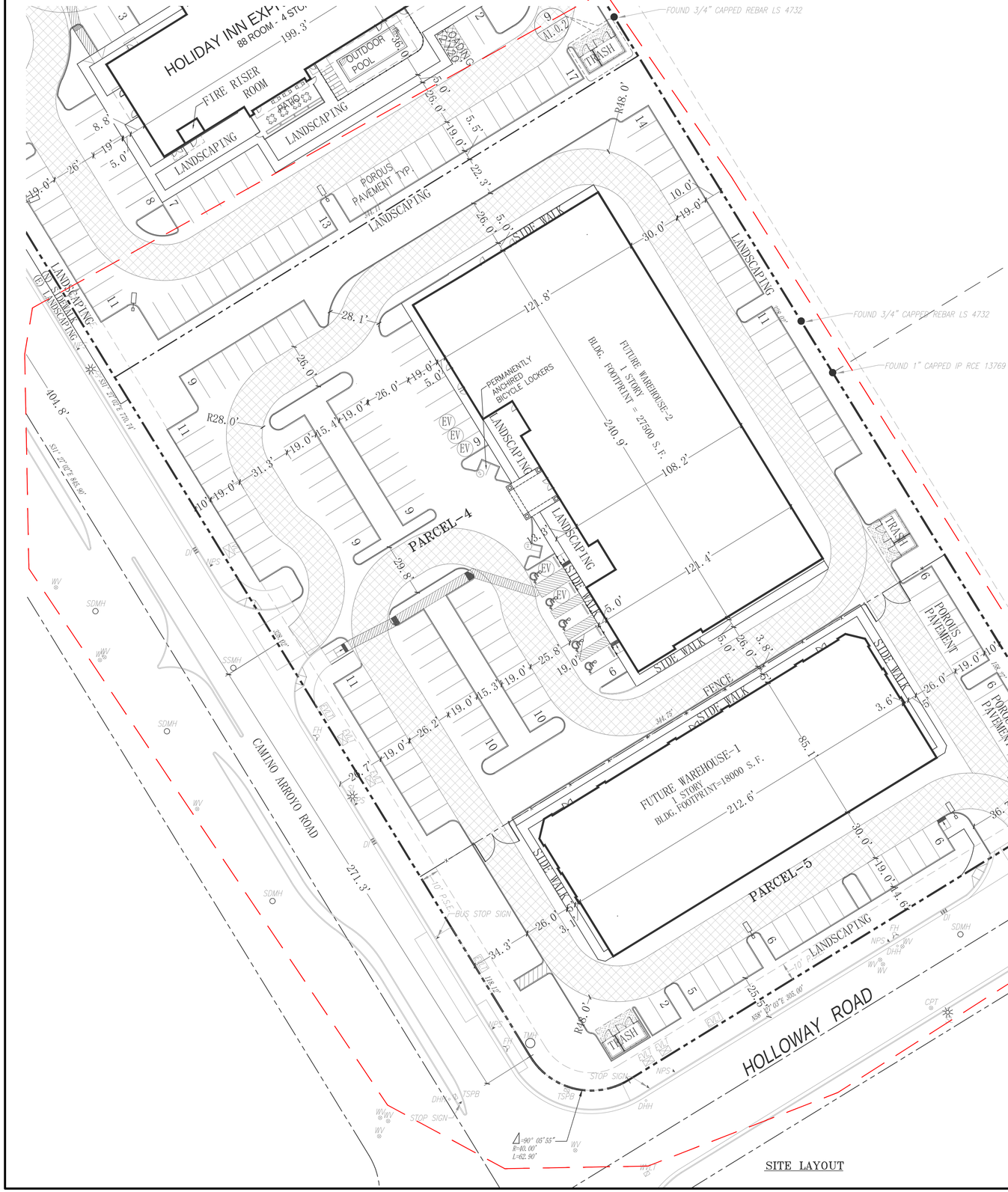
DRAWN BY: J.L./DH DATE 7/17/2022 | DESIGNED BY: DATE | PROJECT MANAGER B.L. | R.C.E. 55812 DATE 7/17/2022

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

CALL BEFORE YOU DIG 800-227-2600

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

SHEET 1




## PROJECT DATA(FUTURE WAREHOUSE-1)

ASSESSOR'S PARCEL NUMBER : 841-70-049
ADDRESS: FUTURE WAREHOUSE-1, 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION: FUTURE WAREHOUSE
ZONING : COMMERCIAL
JURISDICTION : CITY OF GILROY
DESIGNATION : COMMERCIAL

## CODE ANALYSIS

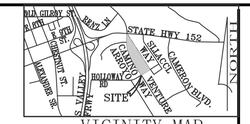
1. OCCUPANCY CLASSIFICATION: M OCCUPANCY
2. TYPE OF CONSTRUCTION: VA
3. FIRE SPRINKLERS: YES(NFPA 13)
4. HEIGHT (MAXIMUM)
   ACTUAL : 29'-10" (TOP OF RIDGE)
   ALLOWABLE: 70' M TABLE 504.3
5. STORIES (MAXIMUM)
   ACTUAL : 1 ALLOWABLE: 4
6. PARCEL-5 AREA:
   PARCEL-5 SITE AREA 54228 S.F. (1.245 AC)
7. LOT COVERAGE (FUTURE WAREHOUSE)
   PARCEL-5 SITE AREA 54228 S.F. (1.245 AC)
   PROVIDED LANDSCAPE AREA 13637 S.F. (25.15%)
   BUILDINGS FOOTPRINT 18000 S.F. (33.19%)
   TOTAL PAVED AREA 22591 S.F. (41.66%)
   BUILDING AREA BREAKDOWN
   FUTURE WAREHOUSE FLOOR AREA 18000 S.F.
8. EXIT ON 1ST FLOOR:
   REQUIRED: 2 PROVIDED: 6 (FOR PRIMARY OCCUPANTS)
9. REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY: NO (TABLE 602)
10. FIRE RESISTIVE CONSTRUCTION REQUIREMENTS: YES
11. SPECIAL INSPECTIONS REQUIRED: YES
12. CODE YEAR/TYPE : 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
13. PROPOSED BUILDING USE: FUTURE WAREHOUSE
14. HOURS OF OPERATION: 24 HOURS
15. F.A.R REQUIRED FOR FUTURE WAREHOUSE-1 : 2
    F.A.R PROVIDED FOR FUTURE WAREHOUSE-1 : GROSS FLOOR AREA/SITE AREA 18000/54228=0.33

## PARKING ANALYSIS FOR FUTURE WAREHOUSE:

PARKING REQUIRED FOR FUTURE WAREHOUSE-1 : 1 SPACE PER 350 SQ FT AREA @18000 SQ FT GROSS FLOOR AREA — 52 SPACES
PROPOSED CAR PARKING SPACES — 31 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: — = 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: — = 2 SPACES

## LEGEND:

- PROPERTY LINE
- PARKING STRIPS
- CENTER LINE
- BLDG LINE
- ACCESSIBLE AISLE
- FIRE ACCESS ROUTE
- LIGHTING SINGLE HEAD POLE LIGHT
- FDC — FIRE DEPARTMENT CONNECTION
- TRUNCATED DOMES
- TRUCK ROUTE
- VP — PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
- EV — ELECTRICAL VEHICLE CHARGING STATION
- PROPOSED ACCESSIBLE ROUTE OF TRAVEL
- FIRE HYDRANT AS PER CIVIL PLANS
- BOLLARD
- M — ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 S.F.OF SEASONAL COLOR AT BASE OF SIGN




## PROJECT DATA(FUTURE WAREHOUSE-2)

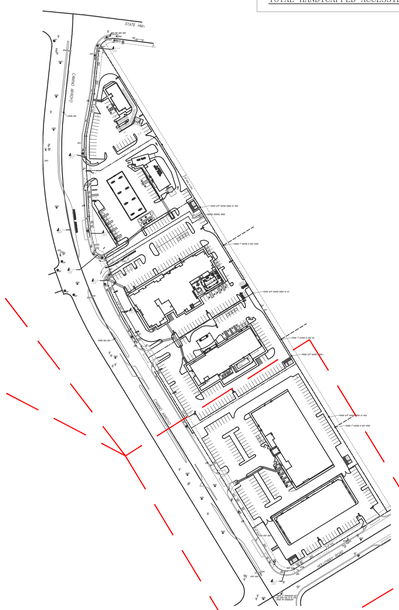
ASSESSOR'S PARCEL NUMBER : 841-70-049
ADDRESS: FUTURE WAREHOUSE-2, 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION: FUTURE WAREHOUSE
EXISTING AND PROPOSED ZONING: COMMERCIAL
JURISDICTION : CITY OF GILROY

## CODE ANALYSIS

1. OCCUPANCY CLASSIFICATION: M OCCUPANCY
2. TYPE OF CONSTRUCTION: VA
3. FIRE SPRINKLERS: YES(NFPA 13)
4. HEIGHT (MAXIMUM)
   ACTUAL : 29'-10" (TOP OF RIDGE)
   ALLOWABLE: 70' M TABLE 504.3
5. STORIES (MAXIMUM)
   ACTUAL : 1 ALLOWABLE: 4
6. AREA BREAKDOWN
   PARCEL-4 AREA 112979 S.F. (2.594 AC)
7. LOT COVERAGE
   REQD. LANDSCAPE AREA 5422.8 SQ.FT. (10% OF PARCEL AREA)
   PROVIDED LANDSCAPE AREA 26814 S.F. (23.73%)
   TOTAL BUILDING FOOTPRINT 27500 S.F. (24.32%)
   TOTAL PAVED AREA 58665 S.F. (51.95%)
   BUILDING AREA BREAKDOWN
   FUTURE WAREHOUSE FLOOR AREA 27500 S.F.
8. REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY: YES
9. FIRE RESISTIVE CONSTRUCTION REQUIREMENTS: YES
10. SPECIAL INSPECTIONS REQUIRED: NO
11. CODE YEAR/TYPE : 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
12. PROPOSED BUILDING USE: FUTURE WAREHOUSE
13. HOURS OF OPERATION: 24 HOURS
14. F.A.R REQUIRED FOR FUTURE WAREHOUSE-2: 2
    F.A.R PROVIDED FOR FUTURE WAREHOUSE-2: GROSS FLOOR AREA/SITE AREA 27500/112979=0.24

## PARKING ANALYSIS FOR FUTURE WAREHOUSE:

PARKING REQUIRED FOR FUTURE WAREHOUSE-2 — 79 SPACES
1 SPACE PER 350 SQ FT AREA @ 27500 S.F.GROSS FLOOR AREA
PROPOSED CAR PARKING SPACES — 100 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: — = 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: — = 5 SPACES



KEY PLAN

NORTH

GRAPHIC SCALE
-30 0 15 30 60 120
( IN FEET )
1 INCH = 30 ft.

REVISIONS:
| NO. | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |

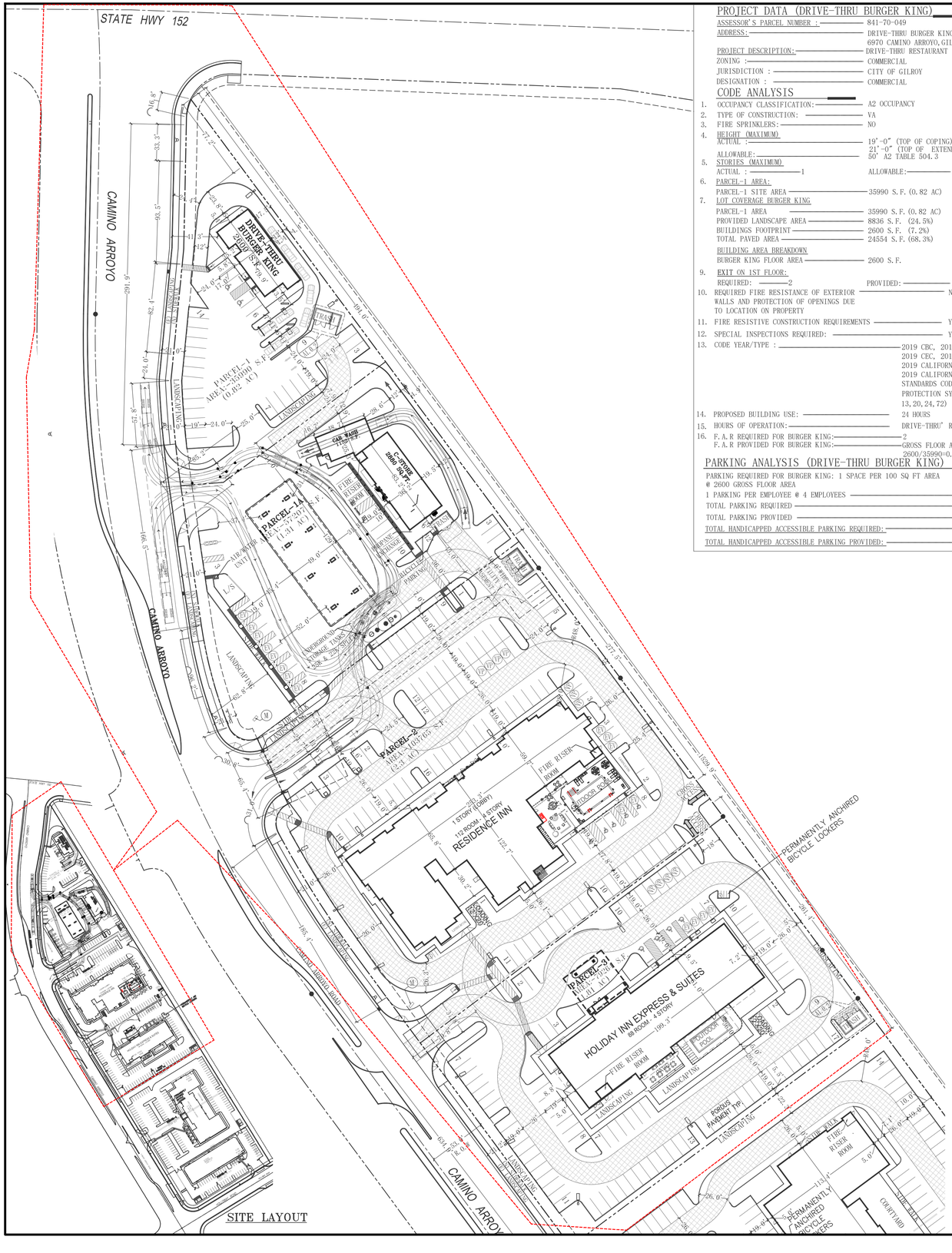
ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
SITE PLAN
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HASSAN S. SHAFIQ
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 10/01/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A1.0.0A
SHEET
1 OF 39




## PROJECT DATA (DRIVE-THRU BURGER KING)

| | |
|---|---|
| ASSESSOR'S PARCEL NUMBER : | 841-70-049 |
| ADDRESS: | DRIVE-THRU BURGER KING 6970 CAMINO ARROYO, GILROY, CA |
| PROJECT DESCRIPTION: | DRIVE-THRU RESTAURANT |
| ZONING : | COMMERCIAL |
| JURISDICTION : | CITY OF GILROY |
| DESIGNATION : | COMMERCIAL |

## CODE ANALYSIS

| | | |
|---|---|---|
| 1. | OCCUPANCY CLASSIFICATION: | A2 OCCUPANCY |
| 2. | TYPE OF CONSTRUCTION: | VA |
| 3. | FIRE SPRINKLERS: | NO |
| 4. | HEIGHT (MAXIMUM) | |
| | ACTUAL : | 19'-0" (TOP OF COPING) 21'-0" (TOP OF EXTENDED COPING) |
| | ALLOWABLE: | 50' A2 TABLE 504.3 |
| 5. | STORIES (MAXIMUM) | |
| | ACTUAL : 1 | ALLOWABLE: 2 |
| 6. | PARCEL-1 AREA: | |
| | PARCEL-1 SITE AREA | 35990 S.F. (0.82 AC) |
| 7. | LOT COVERAGE BURGER KING | |
| | PARCEL-1 AREA | 35990 S.F. (0.82 AC) |
| | PROVIDED LANDSCAPE AREA | 8836 S.F. (24.5%) |
| | BUILDINGS FOOTPRINT | 2600 S.F. (7.2%) |
| | TOTAL PAVED AREA | 24554 S.F. (68.3%) |
| | BUILDING AREA BREAKDOWN | |
| | BURGER KING FLOOR AREA | 2600 S.F. |
| 9. | EXIT ON 1ST FLOOR: | |
| | REQUIRED: 2 | PROVIDED: 3 (FOR PRIMARY OCCUPANTS) |
| 10. | REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY | NO (TABLE 602) |
| 11. | FIRE RESISTIVE CONSTRUCTION REQUIREMENTS | YES |
| 12. | SPECIAL INSPECTIONS REQUIRED: | YES |
| 13. | CODE YEAR/TYPE : | 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72) |
| 14. | PROPOSED BUILDING USE: | 24 HOURS |
| 15. | HOURS OF OPERATION: | DRIVE-THRU" RESTAURANT |
| 16. | F.A.R REQUIRED FOR BURGER KING:<br>F.A.R PROVIDED FOR BURGER KING: | 2<br>GROSS FLOOR AREA/SITE AREA 2600/35990=0.072 |

## PARKING ANALYSIS (DRIVE-THRU BURGER KING)

| | |
|---|---|
| PARKING REQUIRED FOR BURGER KING: 1 SPACE PER 100 SQ FT AREA @ 2600 GROSS FLOOR AREA | = 26 SPACES |
| 1 PARKING PER EMPLOYEE @ 4 EMPLOYEES | = 4 SPACES |
| TOTAL PARKING REQUIRED | = 30 SPACES |
| TOTAL PARKING PROVIDED | = 30 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: | = 2 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: | = 2 SPACES |

## PROJECT DATA (C-STORE)

| | |
|---|---|
| ASSESSOR'S PARCEL NUMBER : | 841-70-049 |
| ADDRESS: | C-STORE 6970 CAMINO ARROYO, GILROY, CA |
| PROJECT DESCRIPTION: | C-STORE |
| ZONING : | COMMERCIAL |
| JURISDICTION : | CITY OF GILROY |
| DESIGNATION : | COMMERCIAL |

## CODE ANALYSIS

| | | |
|---|---|---|
| 1. | OCCUPANCY CLASSIFICATION: | M OCCUPANCY |
| 2. | TYPE OF CONSTRUCTION: | VA |
| 3. | FIRE SPRINKLERS: | YES(NFPA 13) |
| 4. | HEIGHT (MAXIMUM) | |
| | ACTUAL : | 19'-6" (TOP OF PARAPET) 21'-10" (TOP OF PARAPET) |
| | ALLOWABLE: | 70' M TABLE 504.3 |
| 5. | STORIES (MAXIMUM) | |
| | ACTUAL : 1 | ALLOWABLE: 4 |
| 6. | PARCEL-1A AREA: | |
| | PARCEL-1A SITE AREA | 57207 S.F. (1.31 AC) |
| 7. | LOT COVERAGE C-STORE | |
| | PARCEL 1A SITE AREA | 57207 S.F. (1.31 AC) |
| | PROVIDED LANDSCAPE AREA | 12154 S.F. (21.20%) |
| | BUILDINGS FOOTPRINT | 4242 S.F. (7.41%) |
| | TOTAL PAVED AREA | 40811 S.F. (71.39%) |
| | BUILDING AREA BREAKDOWN | |
| | C-STORE FLOOR AREA | 2880 S.F. |
| | CAR WASH AREA | 1152 S.F. |
| | CANOPY AREA | 6679 S.F. |
| 9. | EXIT ON 1ST FLOOR: | |
| | REQUIRED: 2 | PROVIDED: 2 (FOR PRIMARY OCCUPANTS) |
| 10. | REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY | YES (TABLE 602) |
| 11. | FIRE RESISTIVE CONSTRUCTION REQUIREMENTS | YES |
| 12. | SPECIAL INSPECTIONS REQUIRED: | YES |
| 13. | CODE YEAR/TYPE : | 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72) |
| 14. | PROPOSED BUILDING USE: | C-STORE |
| 15. | HOURS OF OPERATION: | 24 HOURS |
| 16. | F.A.R REQUIRED FOR C-STORE:<br>F.A.R PROVIDED FOR C-STORE: | 2<br>GROSS FLOOR AREA/SITE AREA 2880/57207=0.05 |

## PARKING ANALYSIS {(N)C-STORE}

| | |
|---|---|
| PARKING REQUIRED FOR C-STORE: 1 SPACE PER 250 SQ FT AREA @ 2880 SQ FT GROSS FLOOR AREA | = 12 SPACES |
| PARKING REQUIRED FOR CAR WASH: 1 SPACE PER 250 SQ FT AREA @ 1152 SQ FT GROSS FLOOR AREA | = 5 SPACES |
| GROSS PARKING REQUIRED | = 17 SPACES |
| TOTAL PARKING PROVIDED | = 24 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: | = 2 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: | = 2 SPACES |

## PROJECT DATA (RESIDENCE INN)

| | |
|---|---|
| ASSESSOR'S PARCEL NUMBER : | 841-70-049 |
| ADDRESS: | RESIDENCE INN 6970 CAMINO ARROYO, GILROY, CA |
| PROJECT DESCRIPTION: | 112 ROOM 4 STORY HOTEL |
| ZONING : | COMMERCIAL |
| JURISDICTION : | CITY OF GILROY |
| DESIGNATION : | COMMERCIAL |

## CODE ANALYSIS

| | | |
|---|---|---|
| 1. | OCCUPANCY CLASSIFICATION: | R1 |
| 2. | TYPE OF CONSTRUCTION: | VA |
| 3. | FIRE SPRINKLERS: | YES(NFPA 13) |
| 4. | HEIGHT (MAXIMUM) | |
| | ACTUAL : | 40'-10" (TOP OF PARAPET) 47'-9" (TOP OF TOWER ) |
| | ALLOWABLE: | 70' R1, 70' A3 TABLE 504.3 |
| 5. | STORIES (MAXIMUM) | |
| | ACTUAL : 4 | ALLOWABLE: 5 |
| 6. | PARCEL-2 AREA: | |
| | PARCEL-2 SITE AREA | 103765 S.F. (2.3 AC) |
| 7. | LOT COVERAGE (HOTEL) | |
| | PARCEL-2 SITE AREA | 103765 S.F. (2.3 AC) |
| | PROVIDED LANDSCAPE AREA | 13210 S.F. (12.73%) |
| | BUILDINGS FOOTPRINT | 20642 S.F. (19.90%) |
| | TOTAL PAVED AREA | 69913 S.F. (67.37%) |
| | BUILDING AREA BREAKDOWN | |
| | 1ST FLOOR AREA | 20642 S.F. |
| | 2ND FLOOR AREA | 20642 S.F. |
| | 3RD FLOOR AREA | 20642 S.F. |
| | 4TH FLOOR AREA | 20642 S.F. |
| | TOTAL BUILDING AREA | 82568 S.F. . |
| 9. | EXIT ON 1ST FLOOR: | |
| | REQUIRED: 2 | PROVIDED: 7 (FOR PRIMARY OCCUPANTS) |
| 10. | REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY | NO (TABLE 602) |
| 11. | FIRE RESISTIVE CONSTRUCTION REQUIREMENTS | YES |
| 12. | SPECIAL INSPECTIONS REQUIRED: | YES |
| 13. | CODE YEAR/TYPE : | 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72) |
| 14. | PROPOSED BUILDING USE: | HOTEL |
| 15. | HOURS OF OPERATION: | A. HOURS OF OPERATION FOR THE BREAKFAST BUFFET WILL BE FROM 6:00 A.M. TO 10:00 P.M. DAILY.<br>B. HOURS OF OPERATION FOR THE POOL SHALL BE 8:00 A.M. TO 9:00 P.M. SUNDAY THROUGH THURSDAY AND 8:00 A.M. TO 10:00 P.M. ON FRIDAY AND SATURDAY. |
| 16. | F.A.R FOR RESIDENCE INN :<br>F.A.R FOR RESIDENCE INN : | 4<br>GROSS FLOOR AREA/SITE AREA 82568/103765=0.79 |

## PARKING ANALYSIS (RESIDENCE INN)

| | |
|---|---|
| a) PARKING FOR 112 ROOMS 4 STORY HOTEL | (1 SPACE:1 ROOM) |
| TOTAL PARKING REQUIRED | = 112 SPACES |
| 1 PARKING PER EMPLOYEE @ 6 EMPLOYEES | = 6 SPACES |
| TOTAL PARKING REQUIRED | = 118 SPACES |
| STANDARD PARKING PROVIDED | = 111 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: (INCLUDING ONE VAN ACCESSIBLE SPACES) | = 5 SPACES |

NORTH

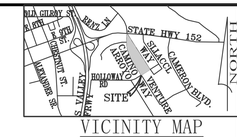
GRAPHIC SCALE

-50 0 25 50 100 200

( IN FEET )
1 INCH = 50 ft.

## LEGEND:

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




VICINITY MAP

## INDEX OF DRAWINGS

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| A1.0.0A | SITE PLAN |
| A1.0.2 | TRASH DETAILS |
| A1.1.0 | 1ST FLOOR PLAN (HOLIDAY-INN & SUITE) |
| A1.1.1 | 2ND FLOOR PLAN (HOLIDAY-INN & SUITE) |
| A1.1.2 | 3RD FLOOR PLAN (HOLIDAY-INN & SUITE) |
| A1.1.3 | 4TH FLOOR PLAN (HOLIDAY-INN & SUITE) |
| A1.1.4 | ROOF PLAN (HOLIDAY-INN & SUITE) |
| A1.1.5 | EXTERIOR ELEVATIONS (HOLIDAY-INN & SUITE) |
| A1.1.6 | EXTERIOR ELEVATIONS (HOLIDAY-INN & SUITE) |
| A1.1.7 | EXTERIOR VIEW (HOLIDAY-INN & SUITE) |
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| A2.1.2 | 3RD FLOOR PLAN (RESIDENCE-INN) |
| A2.1.3 | 4TH FLOOR PLAN (RESIDENCE-INN) |
| A2.1.4 | ROOF PLAN (RESIDENCE-INN) |
| A2.1.5 | EXTERIOR ELEVATIONS (RESIDENCE-INN) |
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| A3.1.1 | ROOF PLAN (C-STORE) |
| A3.1.2 | EXTERIOR ELEVATIONS (C-STORE) |
| A3.2.0 | FLOOR PLAN & EXTERIOR ELEVATIONS (CAR WASH) |
| A3.2.1 | EQUPMENT PLAN (CAR WASH) |
| A3.2.2 | ROOF PLAN (CAR WASH) |
| A3.3.0 | FLOOR PLAN (CANOPY) |
| A3.3.1 | EXTERIOR ELEVATION (CANOPY) |
| A4.1.0 | FLOOR & ROOF PLAN (BURGER KING) |
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| A5.1.0 | 1ST FLOOR PLAN (SUBSTANCE USAGE DISORDER) |
| A5.1.1 | 2ND FLOOR PLAN (SUBSTANCE USAGE DISORDER) |
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| A5.1.3 | 4TH FLOOR PLAN (SUBSTANCE USAGE DISORDER) |
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| A7.0.0 | SITE PHOTOS |
| A7.0.1 | SITE PHOTOS |

**CIVIL**

| | |
|---|---|
| C1 | COVER SHEET |
| C2 | CIVIL SITE PLAN |
| C3 | PHASING PLAN |
| C4 | GRADING PLAN |
| C5 | UTILITY PLAN |
| C6 | STORMWATER CONTROL PLAN |
| C7 | GRADING SECTIONS |
| C8 | FIRE TRUCK CIRCULATION PLAN |
| C9 | SOLID WASTE HANDLING PLAN |

## PROJECT DATA (HOLIDAY INN EXPRESS & SUITES)

| | |
|---|---|
| ASSESSOR'S PARCEL NUMBER : | 841-70-049 |
| ADDRESS: | HOLIDAY INN EXPRESS 6970 CAMINO ARROYO, GILROY, CA |
| PROJECT DESCRIPTION: | 88 ROOMS 4 STORY HOTEL |
| ZONING : | COMMERCIAL |
| JURISDICTION : | CITY OF GILROY |
| DESIGNATION : | COMMERCIAL |

## CODE ANALYSIS

| | | |
|---|---|---|
| 1. | OCCUPANCY CLASSIFICATION: | R1 |
| 2. | TYPE OF CONSTRUCTION: | VA |
| 3. | FIRE SPRINKLERS: | YES(NFPA 13) |
| 4. | HEIGHT (MAXIMUM) | |
| | ACTUAL : | 47'-0" (TOP OF PARAPET) 49'-6" (TOP OF PARAPET) |
| | ALLOWABLE: | 70' R1, 70' A3 TABLE 504.3 |
| 5. | STORIES (MAXIMUM) | |
| | ACTUAL : 4 | ALLOWABLE: 4 |
| 6. | AREA: | |
| | PARCEL-3 SITE AREA | 79264 S.F. (1.81 AC) |
| 7. | LOT COVERAGE (HOTEL) | |
| | PARCEL-3 SITE AREA | 79264 S.F. (1.81 AC) |
| | PROVIDED LANDSCAPE AREA | 14185 S.F. (17.90%) |
| | BUILDINGS FOOTPRINT | 12592 S.F. (15.89%) |
| | TOTAL PAVED AREA | 52487 S.F. (66.21%) |
| 8. | BUILDING AREA BREAKDOWN | |
| | 1ST FLOOR AREA | 16772 S.F. |
| | 2ND FLOOR AREA | 16772 S.F. |
| | 3RD FLOOR AREA | 16772 S.F. |
| | 4TH FLOOR AREA | 16772 S.F. |
| | PORTE COCHERE AREA | 692 S.F. |
| | TOTAL BUILDING AREA | 67780 S.F. . |
| 9. | EXIT ON 1ST FLOOR: | |
| | REQUIRED: 2 | PROVIDED: 8 (FOR PRIMARY OCCUPANTS) |
| 10. | REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY | NO (TABLE 602) |
| 11. | FIRE RESISTIVE CONSTRUCTION REQUIREMENTS | NO |
| 12. | SPECIAL INSPECTIONS REQUIRED: | NO (TABLE 602) |
| 13. | CODE YEAR/TYPE : | 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72) |
| 14. | PROPOSED BUILDING USE: | HOTEL |
| 15. | HOURS OF OPERATION: | A. HOURS OF OPERATION FOR THE BREAKFAST BUFFET WILL BE FROM 6:00 A.M. TO 10:00 P.M. DAILY.<br>B. HOURS OF OPERATION FOR THE POOL SHALL BE 8:00 A.M. TO 9:00 P.M. SUNDAY THROUGH THURSDAY AND 8:00 A.M. TO 10:00 P.M. ON FRIDAY AND SATURDAY. |
| 16. | F.A.R REQUIRED FOR HOLIDAY INN EXPRESS & SUITES :<br>F.A.R PROVIDED FOR HOLIDAY INN EXPRESS & SUITES : | 4<br>GROSS FLOOR AREA/SITE AREA 67780/79264=0.85 |

## PARKING ANALYSIS (HOLIDAY INN EXPRESS & SUITES)

| | |
|---|---|
| PARKING FOR 88 ROOM 4 STORY HOTEL | (1 SPACE:1 ROOM) |
| TOTAL PARKING REQUIRED | = 88 |
| 1 PARKING PER EMPLOYEE @ 6 EMPLOYEES | = 6 SPACES |
| TOTAL PARKING REQUIRED | = 94 SPACES |
| | = 97 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: | = 4 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: | = 4 SPACES |
| TOTAL ELECTRICAL VEHICLE (EV) PARKING PROVIDED: | = 4 SPACES |
| VAN POOL PARKING PROVIDED | = 4 SPACES |
| LONG TERM BICYCLE PARKING PROVIDED | = 4 SPACES |

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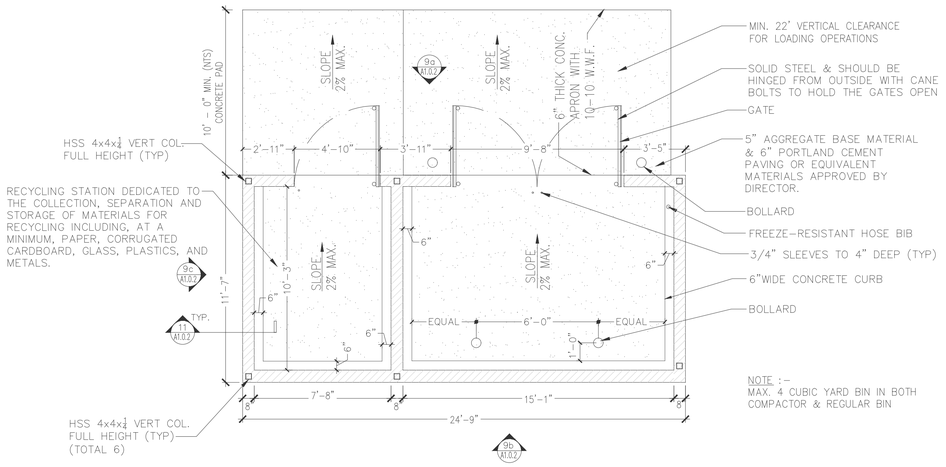
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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
SITE PLAN
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

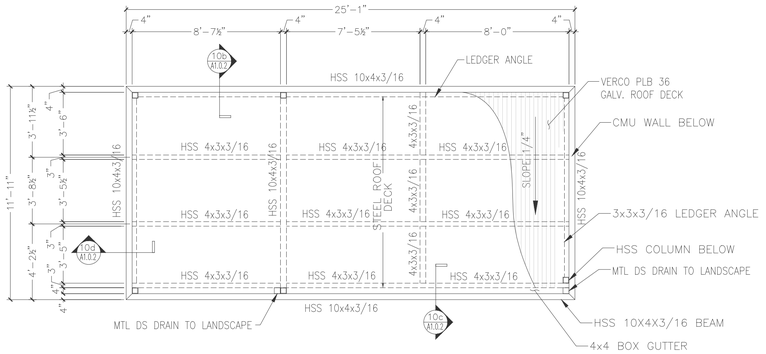
REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. GUMPAD
56924
EXP.06/30/2023
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STATE OF CALIFORNIA

DATE: 02/16/2022
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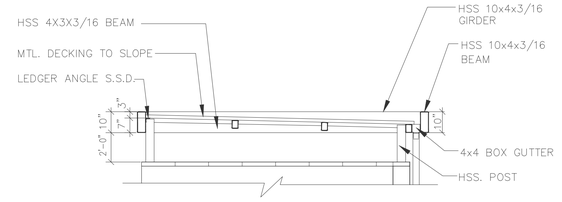
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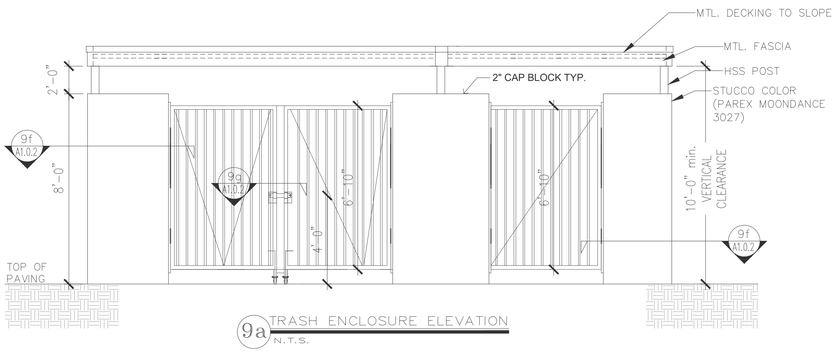

9 TRASH ENCLOSURE PLAN
N.T.S. REF:-A1.0.0



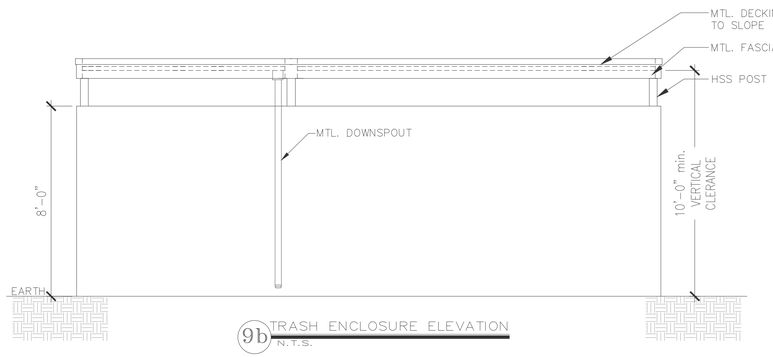

10 ROOF PLAN
N.T.S.



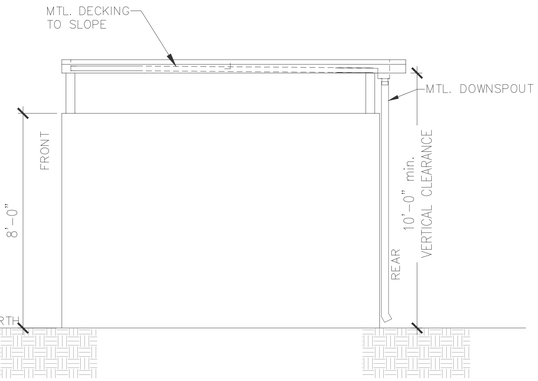

10a ROOF CROSS SECTION
N.T.S.



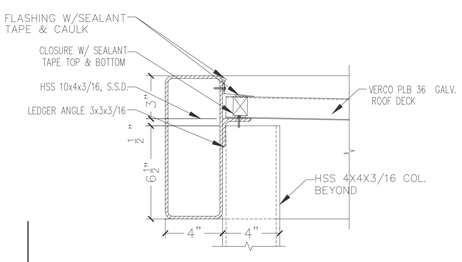

9a TRASH ENCLOSURE ELEVATION
N.T.S.



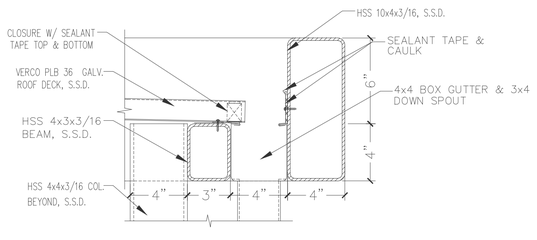

9b TRASH ENCLOSURE ELEVATION
N.T.S.



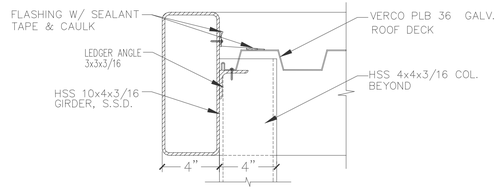

9c TRASH ENCLOSURE ELEVATION
N.T.S.



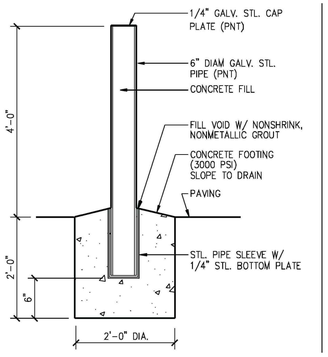

10b DETAIL
3"=1'-0"



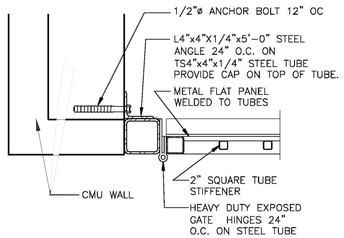

10c DETAIL
3"=1'-0"



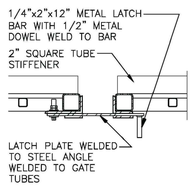

10d DETAIL
3"=1'-0"




9e PIPE BOLLARD DETAIL
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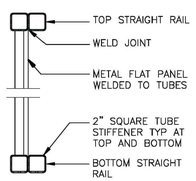



9f GATE HINGE DETAIL
N.T.S.

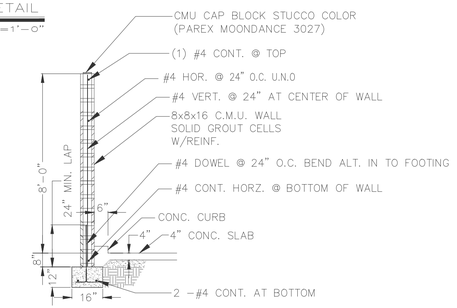



9g HINGE DETAIL
N.T.S.

NOTE: ALL STEEL SHALL BE CLEAN AND RUST FREE. GRIND ALL EDGES SMOOTH TO 1/4" RADIUS CORNER. ALL STEEL MEMBERS PRIMED AND PAINTED.




9h GATE DETAIL
N.T.S.




11 TRASH ENCLOSURE CMU WALL SECTION
N.T.S.

REVISIONS:

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TRASH DETAILS

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MARK S. GRIFFIN
No. 58524
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A1.0.2
SHEET
3 OF 39

## REQUIREMENTS FOR ASSISTIVE LISTENING SYSTEM

(GENERAL CONTRACTOR SHALL PROVIDE FOLLOWING FACILITIES)

RECEIVER JACKS: RECEIVERS REQUIRED FOR USE WITH AN ASSISTIVE LISTENING SYSTEM SHALL INCLUDE A ¼" STANDARD MONO JACK.
receiver HEARING-AID COMPATIBILITY: RECEIVERS REQUIRED TO BE HEARING-AID COMPATIBLE SHALL INTERFACE WITH TELECOILS IN HEARING AIDS THROUGH THE PROVISION OF NECKLOOPS.
SOUND PRESSURE LEVEL: ASSISTIVE LISTENING SYSTEMS SHALL BE CAPABLE OF PROVIDING A SOUND PRESSURE LEVEL OF 110 dB MINIMUM AND 118 dB MAXIMUM WITH A DYNAMIC RANGE ON THE VOLUME CONTROL OF 50 dB.
SIGNAL-TO-NOISE RATIO: THE SIGNAL-TO-NOISE RATIO FOR INTERNALLY GENERATED NOISE IN ASSISTIVE LISTENING SYSTEMS SHALL BE 18 dB MINIMUM.
PEAK CLIPPING LEVEL: PEAK CLIPPING SHALL NOT EXCEED 18 dB OF CLIPPING RELATIVE TO THE PEAKS OF SPEECH.

NOTE:
ASSISTIVE LISTENING SYSTEM IS TO BE OPERABLE AT THE TIME OF FINAL INSPECTION.

## FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

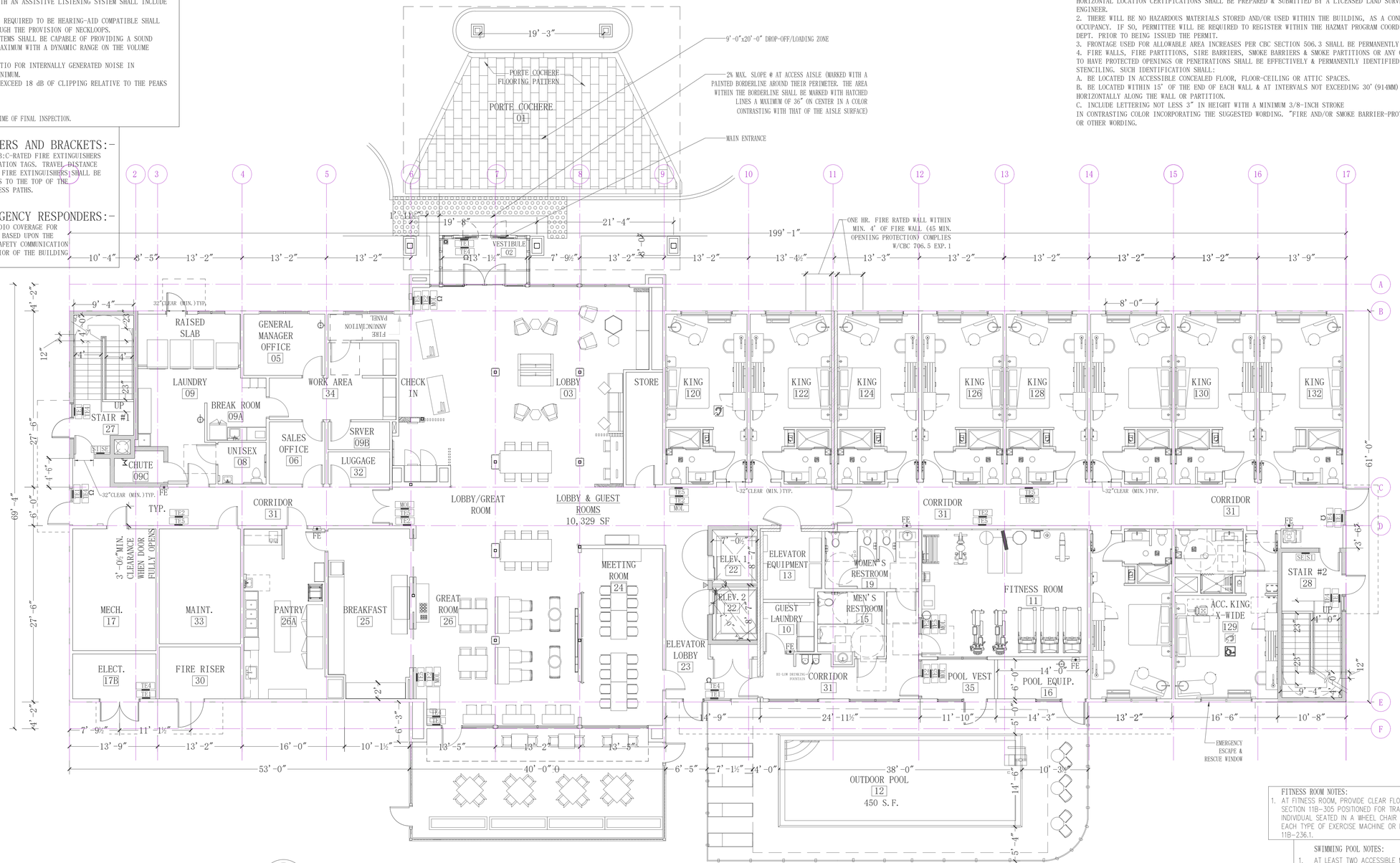
1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

## RADIO COVERAGE FOR EMERGENCY RESPONDERS:-

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

## Notes to contractor:

1. 27.12.190 TOP OF FORM HEIGHT & HORIZONTAL LOCATION CERTIFICATION
NO INSPECTION OR APPROVAL ON THE BUILDING OR STRUCTURES FOUNDATION SYSTEM SHALL BE GIVEN BY THE BUILDING OFFICIAL UNTIL THE CITY ENGINEER HAS RECEIVED, REVIEWED & APPROVED A CERTIFICATION THAT THE PROPOSED TOP OF FORM HEIGHT & HORIZONTAL LOCATION CONFORM TO THE APPROVED GRADING PLAN. THE REQUIRED TOP OF FORM HEIGHT & HORIZONTAL LOCATION CERTIFICATIONS SHALL BE PREPARED & SUBMITTED BY A LICENSED LAND SURVEYOR OR CIVIL ENGINEER.
2. THERE WILL BE NO HAZARDOUS MATERIALS STORED AND/OR USED WITHIN THE BUILDING, AS A CONDITION OF OCCUPANCY. IF SO, PERMITTEE WILL BE REQUIRED TO REGISTER WITHIN THE HAZMAT PROGRAM COORDINATOR IN THE FIRE DEPT. PRIOR TO BEING ISSUED THE PERMIT.
3. FRONTAGE USED FOR ALLOWABLE AREA INCREASES PER CBC SECTION 506.3 SHALL BE PERMANENTLY MAINTAINED.
4. FIRE WALLS, FIRE PARTITIONS, SIRE BARRIERS, SMOKE BARRIERS & SMOKE PARTITIONS OR ANY OTHER WALL REQUIRED TO HAVE PROTECTED OPENINGS OR PENETRATIONS SHALL BE EFFECTIVELY & PERMANENTLY IDENTIFIED WITH SIGNS & STENCILING. SUCH IDENTIFICATION SHALL:
A. BE LOCATED IN ACCESSIBLE CONCEALED FLOOR, FLOOR-CEILING OR ATTIC SPACES.
B. BE LOCATED WITHIN 15' OF THE END OF EACH WALL & AT INTERVALS NOT EXCEEDING 30' (914MM) MEASURED HORIZONTALLY ALONG THE WALL OR PARTITION.
C. INCLUDE LETTERING NOT LESS 3" IN HEIGHT WITH A MINIMUM 3/8-INCH STROKE
IN CONTRASTING COLOR INCORPORATING THE SUGGESTED WORDING. "FIRE AND/OR SMOKE BARRIER-PROTECT ALL OPENINGS", OR OTHER WORDING.




## FIRST FLOOR PLAN

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

FITNESS ROOM NOTES:
1. AT FITNESS ROOM, PROVIDE CLEAR FLOOR SPACE COMPLYING WITH SECTION 11B-305 POSITIONED FOR TRANSFER OR FOR USE BY AN INDIVIDUAL SEATED IN A WHEEL CHAIR AT A MINIMUM OF ONE OF EACH TYPE OF EXERCISE MACHINE OR EQUIPMENT PER SECTION 11B-236.1.

SWIMMING POOL NOTES:
1. AT LEAST TWO ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SWIMMING POOLS COMPLYING PER SECTION 11B-242.2.
2. AT LEAST ONE ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SPA COMPLYING PER SECTION 11B-242.4.

## FIRE ALARMS & DETECTION SYSTEMS (CFC SECTION 907):

INITIATION:- INITIATION OF THE FIRE ALARM SYSTEM SHALL BE BY AUTOMATIC MEANS. APPROVED AUTOMATIC FIRE DETECTORS SHALL BE PROVIDED IN BOILER AND FURNACE ROOMS, SHOPS, LAUNDRY ROOMS, MECHANICAL AND ELECTRICAL ROOMS, TRASH-COLLECTION ROOMS, STORAGE ROOMS, GIFT SHOPS, LOCKER ROOMS AND SIMILAR AREAS. AUTOMATIC SMOKE DETECTORS SHALL BE PROVIDED IN ALL COMMON AREAS AND INTERIOR CORRIDORS SERVING SLEEPING UNITS AS REQUIRED MEANS OF EGRESS.
NOTIFICATION:- ACTIVATION OF THE FIRE ALARM SYSTEM OR AUTOMATIC SPRINKLER SYSTEM SHALL INITIATE A GENERAL EVACUATION SIGNAL.

1. A FIRE COMMUNICATION AND CONTROL CIRCUIT IS NEEDED AT THE LOBBY, EACH ELEVATOR LOBBY AND STAIRWELL FLOOR LANDING FOR EMERGENCY OPERATIONS.
2. A FIRE ALARM ENUNCIATOR PANEL SHALL BE LOCATED NEAR THE FRONT ENTRANCE. THIS PANEL WILL CONNECT AND INDICATE ALARM FUNCTIONS, ZONE INDICATIONS, AND FIRE SPRINKLER SYSTEM STATUS WITH ALPHA/NUMERIC MESSAGING TO INDICATE SPECIFIC ZONES, LOCATIONS, OR ALARMS
3. A RADIO SIGNAL BOOSTER SYSTEM FOR FIRE AND PD RADIOS SHALL BE INSTALLED FOR SEND AND RECEIVE. A BDA (BI-DIRECTIONAL AMPLIFIER) SYSTEM IS AN IN-BUILDING COMMUNICATION SYSTEM THAT BRINGS WIRELESS SIGNALS INTO A STRUCTURE FROM OUTSIDE, AMPLIFIES THOSE SIGNALS WITH A SIGNAL BOOSTER, AND THEN EVENLY DISTRIBUTES THE AMPLIFIED SIGNALS THROUGHOUT A STRUCTURE VIA A DISTRIBUTED ANTENNA SYSTEM (DAS). CA FIRE CODE 907.2.13.2 DIGITAL ANTENNA SYSTEM (DAS)/BI-DIRECTIONAL AMPLIFICATION (BDA). SYSTEMS.

## ELECTRICAL EQUIPMENT, WIRING AND HAZARDS

ABATEMENT OF ELECTRICAL HAZARDS: IDENTIFIED ELECTRICAL HAZARDS SHALL BE ABATED. ELECTRICAL WIRING, DEVICES, APPLIANCES AND OTHER EQUIPMENT THAT IS MODIFIED OR DAMAGED AND CONSTITUTES AN ELECTRICAL SHOCK OR FIRE HAZARD SHALL NOT BE USED.
ILLUMINATION: ILLUMINATION SHALL BE PROVIDED FOR SERVICE EQUIPMENT AREAS, MOTOR CONTROL CENTERS AND ELECTRICAL PANEL BOARDS.
WORKING SPACE AND CLEARANCE: A WORKING SPACE OF NOT LESS THAN 30 INCHES IN WIDTH, 36 INCHES IN DEPTH AND 78 INCHES IN HEIGHT SHALL BE PROVIDED IN FRONT OF ELECTRICAL SERVICE EQUIPMENT. THE WORKING SPACE SHALL NOT BE LESS THAN THE WIDTH OF THE EQUIPMENT. NO STORAGE OF ANY MATERIALS SHALL BE LOCATED WITHIN THE DESIGNATED WORKING SPACE.
LABELING: DOORS INTO ELECTRICAL CONTROL PANEL ROOMS SHALL BE MARKED WITH A PLAINLY VISIBLE AND LEGIBLE SIGN STATING ELECTRICAL ROOM OR SIMILAR APPROVED WORDING. THE DISCONNECTING MEANS FOR EACH SERVICE, FEEDER OR BRANCH CIRCUIT ORIGINATING ON A SWITCHBOARD OR PANELBOARD SHALL BE LEGIBLY AND DURABLY MARKED TO INDICATE ITS PURPOSE UNLESS SUCH PURPOSE IS CLEARLY EVIDENT.
MULTIPLUG ADAPTERS: MULTIPLUG ADAPTERS, SUCH AS CUBE ADAPTERS, UNFUSED PLUG STRIPS OR ANY OTHER DEVICE NOT COMPLYING WITH NFPA 70 SHALL BE PROHIBITED.

SAFETY GLAZING ADJACENT TO DOORS:
* - GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE OF THE GLAZING IS WITHIN A 24" ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 18" ABOVE THE WALKING SURFACE SHALL BE CONSIDERED A HAZARDOUS LOCATION.

LEGEND
- PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL
- Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR
- Ω A SIGN SHALL BE POSTED INDICATING "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED".(CFC 1010.1.9.3)
- GUEST ROOMS WITH COMMUNICATIONS FEATURES
- GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

SI - STAIRWAY IDENTIFICATION TACTILE SIGN
SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.
MOL- MAXIMUM OCCUPANT LOAD

FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING FLANS.

FE FIRE EXTINGUISHER
P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

TE1- INDICATES TACTILE 'EXIT' SIGN
TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN
TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN)
TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN
TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

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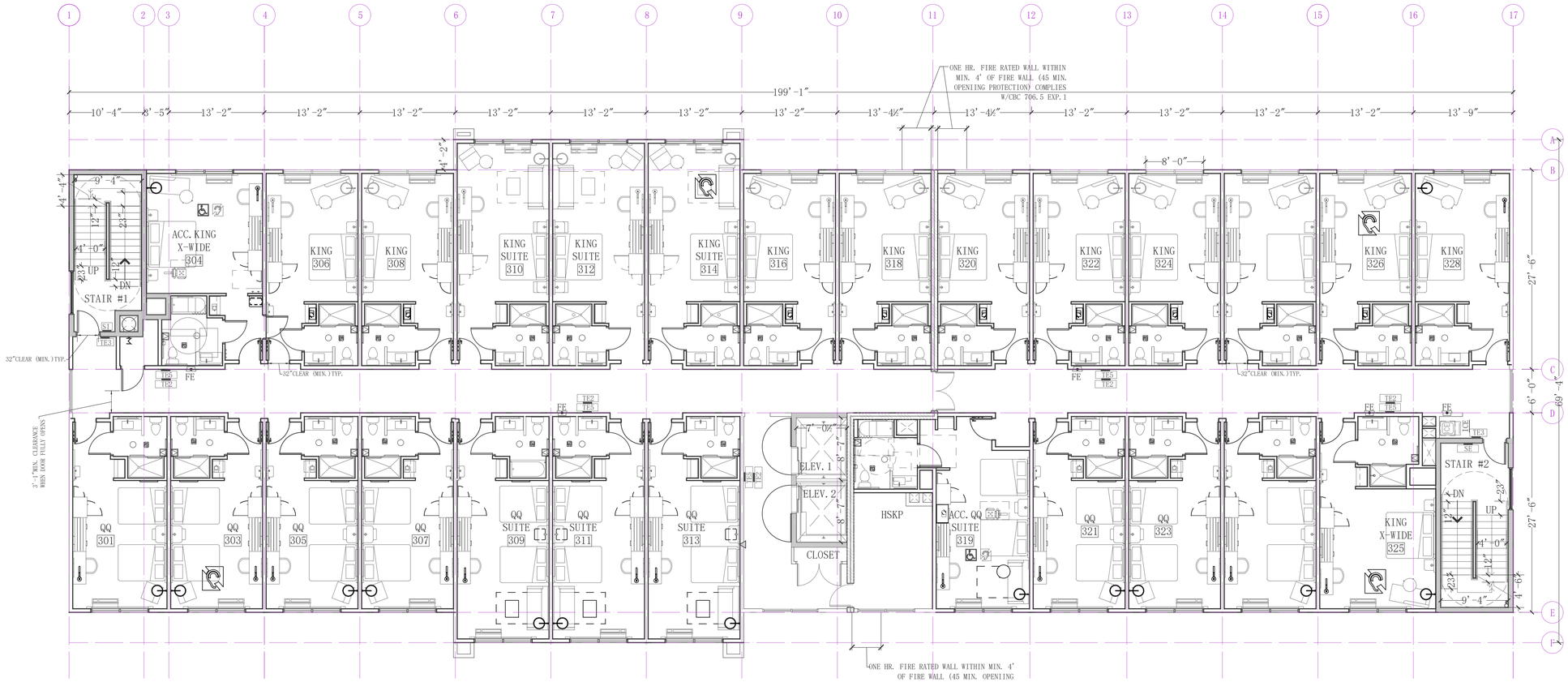

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PROJECT
FIRST FLOOR PLAN (HOLIDAY-INN & SUITES)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — RAJESH S. PATEL — No. 73214 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.0
SHEET 4 OF 39




## THIRD FLOOR PLAN

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

### FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

▷ TWO WAY COMMUNICATION (TELEPHONE OUTLET)

GUEST ROOMS WITH COMMUNICATIONS FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

LEGEND

PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL

Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR

| |
|---|
| SI - STAIRWAY IDENTIFICATION TACTILE SIGN<br>SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.<br>MOL- MAXIMUM OCCUPANT LOAD |
| FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING PLANS. |
| FE FIRE EXTINGUISHER<br>P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR. |
| TE1- INDICATES TACTILE 'EXIT' SIGN<br>TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN<br>TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN)<br>TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN<br>TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN |

REVISIONS:

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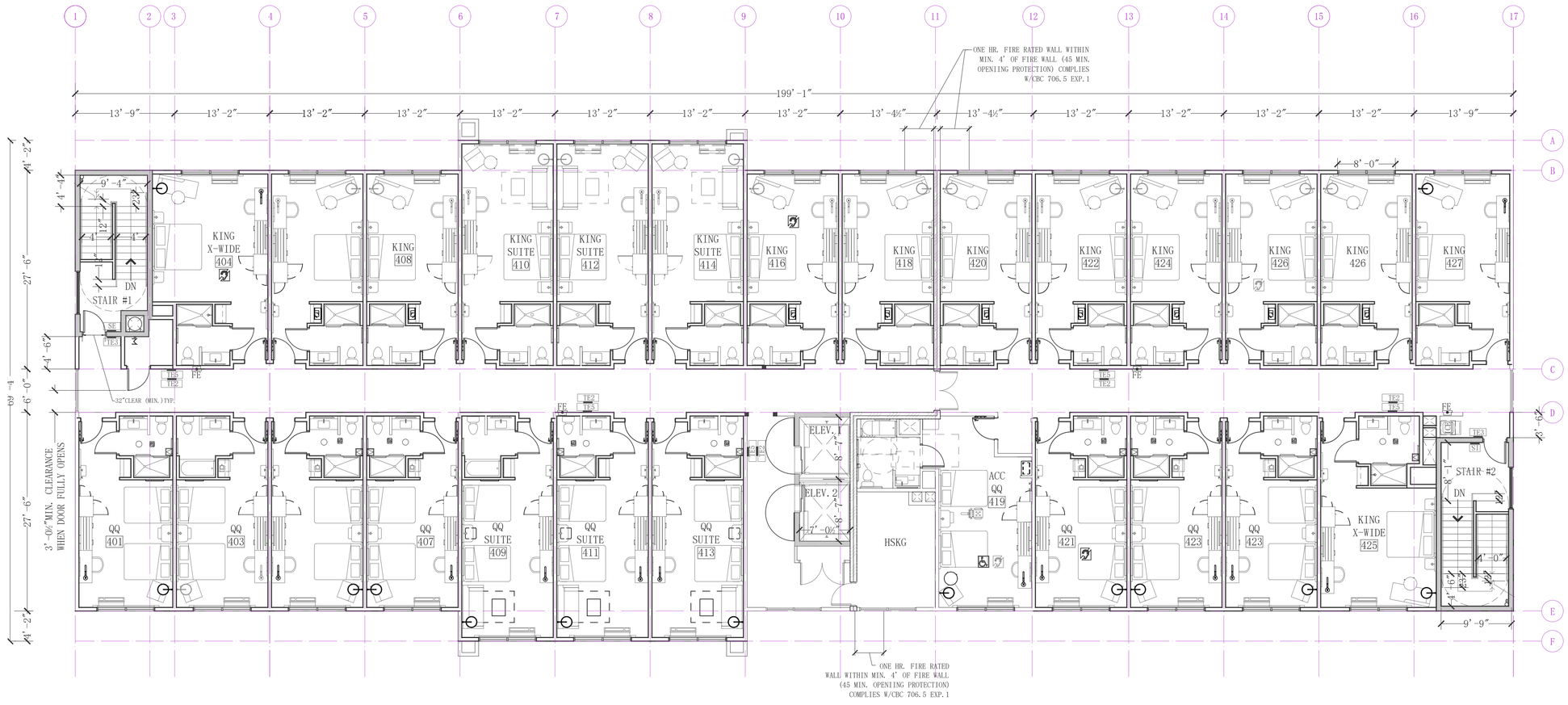
THIRD FLOOR PLAN(HOLIDAY-INN EXPRESS & SUITES)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JASPAL S. SIDHU
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.2
SHEET
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## FOURTH FLOOR PLAN

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

### FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

▷ TWO WAY COMMUNICATION (TELEPHONE OUTLET)

☐ ☒ ⊠ POST & COLUMNS PER STR. PLANS

GUEST ROOMS WITH COMMUNICATION FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

LEGEND

PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL

Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR

SI - STAIRWAY IDENTIFICATION TACTILE SIGN
SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.
MOL- MAXIMUM OCCUPANT LOAD

FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING PLANS.

FE FIRE EXTINGUISHER

P.H. - INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

TE1- INDICATES TACTILE 'EXIT' SIGN
TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN
TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN)
TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN
TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

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PROJECT

FOURTH FLOOR PLAN(HOLIDAY-INN EXPRESS & SUITES)

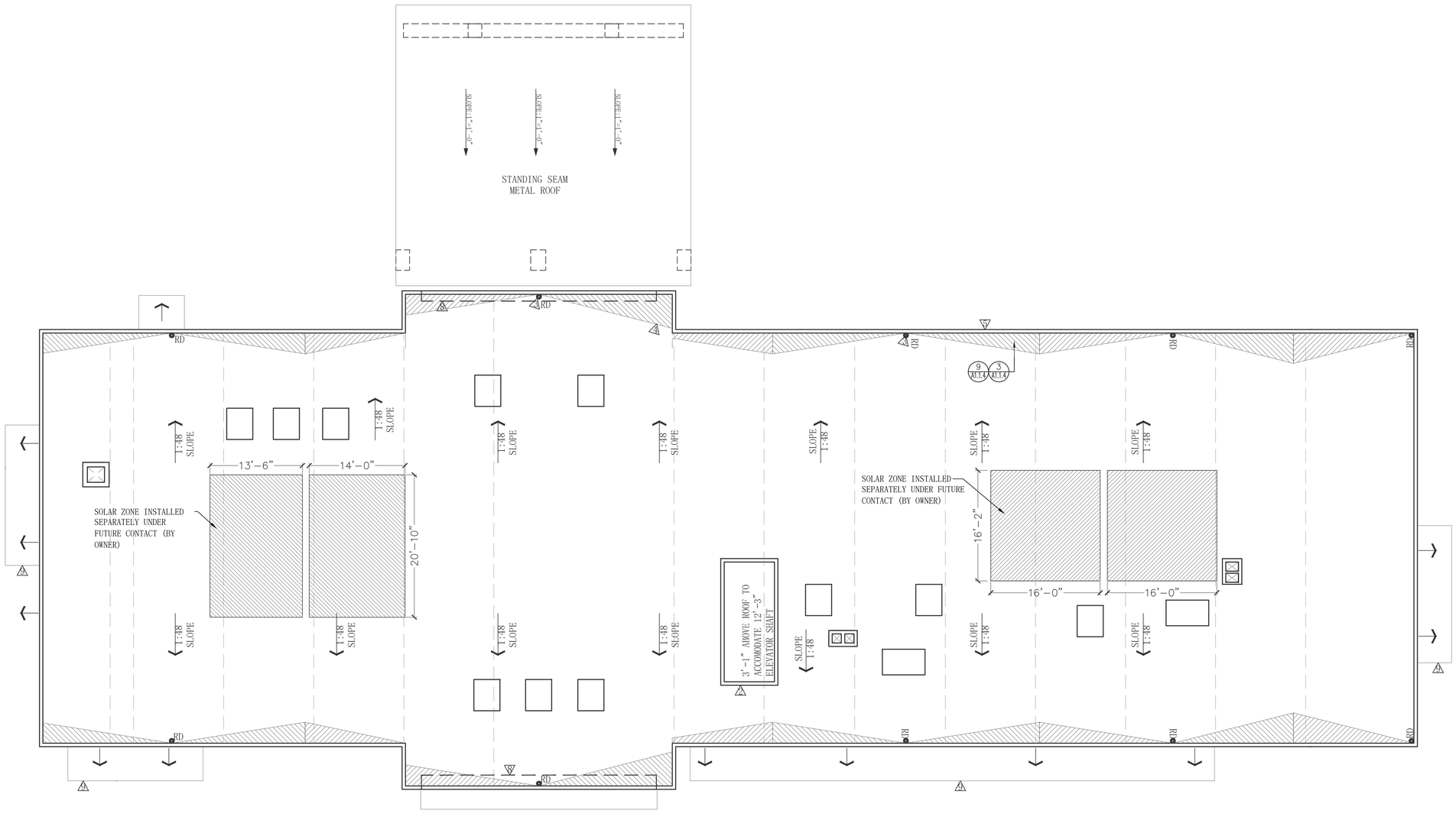
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER JASPAL S. HERER 56924 EXP.06/30/2023 C/V/L STATE OF CALIFORNIA

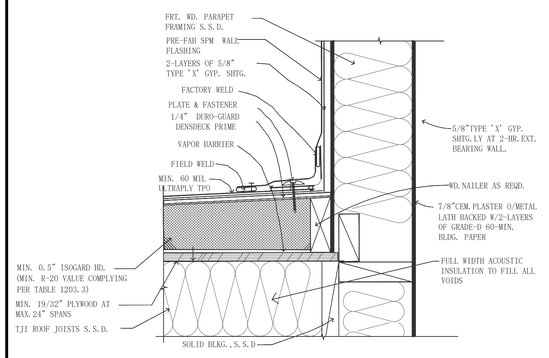
DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.3

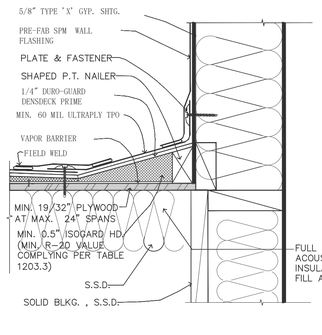
SHEET 7 OF 39



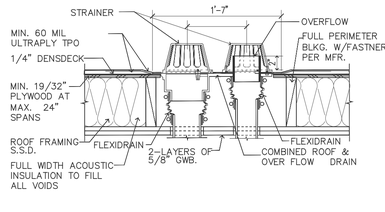

## ROOF PLAN
SCALE: 1/8" = 1'-0"



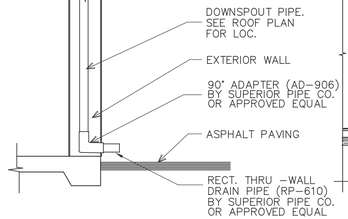

## 1 ROOF PARAPET FLASHING
SCALE: NTS.



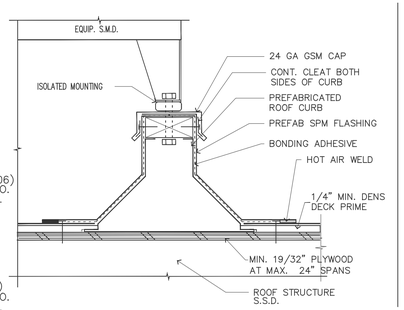

## 2 CRICKET FLASHING
SCALE: NTS.




## 3 ROOF DRAIN/OVERFLOW
SCALE: NTS.




## 9 DOWN SPOUT
SCALE: NTS.




## 6 MECH. EQUIPMENT SUPPORT
SCALE: NTS.

## KEY NOTES

1. LOWER LEVEL ROOF @ FIRST FLOOR. SLOPE TO DOWNSPOUT / OVERFLOW SCUPPER.
2. ELEVATOR OVER RUN ENCLOSURE. SLOPE TO ROOF DRAIN @ 1/2" : 1'-0".
3. 3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
4. 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
5. PREFINISHED METAL COPING.
6. DRAFT STOP SHALL BE PROVIDED IN FLOOR/CEILING SPACES, ATTICS, MANSARDS, OVERHANGS OR OTHER CONCEALED ROOF SPACES. DRAFT STOPPING SHALL BE INSTALLED ABOVE, AND IN LINE WITH WALLS SEPARATING GUESTROOMS FROM EACH OTHER AND FROM OTHER AREAS. DRAFT STOP ALONG WALLS SHALL EXTEND TO THE OTHER SIDE OF CORRIDOR. DRAFT STOP SHALL BE PROVIDED ALONG ONE OF THE CORRIDOR WALLS.
7. REFER TO ROOF DETAILS #6, #7, #8 ON A1.1.4 SHEET FOR EQUIPMENT PLATFORM REQUIREMENT. (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
8. BUILDING LINE BELOW.
9. SUN SCREEN.

NOTE FOR GENERAL CONTRACTOR AND SPRINKLER CONTRACTOR:
THE GENERAL CONTRACTOR AND THE SPRINKLER CONTRACTOR SHALL COORDINATE THE PROTECTION OF ROOF "CRICKETS" OR OTHER CONCEALED COMBUSTIBLE SPACES (WHERE APPLICABLE).

NOTE:
ROOF TO BE CEC CERTIFIED COOL ROOF BY MANSVILLE EPDM.

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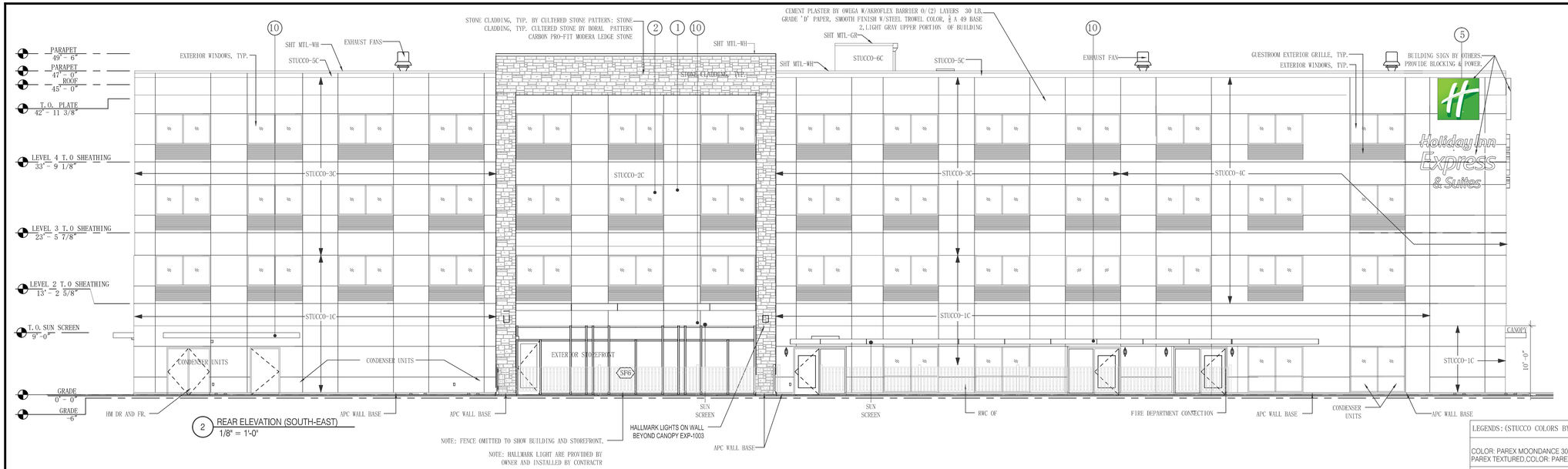
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PROJECT
ROOF PLAN(HOLIDAY-INN EXPRESS & SUITES)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

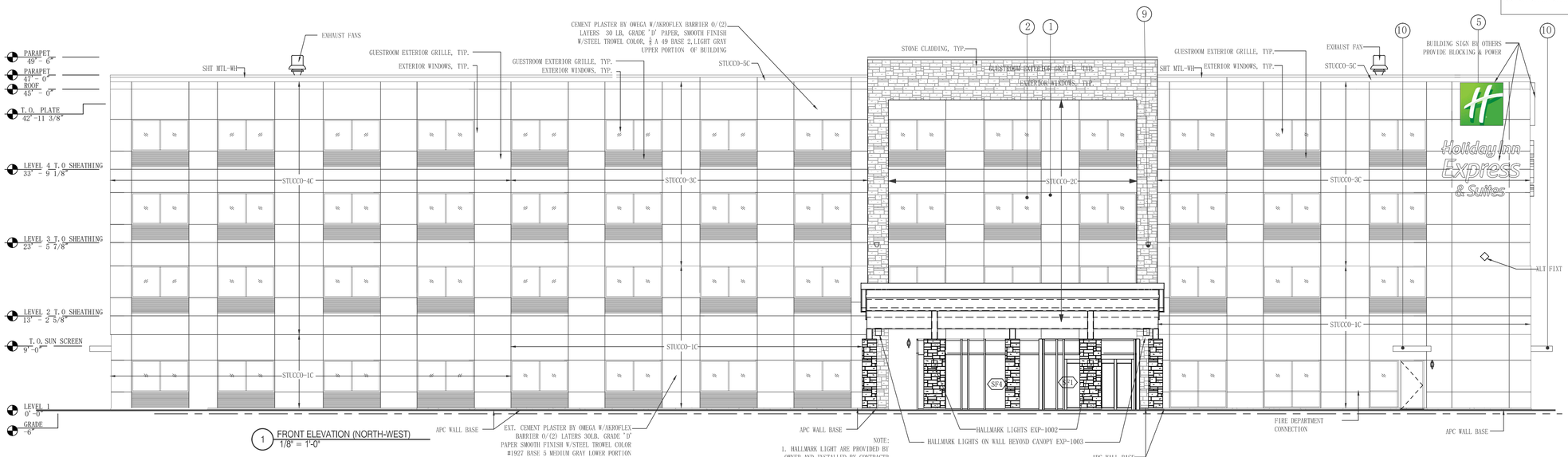
REGISTERED PROFESSIONAL ENGINEER JASPREET S. SINGH 56924 EXP.06/30/2023 CIVIL STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.4
SHEET 8 OF 39




2 REAR ELEVATION (SOUTH-EAST)
1/8" = 1'-0"




1 FRONT ELEVATION (NORTH-WEST)
1/8" = 1'-0"

## KEY NOTES:

| # | |
|---|---|
| 1 | (3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THEEXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND |
| 2 | WINDOW VINYL (OWNER TO SELECT FINISH.) |
| 5 | ILLUMINATED BUILDING SIGN N.I.C. |
| 9 | FRONT ENTRY FACADE - HOLIDAY INN EXPRESS BRAND HALLMARK UPLIGHTING (MANDATORY) OWNER PROVIDED THROUGH IHG. . |
| 10 | SUN SCREEN. |

ABBREVIATIONS
HM :- HOLLOW METAL
DR :- DOOR
FR :- FRAME

LEGENDS: (STUCCO COLORS BY PAREX)

| | |
|---|---|
| COLOR: PAREX MOONDANCE 3027L.<br>PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH | |
| STUCCO-2C.<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. | |
| STUCCO-3C<br>PAREX MEDNUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: PAREX TWIG 3021L. | |
| STUCCO-4C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: SUN DRIED 3011L . | |
| STUCCO-5C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: PAREX SNOWBALL 10400L. | |
| STUCCO-6C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH<br>COLOR:PAREX BASALT 3015L | |
| STONE CLADDING, LEDGESTONE SOUTHWEST BLEND | |
| SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING.<br>PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA.<br>COLOR: BONE WHITE. | |
| SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT.<br>PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA.<br>COLOR: SLATE GRAY. | |

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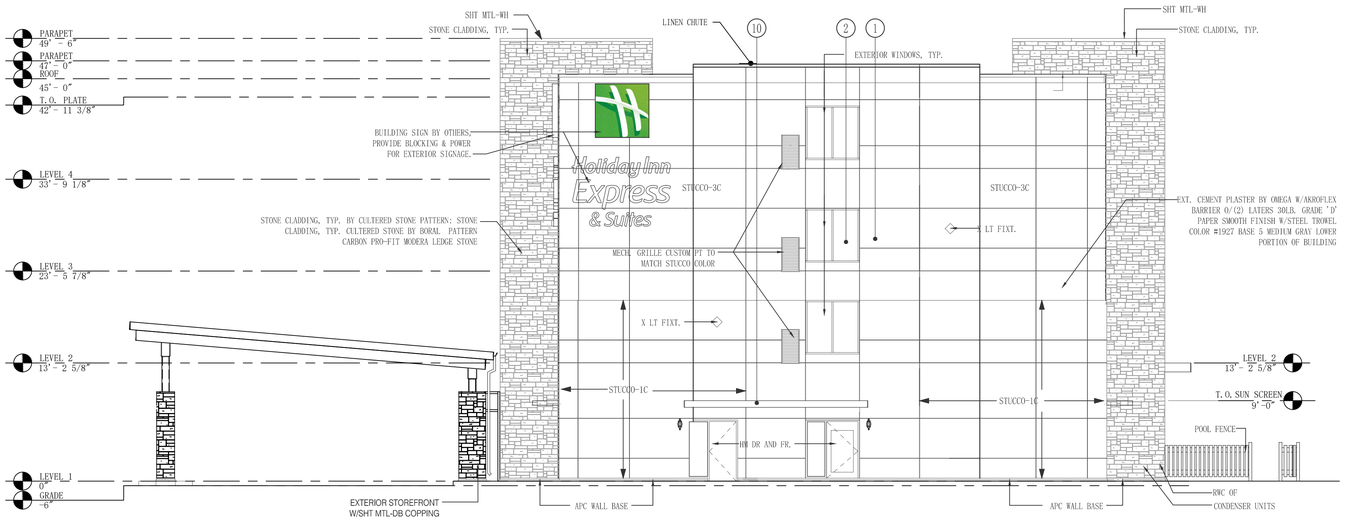
EXTERIOR ELEVATIONS (HOLIDAY-INN EXPRESS & SUITES)

PROJECT
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6970 CAMINO ARROYO
GILROY, CA

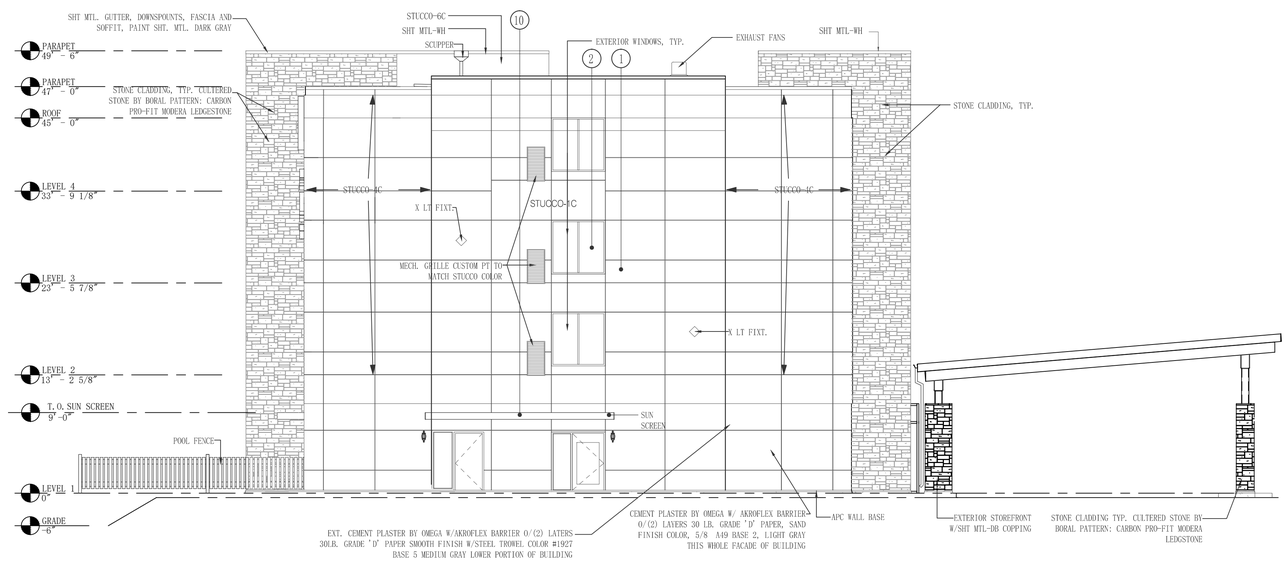
REGISTERED PROFESSIONAL ENGINEER
JASPAL S. HANSPAL
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.5
SHEET
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2 RIGHT ELEVATION (NORTH-EAST)
1/8" = 1'-0"




1 LEFT ELEVATION (SOUTH-WEST)
1/8" = 1'-0"

| # | KEY NOTES: |
|---|---|
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EXTERIOR ELEVATIONS (HOLIDAY-INN EXPRESS & SUITES)
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GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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JASSAL S. SIDHU
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
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EXTERIOR VIEW (HOLIDAY-INN EXPRESS & SUITES)

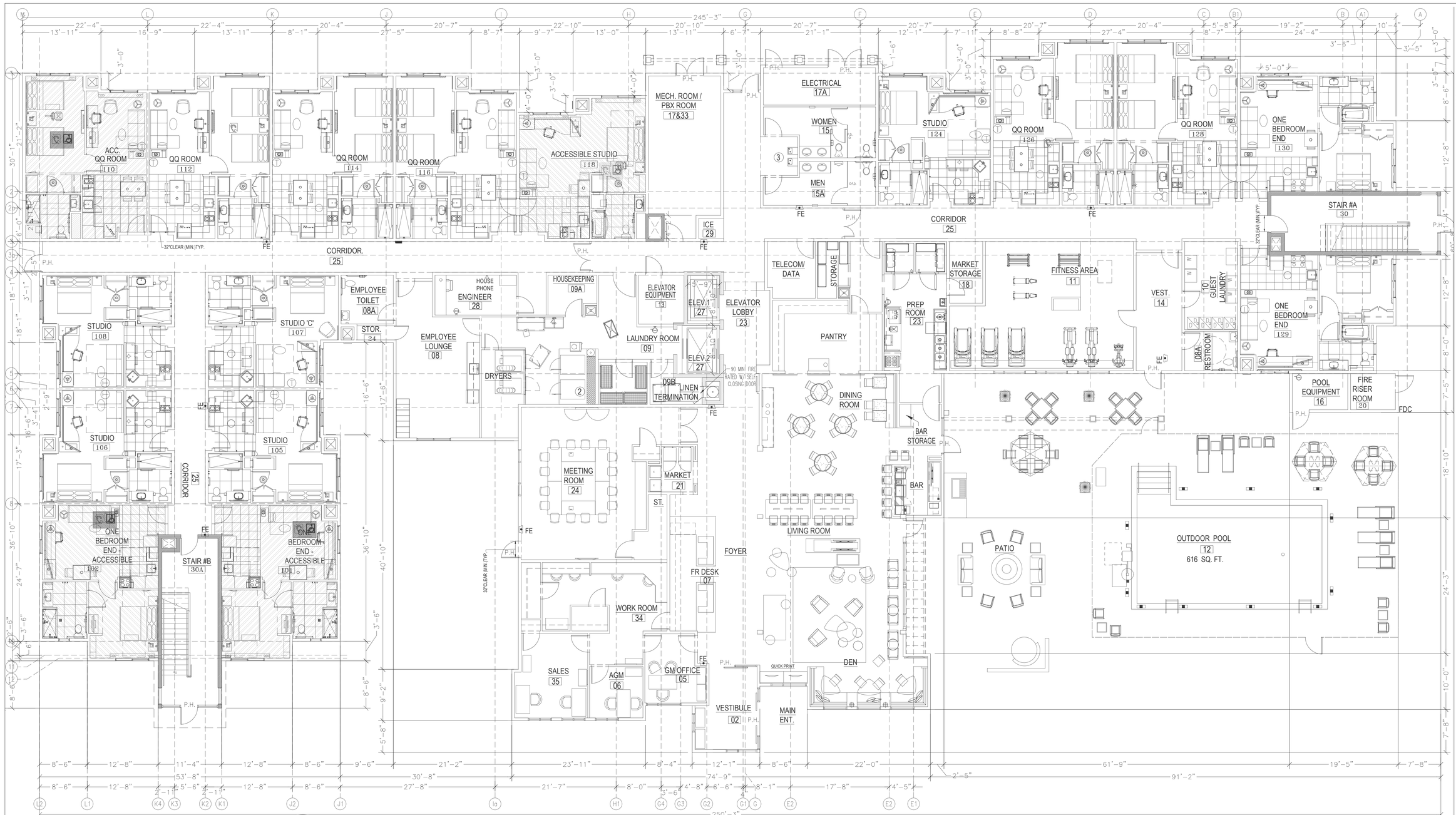
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GILROY SQUARE
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GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. STEVENS
66924
EXP.06/30/2023
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STATE OF CALIFORNIA

DATE: 02/16/2022
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DWG. BY: HS
CHK. BY:

A1.1.7

SHEET
11 OF 39




# FIRST FLOOR PLAN

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

## ELECTRICAL EQUIPMENT, WIRING AND HAZARDS

ABATEMENT OF ELECTRICAL HAZARDS: IDENTIFIED ELECTRICAL HAZARDS SHALL BE ABATED. ELECTRICAL WIRING, DEVICES, APPLIANCES AND OTHER EQUIPMENT THAT IS MODIFIED OR DAMAGED AND CONSTITUTES AN ELECTRICAL SHOCK OR FIRE HAZARD SHALL NOT BE USED.
ILLUMINATION: ILLUMINATION SHALL BE PROVIDED FOR SERVICE EQUIPMENT AREAS, MOTOR CONTROL CENTERS AND ELECTRICAL PANEL BOARDS.
WORKING SPACE AND CLEARANCE: A WORKING SPACE OF NOT LESS THAN 30 INCHES IN WIDTH, 36 INCHES IN DEPTH AND 78 INCHES IN HEIGHT SHALL BE PROVIDED IN FRONT OF ELECTRICAL SERVICE EQUIPMENT. THE WORKING SPACE SHALL NOT BE LESS THAN THE WIDTH OF THE EQUIPMENT. NO STORAGE OF ANY MATERIALS SHALL BE LOCATED WITHIN THE DESIGNATED WORKING SPACE.
LABELING: DOORS INTO ELECTRICAL CONTROL PANEL ROOMS SHALL BE MARKED WITH A PLAINLY VISIBLE AND LEGIBLE SIGN STATING ELECTRICAL ROOM OR SIMILAR APPROVED WORDING. THE DISCONNECTING MEANS FOR EACH SERVICE, FEEDER OR BRANCH CIRCUIT ORIGINATING ON A SWITCHBOARD OR PANELBOARD SHALL BE LEGIBLY AND DURABLY MARKED TO INDICATE ITS PURPOSE UNLESS SUCH PURPOSE IS CLEARLY EVIDENT.
MULTIPLUG ADAPTERS: MULTIPLUG ADAPTERS, SUCH AS CUBE ADAPTERS, UNFUSED PLUG STRIPS OR ANY OTHER DEVICE NOT COMPLYING WITH NFPA 70 SHALL BE PROHIBITED.

## REQUIREMENTS FOR ASSISTIVE LISTENING SYSTEM

(GENERAL CONTRACTOR SHALL PROVIDE FOLLOWING FACILITIES)

RECEIVER JACKS: RECEIVERS REQUIRED FOR USE WITH AN ASSISTIVE LISTENING SYSTEM SHALL INCLUDE A ⅛" STANDARD MONO JACK.
receiver HEARING-AID COMPATIBILITY: RECEIVERS REQUIRED TO BE HEARING-AID COMPATIBLE SHALL INTERFACE WITH TELECOILS IN HEARING AIDS THROUGH THE PROVISION OF NECKLOOPS.
SOUND PRESSURE LEVEL: ASSISTIVE LISTENING SYSTEMS SHALL BE CAPABLE OF PROVIDING A SOUND PRESSURE LEVEL OF 110 dB MINIMUM AND 118 dB MAXIMUM WITH A DYNAMIC RANGE ON THE VOLUME CONTROL OF 50 dB.
SIGNAL-TO-NOISE RATIO: THE SIGNAL-TO-NOISE RATIO FOR INTERNALLY GENERATED NOISE IN ASSISTIVE LISTENING SYSTEMS SHALL BE 18 dB MINIMUM.
PEAK CLIPPING LEVEL: PEAK CLIPPING SHALL NOT EXCEED 18 dB OF CLIPPING RELATIVE TO THE PEAKS OF SPEECH.

NOTE:
ASSISTIVE LISTENING SYSTEM IS TO BE OPERABLE AT THE TIME OF FINAL INSPECTION.

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

## SAFETY GLAZING ADJACENT TO DOORS: *

GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE OF THE GLAZING IS WITHIN A 24" ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 18" ABOVE THE WALKING SURFACE SHALL BE CONSIDERED A HAZARDOUS LOCATION.

## SWIMMING POOL NOTES:

1. AT LEAST TWO ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SWIMMING POOLS COMPLYING PER SECTION 11B-242.2.
2. AT LEAST ONE ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SPA COMPLYING PER SECTION 11B-242.4.

## FITNESS ROOM NOTES:

1. AT FITNESS ROOM, PROVIDE CLEAR FLOOR SPACE COMPLYING WITH SECTION 11B-305 POSITIONED FOR TRANSFER OR FOR USE BY AN INDIVIDUAL SEATED IN A WHEEL CHAIR AT A MINIMUM OF ONE OF EACH TYPE OF EXEROISE MACHINE OR EQUIPMENT PER SECTION 11B-236.1.

## FIRE ALARMS & DETECTION SYSTEMS (IFC SECTION 907):

INITIATION:- INITIATION OF THE FIRE ALARM SYSTEM SHALL BE BY AUTOMATIC MEANS. APPROVED AUTOMATIC FIRE DETECTORS SHALL BE PROVIDED IN BOILER AND FURNACE ROOMS, SHOPS, LAUNDRY ROOMS, MECHANICAL AND ELECTRICAL ROOMS, TRASH-COLLECTION ROOMS, STORAGE ROOMS, GIFT SHOPS, LOCKER ROOMS AND SIMILAR AREAS. AUTOMATIC SMOKE DETECTORS SHALL BE PROVIDED IN ALL COMMON AREAS AND INTERIOR CORRIDORS SERVING SLEEPING UNITS AS REQUIRED MEANS OF EGRESS.
NOTIFICATION:- ACTIVATION OF THE FIRE ALARM SYSTEM OR AUTOMATIC SPRINKLER SYSTEM SHALL INITIATE A GENERAL EVACUATION SIGNAL.

## FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. HAND-HELD PORTABLE FIRE EXTINGUISHERS, NOT HOUSED IN CABINETS, SHALL BE INSTALLED ON THE HANGERS OR BRACKETS SUPPLIED. HANGERS OR BRACKETS SHALL BE SECURELY ANCHORED TO THE MOUNTING SURFACE IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
2. THE EXTINGUISHER SHALL BE RATED 4-A COMPLYING PER IFC SECTION 906.3.

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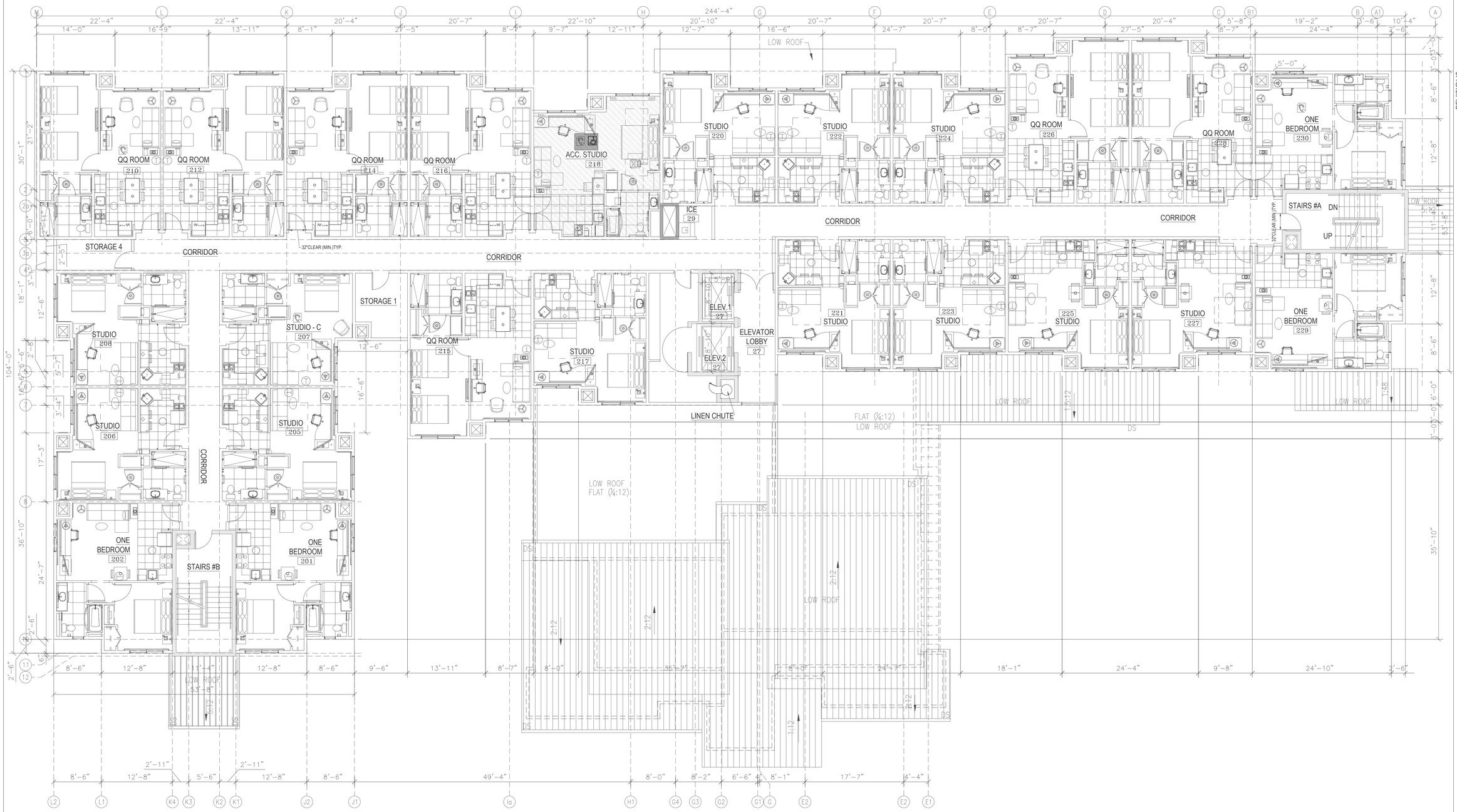
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PROJECT
FIRST FLOOR PLAN (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — MARK S. GOLDEN — No. 58924 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.0
SHEET
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SECOND FLOOR PLAN

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

GUEST ROOMS WITH COMMUNICATIONS FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

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# SECOND FLOOR PLAN (RESIDENCE-INN)

PROJECT

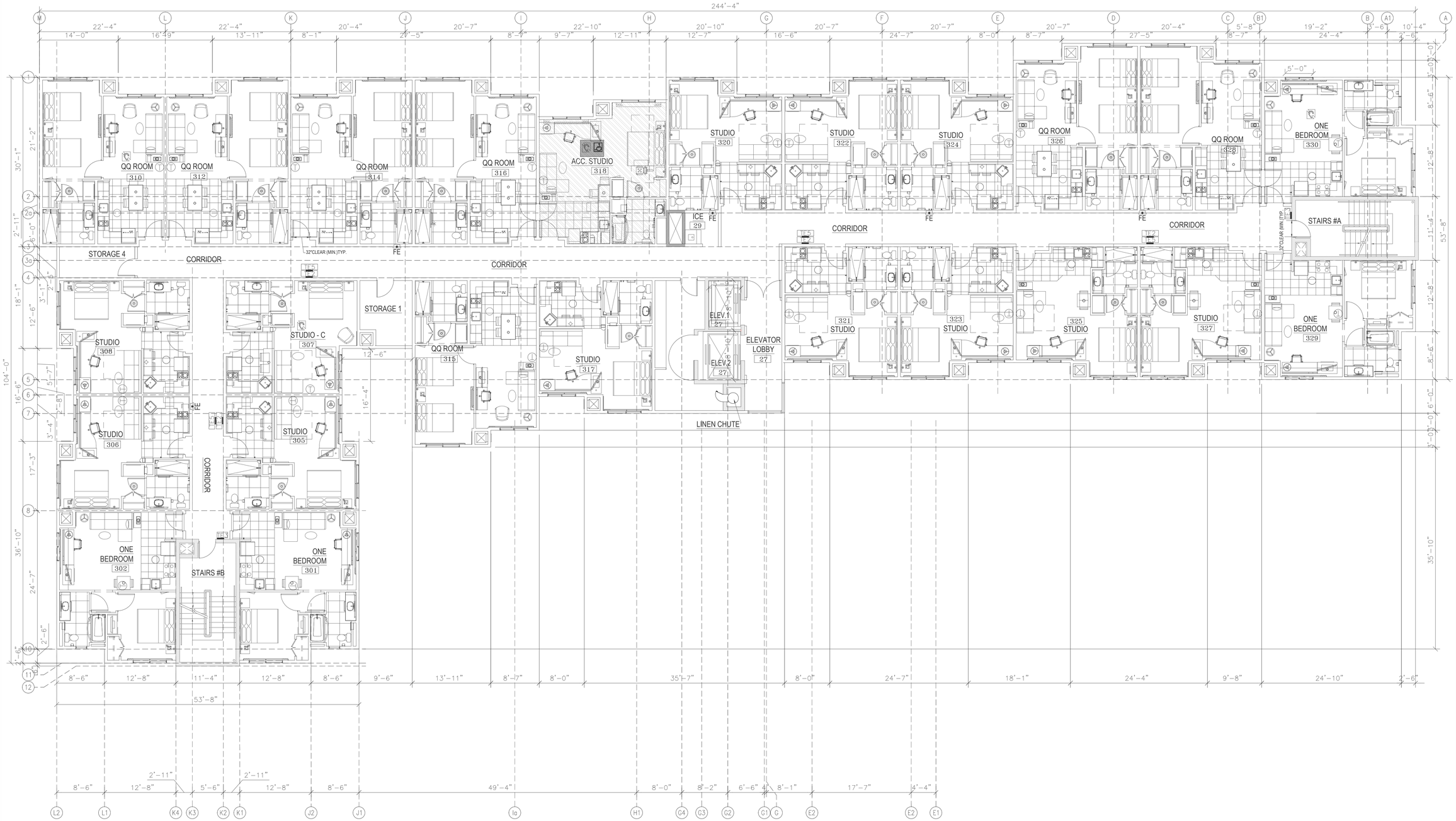
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HOWARD SHIN
No. 83824
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.1

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

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

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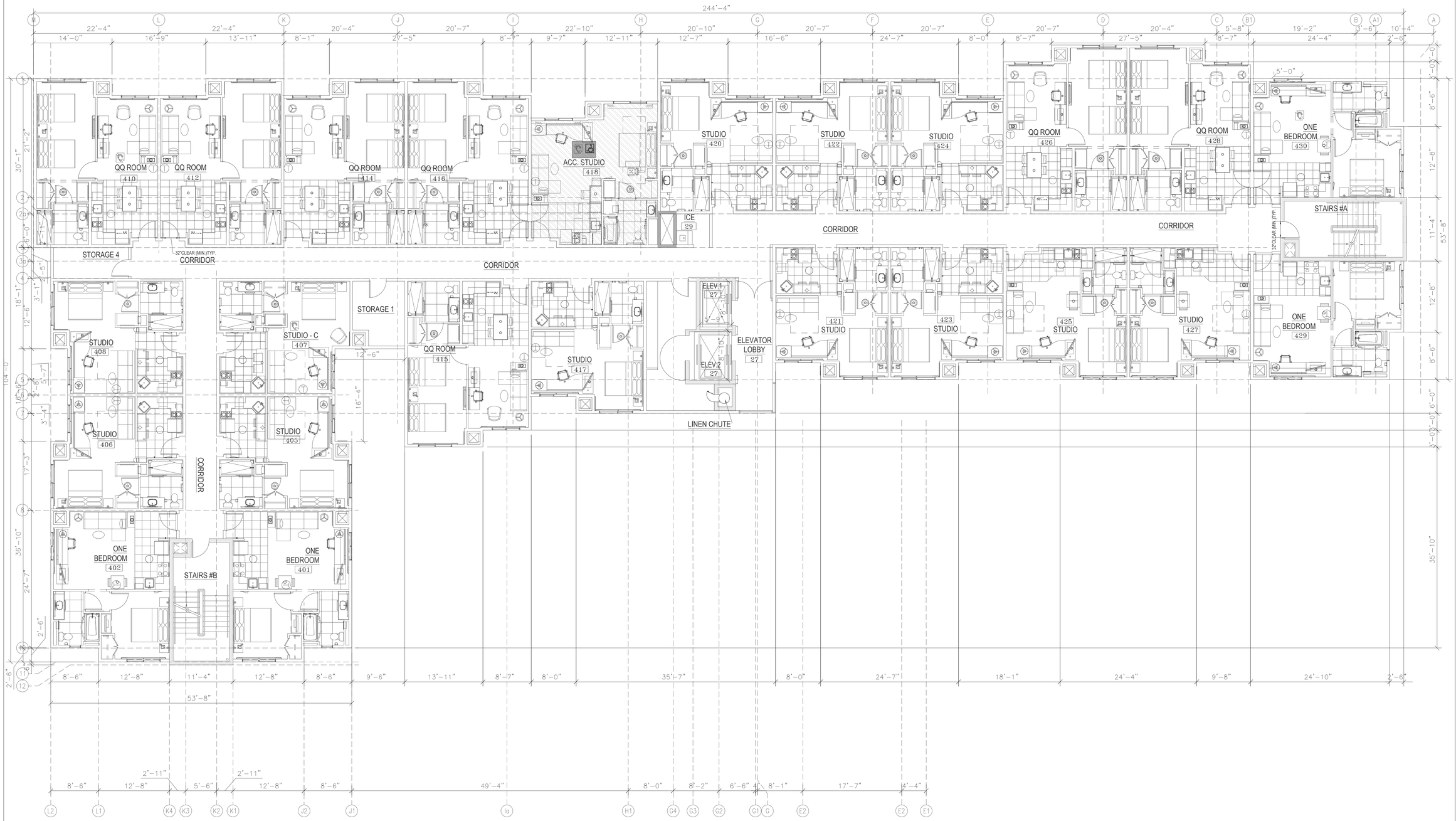
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PROJECT
THIRD FLOOR PLAN (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HOWARD SHIMMON
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CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.2
SHEET
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FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

REVISIONS:

| REVISION | ISSUE | DATE |
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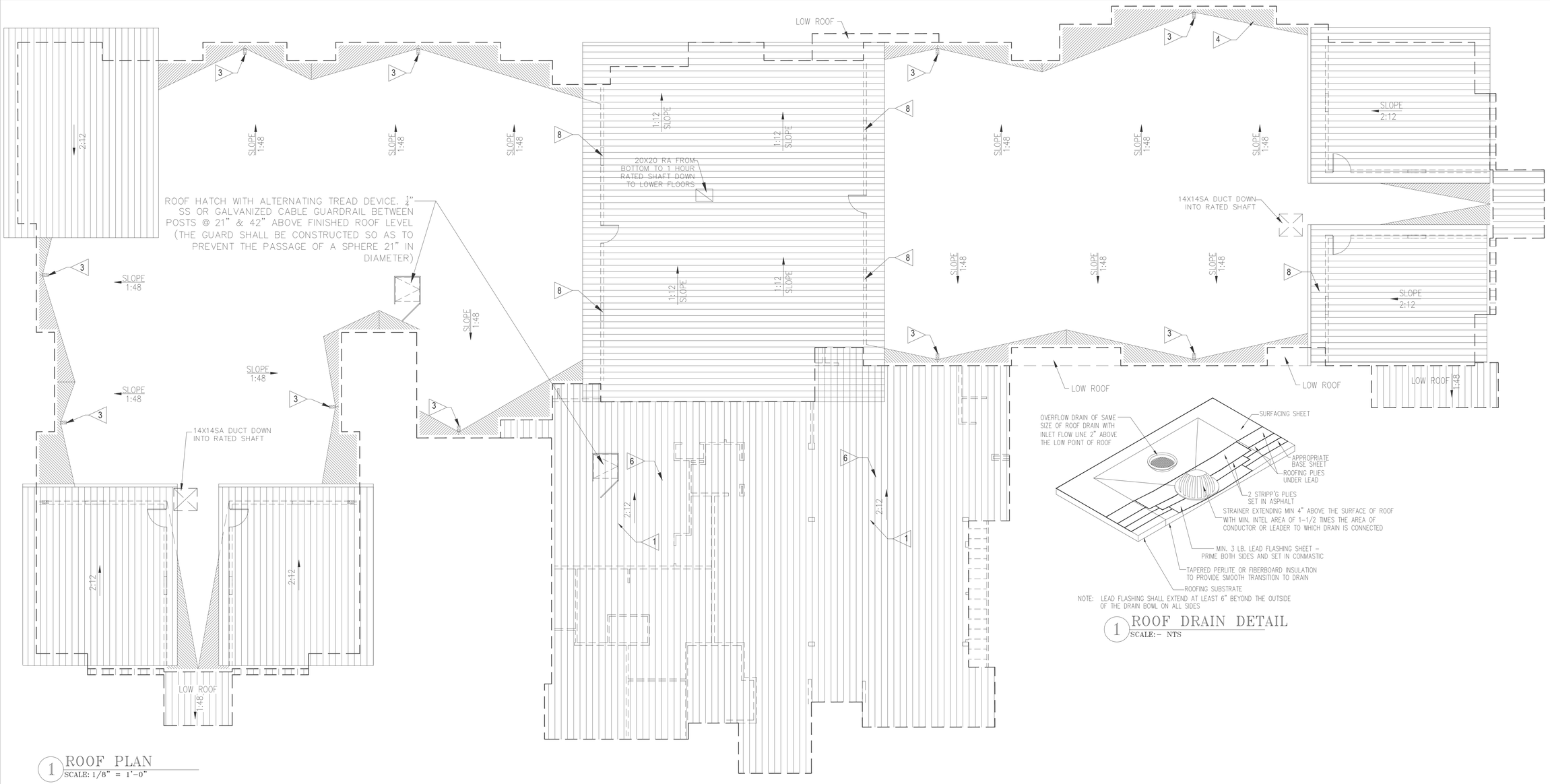
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PROJECT
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A2.1.3
SHEET
15 OF 39

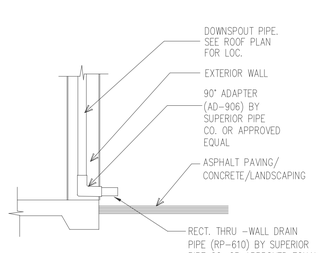



1 ROOF PLAN
SCALE: 1/8" = 1'-0"

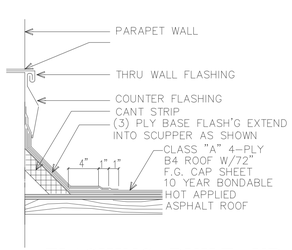



NOTE: LEAD FLASHING SHALL EXTEND AT LEAST 6" BEYOND THE OUTSIDE OF THE DRAIN BOWL ON ALL SIDES

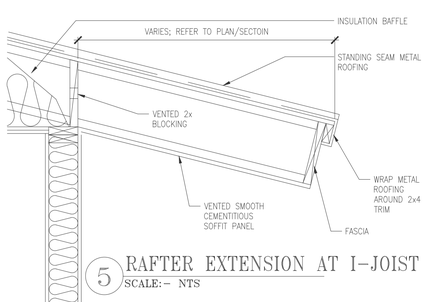
1 ROOF DRAIN DETAIL
SCALE:- NTS




3 DOWN SPOUT
SCALE: NTS.




4 FLASHING BUILT-UP
SCALE: NTS.




5 RAFTER EXTENSION AT I-JOIST
SCALE:- NTS

## GENERAL NOTES

REQUIRED R-VALUE OF ROOFS SHALL BE R-30, 2'-0" OVERHANG AT EAVES, TYPICAL.
2. 24 GA. G.I. 'PAINT-LOCK' FLASHING AT ALL BREAKS IN ROOF PLANE. PAINT TO MATCH ROOF TILE.
3. 24 GA. G.I. 'PAINT-LOCK' FLASHING AND COUNTER FLASHING AT ALL ROOF TO WALL CONNECTIONS. PAINT TO MATCH WALL.
4. FIRE SPRINKLER SYSTEM IS REQUIRED THROUGHOUT THE ENTIRE HOTEL, INCLUDING THE ATTIC AREAS (NFPA 13)
5. DRAFT STOPPING SHALL BE INSTALLED ABOVE, AND IN LINE WITH, SLEEPING UNIT AND DWELLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF SHEATHING ABOVE. DRAFTS SHALL ONLY BE REQUIRED ABOVE ONE OF THE CORRIDOR WALLS AS PER SECTION 718.4.2.EXCP.1.

## PARAPET NOTES

1. WHEN THE ROOF/CEILING FRAMING ELEMENTS ARE PARALLEL TO THE WALLS, SUCH FRAMING AND ELEMENTS SUPPORTING SUCH FRAMING SHALL NOT BE OF LESS THAN 1 HOUR-FIRE RESISTANCE-RATED CONSTRUCTION FOR A WIDTH OF 4' MEASURED FROM THE INTERIOR SIDE OF WALL.
2. WHERE ROOF-CEILING FRAMING ELEMENTS ARE NOT PARALLEL TO THE WALL, THE ENTIRE SPAN OF SUCH FRAMING AND ELEMENTS SUPPORTING SUCH FRAMING SHALL NOT BE PF LESS THAN 1-HOUR FIRE-RESISTANCE-RATED CONSTRUCTION.
3. OPENINGS IN THE ROOF SHALL NOT BE LOCATED WITHIN 5' OF THE 1 HOUR FIRE RESISTANCE-RATED EXTERIOR WALL MEASURED FROM THE INTERIOR SIDE OF WALL.

## KEY NOTES

| # | DESCRIPTION |
|---|---|
| 1 | LOWER LEVEL ROOF @ FIRST FLOOR. SLOPE TO DOWNSPOUT / OVERFLOW SCUPPER. |
| 2 | ELEVATOR OVER RUN ENCLOSURE. SLOPE TO ROOF DRAIN @ 1/2":1'-0". |
| 3 | 3" ROOF DRAIN & OVER FLOW PIPE (TYP.) |
| 4 | 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL |
| 5 | PREFINISHED METAL COPING. |
| 6 | METAL STANDING SEAM ROOFING |
| 7 | SHINGLES OVER 15# FELT OVER SHEATHING |
| 8 | 2'x3' LOUVER VENT. REFER DETAIL #1/A3.4.0 |

## NOTE:

PROVIDE WATER/WEATHER PROOF WALL ACCESS TO CONCEALED SPACE AT VERTICAL WALL FOR EACH CONCEALED SPACE PER DETAIL #6/A1.6.0.

OPENINGS FOR VENTILATION ARE TO BE COVERED WITH CORROSION RESISTANT METAL MESH. MESH OPENINGS @ ¼".

REVISIONS:

| # | REVISION ISSUE | DATED |
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| A | | |

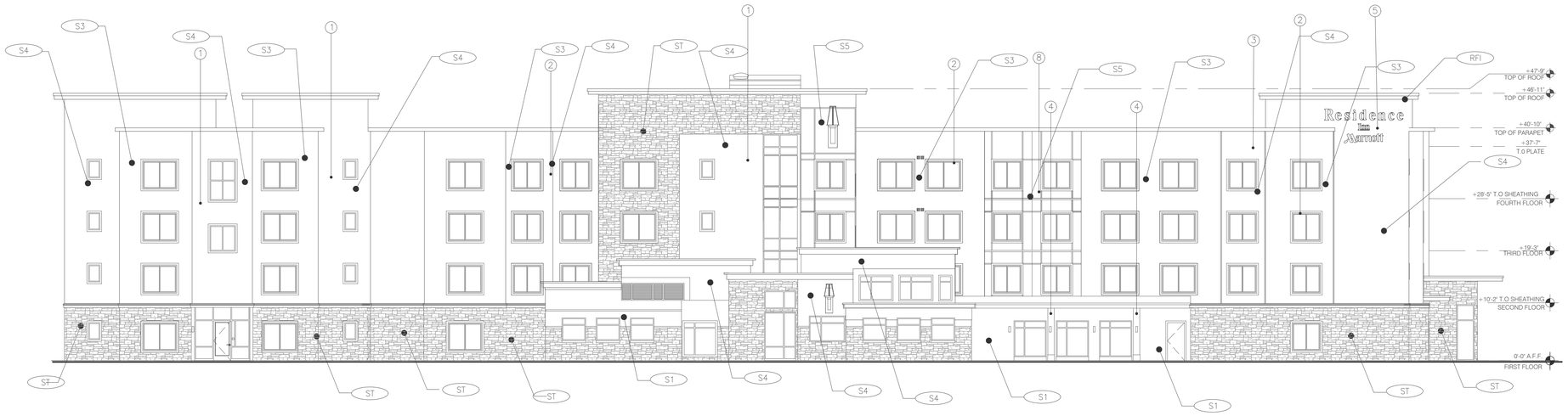
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PROJECT
ROOF PLAN (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

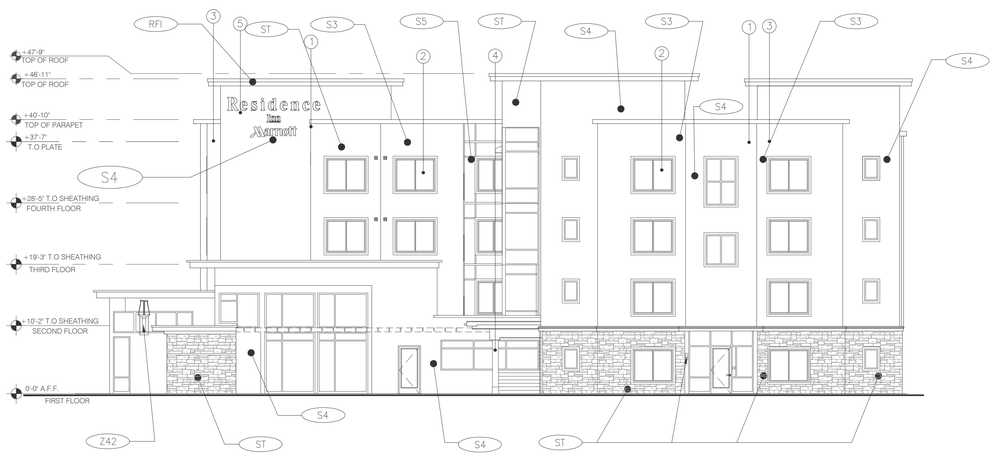
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M. S. SHAHIN
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CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.4
SHEET 16 OF 39




FRONT ELEVATION
SCALE: 3/32" = 1'-0"




RIGHT ELEVATION
SCALE: 3/32" = 1'-0"

## FINISH LEGEND

S1
S2
STUCCO COLOR
SHERWIN WILLIAMS "HAMMERED SILVER" SW2840

S3
STUCCO COLOR
SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054

S4
STUCCO COLOR
SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054

S5
STUCCO COLOR
MATCH BEHR PAINTS "ROCKY CREEK" PPF-37

S6
STUCCO COLOR
MATCH BEHR PAINTS "ROCKY CREEK" PPF-37

ST
STONE VENEER
"ELDRADO STONE"
PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"

RF1
Sheet Metal Roofing
ATAS, color: "Antique Patina" (SRI = 25)

NOTE:
STREET NUMBERS OF THE BUILDINGS SHALL BE EASILY VISIBLE FROM THE STREET AT ALL TIMES, DAY & NITE.

### NOTES:

1. ROOF COLORS ARE BASED ON "BERRIDGE MFG." COLORS
2. PROVIDE BLOCKING AND POWER FOR EXTERIOR SIGNAGE

### (#) KEY NOTES:

| | |
|---|---|
| 1 | (3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THE EXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND |
| 2 | WINDOW VINYL (OWNER TO SELECT FINISH.) |
| 3 | 25 GA. G.I. MTL. CAP FLASHING. |
| 4 | STUCCO COVERED COLUMN |
| 5 | ILLUMINATED BUILDING SIGN N.I.C. |
| 6 | "SHUNT TRIP" FOR SECONDARY POWER SUPPLY. |
| 7 | RED TRIANGLE TO BE PAINTED AROUND "SHUNT TRIP" ON ADJACENT WALL. |
| 8 | 1" EXPANSION JOINT |

REVISIONS:

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| | |

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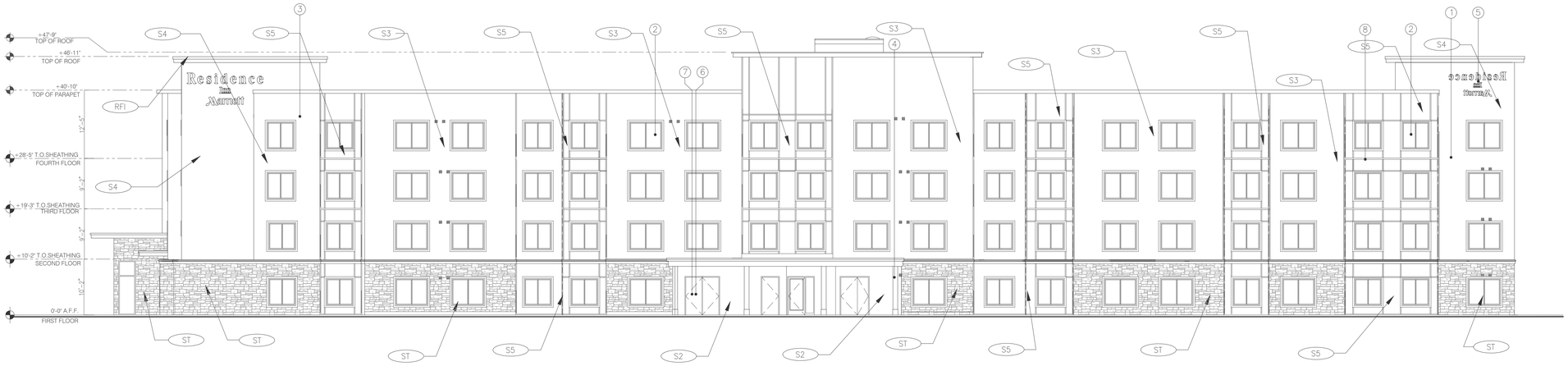
PROJECT
EXTERIOR ELEVATIONS (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HEIDI S. SHIU
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DATE: 02/16/2022
JOB : 19-43
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CHK. BY: MG

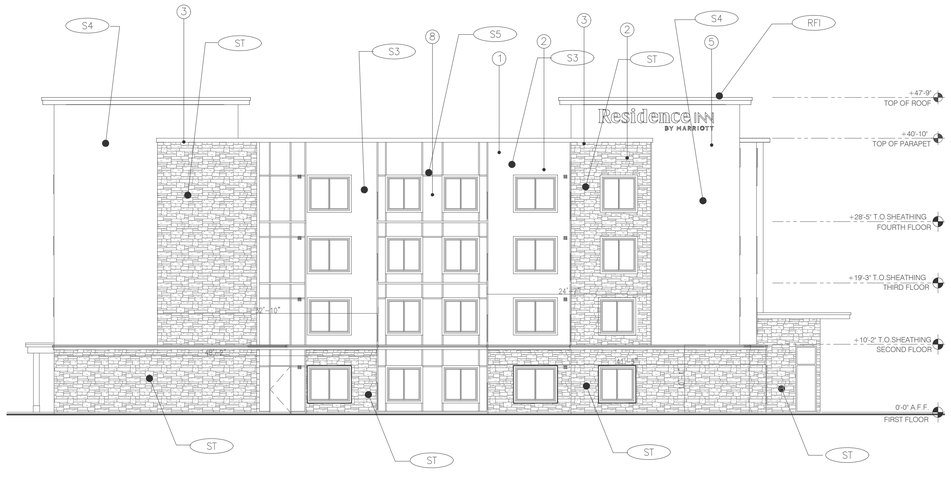
A2.1.5

SHEET
17 OF 39




REAR ELEVATION

SCALE: 3/32" = 1'-0"




LEFT ELEVATION

SCALE: 3/32" = 1'-0"

## FINISH LEGEND

| | | |
|---|---|---|
| S1<br>S2 | | STUCCO COLOR<br>SHERWIN WILLIAMS "HAMMERED SILVER" SW2840 |
| S3 | | STUCCO COLOR<br>SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054 |
| S4 | | STUCCO COLOR<br>SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054 |
| S5 | | STUCCO COLOR<br>MATCH BEHR PAINTS "ROCKY CREEK" PPF-37 |
| S6 | | STUCCO COLOR<br>MATCH BEHR PAINTS "ROCKY CREEK" PPF-37 |
| ST | | STONE VENEER<br>"ELDRADO STONE"<br>PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL" |
| RF1 | | Sheet Metal Roofing<br>ATAS, color: "Antique Patina" (SRI = 25) |

NOTE:
STREET NUMBERS OF THE BUILDINGS SHALL BE EASILY VISIBLE FROM THE STREET AT ALL TIMES, DAY & NITE.

NOTES:

1. ROOF COLORS ARE BASED ON "BERRIDGE MFG." COLORS
2. PROVIDE BLOCKING AND POWER FOR EXTERIOR SIGNAGE.

| # | KEY NOTES: |
|---|---|
| 1 | (3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THE EXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND |
| 2 | WINDOW VINYL (OWNER TO SELECT FINISH.) |
| 3 | 25 GA. G.I. MTL. CAP FLASHING. |
| 4 | STUCCO COVERED COLUMN |
| 5 | ILLUMINATED BUILDING SIGN N.I.C. |
| 6 | "SHUNT TRIP" FOR SECONDARY POWER SUPPLY. |
| 7 | RED TRIANGLE TO BE PAINTED AROUND "SHUNT TRIP" ON ADJACENT WALL. |
| 8 | 1" EXPANSION JOINT |

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PROJECT

EXTERIOR ELEVATIONS (RESIDENCE-INN)

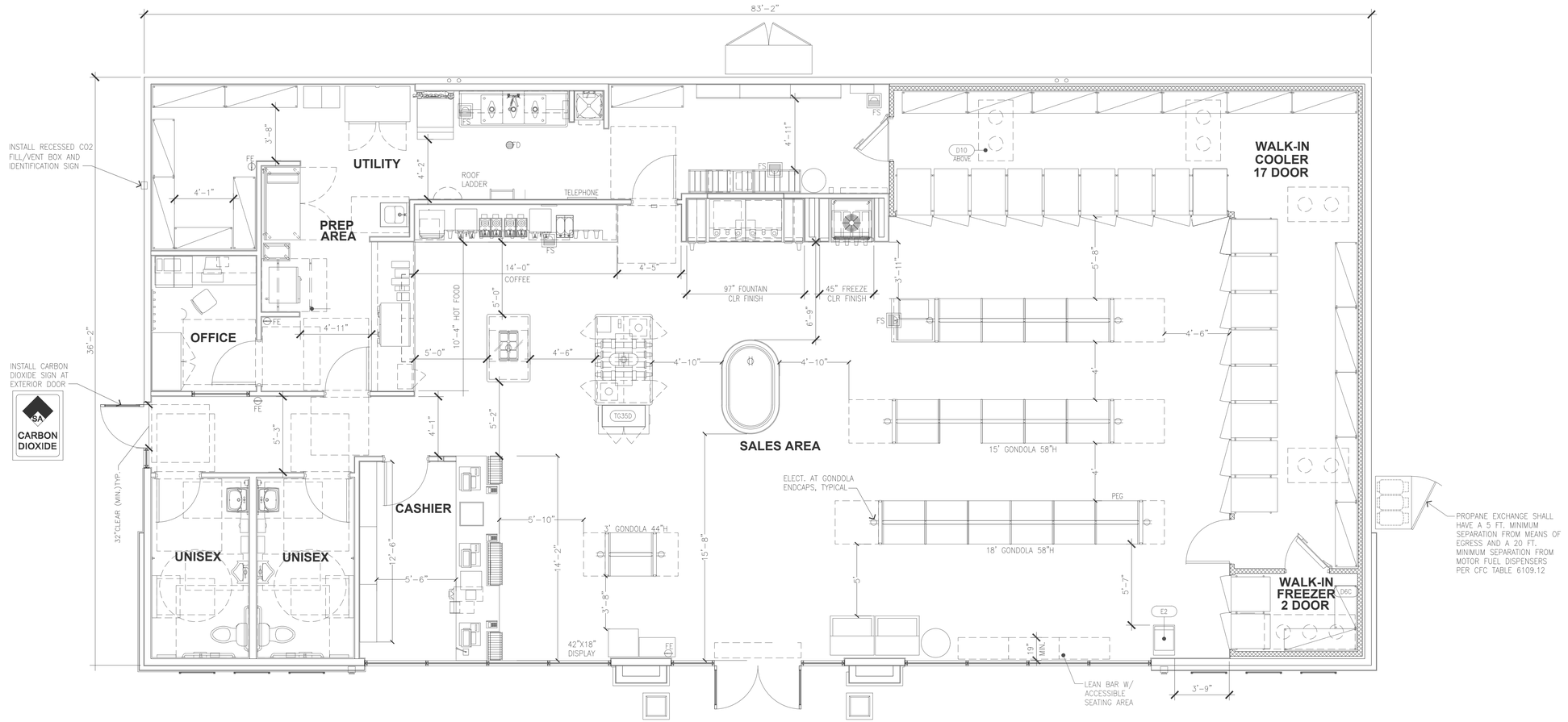
GILROY SQUARE
6970 CAMINO ARROYO
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REGISTERED PROFESSIONAL ENGINEER
MICHAEL GUSTAFSON
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STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
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A2.1.6

SHEET
18 OF 39




01 – **EQUIPMENT FLOOR PLAN - SIDE EXIT OPTION**
SCALE: 1/4"=1'-0"

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# FLOOR PLAN (C-STORE)

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MICHAEL GIBSON
No. 69324
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STATE OF CALIFORNIA

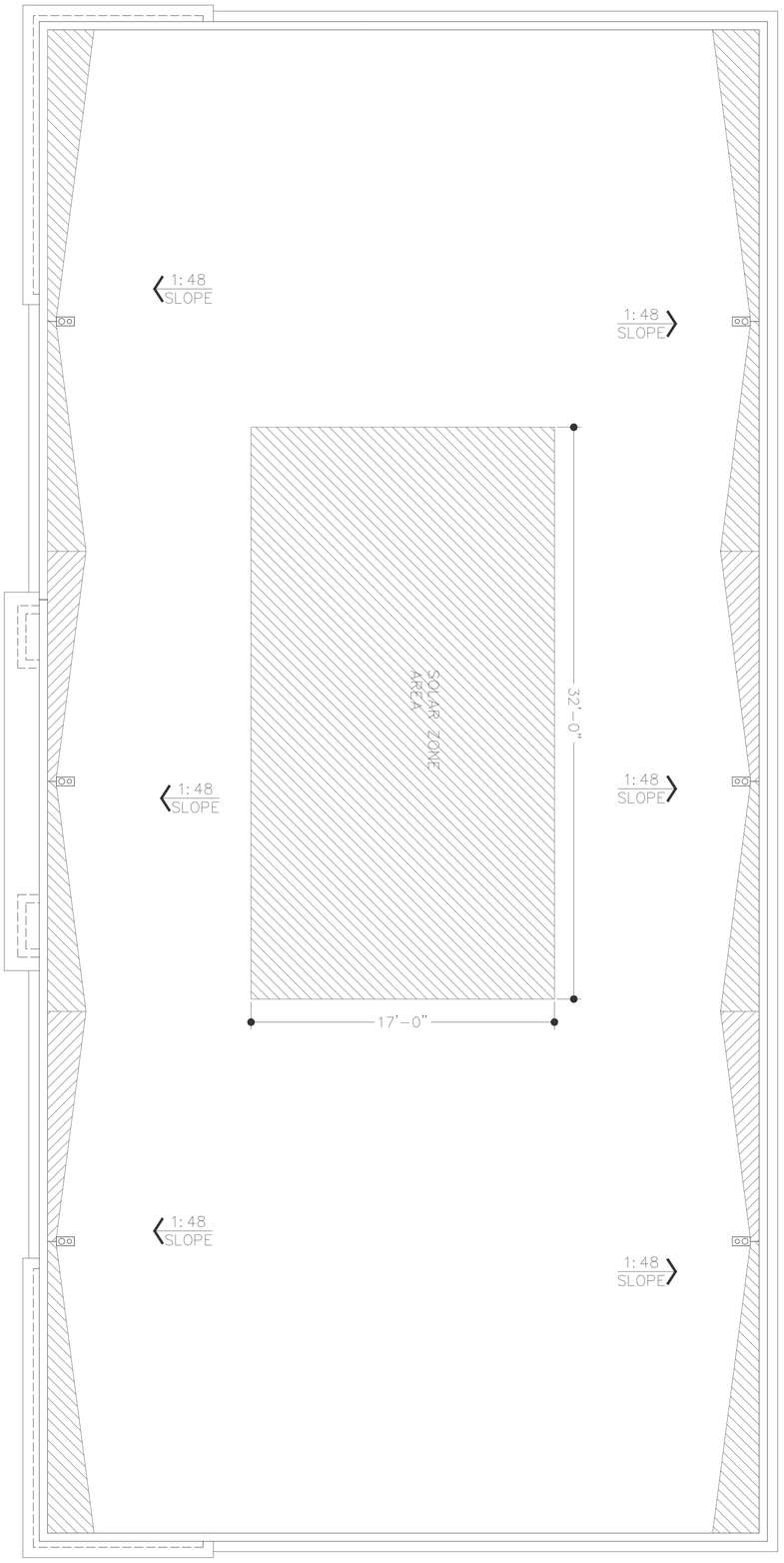
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JOB : 19-43
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CHK. BY: MG

A3.1.0

SHEET
19 OF 39

ROOF PLAN (C-STORE)

SCALE : 1/4"=1'-0"




A3.1.1

SHEET 20 OF 39

DATE: 02/16/2022
JOB #: 19-A-03
DWG. BY: HS
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PROJECT

# ROOF PLAN (C-STORE)

GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA


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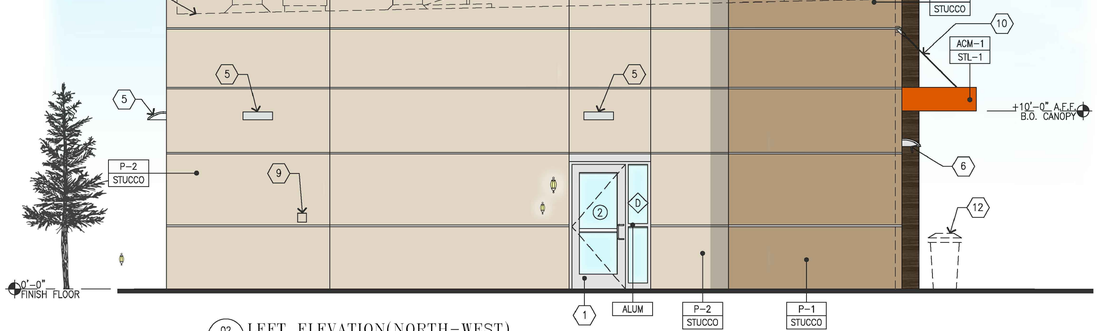
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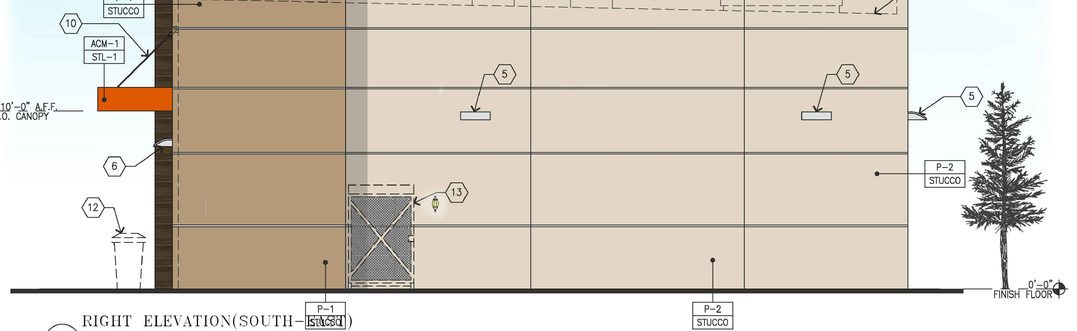
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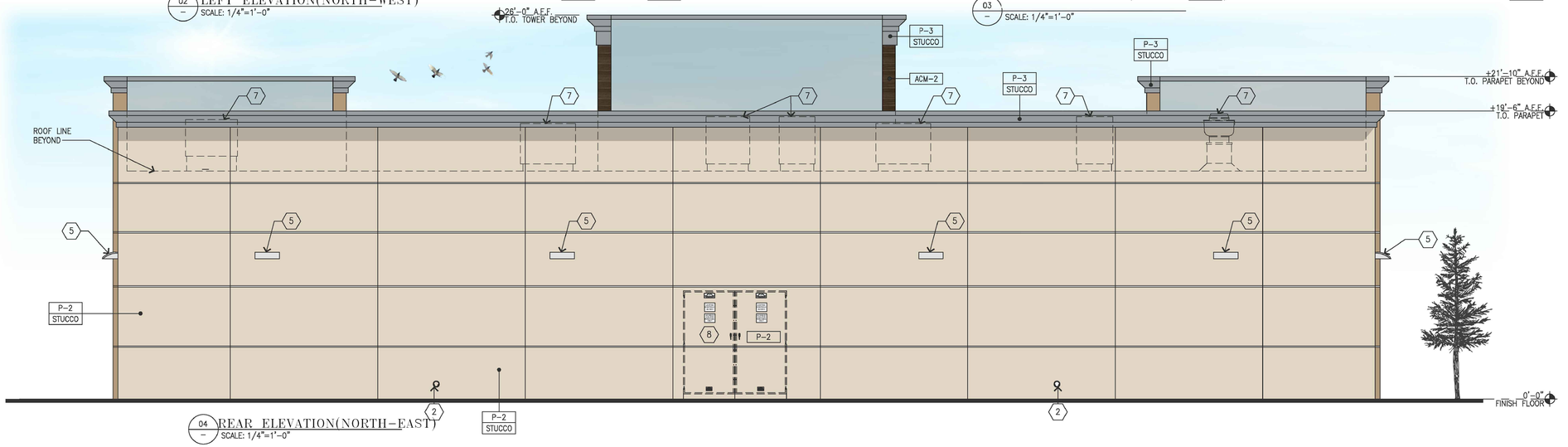

01 RIGHT ELEVATION(SOUTH-WEST)
SCALE: 1/4"=1'-0"




02 LEFT ELEVATION(NORTH-WEST)
SCALE: 1/4"=1'-0"




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




04 REAR ELEVATION(NORTH-EAST)
SCALE: 1/4"=1'-0"

## GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

## KEYED NOTES

1. ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET A5.1 FOR SPECIFICATION
2. OVERFLOW DRAIN
3. WALL POSTER
4. LARGE INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN
5. WALL MOUNTED LED FIXTURE
6. WALL MOUNTED SIGN LIGHTING
7. ROOFTOP EQUIPMENT BEYOND
8. MAIN SWITCHGEAR
9. CO2 FILL/VENT BOX, VERIFY LOCATION PRIOR TO INSTALLATION
10. AWNING ROD AND CLEVIS. REFER TO SHEET A1.4 AND STRUCTURAL PLANS FOR DETAILS
11. CANOPY DOWNSPOUT FINISH TO MATCH STOREFRONT, REFER TO CIVIL PLANS FOR CONTINUATION
12. TRADITIONAL CEMENT TRASH RECEPTACLE, REFER TO SHEET Q2.1 FOR SPECIFICATION
13. PORTABLE PROPANE TANK DISPLAY, REFER TO SHEET Q2.1 FOR SPECIFICATION
14. EMERGENCY SHUT OFF SWITCH, VERIFY LOCATION PRIOR TO INSTALLATION. REFER TO ELECTRICAL SHEETS FOR SPECIFICATIONS
15. AIR CURTAIN BEYOND, REFER TO SHEET A2.3 AND MECHANICAL PLANS

## COLOR LEGEND

- P-1 BENJAMIN MOORE, 1077 "GREAT PLAINS GOLD", SATIN FINISH
- P-2 BENJAMIN MOORE, 1030 "BRANDY CREAM", SATIN FINISH
- P-3 BENJAMIN MOORE, 2121-30 "PEWTER", HIGH GLOSS FINISH

## MATERIAL LEGEND

- ACM-1 ALUMINUM COMPOSITE MATERIAL, PANTONE PMS 166c, "ORANGE"
- ACM-2 ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT"
- STUCCO ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH
- ALUM CLEAR ANODIZED ALUMINUM
- STL-1 STEEL AWNING

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EXTERIOR ELEVATION (C-STORE)

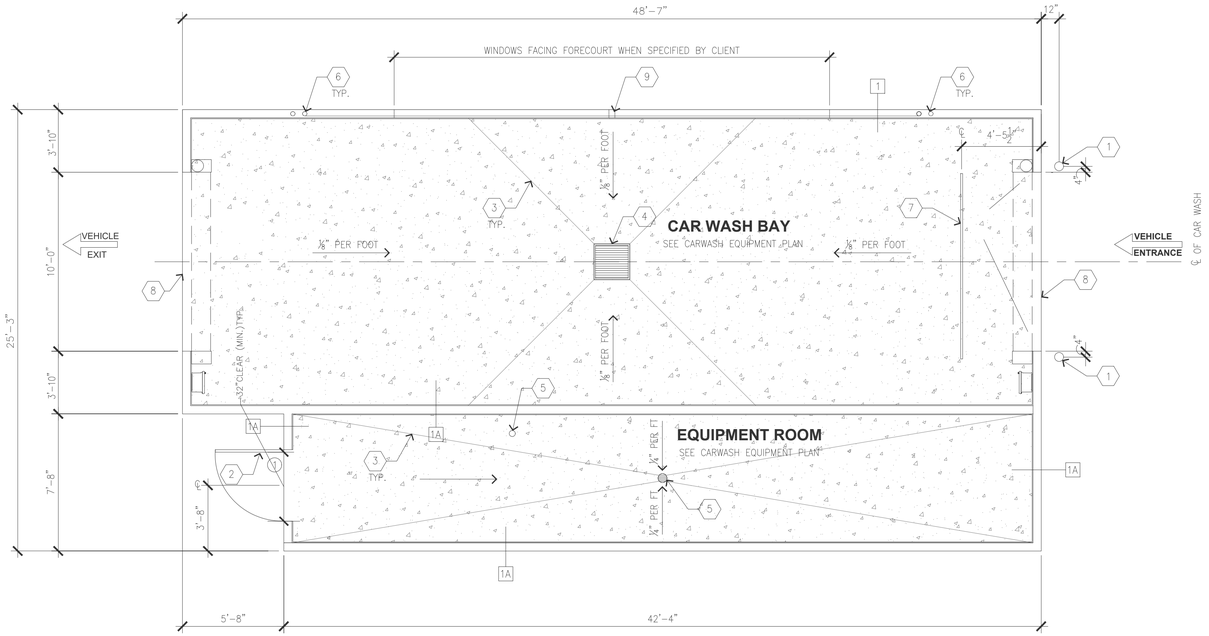
PROJECT
GILROY SQUARE
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GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
M. GRIGSBY
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CIVIL
EXP. 06/30/2023
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB: 19-43
DWG. BY: HS
CHK. BY: MG

A3.1.2

SHEET 21 OF 39




01 — **CONSTRUCTION FLOOR PLAN**
SCALE: 1/4"=1'-0"

# DOOR SCHEDULE

| TYPE | SIZE | QTY | MFR/MODEL | MATERIAL | FRAME | RATING | HARDWARE | REMARKS |
|---|---|---|---|---|---|---|---|---|
| (1) | 4'-0"x7'-0"x1-3/4" | 1 | | 18 GA. INSULATED METAL | 16 GA. INSULATED METAL | N/A | 1 | DOOR AND FRAME FACTORY PRIMED |

## DOOR NOTES / HARDWARE

(1) EQUIPMENT EXTERIOR DOOR:

- 1-1/2 PAIR FULL MORTISED STAINLESS STEEL BUTT HINGES (4-1/2"x4-1/2" NRP)
- HEAVY DUTY OVERHEAD CLOSER, LCN 4040
- KICK DOWN DOOR HOLDER, HAGER 270C S1
- 12"x40" EXTERIOR STAINLESS STEEL KICK PLATE
- 30"x40" INTERIOR STAINLESS STEEL KICK PLATE
- LEVER HANDLE WITH KEY OUTSIDE AND PUSH BUTTON INSIDE LOCKSET (ANSI F82/SCHLAGE D50BD LESS CORE, RHODES LEVER 625, BEST CORE W/ 625 FINISH

## WALL LEGEND

WOOD FRAMED WALL

1 — 2x6 STUDS @ 16"o.c.

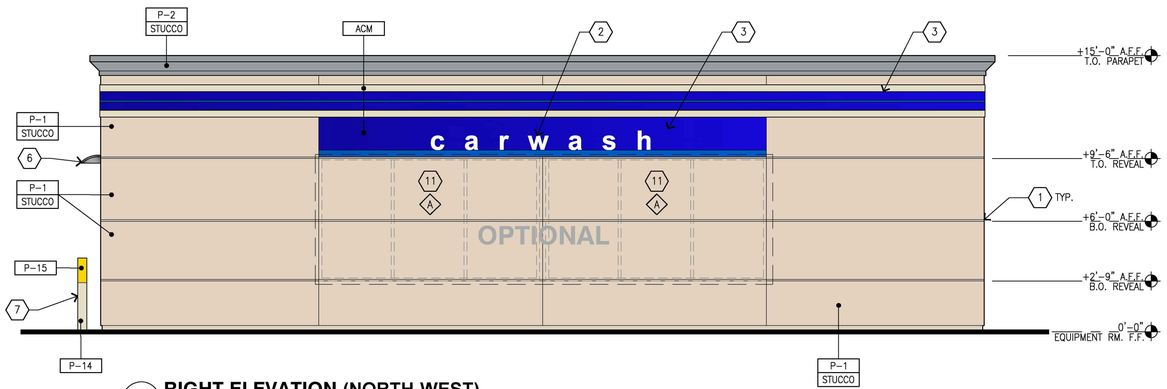
1A — 2x6 STUDS @ 16"o.c. W/ R-21 BATT INSULATION

## GENERAL NOTES

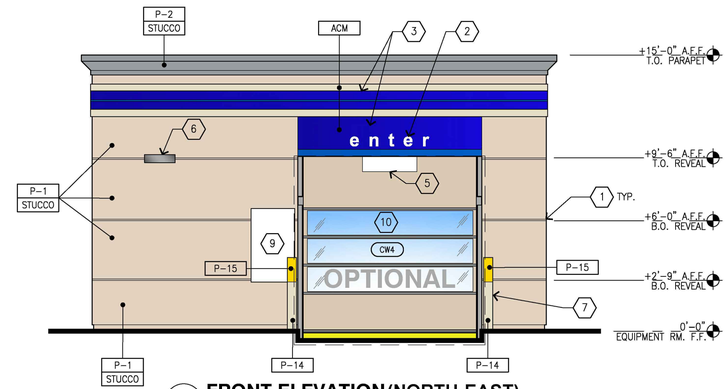
A. ALL DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.
B. ALL DENOTED DIMENSIONS ARE TO BE USED. PLANS SHALL NOT BE SCALED.
C. EXTERIOR WALL ARE 2x6, SEE STRUCTURAL PLANS FOR FRAMING REQUIREMENTS.
D. FLAME SPREAD CLASSIFICATIONS FOR INTERIOR WALLS SHALL COMPLY WITH LOCAL CODES.
E. FIRE EXTINGUISHERS (2A:10B:C) SHALL BE INSTALLED AT CAR WASH BAY AND MECHANICAL ROOM. CONFIRM FINAL DETAILS WITH LOCAL FIRE INSPECTOR.

## KEYED NOTES

1. 6"ø x 48" HIGH BOLLARD FILLED WITH CONCRETE, REFER TO DETAIL 05/CWA4.2
2. EQUIPMENT ROOM DOOR, REFER TO DOOR SCHEDULE
3. DEPRESSED SLAB, REFER TO STRUCTURAL SLAB PLAN
4. CATCH BASIN, REFER TO PLUMBING PLANS
5. FLOOR DRAIN, REFER TO PLUMBING PLANS
6. ROOF DRAINS, REFER TO PLUMBING PLANS
7. TRENCH BY GC FOR UNDER CAR MANIFOLD, REFER TO EQUIPMENT & STRUCTURAL PLANS
8. CAR WASH BAY DOOR, REFER TO EQUIPMENT SCHEDULE ON CWQ1.1
9. STEEL COLUMN, WHEN WASH BAY WINDOWS SPECIFIED



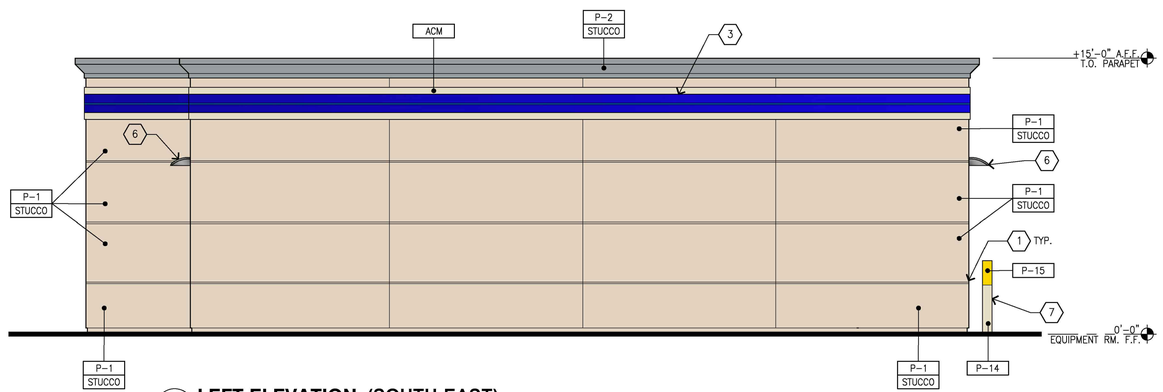

01 — **RIGHT ELEVATION (NORTH-WEST)**
SCALE: 1/4"=1'-0"



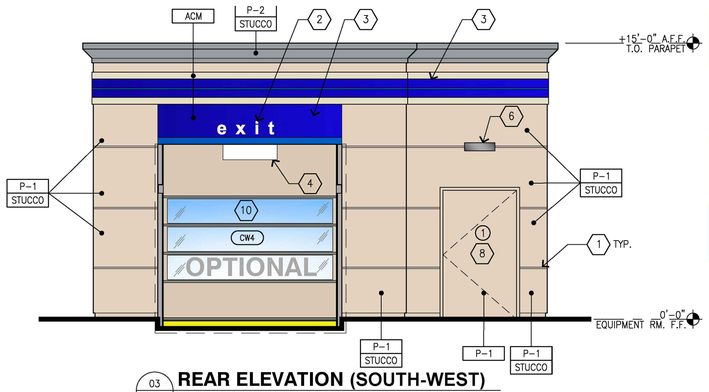

02 — **FRONT ELEVATION (NORTH-EAST)**
SCALE: 1/4"=1'-0"

## KEYED NOTES

1. 1" REVEAL
2. VINYL LETTERS APPLIED TO ACM
3. VINYL DECAL APPLIED TO ACM
4. "NO ENTRY" SIGN
5. OVERHEAD CLEARANCE BAR
6. WALL MOUNTED LED FIXTURE
7. CONCRETE FILLED BOLLARD, REFER TO DETAIL 5/CWA4.2
8. METAL DOOR & FRAME
9. INSTRUCTIONAL SIGN PANEL
10. VINYL ROLL UP DOOR, COLOR: BEIGE, REFER TO SHEET CWQ1.1
11. WASH BAY WINDOWS




04 — **LEFT ELEVATION (SOUTH-EAST)**
SCALE: 1/4"=1'-0"




03 — **REAR ELEVATION (SOUTH-WEST)**
SCALE: 1/4"=1'-0"

## COLOR LEGEND

P-1 — BENJAMIN MOORE, 1030, "BRANDY CREAM", SATIN FINISH

P-2 — BENJAMIN MOORE, 2121-30, "PEWTER", HIGH GLOSS

P-14 — BP PEARL – BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"

P-15 — BP YELLOW – BENJAMIN MOORE, 2022-10, "YELLOW"

## MATERIAL LEGEND

STUCCO — ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH

ACM — ALUMINUM COMPOSITE MATERIAL

REVISIONS:

| # | REVISION ISSUE | DATED |
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| 1 | | |
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FLOOR PLAN & EXTR. ELEVATIONS (CAR WASH)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — HARRY SIDHU — 18924 — CIVIL — EXP 06/30/2023 — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A3.2.0

SHEET
22 OF 39

# EQUIPMENT SCHEDULE

| NO. | ITEM / DESCRIPTION | REMARKS |
|---|---|---|
| CW1 | ENTRANCE ARCH WITH CLEARANCE BAR | REFER TO SITE PLAN FOR LOCATION |
| CW2 | UNITEC PORTAL TI ACTIVATION | |
| CW3 | 3 MESSAGE LIGHTED ENTRANCE SIGN | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW4 | OPTIONAL (NOT REQUIRED FOR VINYL ROLL UP DOOR LOCATIONS) | ELECTRIC OPERATOR, COLOR: BEIGE IF REQUIRED |
| CW5 | UNDERCAR ENTRANCE ACTIVATION FLOOR MOUNT PHOTOEYE | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW6 | HIGH PRESSURE TRENCH MOUNTED UNDERCAR MANIFOLD | TRENCH MEASURES 1-1/2" WIDE x 2" DEEP x 10'-2" LENGTH BY G.C. |
| CW7 | UNDERCAR ENTRANCE ACTIVATION BOX WITH FLOOR MOUNT PHOTOEYE | |
| CW8 | SOFTGLOSS FLOOR TRACKS | |
| CW9 | SOFTGLOSS FLOOR MOUNT BOOM STAND | |
| CW10 | SOFTGLOSS CABLE MOUNT BRACKET | |
| CW11 | REMOTE BAY BUZZER KIT | |
| CW12 | LOW PROFILE GUIDE RAILS (2 PLCS) | |
| CW13 | SOFTGLOSS WASH MACHINE | |
| CW14 | WALL MOUNTED 8 SEGMENT LIGHTED SIGN | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW15 | SLIMLINE DRYER PNEUMATIC CONTROL BOX | |
| CW16 | SLIMLINE DRYER ELECTRICAL CONTROL BOX | |
| CW17 | SLIMLINE DRYER (3 FAN) | |
| CW18 | COMMUNICATION INTERFACE BOX (WITH TOUCH SCREEN AND E-STOP) | |
| CW19 | OPTIONAL | |

| NO. | ITEM / DESCRIPTION | REMARKS |
|---|---|---|
| CW20 | AUTO DOOR PHOTOEYE W/ BRACKET | |
| CW21 | OPTIONAL<br>AUTO DOOR PHOTOEYE W/ BRACKET | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW22 | DUAL THERMOSTAT ASSY | LOCATE THE THERMOSTAT BULBS ON THE OUTSIDE OF THE NORTH WALL OUT OF DIRECT SUNLIGHT. THIS WILL THEN LOCATE THE POSITION OF THE POSITION OF THE THERMOSTAT ASSY APPROXIMATELY 4 FT AWAY. TAKE CARE NOT TO CRIMP CAPILLARY TUBES LEADING TO THE THERMOSTAT BULBS. |
| CW23 | SLIMLINE DRYER COUNT DOWN TIMER SIGN | |
| CW24 | FRESH WATER BACKUP VALVE ASSY | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW25 | EV ULTRACLEAR RECLAIM SYSTEM 40 GPM W/ OZONE | |
| CW26 | OFFBOARD CHEMICAL INJECTION PUMP/ WITH CHEMICAL CONTAINERS | |
| CW27 | ONBOARD HP PUMP W/ CONTROL BOX | |
| CW28 | HP DIVERTER VALVES | |
| CW29 | WASH BAY TERMINAL BOX | |
| CW30 | OFFBOARD RINSE VALVE/R.O. | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW31 | OPTIONAL<br>BOOSTER PUMP | IF REQUIRED |
| CW32 | 165 GALLON R.O. STORAGE TANK | |
| CW33 | CARBON FILTER | |
| CW34 | RAINMAKER III R.O. SYSTEM | |
| CW35 | AIR COMPRESSOR, 5 HP, 3 PH | |
| CW36 | UNITEC P.O.S. INTERFACE | ACTUAL LOCATION OF ITEM WILL BE NEAR POINT OF SALE IN C-STORE. |
| CW37 | UNDERGROUND RECLAIM TANKS | REFER TO SITE PLAN FOR LOCATION |

1. CONTRACTOR SHALL RESPONSIBLE TO HARD PIPE PLUMBING AND ELECTRICAL TO ALL CAR WASH EQUIPMENT. VERIFY SCOPE OF WORK WITH RYKO PRIOR TO CONSTRUCTION.

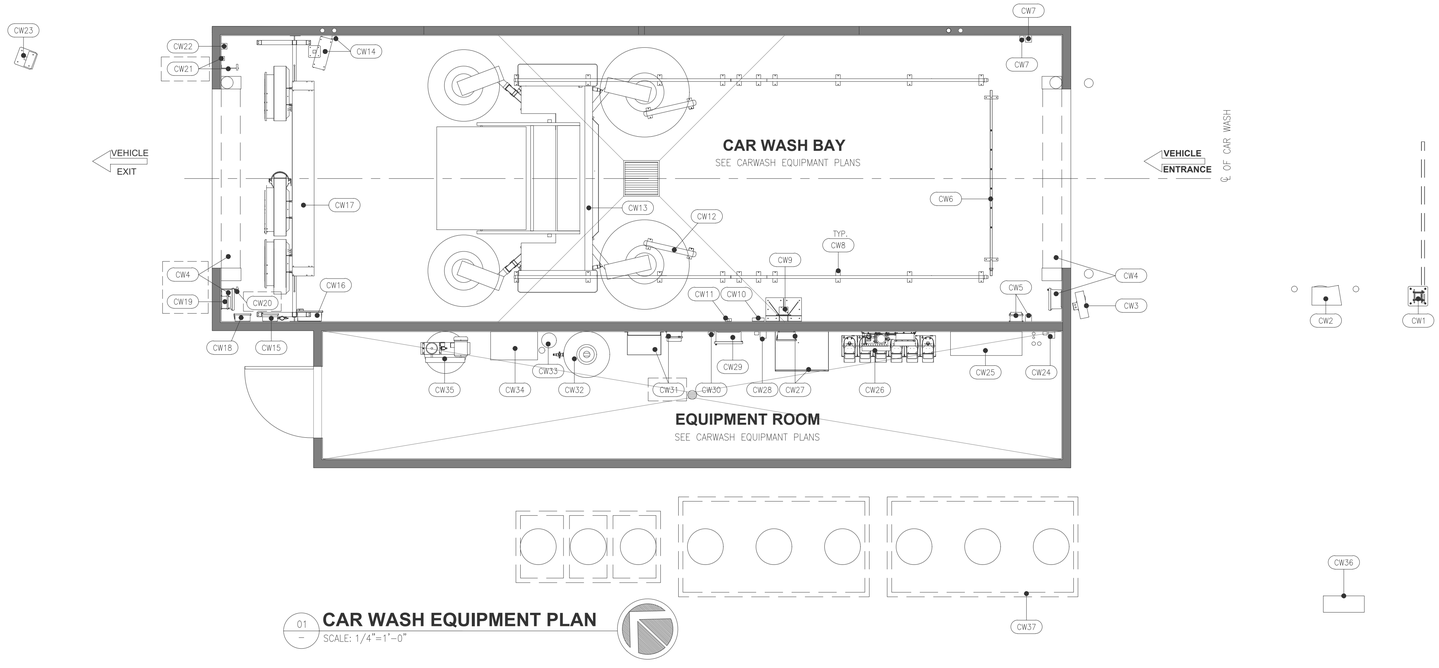
2. VINYL ROLL UP DOORS NOT REQUIRED IN CALIFORNIA, UNLESS REQUIRED BY THE AUTHORITY HAVING JURISDICTION OR, IF NEEDED FOR SECURITY PURPOSES.

3. BOOSTER PUMP IS ONLY REQUIRED WHEN THE WATER PRESSURE TO THE SITE IS LESS THAN 40 PSI. CONFIRM WATER PRESSURE WITH WATER DISTRICT PRIOR TO REQUESTING PLANS FROM RYKO. REFER TO THE WATER REQUIREMENTS NOTED ON THIS SHEET AND PLUMBING SHEET CWP2.0

## WATER REQUIREMENTS

MINIMUM 1" SERVICE AT 40 PSI WITH 35 GPM FLOW RATE.

MAXIMUM 1" SERVICE AT 150 PSI WITH 40 GPM FLOW RATE.




01 — CAR WASH EQUIPMENT PLAN
SCALE: 1/4"=1'-0"

REVISIONS:

| NO. | REVISION ISSUE | DATED |
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PROJECT

EQUIPMENT PLAN (CAR WASH)

GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

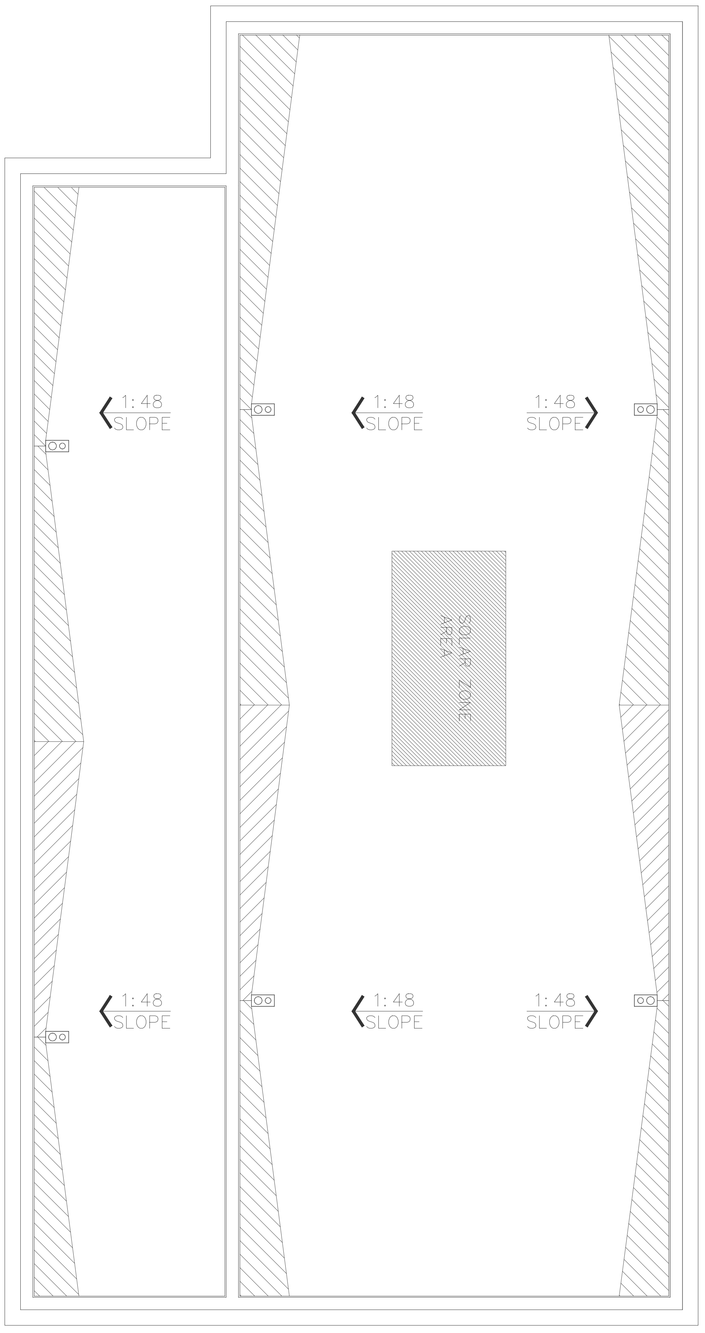
REGISTERED PROFESSIONAL ENGINEER — MARK GREGORY — No. 69934 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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SHEET
23 OF 39

ROOF PLAN (CAR WASH)
SCALE : 1/4"=1'-0"






DATE: 19.43
JOB#:
DWG. BY: HS
CHK. BY: MG

PROJECT

# ROOF PLAN (CAR WASH)

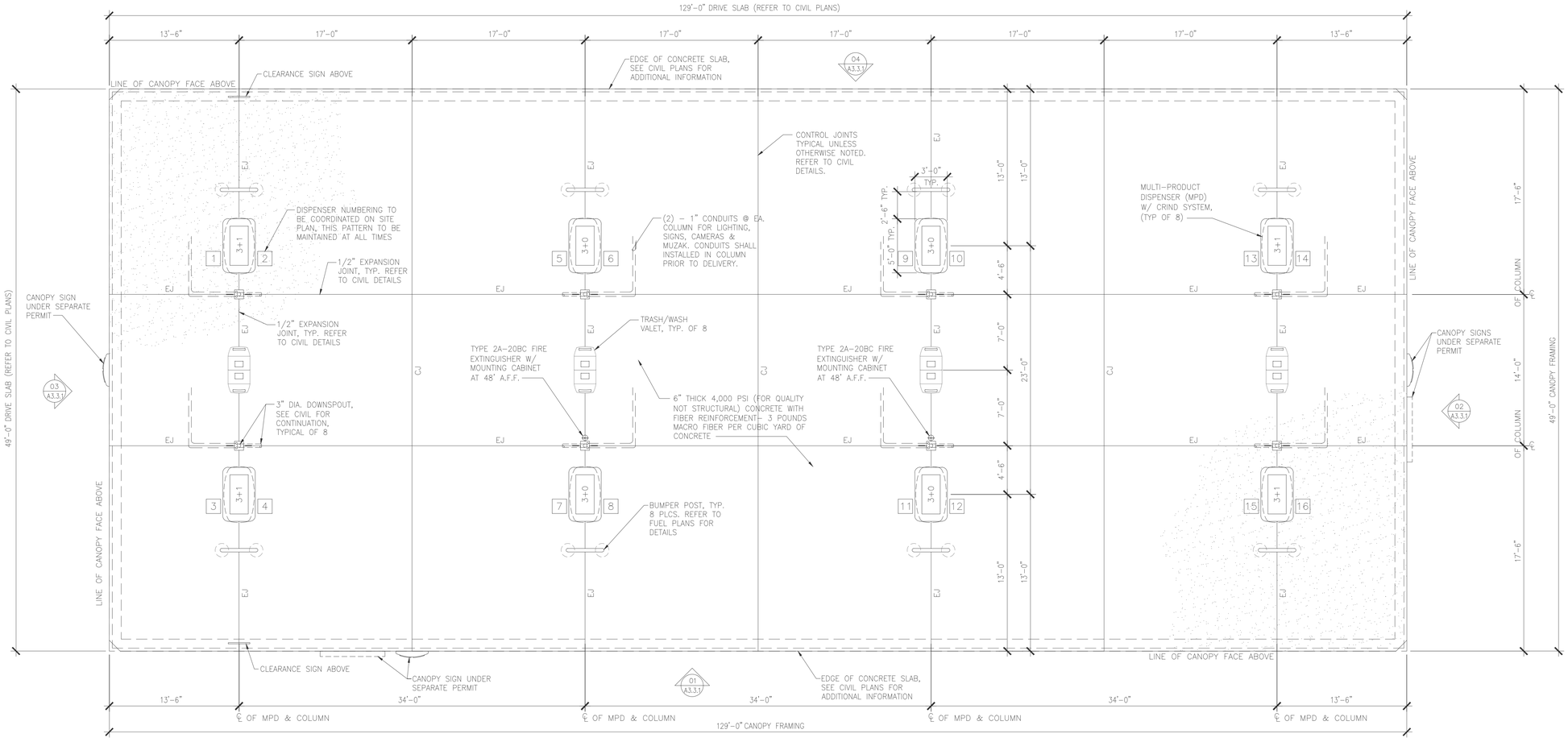
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GILROY, CA


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## BUILDING SIDE




01 – **CANOPY SLAB PLAN**
SCALE: 3/16"=1'-0"

NOTES:

1. DOWNSPOUTS ARE DESIGNED TO BE TIGHTLINED TO THE SITES UNDERGROUND STORM DRAINAGE SYSTEM.
2. REINFORCED CONCRETE DRIVE SLAB SHALL BE OVER 6" CRUSHED ROCK OR AS SPECIFIED IN SOILS REPORT. FINISH SHALL BE A MEDIUM BROOM PERPENDICULAR TO ISLAND LAYOUT w/ EXPANSION AND CONTROL JOINTS AS SHOWN.
3. CANOPY FABRICATOR SHALL PROVIDE DOWNSPOUTS AND CONDUITS FOR LIGHTING, SIGN, MUSIC SYSTEM, CCTV AND SOLAR IN COLUMNS WHERE SPECIFIED. COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION OF CONDUITS, AND HAND HOLES PRIOR TO FABRICATION. SEE ELECTRICAL DRAWINGS.
4. ISLAND FUEL SHALL BE PAINTED GRAY.
5. SEE SHEET CA-3 AND ELECTRICAL DRAWINGS FOR ADDITIONAL NOTES AND IN COLUMN ELECTRICAL CONDUIT AND LIGHTING INFORMATION.
6. GRADE BREAKS AT CONCRETE DRIVE SLAB SHALL OCCUR WITHIN DRIPLINE OF CANOPY. SEE GRADING PLAN FOR SLAB DRAINAGE ISOLATION AND OIL/WATER SEPARATOR.
7. TRASH/WASH VALET ORDERS- BIG RED ROOSTER FLOW: 847-866-0761.

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FLOOR PLAN (CANOPY)

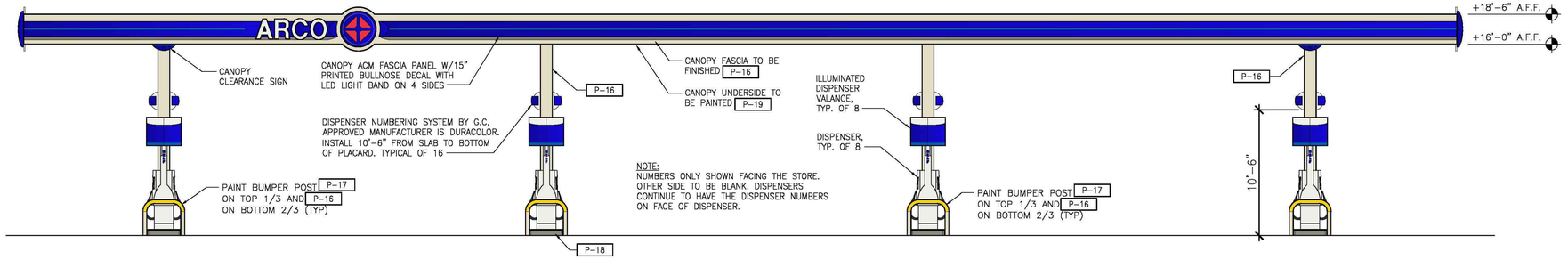
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MICHAEL S. GIANG
No. 69324
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

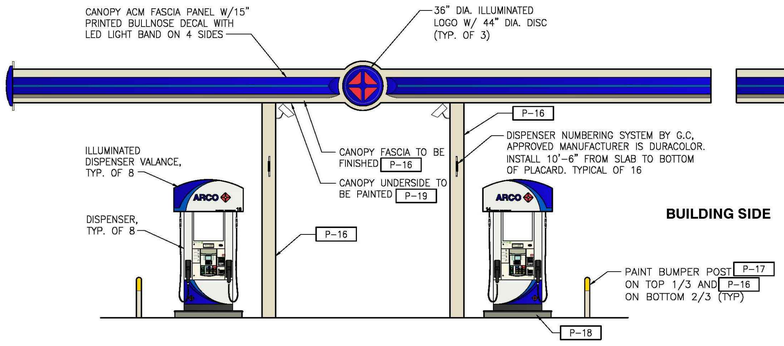
DATE: 02/16/2022
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CHK. BY: MG

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SHEET
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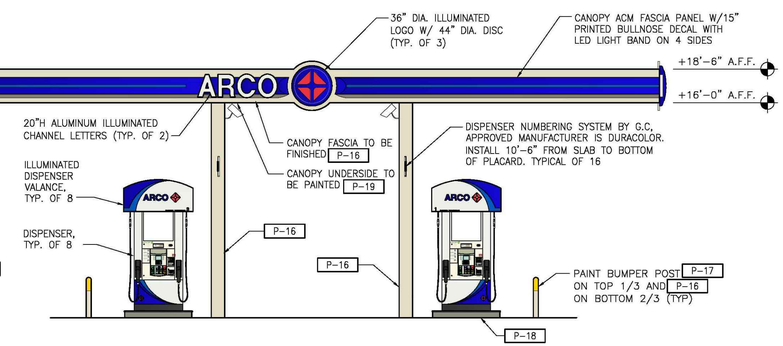



01 — **FRONT ELEVATION**
SCALE: 3/16"=1'-0"




02 — **RIGHT SIDE ELEVATION**
SCALE: 3/16"=1'-0"

**BUILDING SIDE**




03 — **LEFT SIDE ELEVATION**
SCALE: 3/16"=1'-0"

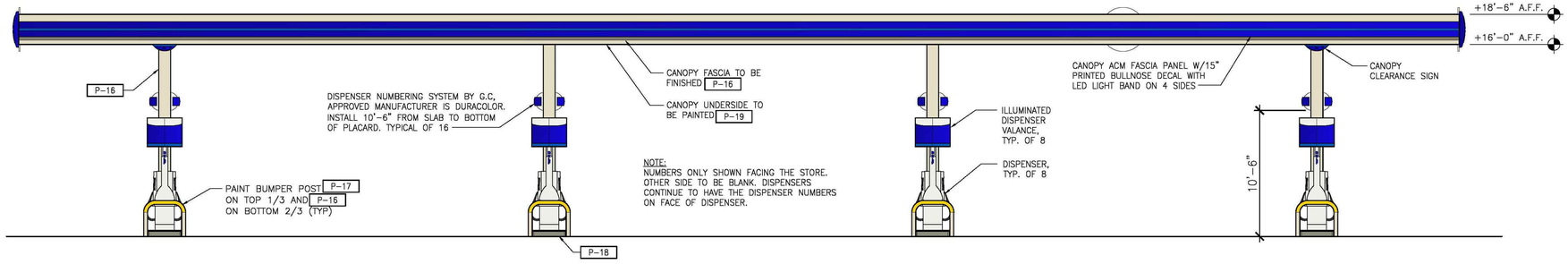
## EXTERIOR PAINTS

P-16 BP PEARL
- -BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"
- -SHERWIN WILLIAMS, SW6119, "ANTIQUE WHITE"
- -ICI PAINTS, #A00B3- 38YY 72/117, "INDIAN LEGEND"

P-17 BP YELLOW
- -BENJAMIN MOORE, 2022-10, "YELLOW"
- -SHERWIN WILLIAMS, SW6903, "CHEERFUL"
- -ICI PAINTS, #A0775- 37YY 61/867, "OMEGA YELLOW"

P-18 BP WARM GRAY
- -BENJAMIN MOORE, 2137-40, "DESERT TWILIGHT"
- -SHERWIN WILLIAMS, SW7053, "ADAPTIVE SHADE"
- -ICI PAINTS, #A1860- 40YY 25/074, "GRAY MOUNTAIN"

P-19 HIGH HIDING WHITE
- -BENJAMIN MOORE, OC-67, "ICE MIST"
- -SHERWIN WILLIAMS, SW7006, "EXTRA WHITE"
- -ICI PAINTS, #A0128- 50GY 83/010, "WHITE WING"




04 — **REAR ELEVATION**
SCALE: 3/16"=1'-0"
**FACING BUILDING**

REVISIONS:

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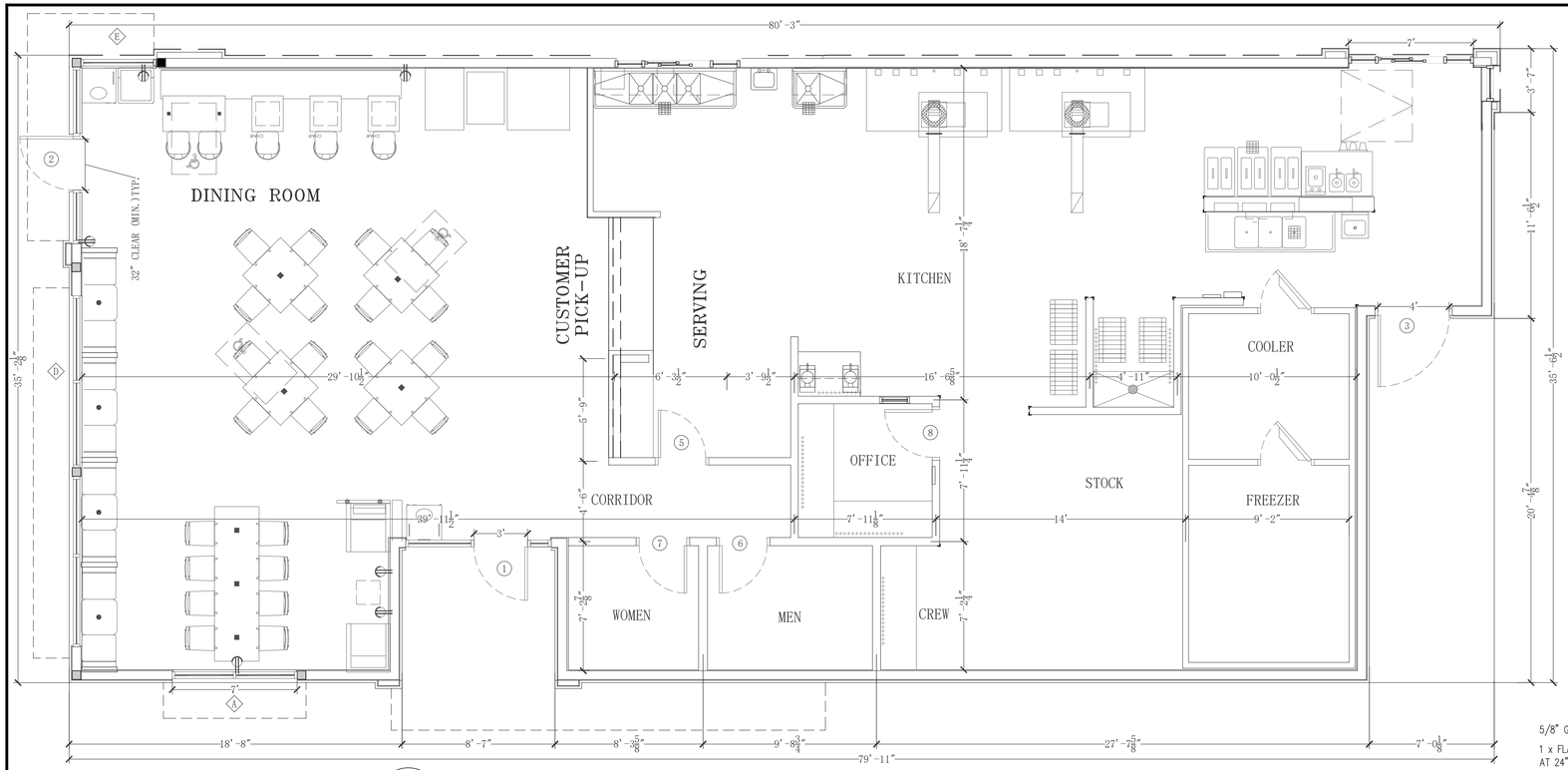

EXTERIOR ELEVATIONS (CANOPY)

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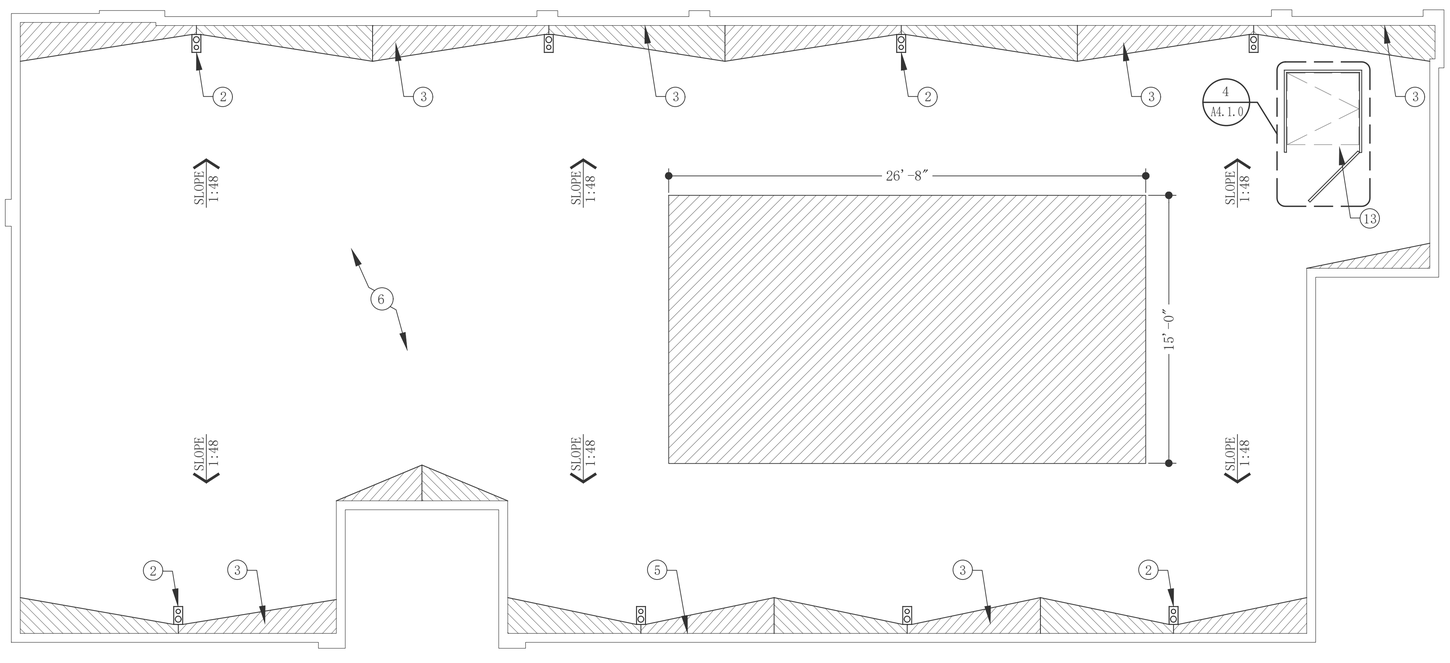
REGISTERED PROFESSIONAL ENGINEER
MICHAEL S. GIBSON
58924
EXP. 06/30/2023
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DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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SHEET
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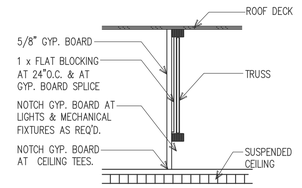



1 FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"




2 ROOF PLAN
SCALE: 1/4"=1'-0"

| # | KEY NOTES |
|---|---|
| 1. | REFER TO ROOF DETAILS ON AD-1 SHEET FOR EQUIPMENT PLATFORM REQUIREMENTS (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION. |
| 2. | 3" ROOF DRAIN & OVER FLOW PIPE (TYP.) |
| 3. | 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL |
| 4. | DASHED LINE INDICATES BUILDING LINE BELOW |
| 5. | AT JUNCTION OF ROOF AND VERTICAL SURFACE, FLASHING AND COUNTER FLASHING SHALL BE PROVIDED PER ROOFING MANUFACTURER'S INSTRUCTIONS. ALL METAL SHALL BE NOT LESS THAN #26 GAUGE CORROSION-RESISTANT METAL. |
| 6. | ROOFING 4GNC BY JOHN MANSVILLE OR APPROVED EQUAL |
| 7. | DRAFT STOPPING SHALL BE INSTALLED IN ATTICS AND CONCEALED ROOF SPACES, SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 3,000 S.F. |
| 8. | CONCRETE TILE (OWNER TO SELECT) OVER 1/2" PLYWOOD OVER PRE-MANUFACTURED ROOF TRUSSES @ 24"O.C. VERIFY ATTACHMENT WITH TRUSS MANUFACTURER. PROVIDE CONTINUOS STUCCO SCREEN. (#ESR-1647) |
| 9. | LV24RD ROUND LOUVER VENT. |
| 10. | 3"x22" EAVE VENT |
| 11. | SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER. VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION. |
| 12. | CLOAKED VENT TILE-INSTALL PER MANUFACTURER'S SPECIFICATIONS. |
| 13. | ROOF HATCH WITH ALTERNATING TREAD DEVICE. 1/4" SS OR GALVANIZED CABLE GUARDRAIL BETWEEN POSTS @ 21" & 42" ABOVE FINISHED ROOF LEVEL (THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21" IN DIAMETER) |

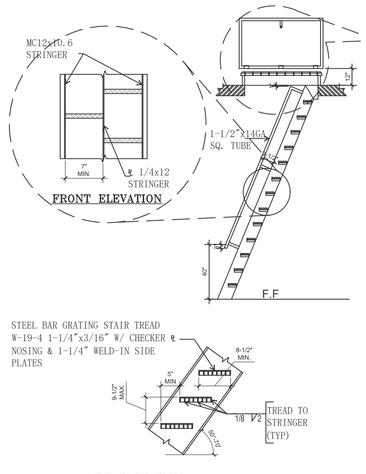


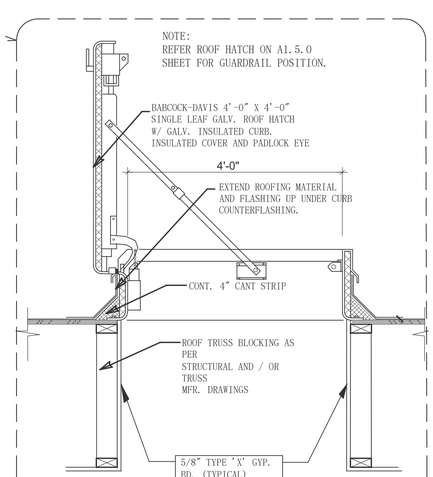

3 DRAFT STOP DETAIL
SCALE: N.T.S.

NOTE:-
1. DRAFT STOPPING MATERIALS SHALL NOT BE LESS THAN 0.5-INCH GYPSUM BOARD, 0.375-INCH WOOD STRUCTURAL PANEL, 0.375-INCH PARTICLEBOARD OR OTHER APPROVED MATERIALS.

NOTES FOR CONTRACTOR:

1. CBC 1015.6/7 - GUARDS SHALL BE PROVIDED WHERE APPLIANCES, EQUIPMENT, FANS, ROOF HATCH OPENINGS OR OTHER ITEMS THAT REQUIRE SERVICE ARE LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR, ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER. THE GUARD SHALL EXTEND NOT LESS THAN 30 INCHES BEYOND EACH END OF SUCH APPLIANCE, EQUIPMENT, FAN, ROOF HATCH OR COMPONENT.
2. AUTOMATIC SHUTOFFS - AIR-MOVING SYSTEMS SUPPLYING IN EXCESS OF 2000 CUBIC FEET PER MINUTE TO ENCLOSED SPACES WITHIN BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC SHUTOFF. SHUTOFFS SHALL STOP THE AIR-MOVING EQUIPMENT WHEN SMOKE IS DETECTED IN ROOMS SERVED BY THE SYSTEM. EXCEPTIONS: (1) ROOMS HAVE A DIRECT EXIT TO THE EXTERIOR OF THE BUILDING, OR (2) SYSTEMS ARE DESIGNED FOR SMOKE CONTROL. CMC § 608.1
3. CMC 604.1.2 - INSULATION APPLIED TO THE EXTERIOR SURFACE OF DUCTS SHALL HAVE A FLAME-SPREAD RATING OF NOT MORE THAN 25 AND A SMOKE-DENSITY RATING OF NOT MORE THAN 50 WHEN TESTED AS A COMPOSITE ASSEMBLY INCLUDING INSULATION, FACING MATERIALS, TAPES AND ADHESIVES AS NORMALLY APPLIED.




4 ROOF HATCH W/ALTERNATING TREAD DEVISE
SCALE: N.T.S.

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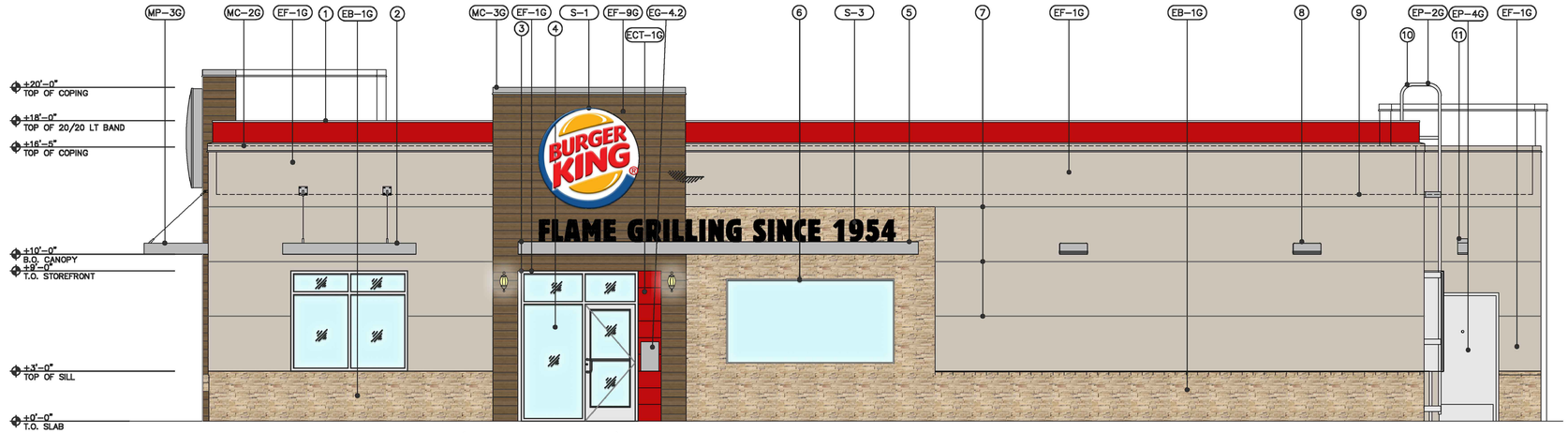
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PROJECT
FLOOR & ROOF PLAN (BURGER KING)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

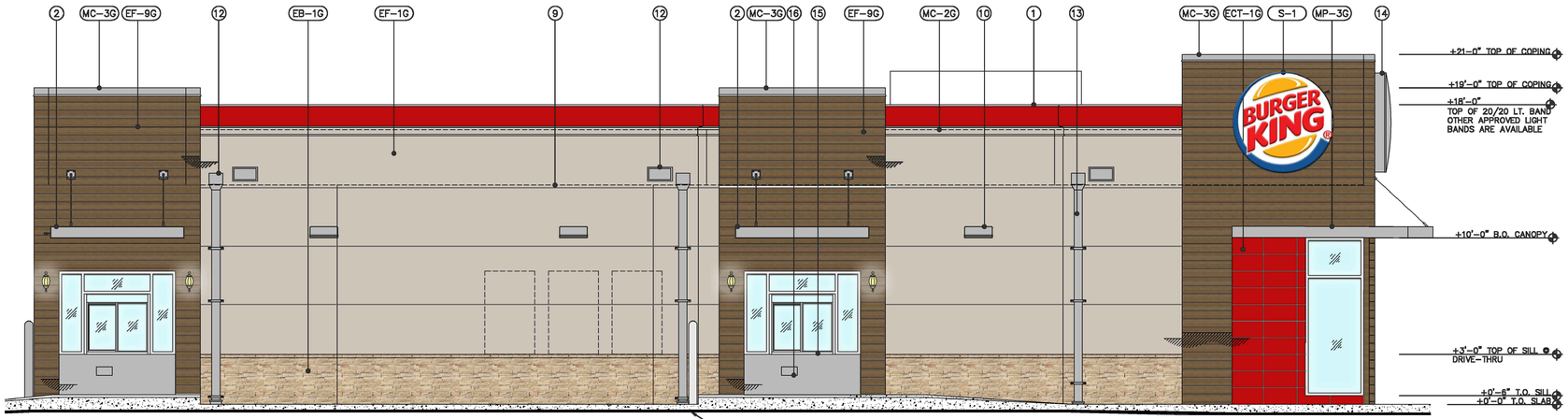
REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. GAGE
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DATE: 02/16/2022
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CHK. BY: MG

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SHEET
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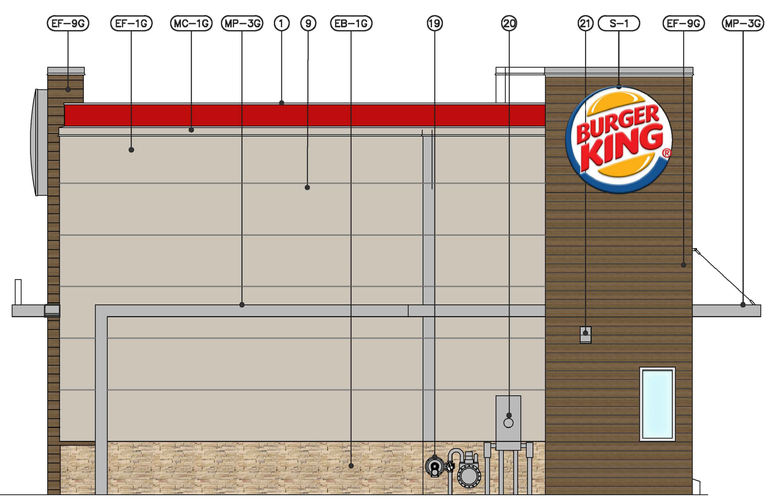

1 FRONT ELEVATION (SOUTH-WEST)
SCALE: 1/4"=1'-0"




2 REAR ELEVATION (NORTH-EAST)
SCALE: 1/4"=1'-0"




3 LEFT ELEVATION (NORTH-WEST)
SCALE: 1/4"=1'-0"




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

## # KEY NOTES:-

1. LIGHT BAND BY SIGN MANUFACTURER.
2. AWNINGS MAY BE USED AT THIS LOCATION.
3. ALIGN CANOPY.
4. REFERENCE SHEET A-1 FOR VESTIBULE OPTION.
5. CANOPY LENGTH 24'±: COORDINATE WITH "FGS 1954" SIGN.
6. MERCHANDISING.
7. (3) REVEALS EQUALLY SPACED FROM BOTTOM OF COPING TO TOP OF BRICK (TYPICAL ALL SIDES) REFER TO DETAIL 'A', THIS SHEET.
8. BOTTOM OF FIXTURES @ 10'-0" A.F.F. (TYPICAL).
9. LINE OF ROOF DECK.
10. PAINTED STEEL LADDER – REFERENCE SECTION 10/A-5.
11. SECURITY LIGHT.
12. OVERFLOW SCUPPER AND DOWNSPOUT. PAINT TO MATCH EP-2G (TYP.).
13. ROOF DRAIN: CONNECT TO CATCH BASIN. COORDINATE WITH CIVIL DRAWINGS. (TYP.).
14. 72"ø LOGO SIGN(TYP.).
15. SELF-CLOSING DRIVE-THRU WINDOW: REFERENCE WINDOW SCHEDULE, SHEET A-10 (TYP.).
16. OPTION PASS-THRU OPENING FOR BURGER KING McLAMORE FOUNDATION COLLECTION BOX. REFER TO DETAIL, SHEET A-1.1 (TYP.).
17. STEEL COLUMN CLAD WITH BRAKE METAL TO MATCH STOREFRONT.
18. ALUMINUM AND GLASS STOREFRONT.
19. GAS SERVICE ENTRANCE.
20. ELECTRICAL SERVICE ENTRANCE.
21. SECURITY LIGHT @ 9'-0" AFF.

EXTERIOR FINISH SCHEDULE

| CALLOUT | MATERIAL | MANUFACTURER | PRODUCT | COLOR |
|---|---|---|---|---|
| EB1G | LEDGESTONE SOUTHWEST | BORAL | CULTURED STONE | MOJAVE |
| ECT-1G | EXTERIOR CERAMIC TILE | GRANITE/FIANDRE EURO | SENSIBLE STONE ED5052 | RED NATURAL |
| EF-1G | STUCCO | STO OR APPRD EQUAL | STO POWERWALL, FINE | TWILIGHT GRAY |
| EP-2G | EXTERIOR PAINT | SHERWIN WILLIAMS | SW 7633 LRV 36 | TANNER TAUPE |
| EP-4G | EXTERIOR PAINT | PPG | 6-2045XI | MONTEREY CLIFFS |
| EF-9G | EXTERIOR FIBER CEMENT | NACHIHA FIBER CEMENT PANELS | VINTAGE WOOD EF762 | CEDAR |
| MC-3G | METAL CANOPY | CANOPY SUPPLIER | WP HICKMAN SYSTEMS | SILVER |
| MP-3G | METAL CANOPY | CANOPY SUPPLIER | CUSTOM METAL CANOPY | CLEAR ANODIZED |
| MC-2G | METAL COPING | SEE DETAIL OF LIGHT BAND ABOVE | | TWILIGHT GRAY |

REVISIONS:
| REVISION ISSUE | DATED |
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| 2 | |

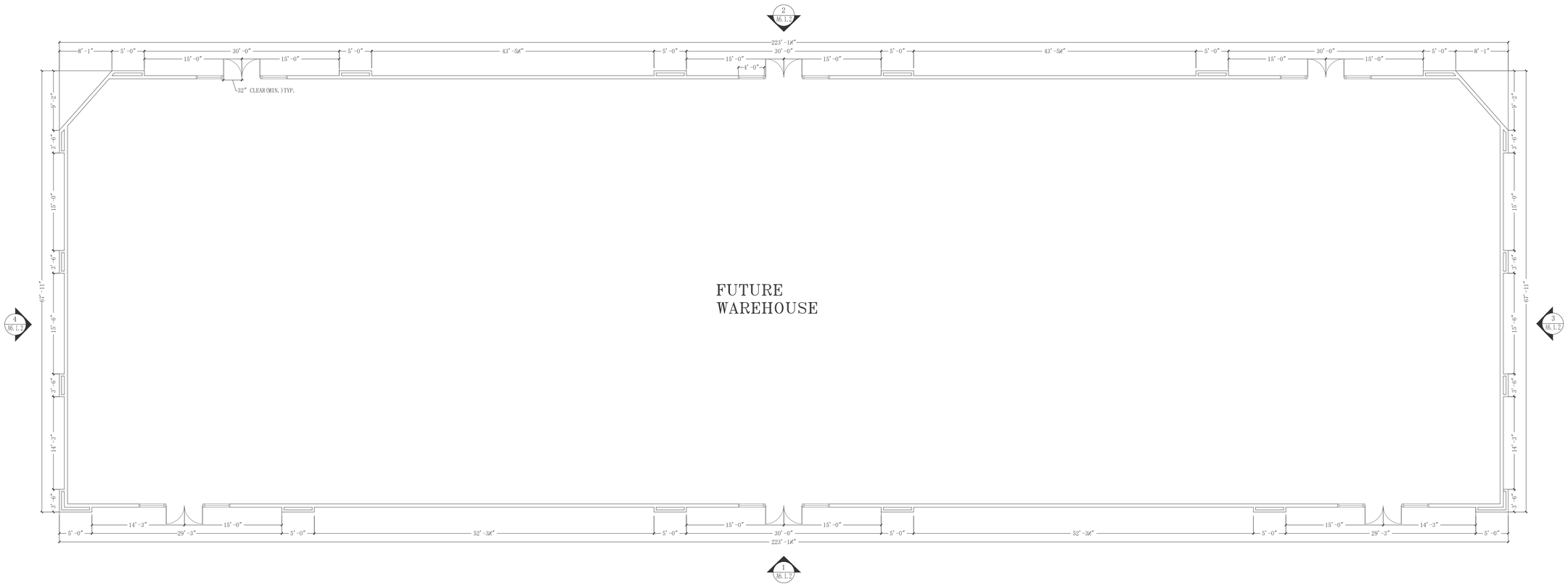
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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
EXTERIOR ELEVATIONS (BURGER KING)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JASSAL S. SIDHU
56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB: 19-43
DWG. BY: HS
CHK. BY: MG

A4.1.1
SHEET
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## FLOOR PLAN (FUTURE WAREHOUSE)

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

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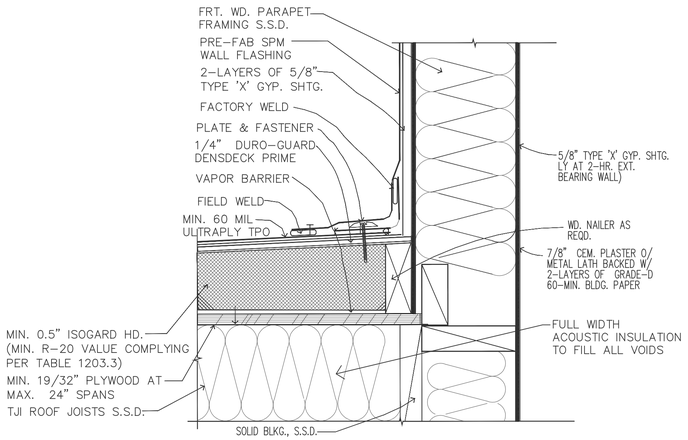

FIRST FLOOR PLAN (FUTURE WAREHOUSE)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

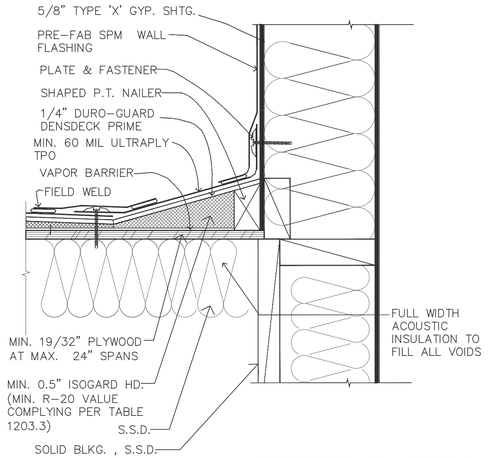
REGISTERED PROFESSIONAL ENGINEER
KASEM S. SHEIKH
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CIVIL
EXP.06/30/2023
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB: 19-43
DWG. BY: HS
CHK. BY: MG

A6.1.0




## 2 ROOF PARAPET FLASHING
SCALE: NTS.

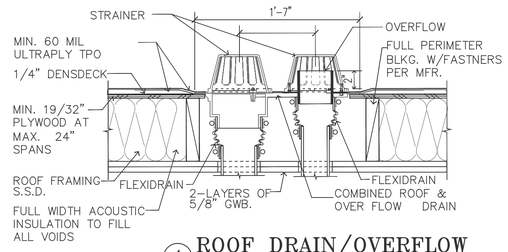



## 3 CRICKET FLASHING
SCALE: NTS.

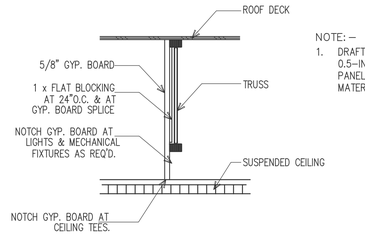
NOTES FOR CONTRACTOR:

1. CBC 1015.6/7 – GUARDS SHALL BE PROVIDED WHERE APPLIANCES, EQUIPMENT, FANS, ROOF HATCH OPENINGS OR OTHER ITEMS THAT REQUIRE SERVICE ARE LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR, ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER. THE GUARD SHALL EXTEND NOT LESS THAN 30 INCHES BEYOND EACH END OF SUCH APPLIANCE, EQUIPMENT, FAN, ROOF HATCH OR COMPONENT.
2. AUTOMATIC SHUTOFFS – AIR-MOVING SYSTEMS SUPPLYING IN EXCESS OF 2000 CUBIC FEET PER MINUTE TO ENCLOSED SPACES WITHIN BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC SHUTOFF. SHUTOFFS SHALL STOP THE AIR-MOVING EQUIPMENT WHEN SMOKE IS DETECTED IN ROOMS SERVED BY THE SYSTEM. EXCEPTIONS: (1) ROOMS HAVE A DIRECT EXIT TO THE EXTERIOR OF THE BUILDING, OR (2) SYSTEMS ARE DESIGNED FOR SMOKE CONTROL. CMC §608.1
3. CMC 604.1.2 – INSULATION APPLIED TO THE EXTERIOR SURFACE OF DUCTS SHALL HAVE A FLAME-SPREAD RATING OF NOT MORE THAN 25 AND A SMOKE-DENSITY RATING OF NOT MORE THAN 50 WHEN TESTED AS A COMPOSITE ASSEMBLY INCLUDING INSULATION, FACING MATERIALS, TAPES AND ADHESIVES AS NORMALLY APPLIED.

| # | KEY NOTES |
|---|---|
| 1. | REFER TO ROOF DETAILS ON AD-1 SHEET FOR EQUIPMENT PLATFORM REQUIREMENTS (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION. |
| 2. | 3" ROOF DRAIN & OVER FLOW PIPE (TYP.) |
| 3. | 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL |
| 4. | DASHED LINE INDICATES BUILDING LINE BELOW |
| 5. | AT JUNCTION OF ROOF AND VERTICAL SURFACE, FLASHING AND COUNTER FLASHING SHALL BE PROVIDED PER ROOFING MANUFACTURER'S INSTRUCTIONS. ALL METAL SHALL BE NOT LESS THAN #26 GAUGE CORROSION-RESISTANT METAL. |
| 6. | ROOFING 4GNC BY JOHN MANSVILLE OR APPROVED EQUAL |
| 7. | DRAFT STOPPING SHALL BE INSTALLED IN ATTICS AND CONCEALED ROOF SPACES, SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 3,000 S.F. |
| 8. | CONCRETE TILE (OWNER TO SELECT) OVER 1/2" PLYWOOD OVER PRE-MANUFACTURED ROOF TRUSSES @ 24"O.C. VERIFY ATTACHMENT WITH TRUSS MANUFACTURER. PROVIDE CONTINUOS STUCCO SCREEN. **(#ESR-1647)** |
| 9. | LV24RD ROUND LOUVER VENT. |
| 10. | 3"x22" EAVE VENT |
| 11. | SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER. VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION. |
| 12. | CLOAKED VENT TILE-INSTALL PER MANUFACTURER'S SPECIFICATIONS. |
| 13. | ROOF HATCH WITH ALTERNATING TREAD DEVICE. 1" SS OR GALVANIZED CABLE GUARDRAIL BETWEEN POSTS @ 21" & 42" ABOVE FINISHED ROOF LEVEL (THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21" IN DIAMETER) |




## 4 ROOF DRAIN/OVERFLOW
SCALE: NTS.

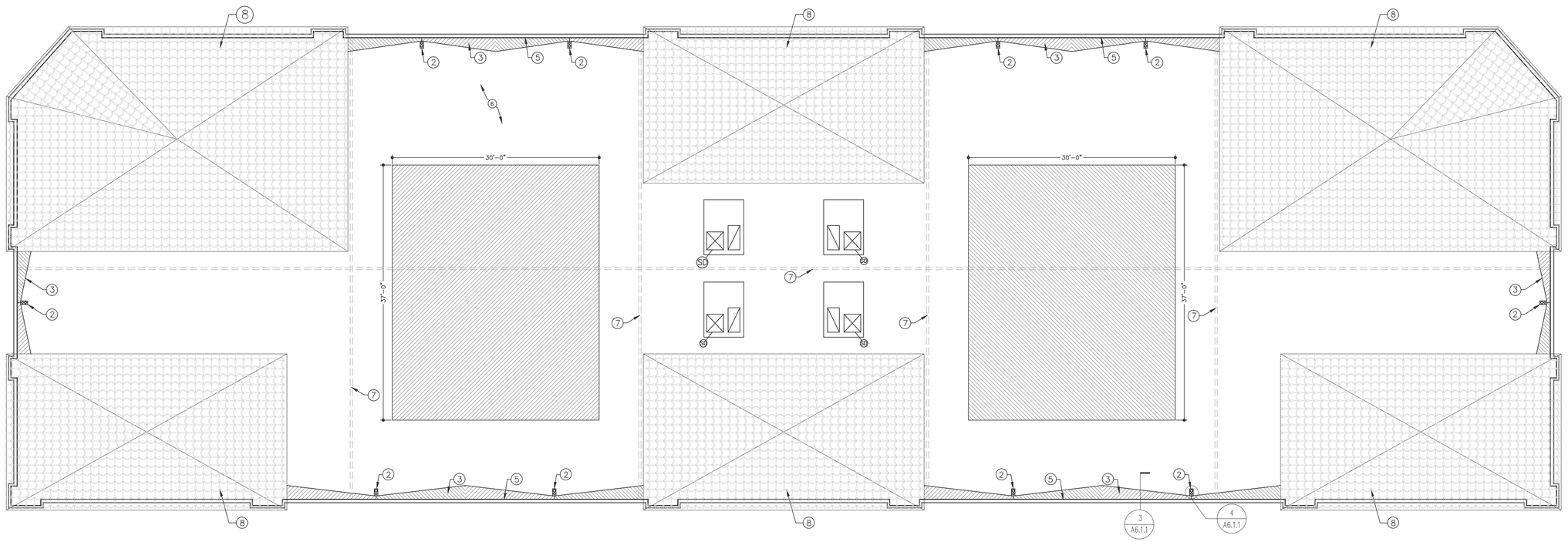



NOTE: –

1. DRAFT STOPPING MATERIALS SHALL NOT BE LESS THAN 0.5-INCH GYPSUM BOARD, 0.375-INCH WOOD STRUCTURAL PANEL, 0.375-INCH PARTICLEBOARD OR OTHER APPROVED MATERIALS.

## 1 DRAFT STOP DETAIL
SCALE: NTS.

SOLAR ZONE CALCULATION:
GROSS ROOF AREA = 15160 sq.ft
SOLAR ZONE SHOULD BE MIN. 15% OF GROSS ROOF AREA
SO, 15160 X 15/100 = 2274 sq.ft (REQUIRED)
= 2220 SQ.FT. (PROVIDED)
SOLAR ZONE AREA




## ROOF PLAN (FUTURE WAREHOUSE)
SCALE: 1/8" = 1'-0"

REVISIONS:

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PROJECT
ROOF PLAN (FUTURE WAREHOUSE)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MUKESH S. GUPTA
56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

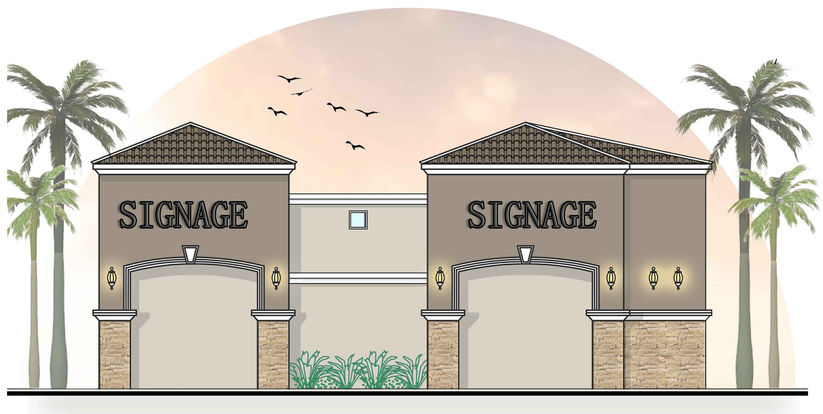
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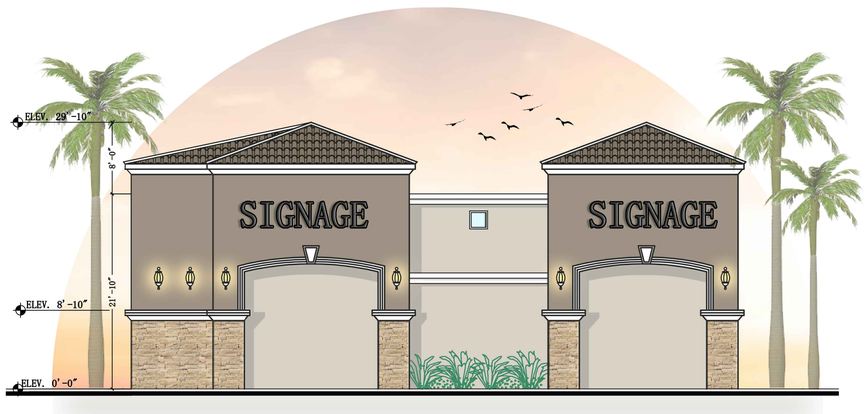

1 FRONT ELEVATION (NORTH-WEST)
SCALE:- 1/8" = 1'-0"




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




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



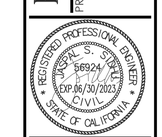

4 LEFT ELEVATION (NORTH-EAST)
SCALE:- 1/8" = 1'-0"

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

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EXTERIOR ELEVATIONS (FUTURE WAREHOUSE)
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA




DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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1 LOOKING TOWARDS OPPOSITE BUILDING FROM SOUTH-WEST DIRECTION OF THE PROJECT SITE




2 LOOKING TOWARDS SOUTH-EAST DIRECTION FROM THE DRIVEWAY ALONG THE PROJECT SITE




3 LOOKING TOWARDS PROJECT SITE FROM THE NORTH-EAST ENTRANCE




4 LOOKING TOWARDS OPPOSITE BUILDING FROM SOUTH-WEST CORNER OF THE PROJECT SITE

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| | REVISION | ISSUE | DATED |
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SITE PHOTOS

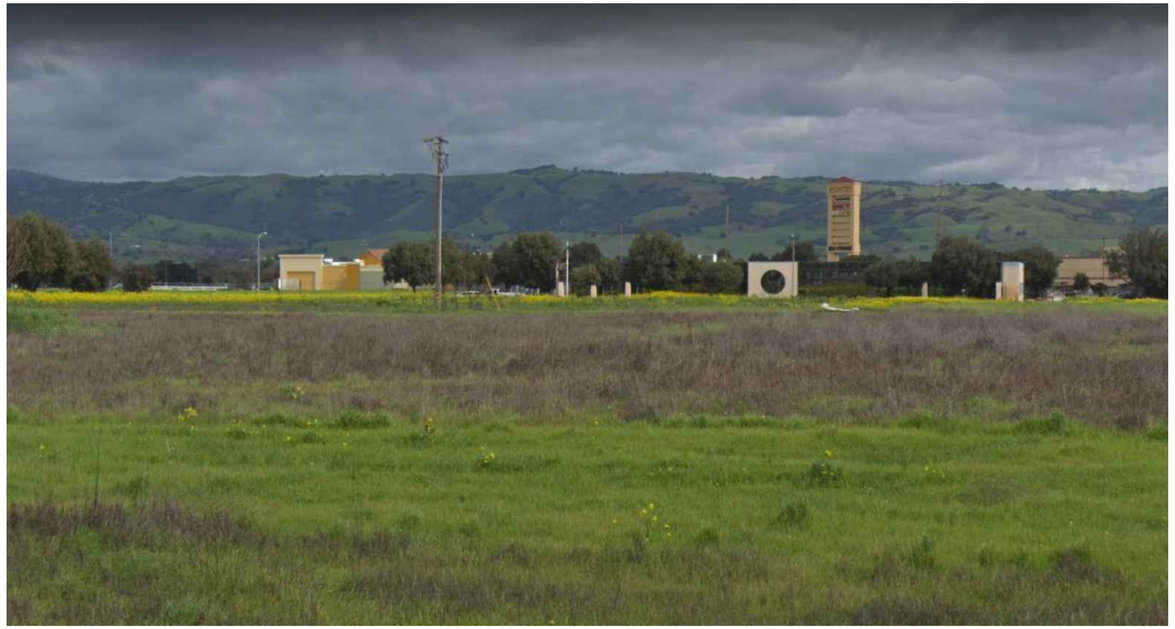
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JAGDEEP S. SIDHU
66924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

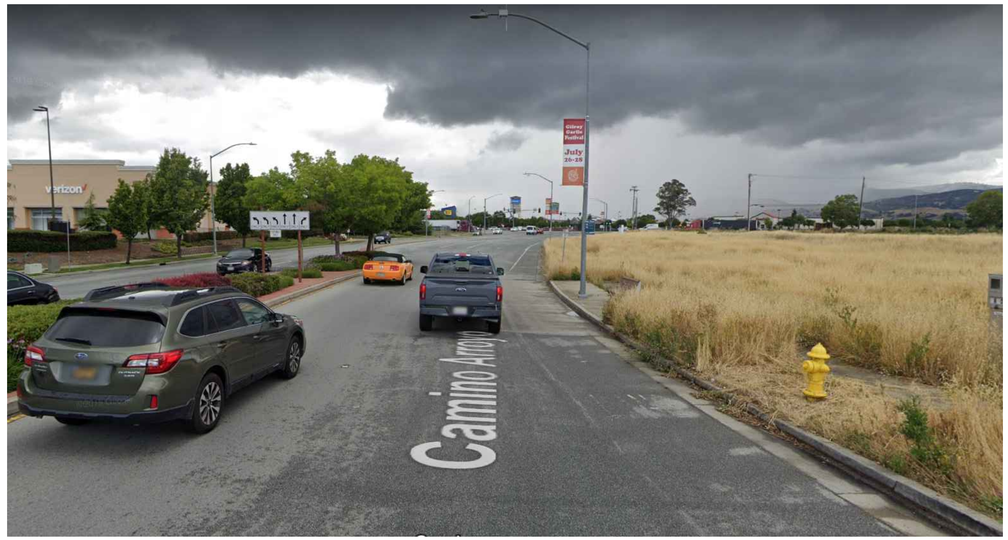
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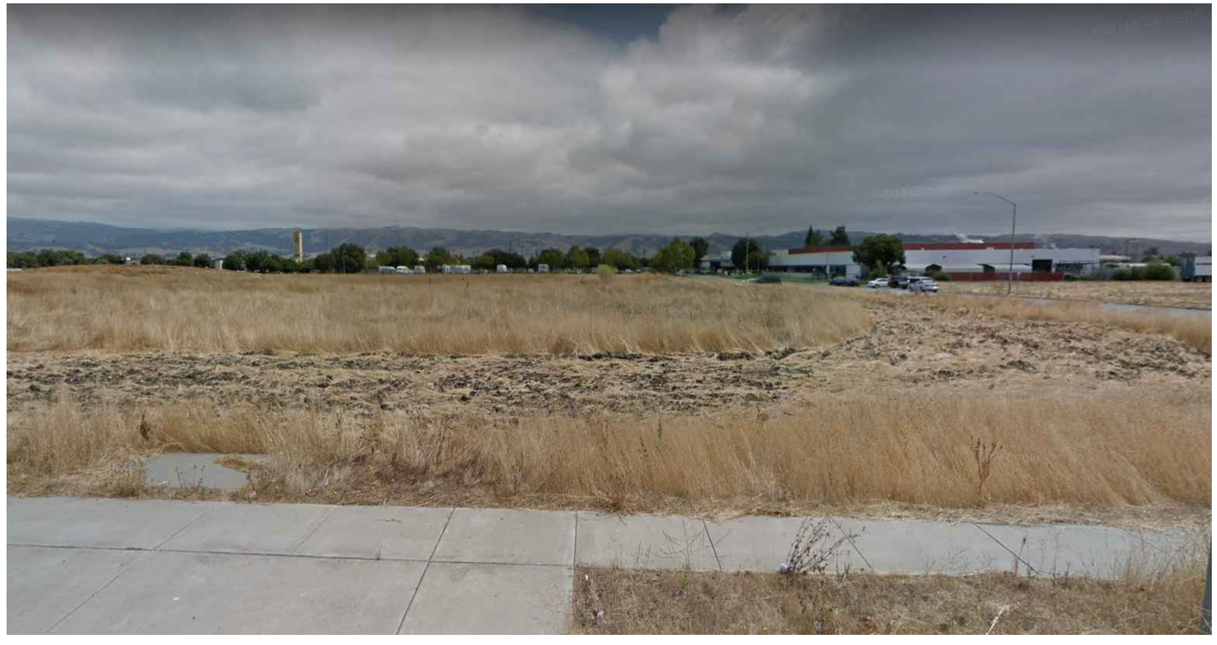
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5 LOOKING TOWARDS PROJECT SITE FROM THE NORTH-EAST CORNER OF SITE




6 LOOKING TOWARDS CAMINO ARROYO DRIVEWAY ALONG NORTH-WEST DIRECTION OF THE PROJECT SITE.



5 LOOKING TOWARDS NORTH-EAST DIRECTION OF THE PROJECT SITE FROM CAMINO ARROYO

REVISIONS:

| | REVISION | ISSUE | DATED |
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| 1 | | | |
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SITE PHOTOS

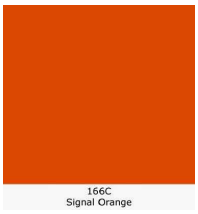
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

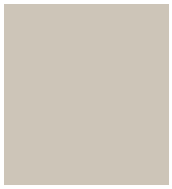
REGISTERED PROFESSIONAL ENGINEER
HARSH S. GUPTA
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

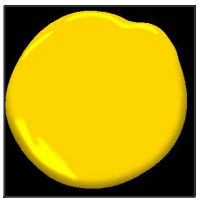
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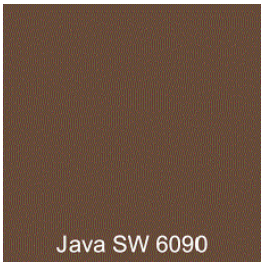
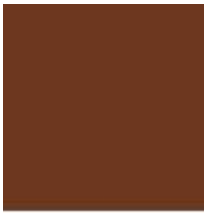
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| Gilroy Square at City of Gilroy Commercial Zoning Regulations Comparison<br>Commercial District Requirements | | |
|---|---|---|
| **Regulations** | **Requirements** | **Proposed** |
| Lot | none | 443343 SF |
| Yard Requirements (Minimum in Feet) | | |
| Front (Measured from FOC) | 41' | Min. 41'-3" at burger king from Camino Arroyo street |
| Side (Adjacent to Street from FOC) | 31' | Min. 93.7' at Warehouse from Holloway Road |
| Side (All other Side Yards) | 0 | N/A |
| Rear | 0 | Min. 17.5' from Burger King |
| Height Requirements (Maximum) | 55' | Max. 55' (top of tower) |
| **Additional Regulations** | | |
| Off-Street Parking, Article XXXI | Parking required for hotel 1 space= 1room, for drive thru 1 space=100 sq.ft , for C store 1 space = 250 sq.ft, warehouse 1 space=350 sq.ft. | . Parking provided for hotel 1 space= 1room, for drive thru 1 space=100 sq.ft , for C store 1 space = 250 sq.ft, warehouse 1 space=350 sq.ft. |
| Fences , Article XXXIV | None | None |
| Landscaping, Article XXXVIII ( from FOC) | Min. 8% of gross site area | 15.66% of gross site area |
| Perimeter Landscaping Required (from FOC) | 21' required | 21' provided |
| Screen Outdoor Areas | | Landscape plans will provide a visual screen from less pleasing features of development. |
| | | |
| Meet Water Efficiency & Stormwater Management Standards | | Refer to Landscape plans for Preliminary SWCP. |
| Landscaping Areas Located Adjacent to the Street Right-Of-Way | 21' Wide Minimum (Measured from FOC) | 21' Minimum |

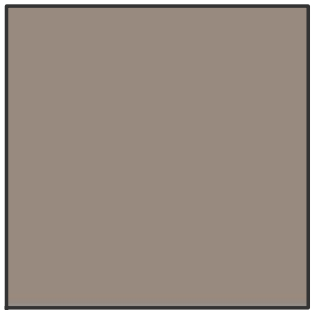
| EXTERIOR MATERIAL BOARD (C-STORE) | COLOR |
| --- | --- |
| P-1<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: 1077 GREAT PLAINS GOLD (SATIN FINISH)<br>LRV: 31.67 |  |
| P-2<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: 1030 BRANDY CREAM (SATIN FINSH)<br>LRV: 67.51 |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

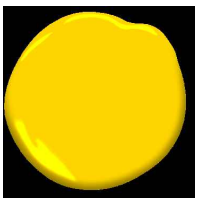
| EXTERIOR MATERIAL BOARD (BURGER KING) | COLOR |
|---|---|
| EB1G<br>MATERIAL: LEDGESTONE SOUTHWEST<br>MANUFACTURER: BORAL<br>COLOR: MOJAVE<br>PRODUCT: CULTURED STONE |  |
| ECT-1G<br>MATERIAL: EXTERIOR CERAMIC TILE<br>COLOR: RED NATURAL<br>MANUFACTURER: GRANITE/FIANDRE EURO<br>PRODUCT: SENSIBLE STONE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

| EXTERIOR MATERIAL BOARD (CANOPY) | COLOR |
| --- | --- |
| P-16<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: OC-8 ELEPHANT TUSK (BP-PEARL)<br>LRV: 69.99 |  |
| P-17<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: 2022-10 YELLOW<br>LRV: 63.74 |  |
| P-18<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: 2137-40 DESERT TWILIGHT<br>LRV: 25.48 |  |
| P-19<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: OC-67 ICE MIST<br>LRV: 89.65 |  |
| | |
| | |

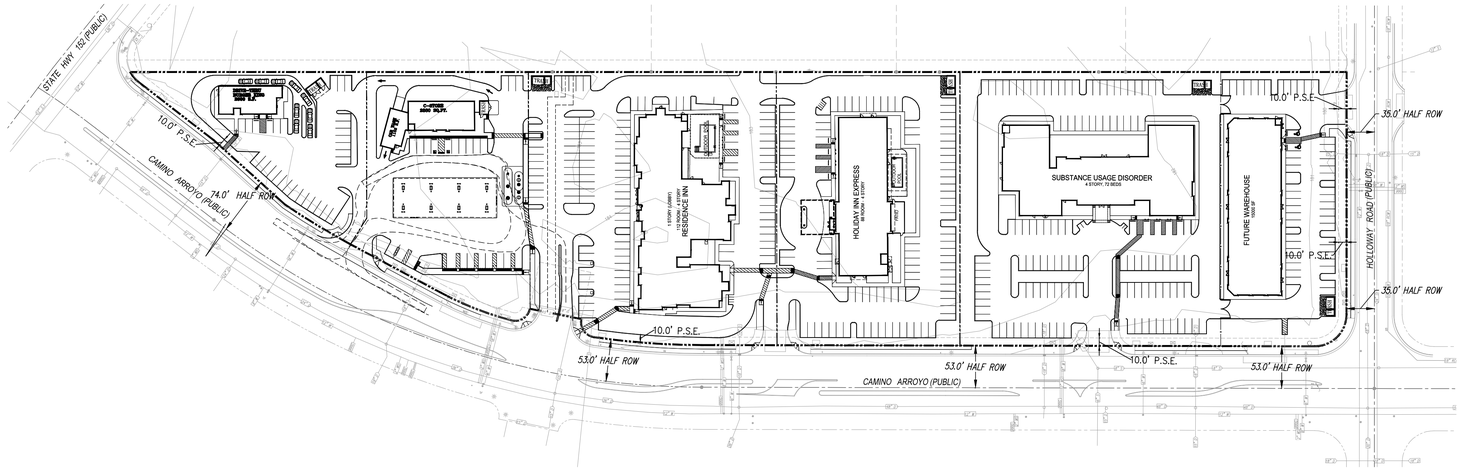
| EXTERIOR MATERIAL BOARD (FUTURE WAREHOUSE) | COLOR |
|---|---|
| EF1<br>MATERIAL: STUCCO<br>MANUFACTURER: SHERWIN WILLIAMS<br>COLOR: "INCREDIBLE WHITE" SW 7028<br>TEXTURE: FINE<br>LRV: 73.38 |  |
| EF2<br>MATERIAL: STUCCO<br>MANUFACTURER: SHERWIN WILLIAMS<br>COLOR: "INDIGO BATIK" SW 7602<br>W/STRATOTONE COLORANT<br>TEXTURE: SANDPEBBLE FINE<br>LRV: 6 |  |
| EF5<br>MATERIAL: STUCCO<br>MANUFACTURER: DRYVIT<br>COLOR: "JAVA" SW 6090<br>TEXTURE: SANDPEBBLE FINE<br>LRV: 8.10 |  |
| ST1<br>MATERIAL: LEDGESTONE SOUTHWEST<br>MANUFACTURER: BORAL<br>COLOR: MOJAVE<br>PRODUCT: CULTURED STONE |  |
| E3<br>MATERIAL: ALUMINIUM-F-FRAMED<br>CONTROL COLOR: AAMA 2604(CUSTOM COLOR TO MATCH ALUMINUM WINDOW COLOR, AS APPROVED BY MARRIOTT REPRESENTATIVE)<br>POWDER COAT: AAMA 2605 |  |
| G<br>MATERIAL-ASHPHALT SHINGLE<br>TIMBERLINE 30,GAF<br>MATERIALS CORP-BARKWOOD |  |

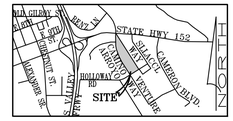
| LEGENDS:(STUCCO COLORS BY PAREX) | |
|---|---|
| COLOR: PAREX MOONDANCE 3027L.<br>PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH | |
| STUCCO-2C,<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. | |
| STUCCO-3C<br>PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: PAREX TWIG 3021L. | |
| STUCCO-4C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: SUN DRIED 3011L . | |
| STUCCO-5C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: PAREX SNOWBALL 10400L. | |
| STUCCO-6C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH<br>COLOR:PAREX BASALT 3015L | |
| STONE CLADDING, LEDGESTONE SOUTHWEST BLEND |  |
| SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING.<br>PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA.<br>COLOR: BONE WHITE. | |
| SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT.<br>PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA.<br>COLOR: SLATE GRAY. | |

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

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

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




VICINITY MAP
N.T.S.

SHEET INDEX:


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


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

BENCHMARK:

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

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

FLOOD ZONE INFORMATION:

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

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

ZONING:
COMMERCIAL

ASSESSOR PARCEL NUMBER:
APN: 841-70-049

PROJECT AREA:
TOTAL PROJECT SITE AREA : 10.11 ACRE

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

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

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

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

**UTILITY REPRESENTATIVES**

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

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

NAME & DATE _____ SIGNATURE _____

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

NAME & DATE _____ SIGNATURE _____

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

NAME & DATE _____ SIGNATURE _____

GRAPHIC SCALE

-90 0 45 90 180 360

( IN FEET )
1 INCH = 90 ft.

REVISIONS:
REVISION ISSUE DATED


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


TITLE
COVER SHEET

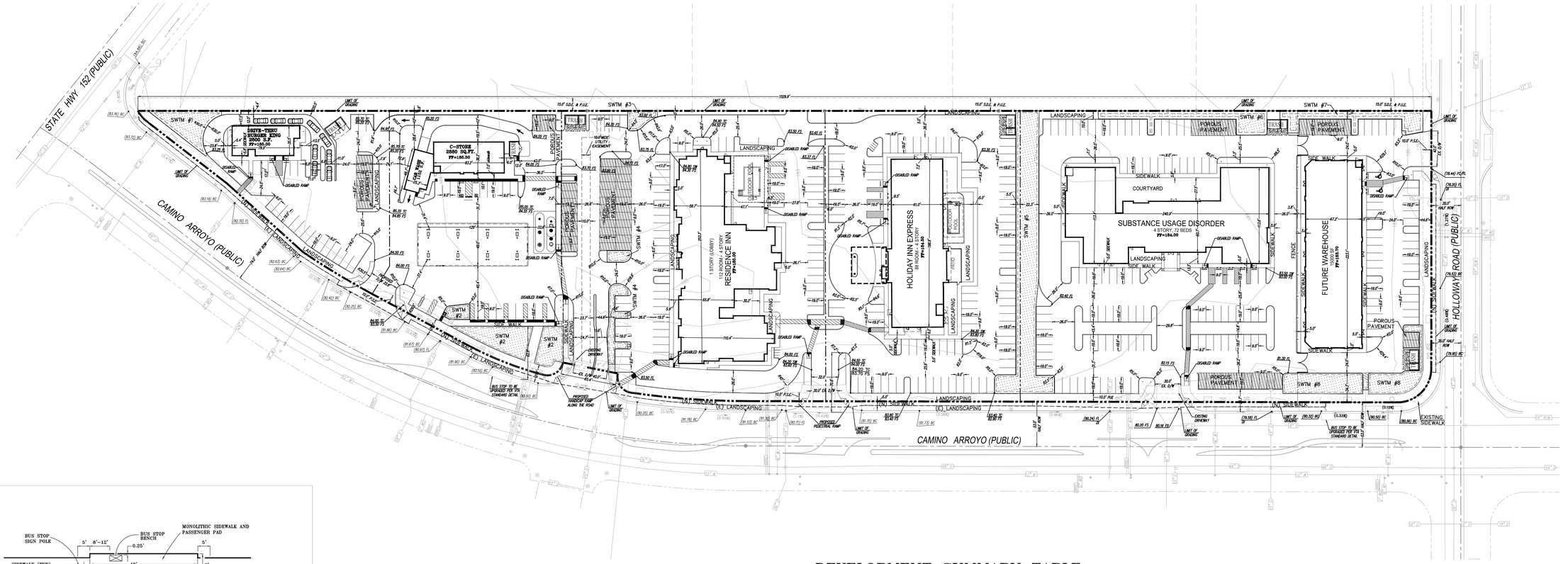
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

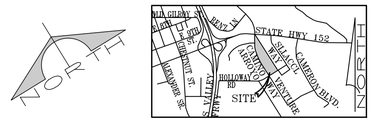
REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/14/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

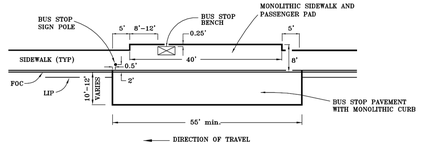
C1

SHEET
01 OF 09

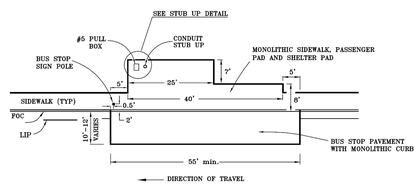


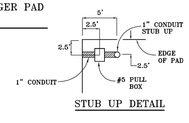

VICINITY MAP
N.T.S.




BUS STOP AND PASSENGER PAD
WITHOUT SHELTER



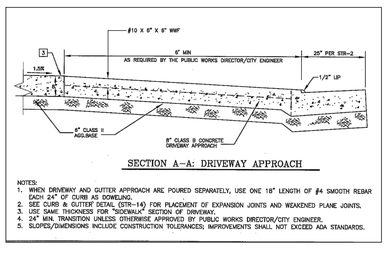

BUS STOP AND PASSENGER PAD
WITH SHELTER




STUB UP DETAIL

**BUS STOP AND PASSENGER FACILITIES STANDARD DETAILS**

| | | |
|---|---|---|
| Valley Transportation Authority | BUS STOP CONFIGURATION | FIGURE 3 |
| CAD FILE NAME 2008_FSD0301.DWG | | DATE AUG 2008 |




SECTION A–A: DRIVEWAY APPROACH

NOTES:
1. WHEN DRIVEWAY AND GUTTER APPROACH ARE POURED SEPARATELY, USE ONE 18" LENGTH OF #4 SMOOTH REBAR EACH 24" OF CURB AS DOWELING.
2. SEE CURB & GUTTER DETAIL (STR-14) FOR PLACEMENT OF EXPANSION JOINTS AND WEAKENED PLANE JOINTS.
3. USE SAME THICKNESS FOR "SIDEWALK" SECTION OF DRIVEWAY.
4. 24" MIN. TRANSITION UNLESS OTHERWISE APPROVED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.
5. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

## TYPICAL DRIVEWAY DETAIL
N.T.S.

NOTE:

1. EXISTING PEDESTRIAN RAMPS ADJACENT TO THE PROJECT SITE WILL BE VERIFIED AND AS REQUIRED, UPGRADED TO COMPLY WITH CURRENT TITLE 24 REQUIREMENTS.

## DEVELOPMENT SUMMARY TABLE:

| # | DESCRIPTION | DRIVE - THRU BURGER KING | C-STORE | RESIDNCE INN | HOLIDAY INN EXPRESS | SUBSTANCE USAGE DISORDER | FUTURE WAREHOUSE |
|---|---|---|---|---|---|---|---|
| 1 | OCCUPANCY CLASSIFICATION | A2 | M | R1 | R1 | M | I-3 |
| 2 | TYPE OF CONSTRUCTION | VA | VA | VA | VA | VA | VA |
| 3 | FIRE SPRINKLER | NO | YES | YES | YES | YES | YES |
| 4 | HEIGHT OF BUILDING | 21.0' (TOP OF EXTENDED COPING) | 21'-10" (TOP OF PARAPET) | 47'-9" (TOP OF TOWER) | 49'-6" (TOP OF TOWER) | 29'-10" (TOP OF RIDGE) | 46'-0" TOP OF PARAPET |
| 5 | STORIES | 1 | 1 | 4 | 4 | 1 | 4 |
| 6 | BUILDING FOOTPRINT IN SF | 2600 | 4242 | 20642 | 12592 | 14807 | 19857 |
| 7 | GROSS BUILDING AREA IN SF | 2600 | 4242 | 82568 | 67780 | 15000 | 79928 |
| 8 | TOTAL NO. OF UNITS/ROOMS/BEDS | 1 | 1 | 112 | 88 | 72 | |
| 9 | PROVIDED PARKING SPACES | 30 | 24 | 116 | 97 | 49 | 122 |
| 10 | FLOOR AREA RATIO (F.A.R.) | 0.072 | 0.05 | 0.79 | 0.85 | 0.7 | 0.27 |

## LEGEND:

| | |
|---|---|
| | CENTER LINE |
| | EASEMENT LINE |
| | LIMIT OF GRADING |
| | PROPERTY LINE |
| | HANDICAP ACCESSIBLE ROUTE |
| | POROUS PAVEMENT (SDM) |
| 84.00 SW | SIDE WALK |
| 84.00 FS | FINISHED SURFACE ELEVATION |
| 84.00 FL | FLOW LINE ELEVATION |
| 84.00 TC | TOP OF CURB ELEVATION |
| | HANDICAP PARKING SIGN |
| SWTM | STORM WATER TREATMENT MEASURE |
| SDE | STORM DRAIN EASEMENT |
| PSE | PUBLIC SERVICE EASEMENT |
| SDM | SITE DESIGN MEASURE |
| 184 | EXISTING CONTOUR |
| 8"S | EXISTING SEWER LINE |
| 2"WS | EXISTING DOMESTIC WATER PIPE |
| 18"D | EXISTING STORM DRAIN PIPE |
| 8"W | EXISTING FIRE WATER PIPE |
| IRRIG | EXISTING IRRIGATION WATER PIPE |
| (0.96%) | EXISTING SLOPE |
| | EXISTING STREET LIGHT |

GRAPHIC SCALE

-60 0 30 60 120 240

( IN FEET )
1 INCH = 60 ft.

REVISIONS:

| | REVISION | ISSUE | DATED |
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| 1 | | | |
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| 5 | | | |

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

TITLE: CIVIL SITE PLAN

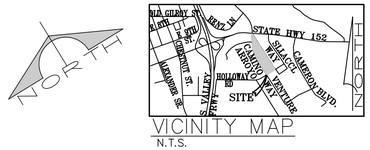
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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

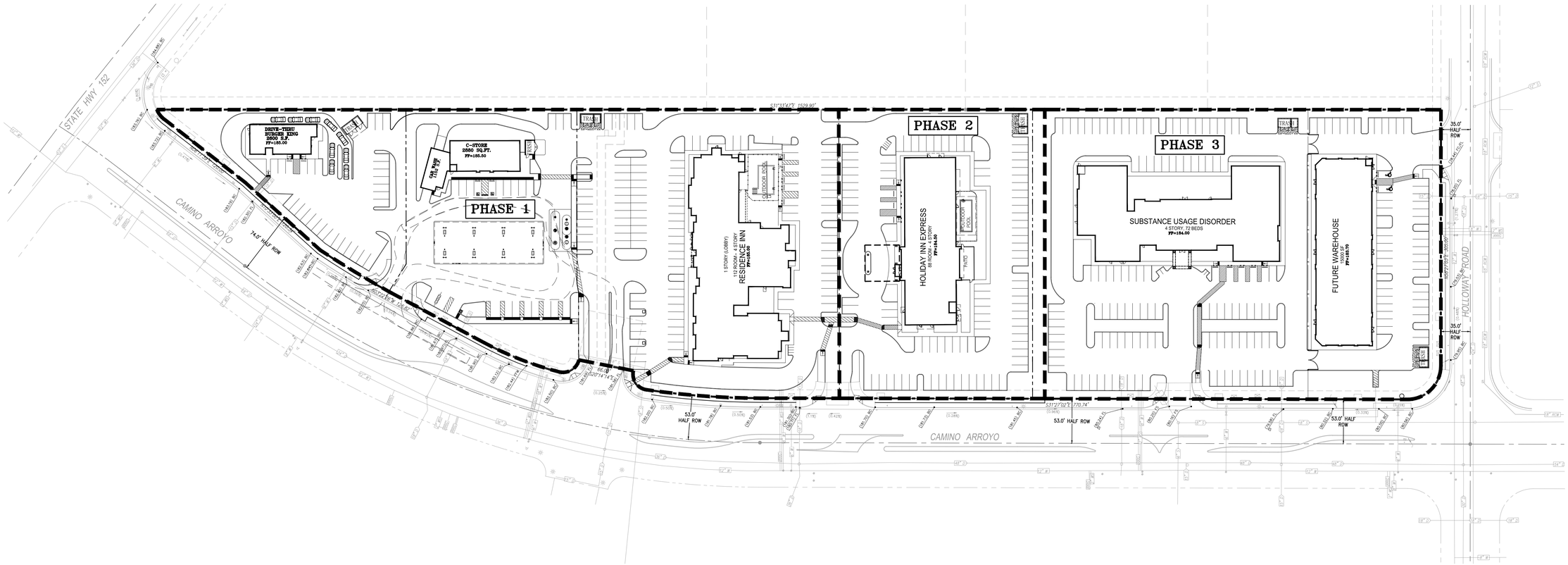
DATE: 07/15/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

C2

SHEET
02 OF 09




VICINITY MAP
N.T.S.




**LEGEND:**

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

GRAPHIC SCALE

-50 0 25 50 100 200

( IN FEET )
1 INCH = 50 ft.

REVISIONS:

| | REVISION | ISSUE | DATED |
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TITLE: PHASING PLAN

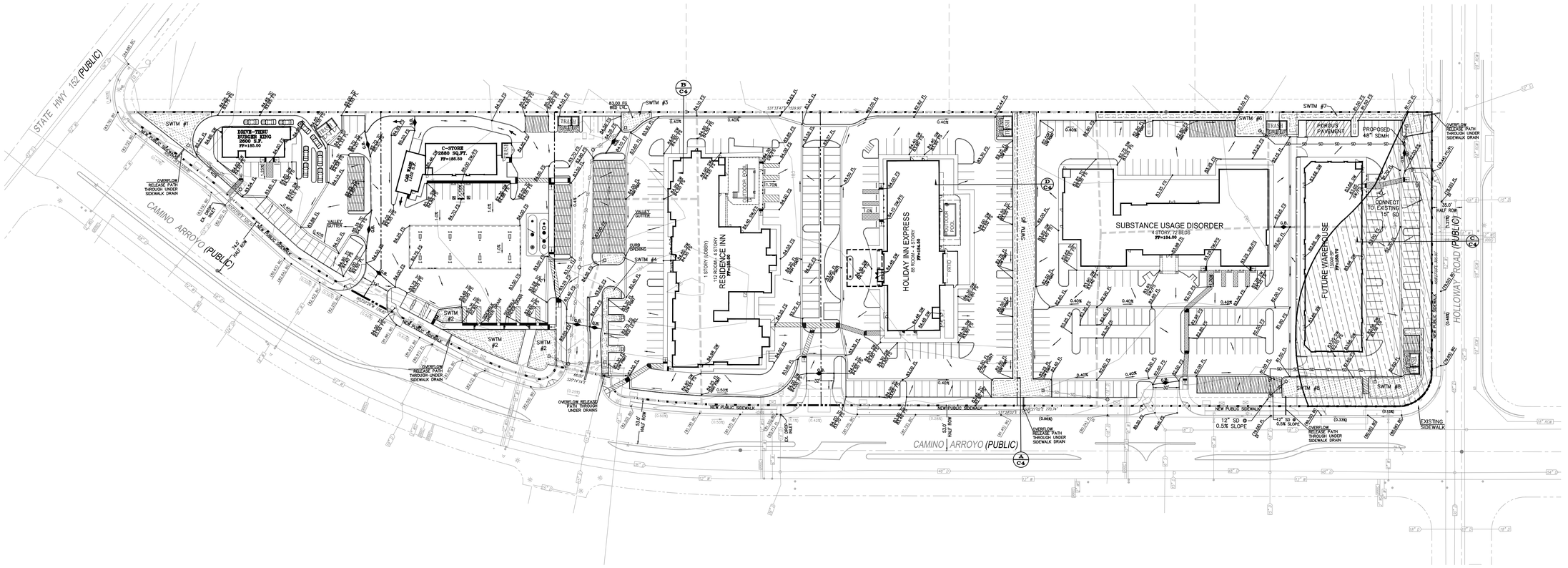
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

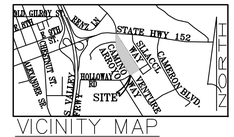
REGISTERED PROFESSIONAL ENGINEER
DAVID S. SMITH
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C3

SHEET
03 OF 09




VICINITY MAP
N.T.S.

## LEGEND:

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

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

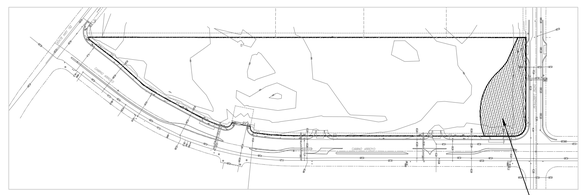
## CUT/FILL QUANTITIES:

CUT – 6605 CY
FILL – 6285 CY

## FLOOD ZONE INFORMATION:

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

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




FLOOD ZONE AREA

GRAPHIC SCALE

–60 0 30 60 120 240

( IN FEET )
1 INCH = 60 ft.

REVISIONS:

| | REVISION | ISSUE | DATED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
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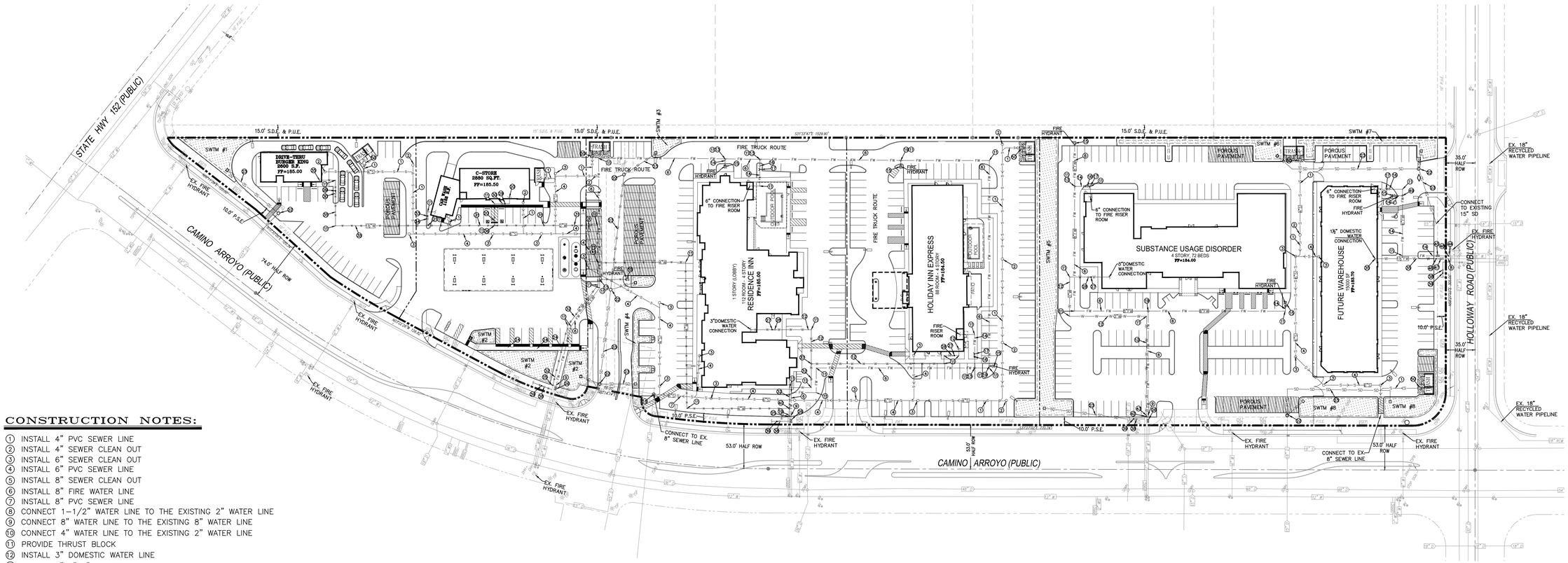
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PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

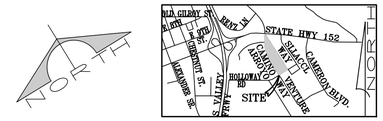
REGISTERED PROFESSIONAL ENGINEER
DANIEL S. SHIN
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C4

SHEET
04 OF 09




VICINITY MAP
N.T.S.

## CONSTRUCTION NOTES:

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

### FIRE FLOW CALCULATIONS: (FOR RESIDENCE INN)

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

BASED ON;

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

### (FOR HOLIDAY INN EXPRESS)

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

BASED ON;

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

### APPROVED FOR CONSTRUCTION

BY _____

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

## LEGEND:

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

## NOTES:

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

GRAPHIC SCALE

-60 0 30 60 120 240

( IN FEET )
1 INCH = 60 ft.

REVISIONS:

| | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |

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1024 IRON POINT ROAD, SUITE 1046
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Phone: (702) 396-5113, Fax: (702)446-8155
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TITLE: UTILITY PLAN

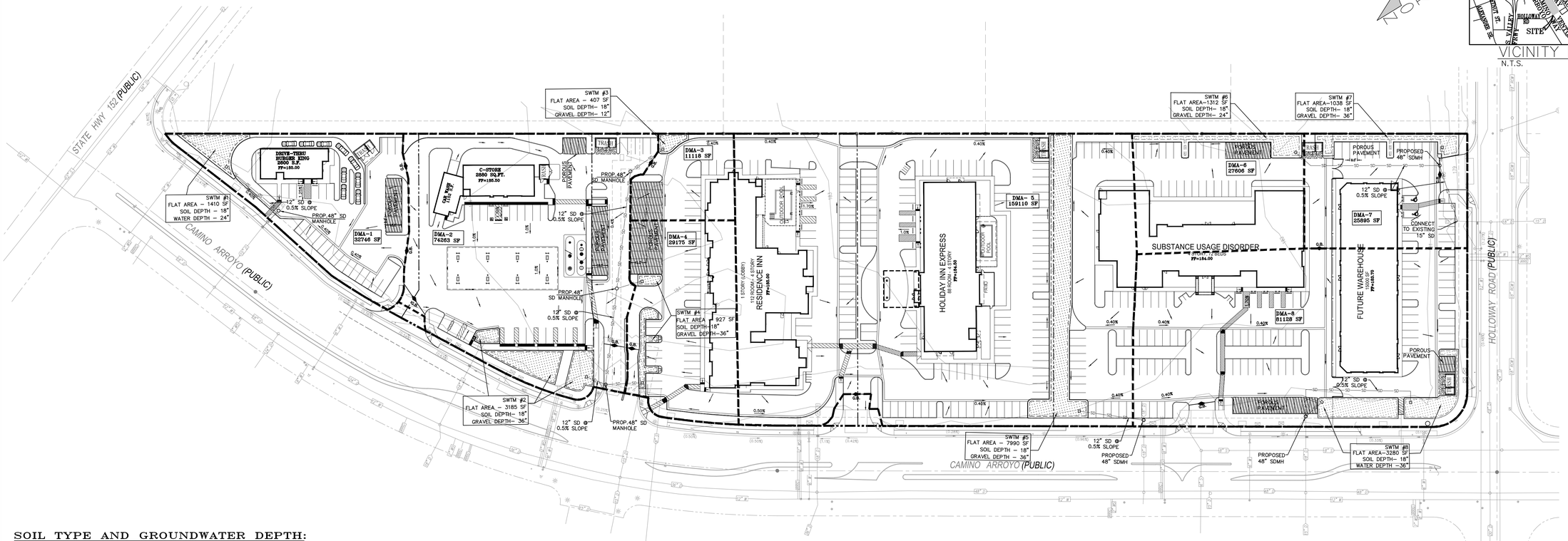
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

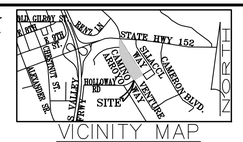
REGISTERED PROFESSIONAL ENGINEER
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

C5

SHEET 05 OF 09




VICINITY MAP
N.T.S.

## SOIL TYPE AND GROUNDWATER DEPTH:

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

## PROJECT INFORMATION:

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

## PROJECT AREA:

TOTAL PROJECT SITE AREA: 10.12 AC
SITE TO BE DEVELOPED: 10.12 AC
TOTAL REPLACED IMPERVIOUS SURFACE AREA: NILL
TOTAL NEW PERVIOUS AREA (LANDSCAPE AREA+POROUS PAVEMENT) : 2.26 AC (1.99+0.27)
CALCULATION OF NET IMPERVIOUS AREA: 7.86 AC

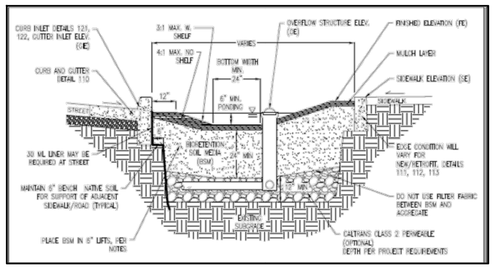
## RESPONSIBLE PARTY FOR MAINTENANCE:

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

## MAINTENANCE ACTIVITIES FOR BIO–RETENTION AREA:

**ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREAS**

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




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

## LEGEND:

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

## SWTM SUMMARY TABLE:

**SUMMARY TABLE - CALIFORNIA PHASE II LID SIZING CALCULATIONS**

| DMA # | Total area in SF | Impervious area in SF | Pervious area in SF | Site Design Measures: Proposed Porous Pavement in SF | Net impervious area in SF | Storm Water Treatment Measure: Bioretention Cell - 18" soil & 12" Gravel Storage, Provided Area in SF | Bioretention Cell - 18" soil & 24" Gravel Storage, Provided Area in SF | Bioretention Cell - 18" soil & 36" Gravel Storage, Provided Area in SF | Provided Storage Volume in percentage (%) |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 32746 | 24149 | 8597 | 1197 | 22952 | | 1410 | | 102 |
| 2 | 74263 | 61050 | 13213 | 2052 | 58998 | | | 3185 | 103 |
| 3 | 11118 | 9412 | 1706 | 1710 | 7702 | 407 | | | 122 |
| 4 | 29175 | 24968 | 4207 | 2394 | 22574 | | | 927 | 102 |
| 5 | 159110 | 128748 | 30362 | 0 | 128748 | | | 7990 | 108 |
| 6 | 27606 | 20664 | 6942 | 912 | 19752 | | 1312 | | 108 |
| 7 | 25895 | 21422 | 4473 | 1159 | 20263 | | | 1038 | 106 |
| 8 | 81128 | 63797 | 17331 | 2223 | 61574 | | | 3280 | 103 |

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

**SUMMARY TABLE - PEAK MANAGEMENT FOR 25-YR RETURN PERIOD**

| DMA # | Total area in SF | Impervious area in SF | Pervious area in SF | Porous Pavement in SF | Net impervious area in SF | Weighted Runoff Coefficient | Peak Discharge for 25 year return period ($Q_{25\text{-year}}$) in CFS | Required Retention Volume (in CU FT) | Provided Retention Volume (in CU FT) | Check |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 32746 | 24149 | 8597 | 1197 | 22952 | 0.76 | 2.02 | 1073 | 2327 | YES |
| 2 | 74263 | 61050 | 13213 | 2052 | 58998 | 0.84 | 4.62 | 2054 | 6370 | YES |
| 3 | 11118 | 9412 | 1706 | 1710 | 7702 | 0.86 | 0.64 | 225 | 529 | YES |
| 4 | 29175 | 24968 | 4207 | 2394 | 22574 | 0.87 | 1.78 | 701 | 1854 | YES |
| 5 | 159110 | 128748 | 30362 | 0 | 128748 | 0.83 | 11.66 | 7262 | 15980 | YES |
| 6 | 27606 | 20664 | 6942 | 912 | 19752 | 0.77 | 1.38 | 459 | 2165 | YES |
| 7 | 25895 | 21422 | 4473 | 1159 | 20263 | 0.84 | 1.52 | 594 | 2076 | YES |
| 8 | 81128 | 63797 | 17331 | 2223 | 61574 | 0.81 | 5.29 | 2786 | 6560 | YES |

## NOTES:

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

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

APN : 841–70–049

REVISIONS:
REVISION ISSUE | DATED
1

ACE Design LLC
1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
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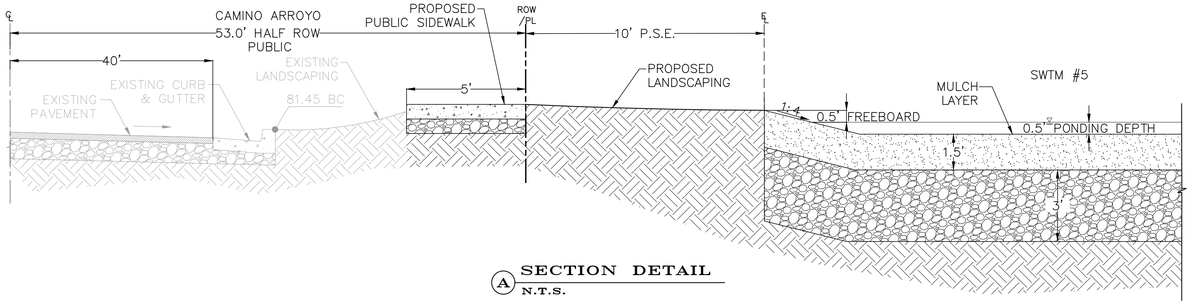
TITLE: STORM WATER QUALITY CONTROL PLAN
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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

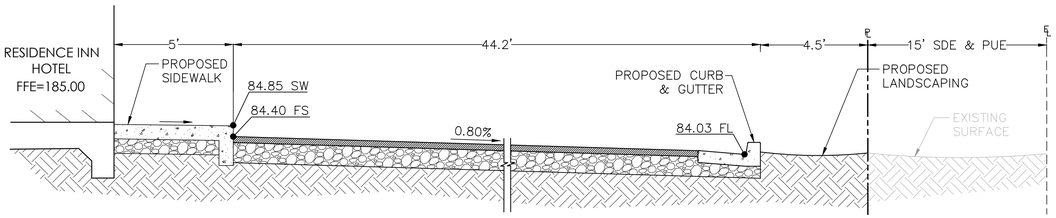
DATE: 07/15/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

C6

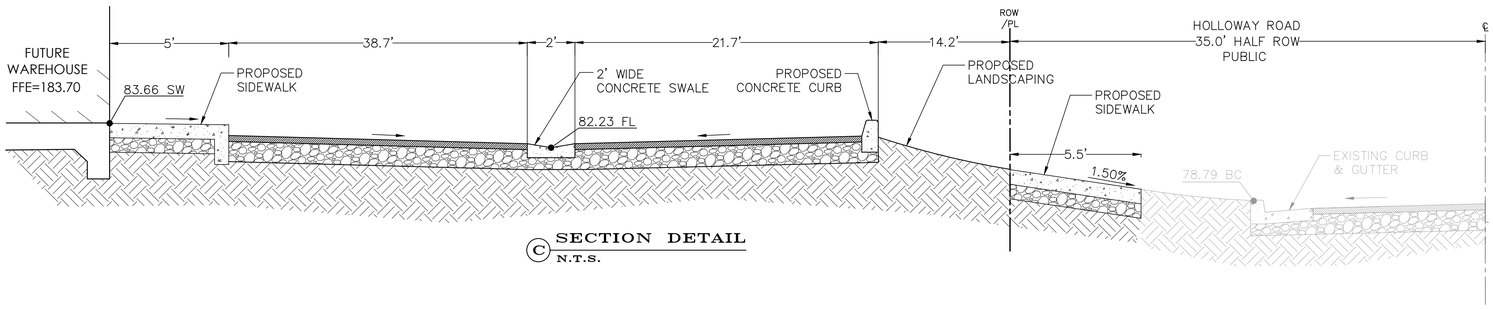
SHEET 06 OF 09



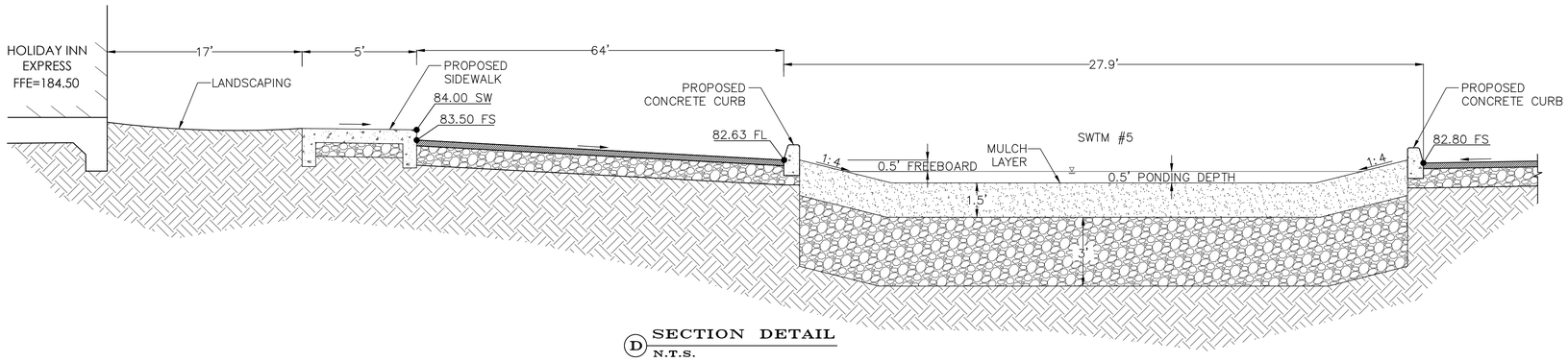

Ⓐ SECTION DETAIL
N.T.S.



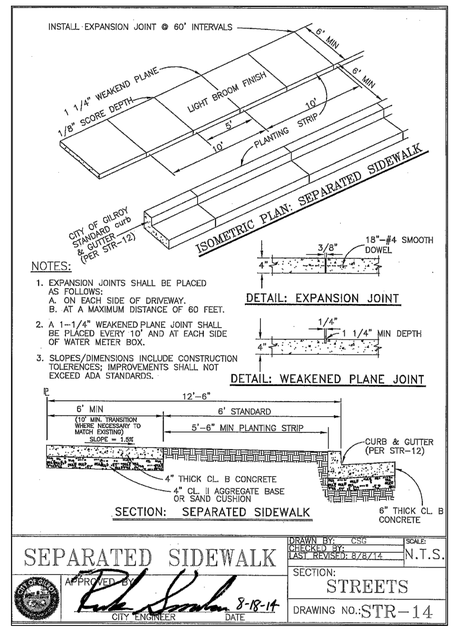

Ⓑ SECTION DETAIL
N.T.S.




Ⓒ SECTION DETAIL
N.T.S.




Ⓓ SECTION DETAIL
N.T.S.




NOTES:

1. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. ON EACH SIDE OF DRIVEWAY.
   B. AT A MAXIMUM DISTANCE OF 60 FEET.
2. A 1-1/4" WEAKENED PLANE JOINT SHALL BE PLACED EVERY 10' AND AT EACH SIDE OF WATER METER BOX.
3. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERENCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

SEPARATED SIDEWALK

CITY OF GILROY

APPROVED BY: 8-18-14
CITY ENGINEER DATE

DRAWN BY: CSG
CHECKED BY:
LAST REVISED: 8/8/14
SCALE: N.T.S.
SECTION: STREETS
DRAWING NO.: STR-14

REVISIONS:

| NO. | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |

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1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
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TITLE: GRADING SECTIONS & DETAILS

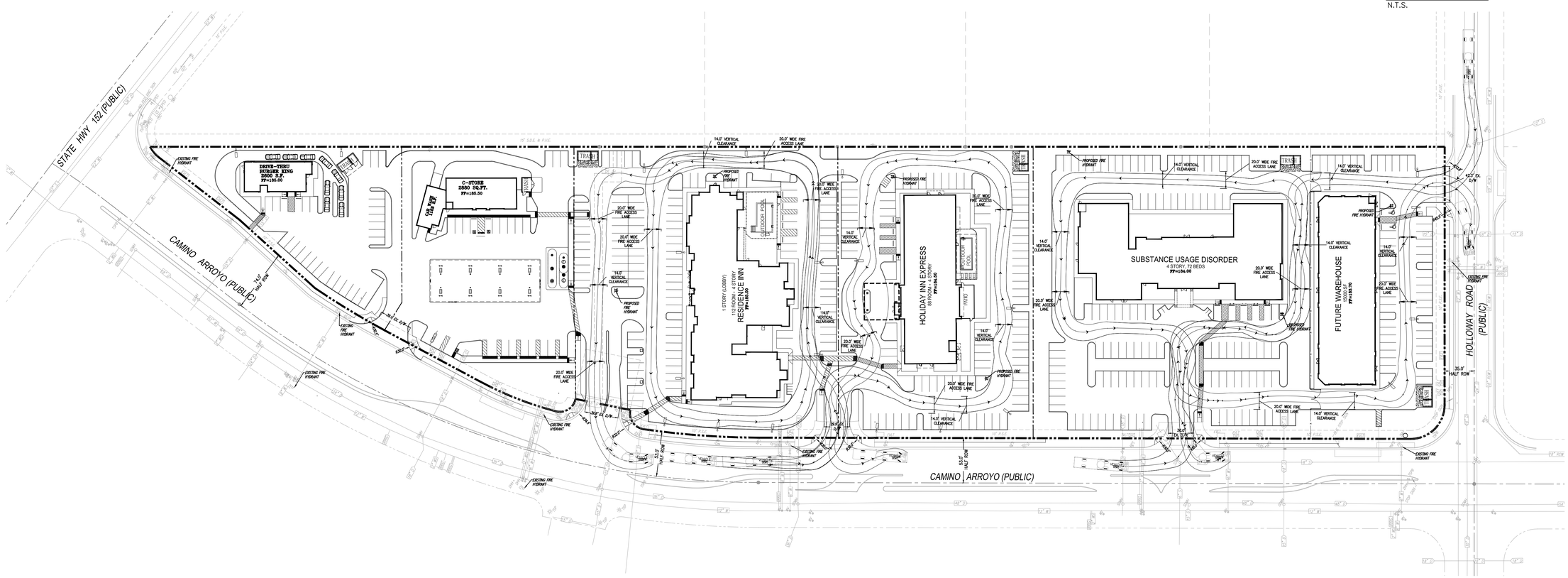
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

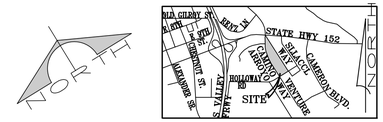
REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C7

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07 OF 09




VICINITY MAP
N.T.S.

## (EMERGENCY VEHICLE SIZE)

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

## NOTES:

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

## LEGEND:

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

GRAPHIC SCALE

-40 0 20 40 80 160

( IN FEET )
1 INCH = 40 ft.

REVISIONS:

| NO. | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |

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Phone: (702) 396-5113, Fax: (702)446-8155
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TITLE: FIRE TRUCK CIRCULATION PLAN

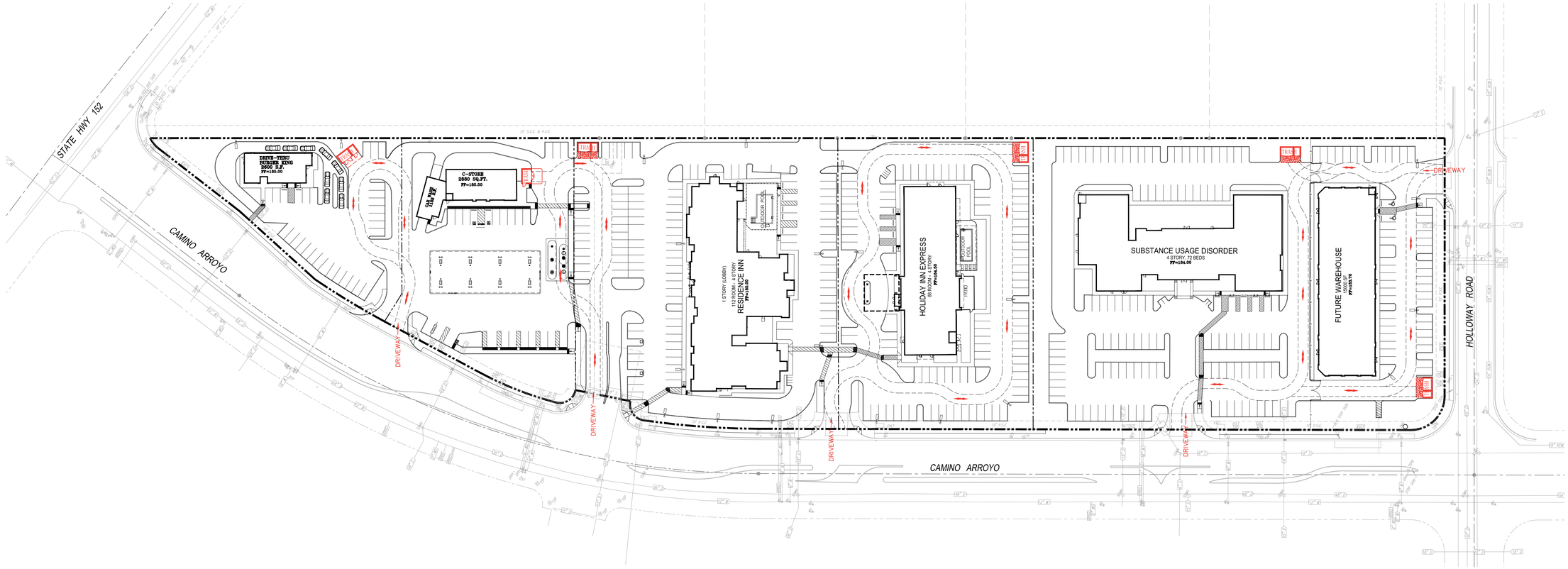
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6970 CAMINO ARROYO
GILROY, CA

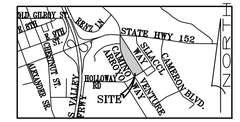
REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C8

SHEET
08 OF 09




VICINITY MAP
N.T.S.

**LEGEND:**

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

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

GRAPHIC SCALE

-40 0 20 40 80 160

( IN FEET )
1 INCH = 40 ft.

REVISIONS:

| | REVISION | ISSUE | DATED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |

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

TITLE: SOLID WASTE HANDLING PLAN

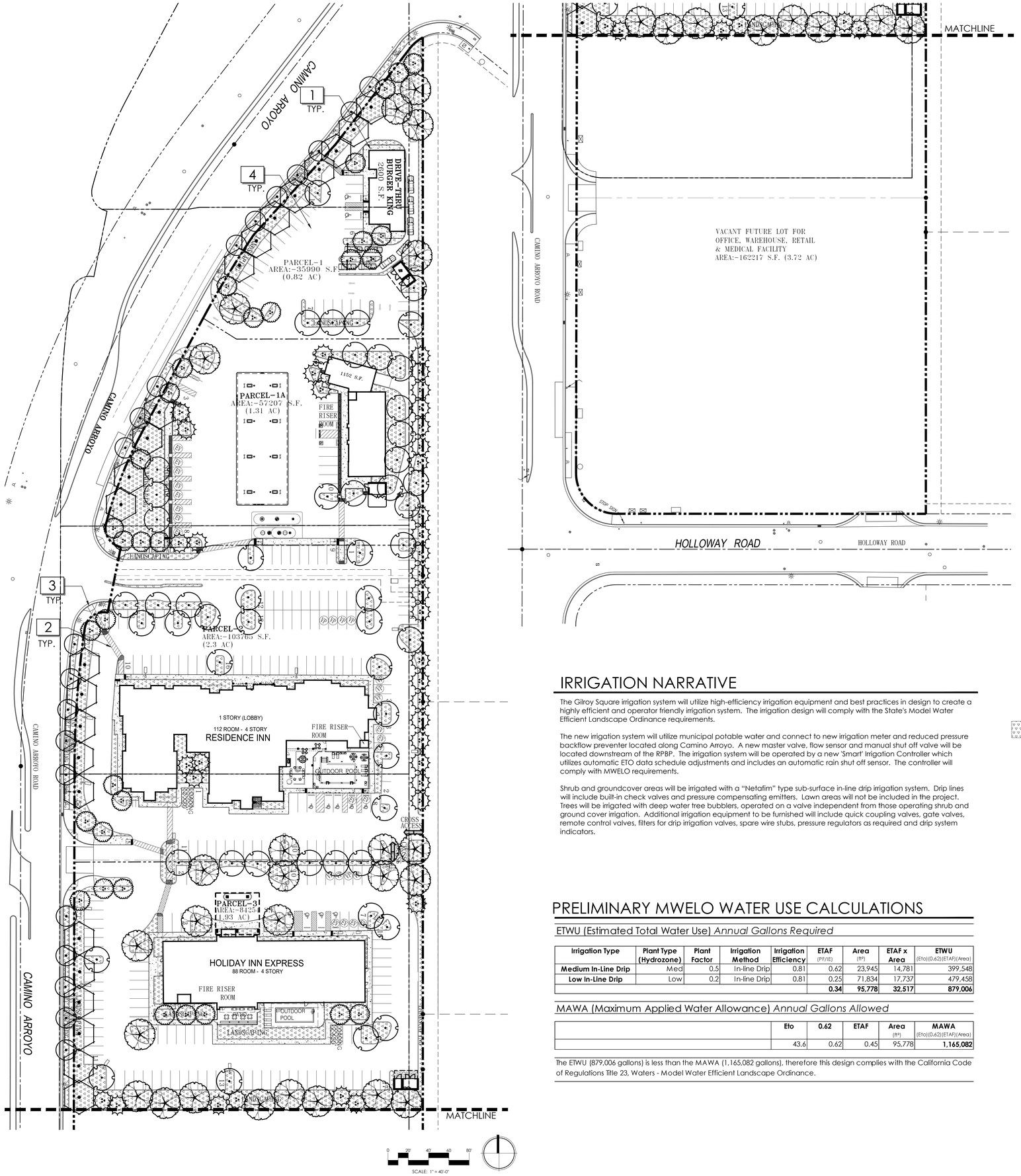
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C9

SHEET
9 OF 09




## REFERENCE_NOTES_SCHEDULE

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

## CANDIDATE TREE SCHEDULE

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

## CANDIDATE PLANT SCHEDULE

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

## IRRIGATION NARRATIVE

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

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

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

## PRELIMINARY MWELO WATER USE CALCULATIONS

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

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

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

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

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

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

# Gilroy Square Development

Schematic Design

6970 Camino Arroyo
Gilroy, CA 95020

Stamp

© Copyright 2018 QUADRIGA landscape architecture & planning, inc.

Issuances & Revisions

| No. | Description | Date |
|---|---|---|

Key Plan/Consultant Stamp

SCHEMATIC SITE PLAN

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

L1.00




| GENERAL PHOTOMETRIC SCHEDULE | |
|---|---|
| AVERAGE FOOT-CANDLES | 3.62 |
| MAXIMUM FOOT-CANDLES | 9.4 |
| MINIMUM FOOT-CANDLES | 1.0 |
| MINIMUM TO MAXIMUM FC RATIO | 0.10 |
| MAXIMUM TO MINIMUM FC RATIO | 9.76 |
| AVERAGE TO MINIMUM FC RATIO | 3.74 |

## LUMINAIRE SCHEDULE

| SYMBOL | QTY | CATALOG NUMBER | DESCRIPTION | LAMP | FILE | LUMENS | LLF | WATTS |
|---|---|---|---|---|---|---|---|---|
| | 44 | KAX2 LED P3 30K R5 MVOLT | KAX AREA SERIES SIZE 2, PERFORMANCE PACKAGE 3, 3000 K, TYPE 5 | LED | KAX2_LED_P3_30K_R5_MVOLT.IES | 20312.5 | 1.00 | 150 |

# PHOTOMETRIC PLAN

SCALE:- 1"= 40'-0"

REVISIONS:

| | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |

ACE Design LLC
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Folsom, CA 95630
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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: SITE PHOTOMETRIC PLAN

PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER M. HANK ACE
No. 7300
Exp. 09/30/22
ELECTRICAL
STATE OF CALIFORNIA

DATE: 07/12/2021
JOB : 19-43
DWG. BY:
CHK. BY:

E-1

SHEET
1 OF 1

# CalEEMod Memo and Results

APPENDIX B

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM
601 Abrego Street, Monterey,CA 93940
Tel: 831-649-1799 / Fax: 831-649-8399
www.emcplanning.com

**To:** **Teri Wissler Adam, Principal in Charge**

**From:** **Zane Mortensen, Assistant Planner**

**Cc:** **File**

**Date:** **September 27, 2022**

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**Re:** **Camino Arroyo Development Project – Emissions Modeling Methodology, Assumptions, and Results**

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# PRO ECT DESCRIPTION

This memorandum describes the methodology and assumptions used in the emissions modeling prepared for the Camino Arroyo Development Project. The project site is located at the intersection of Pacheco Pass Highway (State Route 152) and Camino Arroyo Road, in the City of Gilroy, California. The proposed development is within the San Francisco Bay Area Air Basin, which is under the jurisdiction of the Bay Area Air Quality Management District ("air district"). As shown on the project plans (ACE Design 2022) the proposed project intends to subdivide the 10.07-acre property into five lots to be developed in three phases:

- Phase 1a – a 2,600 square-foot drive-thru Burger King and 4,242 square-foot convenience store gas station with car wash on approximately 2.1 acres;
- Phase 1b – an 82,568 square-foot Residence Inn and 67,780 square-foot Holiday Inn on approximately 4.1 acres; and
- Phase 2 – two industrial warehouse buildings with a combined footprint of 46,000 square-feet on 3.8 acres;

The project site is vacant and consists of unmaintained grasslands.

# SCOPE OF ASSESSMENT

This assessment provides methodology, assumptions and an estimate of the proposed project construction and operational criteria air pollutant emissions and construction and operational greenhouse gas (GHG) emissions at buildout of all three phases. Emissions are quantified using the California Emissions Estimator Model (CalEEMod) version 2020.4 software, a modeling platform recommended by the California Air Resources Board (CARB) and accepted by the air district. Model results are attached to this assessment.

# METHODOLOG

## Emissions Model

CalEEMod estimates construction emissions associated with land use development projects and allows for the input of project-specific construction information including phasing and equipment information. CalEEMod was used to estimate annual emissions for on-site and off-site construction activity. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The CalEEMod software utilizes emissions models USEPA AP-42 emission factors, CARB vehicle emission models studies and studies commissioned by other California agencies.

The CalEEMod platform allows calculations of both construction and operational criteria pollutant and GHG emissions from land use projects. The model also calculates indirect emissions from processes "downstream" of the proposed project such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

CalEEMod is capable of estimating changes in the carbon sequestration potential of a site based on changes in natural vegetation communities and the net number of new trees that would be planted as part of the project. The model calculates a one-time only loss in the carbon sequestration potential of the site that would result from changes in land use such as converting vegetation to built or paved surfaces, and can provide an estimate of the change in the carbon sequestration potential that would result from planting new trees in an amount that is greater than the number of trees to be removed (net number of new trees).

## Project Characteristics

For modeling purposes, data inputs to the model take into account the type and size of proposed uses utilizing CalEEMod default land uses based on the size metrics shown on the project plans, construction data information provided by the project applicant and trip generation provided by the traffic engineer. Model results are attached to this memorandum. The three proposed project phases were modeled separately.

The size and type of proposed sources of criteria air pollutant and GHG emissions during construction and operations of Phase 1a, Phase 1b, and Phase 2 are categorized by the CalEEMod land use default categories as shown in Table 1, Project Characteristics. Unless otherwise noted, model inputs are derived from project designs and specifications (ACE Design 2022). Construction and operational criteria air pollutant and operational GHG emissions estimates are modeled for each phase based on the project characteristics information presented in Table 1.

## Modeling Scenario

Unmitigated modeling scenarios were prepared for each of the three phases of the proposed project to estimate the potential criteria air pollutant and GHG emissions.

### Unmitigated Emissions Scenario

The "unmitigated" emissions scenario provides an estimate of operational emissions that would be generated by the proposed land uses in compliance with uniformly applied regulatory measures that reduce GHG emissions and have criteria air emission reduction co-benefits. This scenario shows modeled operational criteria air pollutant emissions and GHG emissions that would be generated during construction and operational activities. Regulatory compliance consistent with California Pollution Control Officers Association (CAPCOA) emissions reduction measures already included in the model are referenced here parenthetically.

**Table 1 Project Characteristics**

| Project Components | CalEEMod Default Land Use[1] | Proposed[2,3] |
|---|---|---|
| **Phase 1a** | | |
| Drive-thru Fast Food | Fast Food Restaurant with Drive-thru | 2,600 |
| Convenience Store Gas Station with Carwash | Convenience Market with Gas Pumps | 4,242<br>8 pumps |
| Parking Lot | Parking Lot | 54 spaces |
| Concrete/paving | Other Asphalt Surfaces | 46,436 |
| Landscaping | City Park | 20,990 |
| **Phase 1b** | | |
| Hotel | Hotel | 82,568<br>112 rooms |
| Hotel | Hotel | 67,780<br>88 rooms |
| Parking Lot | Parking Lot | 208 spaces |
| Concrete/paving | Other Asphalt Surfaces | 63,158 |
| Landscaping | City Park | 27,395 |
| **Phase 2 (Future Development)** | | |
| Industrial Warehouse | Unrefrigerated Warehouse – No Rail | 46,000 |
| Parking Lot | Parking Lot | 52,400<br>131 spaces |
| Concrete/paving | Other Asphalt Surfaces | 28,860 |
| Landscaping | City Park | 39,951 |

SOURCE: Ace Design LLC, 2022
NOTES:
1. CalEEMod default land use subtype. Descriptions of the model default land use categories and subtypes are found in the User's Guide for CalEEMod Version 2020.4available online at: http://www.aqmd.gov/caleemod/user's-guide.
2. Expressed in units of square feet unless otherwise noted.
3. Numbers are rounded and may vary.

Compliance with the following regulations during operations is assumed:

- State Model Water Efficient Landscape Ordinance (MWELO) (CAPCOA WUW-4);
- Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346). It is assumed that these or similar requirements will be in effect at buildout (CAPCOA A-1); and

- Solid waste diversion of 75 percent is applied consistent with waste diversion targets identified in AB 341. It is assumed that these or similar requirements will be in effect at buildout (CAPCOA SW-1).

## Assumptions

Unless otherwise noted, data inputs for the model scenarios are based on the following primary assumptions:

1. Construction and operational criteria air pollutant and GHG emissions generated by the proposed project were estimated using the following CalEEMod default land use subtypes:
2. Emissions generated by the convenience store and fueling stations are assumed to be similar to emissions generated by the CalEEMod default land use category of Convenience market with Gas Pumps;
3. Emissions generated by landscaping are assumed to be similar to emissions generated by the CalEEMod default land use subtype "City Park".
4. The estimated construction start date for Phase 1a and Phase 1b is January, 2023;
5. The estimated operational year for Phase 1a and Phase 1b is 2025;
6. The estimated construction start date for Phase 2 is January, 2026
7. The estimated operational year for Phase 2 is 2028;
8. Changes to carbon sequestration potential were estimated based on the conversion of 10.07 acres of grassland.

## Operational Emissions Data Input

Each air district (or county) assigns trip lengths for urban and rural settings, which are incorporated into the CalEEMod defaults. The model's defaults were set to "urban" and the jurisdictional authority parameters are based on the model defaults for the air district. Model defaults for mobile operational sources are adjusted based on the trip generation information provided by the project traffic engineer (Hexagon Transportation Consultants 2022).

## Construction Emissions Data Inputs

Construction-related GHG emissions are quantified. CalEEMod default construction parameters allow estimates of short-term construction GHG emissions based upon empirical data collected and analyzed by the CARB. CalEEMod estimates construction emissions associated with land use development projects and allows for the input of project-specific construction information including phasing and equipment information, if known. Construction information in detail sufficient to adjust model defaults was not available; therefore, the model's default construction emissions factors were used in this assessment. GHG emissions are amortized over a 30-year time period to yield an annual emissions volume.

## Carbon Sequestration Potential Data Inputs

CalEEMod estimates a one-time only change in sequestration potential resulting from changes in natural communities. The proposed project would replace approximately 10.07-acres of grassland with development. Grassland is identified as a natural community with carbon sequestration value in the model; therefore, an estimate of the one-time loss in carbon sequestration value attributable to the loss of cropland is included in this assessment.

A landscaping plan was not available at the time of modeling; therefore, an estimate of the change in sequestration potential from tree planting was not modeled.

# CRITERIA AIR POLLUTANTS RESULTS

## Construction Emissions

Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Based on the applicant construction schedule and default construction equipment values, CalEEMod estimated emissions over 220 construction workdays for each phase. Unmitigated construction emissions are presented in Table 2, Unmitigated Annualized Daily Construction Emissions.

**Table 2 Unmitigated Annualized Daily Construction Emissions**

| Emissions | ROG[1] | NOx[1] | Total $PM_{10}$[1,2] | Exhaust $PM_{10}$[3] | Total $PM_{2.5}$[1,2] |
|---|---|---|---|---|---|
| **Phase 1a** | | | | | |
| Maximum | 0.23 | 1.84 | 0.15 | 0.08 | 0.10 |
| Annualized Average Daily[4] | <0.001 | 0.004 | <0.001 | <0.001 | <0.001 |
| **Phase 1b** | | | | | |
| Maximum | 0.83 | 2.28 | 0.34 | 0.10 | 0.18 |
| Annualized Average Daily[4] | 0.002 | 0.005 | 0.001 | <0.001 | <0.001 |
| **Phase 2** | | | | | |
| Maximum | 0.27 | 1.87 | 0.24 | 0.074 | 0.13 |
| Annualized Average Daily[4] | 0.001 | 0.004 | 0.001 | <0.001 | <0.001 |

Source: EMC Planning Group 2022,
Note:
1, Emissions amounts are expressed in pounds per day and rounded.
2. Total PM emissions include exhaust particles and fugitive dust.
3. Exhaust $PM_{10}$ is assumed to be DPM.
4. CalEEMod assumes 220 construction days per phase.

## Operational Emissions

Unmitigated operational criteria air pollutant emissions are summarized in Table 3, Unmitigated Operational Criteria Air Pollutant Emissions.

**Table 3 Unmitigated Operational Criteria Air Pollutant Emissions**

| Emissions | Nitrogen Oxides ($NO_X$) | Sulfur Oxides ($SO_2$) | Suspended Particulate Matter ($PM_{10}$) | $PM_{2.5}$ | Carbon Monoxide (CO) |
|---|---|---|---|---|---|
| **Phase 1a** | | | | | |
| Unmitigated Annual | 0.67 | 0.008 | 0.85 | 0.23 | 5.74 |
| Average Daily Emissions | 0.002 | <0.001 | 0.002 | 0.001 | 0.016 |
| **Phase 1b** | | | | | |
| Unmitigated Annual | 0.91 | 0.01 | 1.21 | 0.35 | 5.45 |
| Average Daily Emissions | 0.002 | <0.001 | 0.003 | 0.001 | 0.015 |

| Phase 2 | | | | | |
|---|---|---|---|---|---|
| Unmitigated Annual | 0.09 | 0.002 | 0.21 | 0.06 | 0.73 |
| Average Daily Emissions | <0.001 | <0.001 | 0.001 | <0.001 | 0.002 |
| **Buildout Average Daily Emissions** | **0.005** | **<0.001** | **0.006** | **0.002** | **0.032** |

SOURCE: EMC Planning Group 2020
NOTES:
1. Results may vary due to rounding.
2. Expressed in tons.

# GHG Emissions Results

## Construction GHG Emissions

Construction GHG emissions would be 333.69 MT $CO_2e$ for Phase 1a, 564.31 MT $CO_2e$ for Phase 1b, and 447.42 MT $CO_2e$ for Phase 2 for a total of 1,345.43 MT $CO_2e$. When averaged over a 30-year operational lifetime, the annual amortized emissions equal 44.85 MT $CO_2e$ per year.

## Operational GHG Emissions

At buildout of all phases, the proposed project would generate annual unmitigated operational GHG emissions of 2,467.46 MT $CO_2e$ as summarized in Table 3, Unmitigated Operational GHG Emissions.

## Carbon Sequestration Potential

The change in carbon sequestration potential is shown in Section 2.3 of the model results for each phase. Phase 1a would result in a loss of 9.18 MT $CO_2e$; Phase 1b would result in a loss of 17.71 MT $CO_2e$; Phase 2 would result in a loss of 16.46 MT $CO_2e$ for a total net loss of 43.35 MT $CO_2e$ sequestration potential. Averaged over a 30-year lifetime, the annual loss in carbon sequestration potential would be 1.45 MT $CO_2e$ per year.

**Table 3 Unmitigated Operational GHG Emissions**

| Emissions Sources | $CO_2e$ | | |
|---|---|---|---|
| | Phase 1a | Phase 1b | Phase 2 |
| Area | 0.001 | 0.001 | 0.002 |
| Energy[1] | 42.10 | 461.07 | 25.25 |
| Mobile | 747.15 | 975.23 | 153.00 |
| Waste | 3.77 | 13.78 | 5.45 |
| Water[2] | 1.36 | 7.10 | 14.38 |
| **Total by Phase** | **794.38** | **1,475.18** | **198.08** |
| **Buildout** | **2,467.46** | | |

SOURCE: EMC Planning Group 2022
NOTES:
Results may vary due to rounding.
Expressed in MT $CO_2e$ per year.
1. Results include emissions reductions from compliance with State thresholds for the MWELO

## Total Unmitigated GHG Emissions at Buildout

GHG emissions at buildout of all phases consist of amortized construction emissions added to the operational emissions and the amortized annual loss in carbon sequestration potential as presented in Table 4, Total Unmitigated Annual GHG Emissions.

**Table 4 Total Unmitigated Annual GHG Emissions**

| Operational Emissions | Amortized Construction Emissions | Loss of Carbon Sequestration Potential | Total Project Emissions |
|---|---|---|---|
| 2,467.46 | 44.85 | 1.45 | 2,513.76 |

SOURCE: EMC Planning Group 2022
NOTE:
Results may vary due to rounding.

# SOURCES

1. Breeze Software, a Division of Trinity Consultants. California Emissions Estimator (CalEEMod) Version 2020.4. May 2021. Available online at: http://www.aqmd.gov/caleemod/home

2. ----. 2021. *CalEEMod User's Guide (Version 2020.4)*. Available online at: http://www.aqmd.gov/caleemod/user's-guide
3. Bay Area Air Quality Management District. May 2017. *California Environmental Quality Act Air Quality Guidelines.* Available online at: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en
4. Hexagon Transportation Consultants. *Gilroy Square Development Transportation Analysis.* July 5, 2022.
5. ACE Design LLC. *Site Plan Gilroy Square 6970 Camino Arroyo, Gilroy CA*, September 9, 2022.

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# Camino Arroyo Phase 1a Proposed Emissions Unmitigated

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Other Asphalt Surfaces | 46.45 | 1000sqft | 1.07 | 46,446.00 | 0 |
| Parking Lot | 54.00 | Space | 0.49 | 21,600.00 | 0 |
| City Park | 0.48 | Acre | 0.48 | 20,990.00 | 0 |
| Fast Food Restaurant with Drive Thru | 2.60 | 1000sqft | 0.06 | 2,600.00 | 0 |
| Convenience Market with Gas Pumps | 8.00 | Pump | 0.03 | 4,242.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate one** | 4 | | | **Operational ear** | 2025 |
| **Utility Company** | Pacific Gas and Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 203.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Land Use - Square footage adjusted to match project site plan.

Demolition - No infrastructure located on project site

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic system - Wastewater service provided by South County Regional Wastewater Authority.

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 20,908.80 | 20,990.00 |
| tblLandUse | LandUseSquareFeet | 1,129.40 | 4,242.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 322.50 | 265.12 |
| tblVehicleTrips | ST_TR | 616.12 | 467.48 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 322.50 | 265.12 |
| tblVehicleTrips | SU_TR | 472.58 | 467.48 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 322.50 | 265.12 |
| tblVehicleTrips | WD_TR | 470.95 | 467.48 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2023 | 0.2343 | 1.8368 | 1.9268 | 3.8500e-003 | 0.0721 | 0.0797 | 0.1518 | 0.0237 | 0.0761 | 0.0998 | 0.0000 | 329.1822 | 329.1822 | 0.0554 | 5.9200e-003 | 332.3315 |
| 2024 | 0.0458 | 5.5400e-003 | 8.9000e-003 | 2.0000e-005 | 2.9000e-004 | 2.8000e-004 | 5.6000e-004 | 8.0000e-005 | 2.8000e-004 | 3.5000e-004 | 0.0000 | 1.3594 | 1.3594 | 7.0000e-005 | 1.0000e-005 | 1.3628 |
| **Maximum** | **0.2343** | **1.8368** | **1.9268** | **3.8500e-003** | **0.0721** | **0.0797** | **0.1518** | **0.0237** | **0.0761** | **0.0998** | **0.0000** | **329.1822** | **329.1822** | **0.0554** | **5.9200e-003** | **332.3315** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0363 | 1.0000e-005 | 5.9000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 0.0000 | 1.1300e-003 |
| Energy | 2.9600e-003 | 0.0269 | 0.0226 | 1.6000e-004 | | 2.0400e-003 | 2.0400e-003 | | 2.0400e-003 | 2.0400e-003 | 0.0000 | 41.8039 | 41.8039 | 2.5900e-003 | 7.8000e-004 | 42.1017 |
| Mobile | 0.8629 | 0.6382 | 5.7253 | 7.9000e-003 | 0.8401 | 6.7800e-003 | 0.8469 | 0.2242 | 6.2900e-003 | 0.2305 | 0.0000 | 729.1279 | 729.1279 | 0.0872 | 0.0532 | 747.1527 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.5219 | 0.0000 | 1.5219 | 0.0899 | 0.0000 | 3.7705 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.3088 | 0.6418 | 0.9506 | 8.1800e-003 | 6.8000e-004 | 1.3589 |
| **Total** | **0.9022** | **0.6651** | **5.7485** | **8.0600e-003** | **0.8401** | **8.8200e-003** | **0.8489** | **0.2242** | **8.3300e-003** | **0.2326** | **1.8307** | **771.5747** | **773.4054** | **0.1879** | **0.0546** | **794.3849** |

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 2.3 Vegetation

**Vegetation**

| | CO2e |
|---|---|
| Category | MT |
| Vegetation Land Change | -9.1803 |
| **Total** | **-9.1803** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.8629 | 0.6382 | 5.7253 | 7.9000e-003 | 0.8401 | 6.7800e-003 | 0.8469 | 0.2242 | 6.2900e-003 | 0.2305 | 0.0000 | 729.1279 | 729.1279 | 0.0872 | 0.0532 | 747.1527 |
| Unmitigated | 0.8629 | 0.6382 | 5.7253 | 7.9000e-003 | 0.8401 | 6.7800e-003 | 0.8469 | 0.2242 | 6.2900e-003 | 0.2305 | 0.0000 | 729.1279 | 729.1279 | 0.0872 | 0.0532 | 747.1527 |

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated |
|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | |
| Convenience Market with Gas Pumps | 2,120.96 | 2,120.96 | 2120.96 | 1,137,692 |
| Fast Food Restaurant with Drive Thru | 1,215.45 | 1,215.45 | 1215.45 | 1,135,623 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Parking Lot | 0.00 | 0.00 | 0.00 | |
| Total | 3,336.41 | 3,336.41 | 3,336.41 | 2,273,315 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Convenience Market with Gas Pumps | 9.50 | 7.30 | 7.30 | 0.80 | 80.20 | 19.00 | 14 | 21 | 65 |
| Fast Food Restaurant with Drive Thru | 9.50 | 7.30 | 7.30 | 2.20 | 78.80 | 19.00 | 29 | 21 | 50 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City Park | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Convenience Market with Gas Pumps | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Fast Food Restaurant with Drive Thru | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Other Asphalt Surfaces | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Parking Lot | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |

# 5.0 Energy Detail

## 5.2 Energy by Land Use - NaturalGas

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Convenience Market with Gas Pumps | 9926.28 | 5.0000e-005 | 4.9000e-004 | 4.1000e-004 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.5297 | 0.5297 | 1.0000e-005 | 1.0000e-005 | 0.5329 |
| Fast Food Restaurant with Drive Thru | 538902 | 2.9100e-003 | 0.0264 | 0.0222 | 1.6000e-004 | | 2.0100e-003 | 2.0100e-003 | | 2.0100e-003 | 2.0100e-003 | 0.0000 | 28.7579 | 28.7579 | 5.5000e-004 | 5.3000e-004 | 28.9288 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **2.9600e-003** | **0.0269** | **0.0226** | **1.6000e-004** | | **2.0500e-003** | **2.0500e-003** | | **2.0500e-003** | **2.0500e-003** | **0.0000** | **29.2876** | **29.2876** | **5.6000e-004** | **5.4000e-004** | **29.4616** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| Convenience Market with Gas Pumps | 44074.4 | 4.0779 | 6.6000e-004 | 8.0000e-005 | 4.1183 |
| Fast Food Restaurant with Drive Thru | 83642 | 7.7389 | 1.2500e-003 | 1.5000e-004 | 7.8154 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 7560 | 0.6995 | 1.1000e-004 | 1.0000e-005 | 0.7064 |
| **Total** | | **12.5163** | **2.0200e-003** | **2.4000e-004** | **12.6401** |

## 6.0 Area Detail

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 4.9900e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0313 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 4.0000e-005 | 1.0000e-005 | 5.9000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 0.0000 | 1.1300e-003 |
| **Total** | **0.0364** | **1.0000e-005** | **5.9000e-004** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **1.0700e-003** | **1.0700e-003** | **0.0000** | **0.0000** | **1.1300e-003** |

## 7.0 Water Detail

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 0.537024 | 0.1739 | 3.0000e-005 | 0.0000 | 0.1756 |
| Convenience Market with Gas Pumps | 0.0836574 / 0.0481462 | 0.0871 | 7.8000e-004 | 7.0000e-005 | 0.1262 |
| Fast Food Restaurant with Drive Thru | 0.789188 / 0.0473009 | 0.6896 | 7.3700e-003 | 6.2000e-004 | 1.0571 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.9506** | **8.1800e-003** | **6.9000e-004** | **1.3589** |

# 8.0 Waste Detail

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| City Park | 0.01 | 2.0300e-003 | 1.2000e-004 | 0.0000 | 5.0300e-003 |
| Fast Food Restaurant with Drive Thru | 7.4875 | 1.5199 | 0.0898 | 0.0000 | 3.7655 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **1.5219** | **0.0899** | **0.0000** | **3.7705** |

## 11.0 Vegetation

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT | | | |
| Unmitigated | -9.1803 | 0.0000 | 0.0000 | -9.1803 |

### 11.1 Vegetation Land Change

**Vegetation Type**

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | Initial/Final | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| | Acres | MT | | | |
| Grassland | 2.13 / 0 | -9.1803 | 0.0000 | 0.0000 | -9.1803 |
| **Total** | | **-9.1803** | **0.0000** | **0.0000** | **-9.1803** |

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# Camino Arroyo Phase 1b Proposed Emissions Unmitigated

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Other Asphalt Surfaces | 63.16 | 1000sqft | 1.45 | 63,158.00 | 0 |
| Parking Lot | 208.00 | Space | 1.87 | 83,200.00 | 0 |
| City Park | 0.63 | Acre | 0.63 | 27,442.80 | 0 |
| Hotel | 112.00 | Room | 0.10 | 82,568.00 | 0 |
| Hotel | 88.00 | Room | 0.06 | 67,780.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate one** | 4 | | | **Operational ear** | 2025 |
| **Utility Company** | Pacific Gas and Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 203.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Land Use - Area adjusted to match project description

Other asphalt surfaces estimated based on total paved area and parking lot

Demolition - No existing infrastructure located on the property.

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic systems - Wastewater service provided by South County Regional Wastewater Authority.

Area Mitigation - Phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 162,624.00 | 82,568.00 |
| tblLandUse | LandUseSquareFeet | 127,776.00 | 67,780.00 |
| tblLandUse | LotAcreage | 3.73 | 0.10 |
| tblLandUse | LotAcreage | 2.93 | 0.06 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.19 | 8.42 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 5.95 | 8.42 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 8.36 | 8.42 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2023 | 0.2605 | 2.2834 | 2.5794 | 5.9200e-003 | 0.2415 | 0.0979 | 0.3394 | 0.0835 | 0.0919 | 0.1754 | 0.0000 | 530.2248 | 530.2248 | 0.0834 | 0.0202 | 538.3331 |
| 2024 | 0.8322 | 0.1101 | 0.1647 | 2.9000e-004 | 5.5000e-003 | 5.1000e-003 | 0.0106 | 1.4700e-003 | 4.7700e-003 | 6.2500e-003 | 0.0000 | 25.7402 | 25.7402 | 5.7200e-003 | 3.3000e-004 | 25.9804 |
| **Maximum** | **0.8322** | **2.2834** | **2.5794** | **5.9200e-003** | **0.2415** | **0.0979** | **0.3394** | **0.0835** | **0.0919** | **0.1754** | **0.0000** | **530.2248** | **530.2248** | **0.0834** | **0.0202** | **538.3331** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.6785 | 2.0000e-005 | 2.5100e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 4.5400e-003 | 4.5400e-003 | 1.0000e-005 | 0.0000 | 4.7800e-003 |
| Energy | 0.0356 | 0.3236 | 0.2718 | 1.9400e-003 | | 0.0246 | 0.0246 | | 0.0246 | 0.0246 | 0.0000 | 457.9301 | 457.9301 | 0.0238 | 8.5300e-003 | 461.0682 |
| Mobile | 0.5785 | 0.5847 | 5.1778 | 0.0104 | 1.1823 | 7.5200e-003 | 1.1898 | 0.3156 | 6.9900e-003 | 0.3226 | 0.0000 | 959.4425 | 959.4425 | 0.0664 | 0.0474 | 975.2328 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 5.5594 | 0.0000 | 5.5594 | 0.3286 | 0.0000 | 13.7732 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.7950 | 2.9396 | 4.7346 | 0.0474 | 3.9600e-003 | 7.0999 |
| **Total** | **1.2926** | **0.9084** | **5.4521** | **0.0123** | **1.1823** | **0.0321** | **1.2144** | **0.3156** | **0.0316** | **0.3472** | **7.3544** | **1,420.3168** | **1,427.6712** | **0.4662** | **0.0599** | **1,457.1789** |

## 2.3 Vegetation

### Vegetation

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | CO2e |
|---|---|
| Category | MT |
| Vegetation Land Change | -17.7141 |
| **Total** | **-17.7141** |

## 4.0 Operational Detail - Mobile

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated |
|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | |
| Hotel | 943.04 | 943.04 | 943.04 | 1,791,711 |
| Hotel | 740.96 | 740.96 | 740.96 | 1,407,773 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Parking Lot | 0.00 | 0.00 | 0.00 | |
| Total | 1,684.00 | 1,684.00 | 1,684.00 | 3,199,483 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

### 4.4 Fleet Mix

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City Park | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Hotel | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Other Asphalt Surfaces | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Parking Lot | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |

## 5.0 Energy Detail

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 2.97622e+006 | 0.0161 | 0.1459 | 0.1226 | 8.8000e-004 | | 0.0111 | 0.0111 | | 0.0111 | 0.0111 | 0.0000 | 158.8224 | 158.8224 | 3.0400e-003 | 2.9100e-003 | 159.7662 |
| Hotel | 3.62556e+006 | 0.0196 | 0.1777 | 0.1493 | 1.0700e-003 | | 0.0135 | 0.0135 | | 0.0135 | 0.0135 | 0.0000 | 193.4737 | 193.4737 | 3.7100e-003 | 3.5500e-003 | 194.6235 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0356** | **0.3236** | **0.2718** | **1.9500e-003** | | **0.0246** | **0.0246** | | **0.0246** | **0.0246** | **0.0000** | **352.2962** | **352.2962** | **6.7500e-003** | **6.4600e-003** | **354.3897** |

### 5.3 Energy by Land Use - Electricity

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 501572 | 46.4073 | 7.5100e-003 | 9.1000e-004 | 46.8662 |
| Hotel | 611003 | 56.5323 | 9.1500e-003 | 1.1100e-003 | 57.0913 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 29120 | 2.6943 | 4.4000e-004 | 5.0000e-005 | 2.7209 |
| **Total** | | **105.6339** | **0.0171** | **2.0700e-003** | **106.6785** |

## 6.0 Area Detail

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0815 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consumer Products | 0.5969 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.7000e-004 | 2.0000e-005 | 2.5100e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 4.5400e-003 | 4.5400e-003 | 1.0000e-005 | 0.0000 | 4.7800e-003 |
| **Total** | **0.6785** | **2.0000e-005** | **2.5100e-003** | **0.0000** | | **1.0000e-005** | **1.0000e-005** | | **1.0000e-005** | **1.0000e-005** | **0.0000** | **4.5400e-003** | **4.5400e-003** | **1.0000e-005** | **0.0000** | **4.7800e-003** |

## 7.0 Water Detail

### 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 0.704845 | 0.2283 | 4.0000e-005 | 0.0000 | 0.2305 |
| Hotel | 5.07335 / 0.52932 | 4.5063 | 0.0474 | 3.9600e-003 | 6.8694 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **4.7346** | **0.0474** | **3.9600e-003** | **7.1000** |

## 8.0 Waste Detail

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| City Park | 0.0125 | 2.5400e-003 | 1.5000e-004 | 0.0000 | 6.2900e-003 |
| Hotel | 27.375 | 5.5569 | 0.3284 | 0.0000 | 13.7669 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **5.5594** | **0.3286** | **0.0000** | **13.7732** |

## 11.0 Vegetation

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT | | | |
| Unmitigated | -17.7141 | 0.0000 | 0.0000 | -17.7141 |

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 11.1 Vegetation Land Change

**Vegetation Type**

| | Initial/Final | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| | Acres | MT | | | |
| Grassland | 4.11 / 0 | -17.7141 | 0.0000 | 0.0000 | -17.7141 |
| **Total** | | **-17.7141** | **0.0000** | **0.0000** | **-17.7141** |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# Camino Arroyo Phase 2 Proposed Emissions Unmitigated

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 46.00 | 1000sqft | 1.06 | 46,000.00 | 0 |
| Other Asphalt Surfaces | 28.86 | 1000sqft | 0.66 | 28,860.00 | 0 |
| Parking Lot | 131.00 | Space | 1.18 | 52,400.00 | 0 |
| City Park | 0.92 | Acre | 0.92 | 39,951.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate one** | 4 | | | **Operational ear** | 2028 |
| **Utility Company** | Pacific Gas and Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 203.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Land Use - Area adjusted to match project description.
Other asphalt surfaces estimated based on total paved area and parking lot.
Demolition - No existing infrastructure on the property.

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic systems - Wastewater service provided by South County Regional Wastwater Authority.

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Water Mitigation - State Model Water Efficient Landscape Ordinance (MWELO) (CAPCOA WUW-4)

Waste Mitigation - 75 percent is applied consistent with waste diversion targets identified in AB 341.

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 39,951.01 | 39,951.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 1.74 | 4.13 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 1.74 | 4.13 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 1.74 | 4.13 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.2079 | 1.8703 | 2.3061 | 4.7300e-003 | 0.1623 | 0.0744 | 0.2368 | 0.0620 | 0.0698 | 0.1318 | 0.0000 | 417.3279 | 417.3279 | 0.0795 | 9.5700e-003 | 422.1655 |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2027 | 0.2718 | 0.1059 | 0.1666 | 2.9000e-004 | 3.8900e-003 | 4.7200e-003 | 8.6100e-003 | 1.0400e-003 | 4.4200e-003 | 5.4600e-003 | 0.0000 | 25.0533 | 25.0533 | 5.9200e-003 | 2.1000e-004 | 25.2625 |
| **Maximum** | **0.2718** | **1.8703** | **2.3061** | **4.7300e-003** | **0.1623** | **0.0744** | **0.2368** | **0.0620** | **0.0698** | **0.1318** | **0.0000** | **417.3279** | **417.3279** | **0.0795** | **9.5700e-003** | **422.1655** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.2110 | 1.0000e-005 | 1.1000e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.9900e-003 | 1.9900e-003 | 0.0000 | 0.0000 | 2.0900e-003 |
| Energy | 8.5000e-004 | 7.7600e-003 | 6.5200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 25.0375 | 25.0375 | 2.8500e-003 | 4.8000e-004 | 25.2518 |
| Mobile | 0.0710 | 0.0784 | 0.7252 | 1.6400e-003 | 0.2049 | 1.0800e-003 | 0.2060 | 0.0547 | 1.0000e-003 | 0.0557 | 0.0000 | 150.8197 | 150.8197 | 8.6100e-003 | 6.6100e-003 | 153.0042 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 2.1984 | 0.0000 | 2.1984 | 0.1299 | 0.0000 | 5.4464 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.7636 | 5.6589 | 9.4225 | 0.0993 | 8.3000e-003 | 14.3771 |
| **Total** | **0.2829** | **0.0862** | **0.7328** | **1.6900e-003** | **0.2049** | **1.6700e-003** | **0.2066** | **0.0547** | **1.5900e-003** | **0.0563** | **5.9620** | **181.5181** | **187.4801** | **0.2407** | **0.0154** | **198.0816** |

## 2.3 Vegetation

### Vegetation

| | CO2e |
|---|---|
| Category | MT |
| Vegetation Land Change | -16.4642 |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | |
|---|---|
| **Total** | **-16.4642** |

## 4.0 Operational Detail - Mobile

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated |
|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Parking Lot | 0.00 | 0.00 | 0.00 | |
| Unrefrigerated Warehouse-No Rail | 189.98 | 189.98 | 189.98 | 554,649 |
| Total | 189.98 | 189.98 | 189.98 | 554,649 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Unrefrigerated Warehouse-No Rail | 9.50 | 7.30 | 7.30 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City Park | 0.576295 | 0.056490 | 0.183529 | 0.114985 | 0.020137 | 0.005304 | 0.008188 | 0.006136 | 0.000868 | 0.000349 | 0.024273 | 0.000862 | 0.002585 |
| Other Asphalt Surfaces | 0.576295 | 0.056490 | 0.183529 | 0.114985 | 0.020137 | 0.005304 | 0.008188 | 0.006136 | 0.000868 | 0.000349 | 0.024273 | 0.000862 | 0.002585 |
| Parking Lot | 0.576295 | 0.056490 | 0.183529 | 0.114985 | 0.020137 | 0.005304 | 0.008188 | 0.006136 | 0.000868 | 0.000349 | 0.024273 | 0.000862 | 0.002585 |
| Unrefrigerated Warehouse-No Rail | 0.576295 | 0.056490 | 0.183529 | 0.114985 | 0.020137 | 0.005304 | 0.008188 | 0.006136 | 0.000868 | 0.000349 | 0.024273 | 0.000862 | 0.002585 |

## 5.0 Energy Detail

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unrefrigerated Warehouse-No Rail | 158240 | 8.5000e-004 | 7.7600e-003 | 6.5200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 8.4443 | 8.4443 | 1.6000e-004 | 1.5000e-004 | 8.4945 |
| **Total** | | **8.5000e-004** | **7.7600e-003** | **6.5200e-003** | **5.0000e-005** | | **5.9000e-004** | **5.9000e-004** | | **5.9000e-004** | **5.9000e-004** | **0.0000** | **8.4443** | **8.4443** | **1.6000e-004** | **1.5000e-004** | **8.4945** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 18340 | 1.6969 | 2.7000e-004 | 3.0000e-005 | 1.7137 |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 161000 | 14.8963 | 2.4100e-003 | 2.9000e-004 | 15.0436 |
| **Total** | | **16.5932** | **2.6800e-003** | **3.2000e-004** | **16.7573** |

## 6.0 Area Detail

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0257 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.1853 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 7.0000e-005 | 1.0000e-005 | 1.1000e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.9900e-003 | 1.9900e-003 | 0.0000 | 0.0000 | 2.0900e-003 |
| **Total** | **0.2110** | **1.0000e-005** | **1.1000e-003** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **1.9900e-003** | **1.9900e-003** | **0.0000** | **0.0000** | **2.0900e-003** |

## 7.0 Water Detail

### 7.2 Water by Land Use

**Unmitigated**

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 1.0293 | 0.3333 | 5.0000e-005 | 1.0000e-005 | 0.3366 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unrefrigerated Warehouse-No Rail | 10.6375 / 0 | 9.0892 | 0.0993 | 8.2900e-003 | 14.0405 |
| **Total** | | **9.4225** | **0.0993** | **8.3000e-003** | **14.3771** |

## 8.0 Waste Detail

### 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| City Park | 0.02 | 4.0600e-003 | 2.4000e-004 | 0.0000 | 0.0101 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unrefrigerated Warehouse-No Rail | 10.81 | 2.1943 | 0.1297 | 0.0000 | 5.4364 |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| **Total** | | **2.1984** | **0.1299** | **0.0000** | **5.4464** |

## 11.0 Vegetation

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT | | | |
| Unmitigated | -16.4642 | 0.0000 | 0.0000 | -16.4642 |

### 11.1 Vegetation Land Change

**Vegetation Type**

| | Initial/Final | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| | Acres | MT | | | |
| Grassland | 3.82 / 0 | -16.4642 | 0.0000 | 0.0000 | -16.4642 |
| **Total** | | **-16.4642** | **0.0000** | **0.0000** | **-16.4642** |

# EMFAC Results

C

APPENDIX

**APPENDIX C**
**EMFAC2021**
**Gilroy Square**
**Fuel Demand**

**2028 Fuel Demand**

| Vehicle Class | Fuel | Process | Kgal/day | Fuel Type | Demand |
|---|---|---|---|---|---|
| All Other Buses | Dsl | IDLEX | 1.77E-05 | Diesel | |
| All Other Buses | Dsl | RUNEX | 0.00191 | Kgal/day | 0.09 |
| LDA | Dsl | RUNEX | 0.000257 | KGal/yr | 34.41 |
| LDT1 | Dsl | RUNEX | 6.55E-07 | | |
| LDT2 | Dsl | RUNEX | 0.000385 | Gas | |
| LHD1 | Dsl | IDLEX | 4.67E-05 | Kgal/day | 0.52 |
| LHD1 | Dsl | RUNEX | 0.008929 | KGal/yr | 188.11 |
| LHD2 | Dsl | IDLEX | 3.58E-05 | | |
| LHD2 | Dsl | RUNEX | 0.004929 | Hybrid | |
| MDV | Dsl | RUNEX | 0.001052 | kgal/day | 0.006 |
| MH | Dsl | RUNEX | 0.000362 | Kgal/yr | 2.33 |
| Motor Coach | Dsl | IDLEX | 3.31E-05 | | |
| Motor Coach | Dsl | RUNEX | 0.000689 | TOTAL | |
| PTO | Dsl | RUNEX | 0.001653 | KGal/yr | 224.85 |
| SBUS | Dsl | IDLEX | 4.96E-05 | Gal/yr | 224847.3 |
| SBUS | Dsl | RUNEX | 0.000569 | | |
| T6 CAIRP Class 4 | Dsl | IDLEX | 6.35E-08 | | |
| T6 CAIRP Class 4 | Dsl | RUNEX | 7.87E-06 | | |
| T6 CAIRP Class 5 | Dsl | IDLEX | 8.32E-08 | Mileage | |
| T6 CAIRP Class 5 | Dsl | RUNEX | 1.09E-05 | Check: | |
| T6 CAIRP Class 6 | Dsl | IDLEX | 2.94E-07 | | |
| T6 CAIRP Class 6 | Dsl | RUNEX | 2.74E-05 | VMT/yr | 6027447 |
| T6 CAIRP Class 7 | Dsl | IDLEX | 4.72E-07 | mpg | 26.81 |
| T6 CAIRP Class 7 | Dsl | RUNEX | 0.000164 | | |
| T6 Instate Delivery Class 4 | Dsl | IDLEX | 4.34E-05 | | |
| T6 Instate Delivery Class 4 | Dsl | RUNEX | 0.000816 | | |
| T6 Instate Delivery Class 5 | Dsl | IDLEX | 4.99E-05 | | |
| T6 Instate Delivery Class 5 | Dsl | RUNEX | 0.000954 | | |
| T6 Instate Delivery Class 6 | Dsl | IDLEX | 9.55E-05 | | |
| T6 Instate Delivery Class 6 | Dsl | RUNEX | 0.001809 | | |
| T6 Instate Delivery Class 7 | Dsl | IDLEX | 1.41E-05 | | |
| T6 Instate Delivery Class 7 | Dsl | RUNEX | 0.000398 | | |
| T6 Instate Other Class 4 | Dsl | IDLEX | 8.21E-05 | | |
| T6 Instate Other Class 4 | Dsl | RUNEX | 0.001697 | | |
| T6 Instate Other Class 5 | Dsl | IDLEX | 0.000166 | | |
| T6 Instate Other Class 5 | Dsl | RUNEX | 0.003563 | | |
| T6 Instate Other Class 6 | Dsl | IDLEX | 0.000159 | | |
| T6 Instate Other Class 6 | Dsl | RUNEX | 0.003329 | | |
| T6 Instate Other Class 7 | Dsl | IDLEX | 6.90E-05 | | |
| T6 Instate Other Class 7 | Dsl | RUNEX | 0.001413 | | |
| T6 Instate Tractor Class 6 | Dsl | IDLEX | 6.02E-07 | | |

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| | | | |
|---|---|---|---|
| T6 Instate Tractor Class 6 | Dsl | RUNEX | 1.52E-05 |
| T6 Instate Tractor Class 7 | Dsl | IDLEX | 2.14E-05 |
| T6 Instate Tractor Class 7 | Dsl | RUNEX | 0.000546 |
| T6 OOS Class 4 | Dsl | IDLEX | 3.65E-08 |
| T6 OOS Class 4 | Dsl | RUNEX | 4.49E-06 |
| T6 OOS Class 5 | Dsl | IDLEX | 4.75E-08 |
| T6 OOS Class 5 | Dsl | RUNEX | 6.19E-06 |
| T6 OOS Class 6 | Dsl | IDLEX | 1.69E-07 |
| T6 OOS Class 6 | Dsl | RUNEX | 1.57E-05 |
| T6 OOS Class 7 | Dsl | IDLEX | 2.42E-07 |
| T6 OOS Class 7 | Dsl | RUNEX | 0.000108 |
| T6 Public Class 4 | Dsl | IDLEX | 1.43E-05 |
| T6 Public Class 4 | Dsl | RUNEX | 0.000186 |
| T6 Public Class 5 | Dsl | IDLEX | 2.46E-05 |
| T6 Public Class 5 | Dsl | RUNEX | 0.000323 |
| T6 Public Class 6 | Dsl | IDLEX | 1.31E-05 |
| T6 Public Class 6 | Dsl | RUNEX | 0.000175 |
| T6 Public Class 7 | Dsl | IDLEX | 3.07E-05 |
| T6 Public Class 7 | Dsl | RUNEX | 0.00053 |
| T6 Utility Class 5 | Dsl | IDLEX | 5.17E-06 |
| T6 Utility Class 5 | Dsl | RUNEX | 0.000145 |
| T6 Utility Class 6 | Dsl | IDLEX | 9.76E-07 |
| T6 Utility Class 6 | Dsl | RUNEX | 2.73E-05 |
| T6 Utility Class 7 | Dsl | IDLEX | 1.09E-06 |
| T6 Utility Class 7 | Dsl | RUNEX | 3.76E-05 |
| T7 CAIRP Class 8 | Dsl | IDLEX | 0.000798 |
| T7 CAIRP Class 8 | Dsl | RUNEX | 0.010172 |
| T7 NNOOS Class 8 | Dsl | IDLEX | 0.000871 |
| T7 NNOOS Class 8 | Dsl | RUNEX | 0.012093 |
| T7 NOOS Class 8 | Dsl | IDLEX | 0.000384 |
| T7 NOOS Class 8 | Dsl | RUNEX | 0.004496 |
| T7 Other Port Class 8 | Dsl | IDLEX | 2.83E-05 |
| T7 Other Port Class 8 | Dsl | RUNEX | 0.001195 |
| T7 POAK Class 8 | Dsl | IDLEX | 0.000178 |
| T7 POAK Class 8 | Dsl | RUNEX | 0.003865 |
| T7 POLA Class 8 | Dsl | IDLEX | 2.66E-13 |
| T7 POLA Class 8 | Dsl | RUNEX | 7.26E-12 |
| T7 Public Class 8 | Dsl | IDLEX | 6.95E-05 |
| T7 Public Class 8 | Dsl | RUNEX | 0.001744 |
| T7 Single Concrete/Transit Mix Class 8 | Dsl | IDLEX | 5.65E-05 |
| T7 Single Concrete/Transit Mix Class 8 | Dsl | RUNEX | 0.001466 |
| T7 Single Dump Class 8 | Dsl | IDLEX | 0.000113 |
| T7 Single Dump Class 8 | Dsl | RUNEX | 0.002225 |
| T7 Single Other Class 8 | Dsl | IDLEX | 0.000158 |

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| | | | |
|---|---|---|---|
| T7 Single Other Class 8 | Dsl | RUNEX | 0.002763 |
| T7 SWCV Class 8 | Dsl | IDLEX | 2.85E-05 |
| T7 SWCV Class 8 | Dsl | RUNEX | 0.001913 |
| T7 Tractor Class 8 | Dsl | IDLEX | 0.000729 |
| T7 Tractor Class 8 | Dsl | RUNEX | 0.009045 |
| T7 Utility Class 8 | Dsl | IDLEX | 3.98E-06 |
| T7 Utility Class 8 | Dsl | RUNEX | 0.000186 |
| UBUS | Dsl | RUNEX | 0.001656 |
| LDA | Gas | RUNEX | 0.222551 |
| LDA | Gas | STREX | 0.007111 |
| LDT1 | Gas | RUNEX | 0.018995 |
| LDT1 | Gas | STREX | 0.000688 |
| LDT2 | Gas | RUNEX | 0.134045 |
| LDT2 | Gas | STREX | 0.004515 |
| LHD1 | Gas | IDLEX | 9.06E-05 |
| LHD1 | Gas | RUNEX | 0.024046 |
| LHD1 | Gas | STREX | 0.000298 |
| LHD2 | Gas | IDLEX | 1.33E-05 |
| LHD2 | Gas | RUNEX | 0.003317 |
| LHD2 | Gas | STREX | 3.67E-05 |
| MCY | Gas | RUNEX | 0.001249 |
| MCY | Gas | STREX | 0.000104 |
| MDV | Gas | RUNEX | 0.087153 |
| MDV | Gas | STREX | 0.002998 |
| MH | Gas | RUNEX | 0.001585 |
| MH | Gas | STREX | 2.63E-07 |
| OBUS | Gas | IDLEX | 5.86E-06 |
| OBUS | Gas | RUNEX | 0.001119 |
| OBUS | Gas | STREX | 9.69E-06 |
| SBUS | Gas | IDLEX | 1.95E-05 |
| SBUS | Gas | RUNEX | 0.000299 |
| SBUS | Gas | STREX | 1.73E-06 |
| T6TS | Gas | IDLEX | 2.86E-05 |
| T6TS | Gas | RUNEX | 0.004868 |
| T6TS | Gas | STREX | 4.82E-05 |
| T7IS | Gas | RUNEX | 1.20E-05 |
| T7IS | Gas | STREX | 5.78E-08 |
| UBUS | Gas | RUNEX | 0.000165 |
| UBUS | Gas | STREX | 2.62E-07 |
| LDA | Phe | RUNEX | 0.00479 |
| LDA | Phe | STREX | 0.000231 |
| LDT1 | Phe | RUNEX | 4.30E-05 |
| LDT1 | Phe | STREX | 2.27E-06 |
| LDT2 | Phe | RUNEX | 0.000778 |

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| | | | |
|---|---|---|---|
| LDT2 | Phe | STREX | 4.57E-05 |
| MDV | Phe | RUNEX | 0.000463 |
| MDV | Phe | STREX | 3.42E-05 |

# CNDDB Results

APPENDIX D

## Appendix D Special-Status Species with Potential to Occur in the Project Vicinity

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Plants | | | |
| Alkali milk-vetch *(Astragalus tener* var. *tener)* | --/--/1B.2 | Alkaline sites in playas, valley and foothill grassland (on adobe clay), and vernal pools; elevation 1-60m. Blooming Period: March - June | Unlikely. Suitable grassland habitat not found at the project site. |
| Anderson's manzanita *(Arctostaphylos andersonii)* | --/--/1B.2 | Broadleaved upland forest, chaparral, and North Coast coniferous forest. Known only from the Santa Cruz Mountains. Prefers open sites in redwood forest; elevation 180-800m. Blooming Period: November - April | Unlikely. Suitable forest habitat not found at the project site. Species known from higher elevations. |
| Arcuate bush-mallow *(Malacothamnus arcuatus)* | --/--/1B.2 | Chaparral, in gravelly alluvium; elevation 80-355m. Blooming Period: April - September | Unlikely. Suitable chaparral habitat not found at the project site. |
| Big-scale balsamroot *(Balsamorhiza macrolepis)* | --/--/1B.2 | Valley and foothill grassland, and cismontane woodland; sometimes on serpentine; elevation 35-1000m. Blooming Period: March - June | Unlikely. Suitable habitat not found at the project site. |
| California alkali grass *(Puccinellia simplex)* | --/--/1B.2 | Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools. Alkaline, vernally mesic. Sinks, flats, and lake margins; elevation 1-915m. Blooming Period: March - May | Unlikely. Suitable mesic habitat not found at the project site. |
| Chaparral harebell *(Campanula exigua)* | --/--/1B.2 | Chaparral (rocky, usually serpentine); elevation 275-1250m. Blooming Period: May - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Congdon's tarplant *(Centromadia parryi* spp. *congdonii)* | --/--/1B.1 | Valley and foothill grassland (alkaline); elevation 1-230m. Known to occur on various substrates, and in disturbed and ruderal (weedy) areas. Blooming Period: June - November | Unlikely. Suitable habitat not found at the project site. |
| Eastwood's goldenbush *(Ericameria fasciculata)* | --/--/1B.1 | Closed cone coniferous forest, chaparral (maritime), coastal dunes, and coastal scrub/sand; elevation 30 - 275 meters. Blooming Period: July - October | Unlikely. Suitable habitat not found at the project site. |
| Fragrant fritillary *(Fritillaria liliacea)* | --/--/1B.2 | Coastal scrub, valley and foothill grassland, and coastal prairie. Often on serpentine, various soils reported though usually clay in grassland; elevation 3-410m. Blooming Period: February - April | Unlikely. Suitable habitat not found at the project site. |
| Hairless popcorn flower *(Plagiobothrys glaber)* | --/--/1A | Meadows and seeps (alkaline), marshes and swamps (coastal salt); elevation 15-180m. Blooming Period: March - May | Unlikely. Suitable mesic habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Hall's tarplant *(Deinandra halliana)* | --/--/1B.1 | Cismontane woodland, chenopod scrub, valley and foothill grassland. Variety of substrates, including clay, sand, and alkaline soils; elevation 300-950m. Blooming Period: April - May | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Hooker's manzanita *(Arctostaphylos hookeri* ssp. *hookeri)* | --/--/1B.2 | Sandy soils in coastal scrub, chaparral, and closed-cone forest habitats; evergreen; elevation 45-215m. Blooming Period: February - April | Unlikely. Suitable habitat not found at the project site. |
| Hoover's button-celery *(Eryngium aristulatum* var. *hooveri)* | --/--/1B.1 | Vernal pools. Alkaline depressions, roadside ditches, and other wet places near the coast; elevation 5-45m. Blooming Period: July | Unlikely. Suitable habitat not found at the project site. |
| Hospital Canyon larkspur *(Delphinium californicum* ssp. *interius)* | --/--/1B.2 | Cismontane woodland and chaparral, in wet, boggy meadows, openings in chaparral, and in canyons; elevation 225-1060m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Indian Valley bush-mallow *(Malacothamnus aboriginum)* | --/--/1B.2 | Chaparral and cismontane woodland; rocky, often burned areas. Prefers granitic outcrops and sandy bare soil; elevation 150-1700m. Blooming Period: April - October | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Legenere *(Legenere limosa)* | --/--/1B.1 | In beds of vernal pools; elevation 1-880m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. |
| Loma Prieta hoita *(Hoita strobilina)* | --/--/1B.1 | Wet areas on serpentine substrate in chaparral, cismontane woodland, and riparian woodland; elevation 30-860m. Blooming Period: May - October | Unlikely. Suitable habitat not found at the project site. |
| Monterey spineflower *(Chorizanthe pungens* var. *pungens)* | FT/--/1B.2 | Sandy openings in maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland; elevation 3-450m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. |
| Most beautiful jewel-flower *(Streptanthus albidus* ssp. *peramoenus)* | --/--/1B.2 | Chaparral, valley and foothill grassland, and cismontane woodland; serpentine outcrops, on ridges and slopes; elevation 120-730m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Mt. Hamilton thistle *(Cirsium fontinale* var. *campylon)* | --/--/1B.2 | Serpentine seeps in chaparral, cismontane woodland, and valley and foothill grassland; elevation 100-890m. Blooming Period: February - October | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Pajaro manzanita *(Arctostaphylos pajaroensis)* | --/--/1B.1 | Sandy soils in chaparral habitat; evergreen; elevation 30-760m. Blooming Period: December - March | Unlikely. Suitable habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Pine rose *(Rosa pinetorum)* | --/--/1B.2 | Closed-cone coniferous forest; elevation 2-300m. Blooming Period: May - July | Unlikely. Suitable habitat not found at the project site. |
| Pink creamsacs *(Castilleja rubicundula* ssp. *rubicundula)* | --/--/1B.2 | Chaparral, meadows and seeps, and valley and foothill grassland. Openings in chaparral or grasslands on serpentine soils; elevation 20-900m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. |
| Pinnacles buckwheat *(Eriogonum nortonii)* | --/--/1B.3 | Sandy sites in chaparral and valley and foothill grassland, often on recent burns; elevation 300-975m. Blooming Period: May - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Prostrate vernal pool navarretia *(Navarretia prostrata)* | --/--/1B.1 | Coastal scrub, valley and foothill grassland, and vernal pools. Alkaline soils in grassland, or in vernal pools; elevation 15-700m. Blooming Period: April - July | Unlikely. Suitable habitat not found at the project site. |
| Saline clover *(Trifolium hydrophilum)* | --/--/1B.2 | Marshes and swamps, valley and foothill grassland, and vernal pools. Prefers wet, alkaline sites; elevation 0-300m. Blooming Period: April - June | Unlikely. Suitable mesic habitat not found at the project site. |
| San Francisco popcornflower *(Plagiobothrys diffusus)* | --/SE/1B.1 | Valley and foothill grassland, and coastal prairie. Historically from grassy slopes with marine influence; elevation 60-485m. Blooming Period: March - June | Unlikely. Suitable habitat not found at the project site. |
| San Joaquin spearscale *(Extriplex joaquinana)* | --/--/1B.2 | Alkaline sites in chenopod scrub, meadows and seeps, playas, and valley and foothill grassland; elevation 1-320m. Blooming Period: April - October | Unlikely. Suitable habitat not found at the project site. |
| Santa Clara Valley dudleya *(Dudleya abramsii* ssp. *setchellii)* | FE/--/1B.1 | Valley and foothill grassland, and cismontane woodland. Endemic to serpentine outcrops and on rocks within grassland or woodland in Santa Clara County; elevation 80-335m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. |
| Santa Cruz Mountains beardtongue *(Penstemon rattanii* var. *kleei)* | --/--/1B.2 | Chaparral and lower montane coniferous forest. Sandy shale slopes in transition zone between forest and chaparral; elevation 400-1100m. Blooming Period: May - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Santa Cruz tarplant *(Holocarpha macradenia)* | FT/SE/1B.1 | Coastal prairie, coastal scrub, and valley and foothill grassland; often on clay or sandy soils; elevation 10-220m. Blooming Period: June - October | Unlikely. Suitable habitat not found at the project site. |
| Seaside bird's-beak *(Cordylanthus rigidus* ssp. *littoralis)* | --/SE/1B.1 | Closed-cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy often disturbed sites; elevation 0-215m. Blooming Period: May - October | Unlikely. Suitable habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Smooth lessingia *(Lessingia micradenia* var. *glabrata)* | --/--/1B.2 | Chaparral; endemic to Santa Clara County. Serpentine, often on roadsides; elevation 120-485m. Blooming Period: July - November | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Woodland woollythreads *(Monolopia gracilens)* | --/--/1B.2 | Serpentine, open sites in broadleaved upland forest, chaparral, cismontane woodland, North Coast coniferous forest, and valley and foothill grassland; elevation 100-1200m. Blooming Period: March – July | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Yadon's rein orchid *(Piperia yadonii)* | FE/--/1B.1 | Sandy sites in coastal bluff scrub, closed cone coniferous forest, maritime chaparral; elevation 10-510m. Blooming Period: May - August | Unlikely. Suitable habitat not found at the project site. |
| Wildlife | | | |
| American badger *(Taxidea taxus)* | --/SSC | Most abundant in drier, open stages of most shrub, forest, and herbaceous habitats. Need sufficient food and open, uncultivated ground with friable soils to dig burrows. Prey on burrowing rodents. | Unlikely. Suitable open grassland habitat not found at the project site. |
| Bank swallow *(Riparia riparia)* | --/ST | Highly colonial species that nests in alluvial soils along rivers, streams, lakes, and ocean coasts. Nesting colonies only occur in vertical banks or bluffs of friable soils at least one meter tall, suitable for burrowing with some predator deterrence values. Breeding colony present in Salinas River. | Unlikely. Suitable bank habitat not found at the project site. |
| Bay checkerspot butterfly *(Euphydryas editha bayensis)* | FT/-- | Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. *Plantago erecta* is the primary host plant; *Castilleja densiflora* and *C. exserta* are secondary host plants. | Unlikely. Suitable host plants not found at the project site. |
| Burrowing owl *(Athene cunicularia)* | --/SSC | Open, dry, annual or perennial grasslands, desert, or scrubland, with available small mammal burrows. | Possible. Suitable open habitats with available burrows found at the project site. |
| California brackishwater snail *(mimic tryonia) (Tryonia imitator)* | --/SSC | Aquatic, found on rocks and in gravel of riffles in cool, swift, clear streams. | Unlikely. Suitable aquatic habitat not found at the project site. |
| California giant salamander *(Anodonta californiensis)* | --/SSC | Known from wet coastal forests near streams ad seeps from Mendocino County south to Monterey County and east to Napa County. Aquatic larvae found in cold, clear streams, occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes. | Unlikely. Suitable aquatic habitat not found at the project site. |
| California linderiella *(Linderiella occidentalis)* | FSC/-- | Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools typically has very low alkalinity, conductivity, and total dissolved solids. | Unlikely. Suitable aquatic habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| California red-legged frog *(Rana draytonii)* | FT/SSC | Rivers, creeks, and stock ponds with pools and overhanging vegetation. Requires dense, shrubby or emergent riparian vegetation, and prefers short riffles and pools with slow-moving, well-oxygenated water. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. | Unlikely. Suitable aquatic habitat not found at the project site. |
| California Ridgway's rail *(Rallus obsoletus obsoletus)* | FE/SE | Found in saltwater and brackish marshes, traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs. | Unlikely. Suitable aquatic habitat not found at the project site. |
| California tiger salamander *(Ambystoma californiense)* | FT/ST | Grasslands and oak woodlands near seasonal pools and stock ponds in central and coastal California. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. Requires seasonal water sources that persist into late March for breeding habitat. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Coast horned lizard *(Phrynosoma blainvillii)* | --/SSC | Arid grassland and scrubland habitats; prefers lowlands along sandy washes with scattered low bushes. Requires open areas for sunning, bushes for cover, patches of loose soil for burrowing, and abundant supply of ants and other insects for feeding. | Unlikely. Suitable arid grassland habitat not found at the project site. |
| Coast Range newt *(Taricha torosa)* | --/SSC | Coastal drainages; lives in terrestrial habitats and can migrate over 1 km to breed in ponds, reservoirs, and slow-moving streams. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Crotch bumble bee (*Bombus crotchii*) | --/SCE | Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and Eriogonum. | Unlikely. Suitable food plants and habitat not found at the project site. |
| Foothill yellow-legged frog *(Rana boylii)* | --/SE | Partly shaded, shallow streams and riffles with rocky substrate in a variety of habitats. Requires at least some cobble-sized substrate for egg-laying and 15 weeks of available water to attain metamorphosis. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Golden eagle *(Aquila chrysaetos)* | --/SFP | Rolling foothill mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range. Also uses large trees in open areas. | Unlikely. Suitable nesting habitat not found at the project site. |
| Hoary bat *(Lasiurus cinereus)* | --/SSC | Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water. | Unlikely. Suitable nearby aquatic habitat not present. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Least Bell's vireo *(Vireo bellii pusillus)* | FE/SE | Summer resident of southern and central California in riparian habitats below 2,000 feet in elevation. Often nests in large shrubs, along margins of bushes or on twigs projecting into pathways. | Unlikely. Suitable riparian habitat not found at the project site. |
| Loggerhead shrike *(Lanius ludovicianus)* | --/SSC | (Nesting) Broken woodlands, savannah, pinyon-juniper, Joshua tree and riparian woodlands, desert oases, scrub and washes. Prefers open country for hunting, with perches for scanning and fairly dense shrubs and brush for nesting. | Possible. Suitable perching areas present adjacent to parcel and foraging habitat within open fields. |
| Merlin *(Falco columbarius)* | --/--/WL | Seacoast, tidal estuaries, open woodlands, savannahs, edges of grassland and deserts, farms and ranches, clumps of trees or windbreaks are required for roosting in open county. | Unlikely. Suitable natural open habitats not found at the project site. |
| Monterey hitch (*Lavinia exilicauda harengus*) | --/SSC | Widely distributed in the Pajaro and Salinas river systems. Most abundant in lowland areas with large pools or in small reservoirs. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Mountain lion *(Puma concolor)* | --/SC | Southern California and central coast evolutionarily significant unit. Steep, rocky canyons or mountainous terrain. Deserts, coastal forest, from sea level to 10,000 feet. May encroach into developed areas at the edge of habitat area or along migratory corridors. | Unlikely. Suitable mountainous, forested, or desert habitat or migratory corridors not found at the project site. |
| Northern California legless lizard *(Anniella pulchra)* | --/SSC | Sandy or loose loamy soils under sparse vegetation, moist soils. Anniella pulchra is traditionally split into two subspecies: *A. pulchra pulchra* (silvery legless lizard) and *A. pulchra nigra* (black legless lizard), but these subspecies are typically no longer recognized. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Pallid bat *(Antrozous pallidus)* | --/SSC | Deserts, grasslands, scrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. | Unlikely. Suitable rocky areas or potential roosting sites absent from project site. |
| San Joaquin coachwhip *(Masticophis flagellum ruddocki)* | --/SSC | Open, dry habitats with little or no tree cover. Found in valley grassland and saltbush scrub in the San Joaquin Valley. Requires mammal burrows for refuge and oviposition sites. | Unlikely. Suitable grassland or scrub habitats not found at the project site. |
| San Joaquin kit fox *(Vulpes macrotis mutica)* | FE/ST | Annual grasslands or grassy open stages with scattered shrubby vegetation. Needs loose-textured sandy soils for burrowing, and suitable prey base. | Unlikely. Suitable open habitats not found at the project site. |
| Santa Cruz black salamander *(Aneides flavipunctatus niger)* | --/SSC | Mixed deciduous and coniferous woodlands and coastal grasslands in San Mateo, Santa Cruz, and Santa Clara Counties. Adults found under rocks, talus, and damp woody debris. | Unlikely. Suitable aquatic habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Santa Cruz long-toed salamander *(Ambystoma macrodactylum croceum)* | FE/SE | Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey Counties. Aquatic larvae prefer shallow (<12 inches) water; use clumps of vegetation or debris for cover. Adults use mammal burrows. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Southern coastal roach *(Hesperoleucus venustus subditus)* | --/SSC | Found in the drainages of Tomales Bay and northern San Francisco Bay in the north, and drainages of Monterey Bay in the south. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Steelhead *(Oncorhynchus mykiss irideus)* | FT/-- | Coastal stream with clean spawning gravel. Requires cool water and pools. Needs migratory access between natal stream and ocean. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Swainson's hawk *(Buteo swainsoni)* | --/ST | Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas, such as grasslands or agricultural fields supporting rodent populations. | Unlikely. Not known from immediate vicinity and suitable nesting habitat with adjacent small mammal activity not found at the project site. |
| Townsend's big-eared bat *(Corynorhinus townsendii)* | --/SSC | Inhabits a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance. | Unlikely. Suitable rocky areas or potential roosting sites absent from project site. |
| Tricolored blackbird *(Agelaius tricolor)* | --/ST | Areas adjacent to open water with protected nesting substrate, which typically consists of dense, emergent freshwater marsh vegetation. | Unlikely. Suitable emergent freshwater marsh habitat not found at the project site. |
| Western bumble bee (*Bombus occidentalis*) | --/SCE | Historically known to occur throughout the mountains and northern coast of California. Prefers meadows and grasslands with abundant floral resources, including those from Fabaceae, Asteraceae, Rhamnaceae and Rosaceae families. | Unlikely. Suitable food plants and meadow habitat not found at the project site. |
| Western mastiff bat *(Eumops perotis californicus)* | --/SSC | Many open, semi-arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels. | Unlikely. Suitable rocky areas or potential roosting sites absent from project site. |
| Western pond turtle *(Emys marmorata)* | --/SSC | Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs basking sites (such as rocks or partially submerged logs) and suitable upland habitat for egg-laying (sandy banks or grassy open fields). | Unlikely. Suitable aquatic habitat not found at the project site. |
| Western red bat *(Lasiurus blossevillii)* | --/SSC | Roosts primarily in trees, 2-40 feet above the ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging. | Unlikely. Suitable rocky areas or potential roosting sites absent from project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Western spadefoot *(Spea hammondii)* | --/SSC | Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands, breeds in winter and spring (January - May) in quiet streams and temporary pools. | Unlikely. Suitable aquatic habitat not found at the project site. |
| White-tailed kite *(Elanus leucurus)* | --/SFP | Rolling foothills and valley margins with scattered oaks, and river bottomlands or marshes next to deciduous woodlands. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching. | Possible. Suitable perching areas present adjacent to parcel and foraging habitat within open fields. |

SOURCE: CDFW 2022, CNPS 2022, USFWS 2022

NOTE: Status Codes:

Federal (USFWS)

FE: Listed as Endangered under the Federal Endangered Species Act.

FT: Listed as Threatened under the Federal Endangered Species Act.

FC: A Candidate for listing as Threatened or Endangered under the Federal Endangered Species Act.

FSC: Species of Special Concern.

FD: Delisted under the Federal Endangered Species Act.

State (CDFW)

SE: Listed as Endangered under the California Endangered Species Act.

ST: Listed as Threatened under the California Endangered Species Act.

SR: Listed as Rare under the California Endangered Species Act.

SC: A Candidate for listing as Threatened or Endangered under the California Endangered Species Act.

SSC: Species of Special Concern.

SFP: Fully Protected species under the California Fish and Game Code.

SD: Delisted under the California Endangered Species Act.

CNPS Rare Plant Ranks and Threat Code Extensions

1B: Plants that are considered Rare, Threatened, or Endangered in California and elsewhere.

2B: Plants that are considered Rare, Threatened, or Endangered in California, but more common elsewhere.

.1: Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat).

.2: Fairly endangered in California (20-80% occurrences threatened).

.3: Not very endangered in California (<20% of occurrences threatened or no current threats known).

# Phase I Environmental Site Assessment

E

APPENDIX

ERAS Environmental, Inc.

1533 B Street
Hayward, CA 94541

Phone (510) 247-9885 Facsimile: (510) 886-5399 info@eras.biz

# PHASE I ENVIRONMENTAL SITE ASSESSMENT
## 6970 Camino Arroyo
## Gilroy, California 95020
### ERAS Project Number 18136

Prepared for:

**Mr. Bob Desai**
**Temple Gilroy, LLC**
**527 Sima Drive**
**Milpitas, California 95035**

Prepared by:

ERAS Environmental, Inc.
October 12, 2018

ERAS Environmental, Inc.

1533 B Street
Hayward, CA 94541

(510) 247-9885 Facsimile: (510) 886-5399 info@eras.biz

October 12, 2018

Mr. Bob Desai
Temple Gilroy, LLC
527 Sima Drive
Milpitas, California 95035

Re: **PHASE I ENVIRONMENTAL SITE ASSESSMENT**
**6970 Camino Arroyo, Gilroy, California 95020**
**ERAS Project Number 18136**

Dear Mr. Desai:

ERAS Environmental (ERAS) is pleased to provide you with the attached Phase I Environmental Site Assessment (ESA) for the above referenced Property. The assessment included a visual reconnaissance of the Property, a review of environmental databases for nearby sites, a review of historical maps, city directories and aerial photographs, an interview with the owner, and review of available files regarding the Property with the Gilroy Building Department and county health department. Conclusions and recommendations presented in our report were based upon the completion of these activities.

If you have any questions regarding the information in this report, please don't hesitate to call us. It has been a pleasure working with you on this project.

Sincerely,
ERAS Environmental, Inc.

David Siegel
Senior Program Manager

Andrew Savage
Project Geologist

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E ASTM Transaction Screen and Environmental Site Assessment Questionnaire
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# 1.0 INTRODUCTION

## 1.1 Purpose and Scope

This Phase I Environmental Site Assessment (ESA) was performed to identify, to the extent feasible, recognized environmental conditions in connection with the subject site (cited hereinafter as the "Property"). The protocol utilized for this assessment is in general accordance with the requirements of ASTM Standard E 1527-13.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part (40 CFR Part 312). We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

The environmental professional's resume is included in **Appendix A**.

The assessment included four main components: Records Review, Historical Use Information Review, Visual Reconnaissance of the Property, and Report Preparation. The purpose of the records review is to obtain and review records that will help identify recognized environmental conditions in connection with the Property. The objective of the visual reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the Property. The objective of the interviews is to obtain additional information indicating recognized environmental conditions in connection with the Property. The report includes documentation to support the analysis, opinions and conclusions as presented.

## 1.2 Authorization

Authorization to perform this assessment was provided by Mr. Bob Desai of Temple Gilroy, LLC on September 25, 2018 in response to ERAS proposal dated the same day.

## 1.3 Limitations and Exceptions

ERAS has performed the services for this project in accordance with our proposal, and in accordance with current standards of the American Society for Testing and Materials (ASTM) for Phase I Environmental Site Assessments (ASTM standard E1527-13). No guarantees are either expressed or implied.

The investigation was limited to a search for *recognized environmental conditions*. The term *recognized environmental condition* means the presence or likely presence of any hazardous substances or petroleum products on the Property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the Property or into the ground, groundwater, or surface water of the Property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

There is no investigation, which is thorough enough to preclude the presence of hazardous

materials, which presently, or in the future, may be considered hazardous at the Property. Because regulatory evaluation criteria are constantly changing, concentrations of constituents presently considered low may, in the future, fall under more stringent regulatory standards that require remediation.

The visual reconnaissance was limited to observation of surface conditions at the Property. *Reasonably ascertainable* information was obtained. This information is publicly available and obtainable from its source within reasonable time and cost constraints and is reasonably reviewable. This approach reflects current ASTM standards unless the information obtained as part of this work suggests the need for further investigation. No warranty or guarantee of Property conditions is intended.

The investigation addressed recognized environmental conditions at the Property. However, certain conditions, such as those listed below, may not be revealed:

1) naturally occurring toxic materials in the subsurface soils, rocks, water, or toxicity of on-site flora;

2) toxicity of substances common in current habitable environments, such as stored household products, building materials, and consumables;

3) biological pathogens;

4) contaminant plumes below sampled or observed surface levels, originating from a remote source;

5) constituents or constituent concentrations that do not violate present regulatory standards, but may violate future standards;

6) unknown impact to the Property, such as "midnight" dumping and/or accidental spillage which may occur following the visual reconnaissance of the Property by ERAS.

Opinions and judgments expressed herein, which are based upon our understanding and interpretation of current regulatory standards, should not be construed as legal opinions.

## 2.0 PROPERTY DESCRIPTION

### 2.1 Location and Jurisdiction

The subject property (hereinafter the "Property") is located at 6970 Camino Arroyo in the southeastern portion of the City of Gilroy. This Property consists of an undeveloped dirt lot of approximately 10 acres identified by parcel number 841-70-049.

The 1 Mile Radius Map included as a site location map in **Appendix B** shows the location of the Property. Current photographs showing important details of the Property are included in **Appendix C**.

### 2.2 Property Description

An ERAS representative visited the Property on October 4, 2018. The Property was a long linear lot approximately 300 feet wide and 1,500 feet long.

The Property was located in an area of commercial land uses. It was bounded on the southwest by Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center along the remainder. To the southeast was Holloway Road and across the street was a vacant undeveloped lot. Along the northeast side was mostly contiguous vacant undeveloped land except at the southeast corner where a paved and fenced parking lot used by Cintas was located. The Property comes to a point close to the intersection of Pacheco Pass Highway (Highway 152) and Camino Arroyo.

The Property was vacant except for a soil stockpile near the middle toward the southeast end of the Property. The pile was approximately 100 feet by 40 feet by an estimated 10-15 feet high. Another much smaller pile was near the northwest end. A gravel road extended from near the northwest corner along the center of the Property and exits at Camino Arroyo not far from Holloway Road. A pile of debris and refuse was located along the road near the large soil stockpile. The debris consisted mostly of residential type garbage including books, clothes, a car bumper and miscellaneous car parts, a small trailer and household garbage. A wrecked couch was on the opposite site of the large soil stockpile.

No hazardous materials were used on the Property. No indication of spills or improper storage of hazardous materials were noted on or near the Property at the time of the site visit. Groundwater production wells, monitoring wells, septic systems, drywells, or pits were not observed on the Property by ERAS. No evidence of the current or former presence of aboveground storage tanks (ASTs) or underground storage tanks (USTs) were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on or near the Property by ERAS.

A Site Plan (**Figure 2**) illustrating important features of the Property is included in **Appendix B**. Observations made by ERAS at the time of the site visit are shown on the site reconnaissance checklist in **Appendix E**.

### 2.3 Property Use

Based on the historical information reviewed for this assessment the Property has never been

developed since at least 1915.

Additional historical detail regarding the uses of the Property is provided in **Section 4.0**.

## 2.4 Suspect ACM/PCBs/Lead Paint/Lead in Drinking Water

*Asbestos*

No building was present, therefore, no asbestos containing materials were present.

*PCBs*

No electrical transformers were observed on the Property. Oil containing electrical transformers are usually owned and serviced by Pacific Gas and Electric Company who would be responsible to remedy any releases. There were no indications of hydraulic equipment on the Property that would be likely to contain oil or PCBs.

*Lead Paint*

No building was present; therefore, no lead-based paint was likely to be present.

*Lead in Drinking Water*

No building was present, therefore, lead in drinking water is not an issue.

## 2.5 Physical Setting

The Property is in the southwest part of the City of Gilroy, in the Santa Clara Valley, south of the San Francisco Bay Area. The Santa Clara Valley occupies a broad alluvial valley that slopes gently northward toward San Francisco Bay and southward toward the San Juan and Bolsa Valleys and is flanked by alluvial fans deposited at the foot of the Gavilan Range to the east and the Santa Cruz Mountains to the west.

Elevation of the Property is approximately 180 feet above mean sea level (MSL), according to the United States Geological Survey (USGS) Chittenden 7.5 Minute Series Topographic Map. Regionally, the topography slopes down to the southeast toward the Llagas Creek and Pajaro River, which flows to the Pacific Ocean at Monterey Bay. The topography in the vicinity of the Property is nearly flat with a very gentle slope down to the southeast.

## 2.6 Geologic and Soil Conditions

The southernmost portion of the Santa Clara Valley, where the Property is located, contains mostly fine-grained with some beds of coarse-grained sands and gravel that represent alluvial sediments deposited on alluvial fans formed by rivers draining upland surfaces to the west and east of the Property. Beneath the Quaternary age alluvium, at estimated depths of approximately 300 feet, are older alluvial fan deposits of Upper Pliocene to Lower Pleistocene age (0.5 - 5 million years old) known as the Santa Clara Formation. The sediments comprising this unit are poorly-sorted, lenticular beds of gravel, sand, silt and clay (Goldman, 1967). Franciscan Formation rocks of probable Cretaceous age (70 - 150 million years old) form the bedrock surface beneath the sediments filling the Santa Clara Valley. These rocks consist of interbedded sandstone and shale, limestone, chert and metavolcanic rock.

## 2.7 Groundwater Conditions

The subject site is located in the southern part of the Llagas sub-basin, a sub-area of the Santa Clara Valley Groundwater Basin. Principal recharge in the Llagas Sub-basin occurs in the forebay zone, located along the edge of the sub-basin (David Keith Todd, 1987). Lenses of sand and gravel are the principal aquifers, separated by finer textured materials that form discontinuous or leaky aquitards. In the sub-basin interior, water table conditions are present in the shallow aquifer zone, while artesian conditions are present in the deeper aquifer (usually greater than 150 feet). The regional groundwater flow follows the topography, moving from areas of higher elevation to areas of lower elevation. The regional groundwater flow direction in the area of the Property is estimated to be toward the south.

Based on groundwater monitoring on and near the Property, the depth to water was reported to be approximately 11-43 feet below ground surface (bgs) with a flow direction toward the east (SCVWD, 2000).

## 3.0 REGULATORY AGENCY RECORDS REVIEW

### 3.1 Standard Federal and State Environmental Record Sources

Groundwater provides the primary migration route for subsurface contamination from off-site sources to the Property. The groundwater flow direction in the vicinity of the Property is estimated to be variable. Note that under these conditions' contamination does not migrate long distances but rather remains near its source.

*Only the sites that are directly up-gradient or in close proximity (adjacent) are usually considered to pose a threat to subsurface environmental conditions under the Property. The potential impact of off-site contaminants to the Property are based on the type of chemical released, the severity of the release, status of remediation or cleanup, and nature of the groundwater in the area of impact and area of the Property.*

Sites where groundwater is known to be impacted are listed on a variety of Federal and State databases and are the cases most likely to affect other nearby parcels. These databases are listed below. Databases searched for specified radii around the Property also include reported spills of hazardous materials (ERNS).

Fuel hydrocarbons generally do not migrate as readily as other chemicals such as certain solvents; consequently, reported fuel leak sites at distances greater than ½ mile from the Property are not considered imminent threats and are not plotted on database maps. Leaks from underground storage tank sites are the most common source of local contamination. Leaks of this type generally do not extend down-gradient more than approximately 500 feet (approximately 1/10 mile) except under unusual conditions. All toxic sites within a 1-mile radius are plotted and reviewed to determine potential threats to the Property.

Information from standard Federal and State environmental databases was provided to ERAS by Environmental Risk Information Services (ERIS) of Toronto. Data from governmental agency lists are updated and integrated into one database, which is updated as these data are released. This integrated database also contains postal service data in order to enhance matching of street addresses. Records from one government source are compared to records from another to clarify any address ambiguities. The demographic and geographic information available provides assistance in identifying and managing risk. The accuracy of the geo-coded locations is +/- 300 feet.

Maps in the ERIS report shows the locations of all sites identified relative to the location of the Property. The following databases represent the known and likely leak sites that could potentially pose a threat to environmental conditions under the Property. These represent the databases that are consistent with the ASTM-standard environmental databases.

The database includes a large number of supplemental, proprietary and non-ASTM standard databases that include many duplicate listings of sites that are already listed in the below-listed databases. ERAS reviewed all the listings provided in the databases as part of the process of evaluation of risk to the Property and further evaluates any site listings that ERAS considers significant.

| List Type | Approximate Search Distance in Miles |
|---|---|
| NPL | 1.0 |
| CERCLIS | 0.5 |
| CORRACTS | 1.0 |
| CONTROLS | 0.5 |
| ERNS | Property |
| ENVIRONSTOR | 1.0 |
| LUST | 0.5 |
| SLIC | 0.5 |
| VCP | 0.5 |
| Brownfields | 0.5 |

## 3.2 Findings from Database Review

The Property was not listed on the databases searched for this assessment.

An adjacent site at 850 Pacheco Pass Highway was listed as a leaking underground storage tank (LUST) site. Based on its proximity, files were reviewed, and the results discussed in **Section 3.3**.

A number of sites across Camino Arroyo were listed on various other database lists for the permitted use, storage, and disposal of hazardous materials. These sites are not listed on databases that indicate chemical leaks, spills or releases occurred at these facilities. The proper use of hazardous materials and disposal of hazardous waste during normal business operation is not considered to pose a threat to subsurface environmental conditions beneath the Property.

The locations of the other identified sites, relative to the Property, are shown on the **1 Mile Radius, .5 Mile Radius and .25 Mile Radius** maps in the ERIS Report in **Appendix D**.

### NPL

NPL National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, ERIS provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices. State listed NPL equivalent sites (Response) are also included in this search.

**No** NPL sites were listed within 1 mile of the Property.

### CERCLIS

CERCLIS is the Comprehensive Environmental Response, Compensation, and Liability Information System. CERCLIS contains information on hazardous waste sites, potential hazardous waste sites, and remedial activities across the nation, including sites that are on the National Priorities List (NPL) or being considered for the NPL. This database contains a listing of NPL Sites.

**Three** CERCLIS sites were listed within ½ mile of the Property. The nearest identified site, South Bay Chemical at 721-731 Renz Lane, was located approximately a ½ mile to the west-northwest of the Property in a cross-gradient direction.

Based on the distance and location this site and the other identified sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

**CORRACTS**
This database contains Investigation or cleanup activities at Resource Conservation and Recovery Act (RCRA) or state-only hazardous waste reported by the California Department of Toxic and Substance Control.

**One** CORRACTS site was listed within 1 mile of the Property. The identified site, Hazcontrol Inc. at 731 Renz Lane, was located approximately a ½ mile to the northwest of the Property in a cross-gradient direction. Based on the distance and location this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

**CONTROLS**
Controls, this database identifies sites that have liens reported by the California Department of Toxic and Substance Control, land use control information pertaining to the former Navy base realignment and closure properties, engineering controls sites, and sites with institutional controls.

**No** Controls sites were listed in this database within ½ mile of the Property.

**ERNS**
The primary function of the National Response Center is to serve as the sole national point of contact for reporting all oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database contains a listing of discharge locations. Agency: National Response Center

The Property was not identified on this database.

**ENVIROSTOR**
This database identifies confirmed release sites where DTSC is involved in remediation, either in a lead role or oversight capacity.

**Eight** ENVIROSTOR sites were listed within 1.0 miles of the Property. The nearest identified site, South Bay Chemical at 721-731 Renz Lane, was located approximately a ½ mile to the west-northwest of the Property in a cross-gradient direction. Based on the distance and location this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

Based on distance, and/or direction the remaining sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

**LUST**
The California State Water Resources Control Board's Underground Storage Tank Program keeps a list of all underground storage tanks which have been reported as having had a release. These sites include those that have not yet been cleaned up and now have a status of Case Open and those

which have been cleaned up and have a case status of Closed. Fuel leak sites rarely affect an area more than 1/8 mile from its source except under unusual conditions. Most contamination from these sites is confined to areas within 500-700 feet of the leak source.

**Three** LUST sites were listed within ½ mile of the Property. The nearest identified site, Shell at 850 Pacheco Pass Road, was located approximately 150 feet to the northwest of the Property in an up-gradient direction and is discussed further below in **Section 3.3**.

Based on distance and/or direction the remaining sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

**SLIC**

The Spills, Leaks, Investigation & Cleanup (SLIC) Program deals with site investigation and corrective action involving sites not overseen by the Underground Tank Program and the Well Investigation Program. Sites listed as "closed" have had remediation completed and are now considered closed by the agency. These listings include SLIC sites that are listed on Federal, state and county listings.

**No** SLIC sites were listed within ½ mile of the Property.

**VCP**

This database contains a listing of sites with either confirmed or unconfirmed releases, and the project proponents have requested that DTSC oversee evaluation, investigation, and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

**No** VCP sites were listed within ½ mile of the Property.

**BROWNFIELDS**, A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provide information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

**No** US Brownfields sites were listed on the database within ½ mile.

Only sites that are listed as potentially contaminated and are near or in a direction directly up-gradient are considered as potential threats to the Property. No additional sites, other than those leak sites identified above, were identified on these databases.

## 3.3 Off-site Sources and Agency File Reviews

The site adjacent to the northwest across Camino Arroyo at 850 Pacheco Pass Highway, a Shell gasoline station, was listed as a closed leak case. Based on the proximity, records were reviewed for the site.

Information regarding the site was obtained from a Case Closure Summary prepared by the Santa Clara Valley Water District in 2000. A total of 14 groundwater monitoring wells were installed on and near the site to assess the presence and extent of contamination in groundwater. A Site Plan that was included with the case closure information indicated three of the groundwater wells (S-5,

S-6, and S-7) were along the street near the Property and two wells (S-8, S-14) were located on the Property.

Review of tables of analytical data indicated these off-site wells contained concentrations of contaminants in 1992 but subsequent sampling did not indicate detectable concentrations of contaminants. The Santa Clara Valley Water District determined that contamination from the site did not pose a threat to human health and safety and the environment and closed the case in 2000. Copies of selected information from the case closure is included in **Appendix F.**

Based on the removal of the source of contamination the concentrations of contamination in groundwater will continue to decrease. Based on the information obtained, contamination from this site is not considered likely to pose a threat to subsurface environmental conditions under the Property.

## 4.0 HISTORICAL USE INFORMATION

Available historical data were researched to obtain information regarding the past uses of the Property and adjacent sites, especially as the information may pertain to environmental conditions or concerns.

### 4.1 Historical Information Review

The United States Geological Survey Chittenden, California 7.5 Minute Series Topographic Maps, 1980, shows the Property elevation at approximately 180 feet.

*Historical USGS Topographic Maps*

ERAS reviewed topographic maps which include the location of the Property dated 1915, 1917, 1939, 1955, 1968, 1973, 1980, 1981, 1993 and 2015 provided by ERIS.

From 1915 through 1955, no development was present on and near the Property. In 1968 and 1980 several buildings were present adjacent to the southwest of the Property, most of the surrounding area was still undeveloped and most of the current roads in the area were not yet present.

In 1993 Camino Arroyo was present as a dirt road that ended at the adjacent buildings noted in earlier photographs. The Property was shown to be undeveloped on all the maps reviewed.

*Historical Aerial Photographs*

ERAS reviewed historical aerial photographs provided by ERIS dated in 1937, 1952, 1963, 1968, 1974, 1981, 1987, 1998, 2003, 2004, 2005, 2006, 2009, 2010, 2012, 2014, and 2016.

The northwest portion of the Property was used for orchard land in 1937 and 1952. From 1963 to 1987 a farm complex was located adjacent to the Property to the southwest. The Property was bounded on three sides by agricultural land. In 1993-2003 the Property and area to southwest was agricultural land, the only development was the farm complex adjacent to the southwest and a commercial building across Holloway to the southeast.

From 2004-2016 the Property and nearby area was generally in its current state of development with a line of commercial buildings to the southeast and the current shopping center to the northwest.

*Historical City Directories*

Historical Business, Polk, and Haines Directories were provided by ERIS. Directories dated in 1970, 1975, 1980, 1985, 1990, 1995, 1999, 2006, 2012 and 2018 were reviewed. There was no listing for the Property address in the directories.

### 4.2 Interview

ERAS reviewed an interview form completed by manager Mr. Jim Stockhausen on October 5, 2018. Mr. Stockhausen indicated that the Property has always been vacant land.

Mr. Stockhausen was not aware of: 1) the existence of environmental liens on the Property; 2) any

notifications by government of violations of current or historic environmental laws; 3) any existing or historic violations by occupants of environmental laws, or 4) the current presence of underground or aboveground storage tanks on the Property.

These responses were compiled on ERAS Environmental Questionnaire along with observations made by ERAS at the time of the site visit. The Environmental Questionnaire is included as **Appendix E**.

## 4.3 Building and Health Department File Review

*Gilroy Building and Planning Department*

ERAS requested the Gilroy Building Department records for the Property. The only information on file was an entry from 2007 that indicated Land Capital Group was planning a 20,953 square foot retail building.

The Planning Department indicated the Property is part of an area of redevelopment that includes the shopping center across Camino Arroyo to the northwest. There are restrictions to the development of the Property and one of the requirements for development would be to widen the nearby Pacheco Pass overcrossing. The complete requirements are contained in the Regency Centers Property Final Mitigation Monitoring Program.

*Santa Clara County Department of Environmental Health*

ERAS requested available records for the Property. On September 28, 2018 ERAS was informed that there were no available records for the Property.

## 4.4 Synopsis of Previous Environmental Investigations

There was no evidence discovered during this assessment, which indicates that any previous subsurface environmental investigations had been performed on the Property.

## 4.5 Environmental Liens

There was no indication that the Property was the site of any ongoing subsurface investigations or remedial activities related to any additional release of hazardous materials on the Property, therefore a search for environmental liens for the Property was not considered likely to add additional information for this assessment.

## 5.0 RECONNAISSANCE

Photographs were taken during the reconnaissance to document the features observed and any environmental conditions of concern. Photographs are included in **Appendix C**.

### 5.1 Visual Reconnaissance of the Property

ERAS conducted a visual reconnaissance of the Property on October 4, 2018 to identify potential indications of environmental concern. The items listed in this section, if any, are representative of those which could pose recognized environmental conditions as indicated in the ASTM standard for conducting environmental site assessments.

**Drums, Containers, and Storage Tanks**

The on-site reconnaissance addressed containers, drums, above ground storage tanks, and other storage units containing materials, which may pose an environmental threat at the Property.

No such items were noted.

**Evidence of Waste Disposal**

The on-site reconnaissance addressed dumps, pits, ponds, landfills, borrow pits and lagoons, which may have been used for disposal purposes at the Property. No such items were observed on the Property.

**Surface Fill**

The on-site reconnaissance did not reveal any evidence of surface fill. Soil stockpiles were located on the Property.

**Surface Staining and Stressed Vegetation**

No surface staining or stressed vegetation was observed on the Property during the on-site reconnaissance.

**Transformers**

No transformers were observed on the Property.

**Air Stacks, Vents, and Odors**

The on-site reconnaissance addressed air stacks, vents, and strong, pungent or noxious odors at the Property. No such items were noted.

**Evidence of Underground or Aboveground Storage Tanks**

No USTs or ASTs were observed.

**Conduits to Groundwater**

Groundwater production wells or dry wells were not discovered on the Property.

**Evidence of Improper Waste Discharge**

Pipes and/or vents, indicating improper discharge of wastes, were not found at the Property.

## On-Site Environmental Management Practices

The on-site reconnaissance addressed the following environmental management practices.

### Solid Waste

Waste items were observed to have been dumped on the Property. These items included mostly household garbage and debris and a few pieces of furniture. No hazardous items were noted.

### Hazardous Materials and Waste

No hazardous materials and waste were observed on the Property.

### Treatment Facilities

No indications of wastewater disposal or treatment facilities were observed at the Property during the on-site reconnaissance.

### Application of Pesticides, Herbicides or Fertilizers

No evidence of the application of pesticides, herbicides, or fertilizers was indicated during the on-site reconnaissance.

### General Environmental Practices

No indications of adverse environmental practices were observed on the Property during the on-site reconnaissance.

## 5.2 Adjacent and Nearby Site Uses

The following observations were made of parcels adjacent to the Property:

| | |
|---|---|
| **Southwest** | Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center |
| **Southeast** | Holloway Road and across the street was a vacant undeveloped lot |
| **Northeast** | Vacant undeveloped land and paved fenced parking lot |
| **Northwest** | Pacheco Pass Highway (Highway 152) |

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

### 6.1 Conclusions

ERAS has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 for the Property. Any exceptions to, or deletions from this Practice are described in the report.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all of the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Data failures occurred for the Property for the periods 1917-1937, 1939-1952 and 1963-1973. The Property was undeveloped during these periods. Based on the non-hazardous uses of the Property, these data gaps are not considered likely to change the conclusions of this assessment.

*Site Visit*

An ERAS representative visited the Property on October 4, 2018. The Property was a long linear lot approximately 300 feet wide and 1,500 feet long.

The Property was located in an area of commercial land uses. It was bounded on the southwest by Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center along the remainder. To the southeast was Holloway Road and across the street was a vacant undeveloped lot. Along the northeast side was mostly contiguous vacant undeveloped land except at the southeast corner where a paved and fenced parking lot used by Cintas was located. The Property comes to a point close to the intersection of Pacheco Pass Highway (Highway 152) and Camino Arroyo.

The Property was vacant except for a soil stockpile near the middle toward the southeast end of the Property. The pile was approximately 100 feet by 40 feet by an estimated 10-15 feet high. Another much smaller pile was near the northwest end. A gravel road extended from near the northwest corner along the center of the Property and exits at Camino Arroyo not far from Holloway Road. A pile of debris and refuse was located along the road near the large soil stockpile. The debris consisted mostly of residential type garbage including books, clothes, a car bumper and miscellaneous car parts, a small trailer and household garbage. A wrecked couch was on the opposite site of the large soil stockpile.

No hazardous materials were used on the Property. No indication of spills or improper storage of hazardous materials were noted on or near the Property at the time of the site visit. Groundwater production wells, monitoring wells, septic systems, drywells, or pits were not observed on the Property by ERAS. No evidence of the current or former presence of USTs or ASTs were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on or near the Property by ERAS.

*Historical Uses*

Based on the historical information reviewed for this assessment the Property has never been developed since at least 1915.

*Database Review*

The Property was not listed on any of the databases searched for this assessment.

The site adjacent to the northwest across Camino Arroyo at 850 Pacheco Pass Highway, a Shell gasoline station, was listed as a closed leak case. Two monitoring wells had been installed on the Property and monitored. Review of tables of analytical data indicated these off-site wells contained concentrations of contaminants in 1992 but subsequent sampling did not indicate detectable concentrations of contaminants. The Santa Clara Valley Water District determined that contamination from the site did not pose a threat to human health and safety and the environment and closed the case in 2000.

Based on the removal of the source of contamination the concentrations of contamination in groundwater will continue to decrease. Based on the information obtained, contamination from this site is not considered likely to pose a threat to subsurface environmental conditions under the Property.

Based on distance, locations or current site status, none of the remaining identified sites are considered threats to the current environmental status of the Property or subsurface soil and groundwater beneath it.

There was no indication that the Property was the site of ongoing subsurface investigations or remedial activities related to any additional release of hazardous materials on the Property, therefore a search for environmental liens for the Property was not considered likely to add additional information for this assessment.

*Recognized Environmental Conditions*

No recognized environmental conditions (REC), historical recognized environmental conditions (HREC), controlled recognized environmental condition (CREC), or de minimis conditions were identified for the Property.

## 6.2 Recommendations

No evidence was discovered during this assessment to indicate that activities currently conducted on or near the Property have contributed contamination to soil or groundwater in the surrounding area.

ERAS recommends no further actions pertaining to subsurface environmental conditions at the Property at 6970 Camino Arroyo in Gilroy, California.

## 7.0 REFERENCES AND APPENDICES

### Maps, Aerial Photographs, and Other Geographic References

Historical Topographic maps

United States Geological Survey Topographic Maps dated 1915, 1917, 1939, 1955, 1968, 1973, 1980, 1981, 1993 and 2015 provided by ERIS.

Historical Aerial Photographs: Historical aerial photographs provided by ERIS dated in 1937,1952, 1963, 1968, 1974, 1981, 1987, 1998, 2003, 2004, 2005, 2006, 2009, 2010, 2012, 2014, and 2016.

Polk and Haines City Directories provided by ERIS dated 1970, 1975, 1980, 1985, 1990, 1995, 1999, 2006, 2012 and 2018.

### Published References

California Department of Water Resources, Evaluation of Ground Water Resources South Bay, Appendix A: Geology, Bulletin 118-1, August 1967.

David Keith Todd Consulting Engineers, Inc., Groundwater Management in Santa Clara Valley, April 1987.

ERIS, Database Report, 6970 Camino Arroyo, Gilroy, CA Job Number 18136, dated September 27, 2018.

Goldman, Harold B., Geology of San Francisco Bay prepared for San Mateo Bay Conservation and Development Commission, July 1967.

Helley, E.J., La Joie, K.R., Spangle, W.E., and Blair, M.L., Flatland Deposits of the San Francisco Bay Region, California - their geology and engineering properties and their importance to comprehensive planning, U.S. Geological Survey Professional Paper 943, 1974.

Santa Clara Valley Water District, Case Closure Summary, Shell, 850 Pacheco Pass Highway, Gilroy, California, August 22, 2000.

### Records Review, Interviews and Agency Contacts

Gilroy Building Department file review, October 4, 2018.

Santa Clara County Department of Environmental Health file review request, September 28, 2018.

Interview with Mr. Jim Stockhausen, manager, October 5, 2018.

# APPENDIX A

# ENVIRONMENTAL PROFESSIONALS RESUME

**David Siegel**

**David Siegel is president of ERAS Environmental, Inc., an environmental consulting company formed in October 1998. Prior to that, Mr. Siegel was principle of Siegel Environmental Consulting Services, formed in February 1994, an environmental consulting company providing due diligence services, geological and hydrogeological research, Phase 2 field services such as groundwater well installation and sampling, waste disposal, project management and remediation planning and permitting.**

**Before involvement with management of these environmental consulting firms, Mr. Siegel was a Project Hydrogeologist, Project Geologist, and Staff Geologist with three San Francisco Bay Area environmental consulting companies from 1987 to 1998. Mr. Siegel holds a master's degree in geology from California State University East Bay and was a State of California Registered Environmental Assessor II.**

## QUALIFICATIONS

Experience since 1987 in hazardous materials consulting including due diligence projects, soil and groundwater investigations and remediation, and asbestos surveying. Strong organizational background in project management including budget development and management and client contact and service. Strong technical background in groundwater well design and installation, soil and groundwater chemical data evaluation and hydrogeological assessment. Inspection experience with thousands of commercial sites including retail, office, industrial and residential. Experience providing management, business development, technical oversight, client contact and regulatory agency negotiation and interaction for environmental case closures.

## WORK HISTORY

**1994-Present:** ***President of ERAS Environmental, Inc. and Principle of Siegel Environmental***
Management and completion of due diligence projects for a wide variety of commercial properties throughout California. Management and completion of Phase 2 soil and groundwater and asbestos sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight. Responsible for business development, client contact and local and state regulatory agency compliance for ongoing investigation, cost recovery and case closures.

**1987-1994:** ***Project Hydrogeologist (McCulley, Frick & Gilman, San Francisco; 1992-1994), Project Manager (Converse Environmental, San Francisco; 1989-1992), Project Manager (Exceltech, Inc., Fremont; 1987-1989)***
Management and completion of environmental and geotechnical investigations involving soil and groundwater contamination. Responsible for project planning, budgeting and operation, professional staff supervision and report completion. Interface with engineers for site remediation planning.

## EDUCATION AND LICENCES

1995 to Present - EPA Certified Asbestos Building Inspector

1990 to 2012 - California Registered Environmental Assessor II

1988 - M.S. Geological Sciences, California State University, East Bay

**Andrew Savage**

**Andrew Savage is a Project Geologist for ERAS Environmental, Inc. Prior to joining ERAS, Mr. Savage was a Geologic Intern at Chevron and a Biological Aide for the Bureau of Reclamations. Mr. Savage holds a Bachelors of Science in Geology from California State University in Chico.**

## QUALIFICATIONS

Involved in environmental consulting since 2003. Strong technical background in investigative methods, geological and hydrogeological assessment, installation and development of numerous types of monitoring and remediation wells, and data interpretation and evaluation. Proficient in borehole logging, field methods, data collection, and design of subsurface hydrogeological investigations.

Project experience in hazardous material facility closure, soil and groundwater assessment, delineation, monitoring, and remediation, soil gas studies, health and safety plan preparation, permitting, work plan preparation, offsite right of entry issues, and regulatory contact and negotiation for investigations and remediation.

## WORK HISTORY

**2003-Present:** ***Project Geologist for ERAS Environmental, Inc., Hayward, California***

Managed and conducted Phase 1 Environmental Site Assessments, Transaction Screens and Phase 2 Assessments for commercial properties throughout Northern California. Management and completion of Phase 2 soil and groundwater sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight.

**2001-2002:** ***Biological Aid for the Bureau of Reclamations, Red Bluff, California***

Provided field services for the collection of data.

**2001-2003:** ***Geological Intern for Chevron, San Ramon, California***

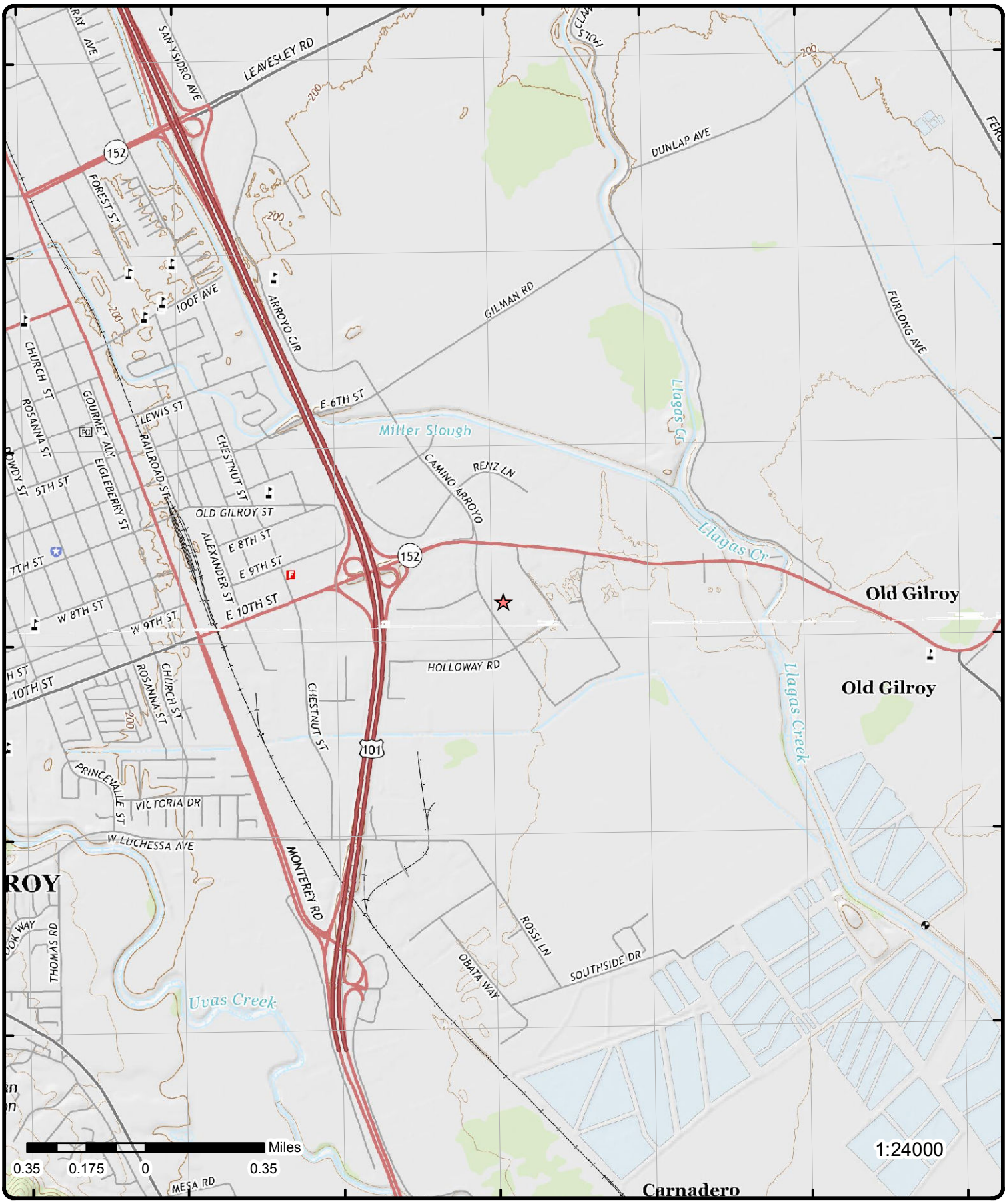
Was in charge of managing geologic research information including well logs and reports. Duties also involved working closely with geologists and assisting them with research and gathering data.

## EDUCATION AND LICENCES

- ◊ 2002 B.S. Geological Sciences, California State University, Chico
- ◊ 2002 Hazwoper Certification, California State University, Chico
- ◊ 2003-2009 Hazwoper Certification Refresher Courses
- ◊ 2009 Self Performance Self Assessment Training (SPSA)

# APPENDIX B

# LOCATION AND SITE MAPS




# Topographic Map (2015)

**Address: 6970 Camino Arroyo, Gilroy, CA, 95020**

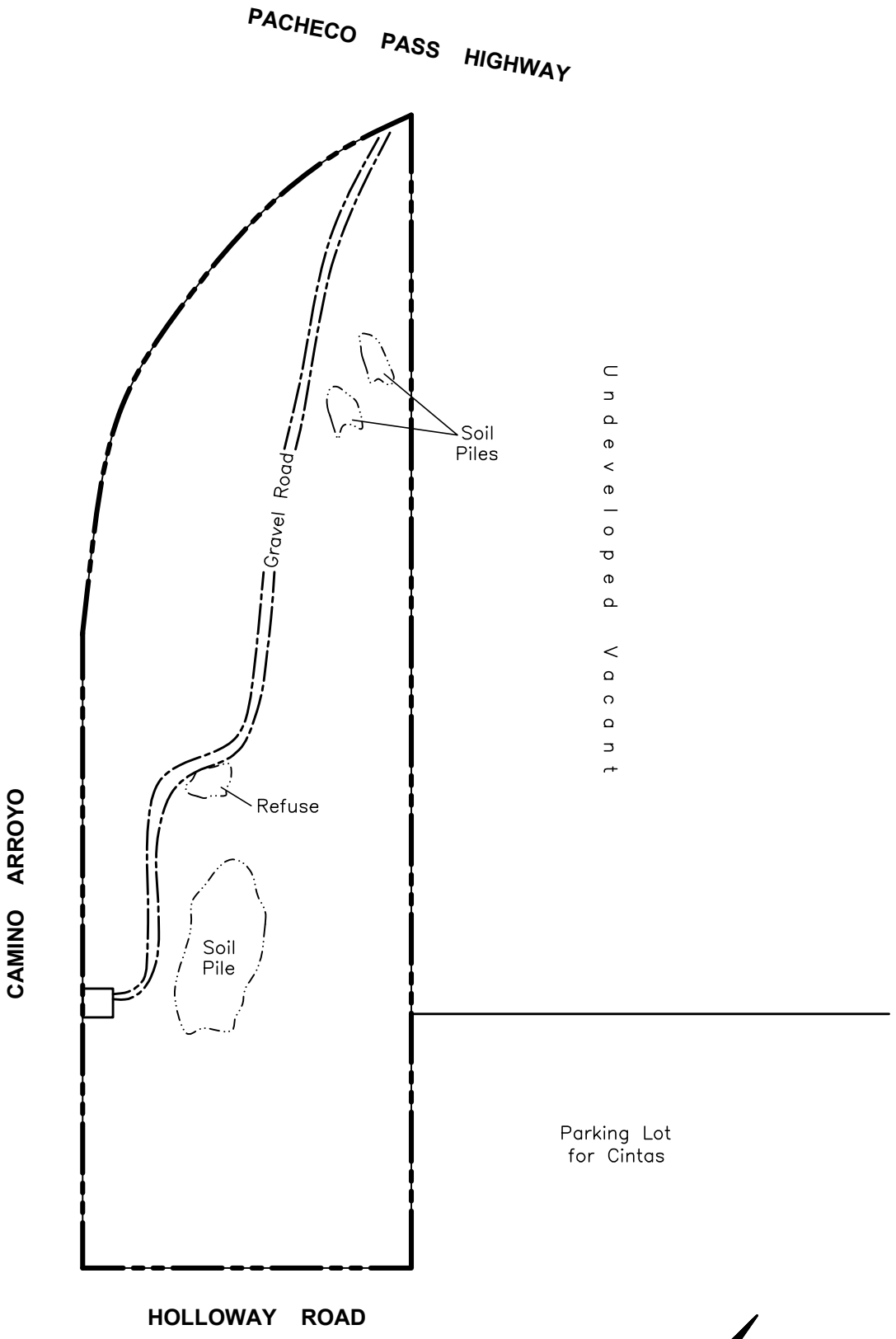
**Quadrangle(s): Gilroy, CA; Chittenden, CA;**

**Source:** USGS Topographic Map

Order No: 20180926049

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**PROPERTY SITE PLAN** **FIGURE 2**

Project No. 18136
6970 Camino Arroyo
Gilroy, California

October, 2018
Not to Scale

ERAS Environmental

# APPENDIX C

# PROPERTY PHOTOGRAPHS



Photograph 1 - View along Holloway Road (southeast side) of Property



Photograph 2 - View northwest along northeast side of the Property



Photograph 3 - Northeast view of vacant land adjacent to northeast



Photograph 4 - View across center of Property, soil pile in right distance



Photograph 5 - Gravel road, view northwest toward Pacheco Pass Hwy



Photograph 6 - View of refuse dumped near road on Property

# APPENDIX D

# ERIS DATABASE REPORT

ENVIRONMENTAL RISK INFORMATION SERVICES

# DATABASE REPORT

| | |
|---|---|
| **Project Property:** | *18136*<br>*6970 Camino Arroyo*<br>*Gilroy CA 95020* |
| **Project No:** | |
| **Report Type:** | *Database Report* |
| **Order No:** | *20180926049* |
| **Requested by:** | *ERAS Environmental, Inc.* |
| **Date Completed:** | *September 27, 2018* |

**Environmental Risk Information Services**
A division of Glacier Media Inc.
P: 1.866.517.5204
E: info@erisinfo.com

**www.erisinfo.com**

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# Executive Summary

***Property Information:***

**Project Property:** *18136*
*6970 Camino Arroyo  Gilroy CA 95020*

**Project No:**

**Coordinates:**

| | |
|---|---|
| **Latitude:** | *37.001615* |
| **Longitude:** | *-121.549435* |
| **UTM Northing:** | *4,096,034.93* |
| **UTM Easting:** | *629,066.68* |
| **UTM Zone:** | *UTM Zone 10S* |

**Elevation:** *183 FT*

***Order Information:***

**Order No:** *20180926049*
**Date Requested:** *September 26, 2018*
**Requested by:** *ERAS Environmental, Inc.*
**Report Type:** *Database Report*

***Historicals/Products:***

# Executive Summary: Report Summary

| Database | Searched | Search Radius | Project Property | Within 0.12mi | .125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| **Standard Environmental Records** | | | | | | | | |
| **Federal** | | | | | | | | |
| NPL | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PROPOSED NPL | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| DELETED NPL | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| SEMS | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| SEMS ARCHIVE | Y | .5 | 0 | 0 | 0 | 1 | - | 1 |
| ODI | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| IODI | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| CERCLIS | Y | .5 | 0 | 0 | 0 | 1 | - | 1 |
| CERCLIS NFRAP | Y | .5 | 0 | 0 | 0 | 1 | - | 1 |
| CERCLIS LIENS | Y | PO | 0 | - | - | - | - | 0 |
| RCRA CORRACTS | Y | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| RCRA TSD | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| RCRA LQG | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| RCRA SQG | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| RCRA CESQG | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| RCRA NON GEN | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| FED ENG | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| FED INST | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| ERNS 1982 TO 1986 | Y | PO | 0 | - | - | - | - | 0 |
| ERNS 1987 TO 1989 | Y | PO | 0 | - | - | - | - | 0 |
| ERNS | Y | PO | 0 | - | - | - | - | 0 |
| FED BROWNFIELDS | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| FEMA UST | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| SEMS LIEN | Y | PO | 0 | - | - | - | - | 0 |
| SUPERFUND ROD | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **State** | | | | | | | | |
| RESPONSE | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

| Database | Searched | Search Radius | Project Property | Within 0.12mi | .125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| ENVIROSTOR | Y | 1 | 0 | 0 | 0 | 2 | 4 | 6 |
| DELISTED ENVS | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SWF/LF | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| HWP | Y | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| LDS | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| SWAT | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| LUST | Y | .5 | 0 | 0 | 2 | 1 | - | 3 |
| DELISTED LST | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| UST | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| SWRCB SWF | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| UST CLOSURE | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| HHSS | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| AST | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED TNK | Y | .25 | 0 | 0 | 2 | - | - | 2 |
| CERS TANK | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| LUR | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| HLUR | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DEED | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| VCP | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| CLEANUP SITES | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DELISTED CTNK | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| HIST TANK | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| **Tribal** | | | | | | | | |
| INDIAN LUST | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| INDIAN UST | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED ILST | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DELISTED IUST | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| **County** | | | | | | | | |
| DELISTED COUNTY | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| SANJOSE HM | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| GILROY CUPA | Y | .25 | 0 | 8 | 8 | - | - | 16 |
| SANTACLARA CUPA | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| SANTACLARA HSOL | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| SANTACLARA LO | Y | .5 | 0 | 0 | 1 | 0 | - | 1 |
| SUNNYVALE CUPA | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| **Additional Environmental Records** | | | | | | | | |
| **Federal** | | | | | | | | |
| FINDS/FRS | Y | PO | 0 | - | - | - | - | 0 |
| TRIS | Y | PO | 0 | - | - | - | - | 0 |

| Database | Searched | Search Radius | Project Property | Within 0.12mi | .125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| HMIRS | Y | .125 | 0 | 0 | - | - | - | 0 |
| NCDL | Y | PO | 0 | - | - | - | - | 0 |
| TSCA | Y | .125 | 0 | 0 | - | - | - | 0 |
| HIST TSCA | Y | .125 | 0 | 0 | - | - | - | 0 |
| FTTS ADMIN | Y | PO | 0 | - | - | - | - | 0 |
| FTTS INSP | Y | PO | 0 | - | - | - | - | 0 |
| PRP | Y | PO | 0 | - | - | - | - | 0 |
| SCRD DRYCLEANER | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| ICIS | Y | PO | 0 | - | - | - | - | 0 |
| FED DRYCLEANERS | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED FED DRY | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| FUDS | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| MLTS | Y | PO | 0 | - | - | - | - | 0 |
| HIST MLTS | Y | PO | 0 | - | - | - | - | 0 |
| MINES | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| ALT FUELS | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| SSTS | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| PCB | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| **State** | | | | | | | | |
| INSP COMP ENF | Y | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| CDL | Y | .125 | 0 | 0 | - | - | - | 0 |
| SCH | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHMIRS | Y | PO | 0 | - | - | - | - | 0 |
| HAZNET | Y | PO | 0 | - | - | - | - | 0 |
| HWSS CLEANUP | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DTSC HWF | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| HIST MANIFEST | Y | PO | 0 | - | - | - | - | 0 |
| HIST CHMIRS | Y | PO | 0 | - | - | - | - | 0 |
| HIST CORTESE | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| CDO/CAO | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DELISTED HAZ | Y | .5 | 0 | 0 | 0 | 1 | - | 1 |
| DRYCLEANERS | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED DRYC | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| WASTE DISCHG | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| EMISSIONS | Y | .25 | 0 | 1 | 3 | - | - | 4 |
| CERS HAZ | Y | .125 | 0 | 8 | - | - | - | 8 |

**Tribal** ***No Tribal additional environmental record sources available for this State.***

**County** ***No County additional environmental databases were selected to be included in the search.***

| Database | Searched | Search Radius | Project Property | Within 0.12mi | .125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| **Total:** | | | 0 | 17 | 25 | 8 | 7 | 57 |

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

# Executive Summary: Site Report Summary - Project Property

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|

No records found in the selected databases for the project property.

# Executive Summary: Site Report Summary - Surrounding Properties

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| 1 | CERS HAZ | Michael's Store # 4703 | 6745 CAMINO ARROYO GILROY CA 95020 | SW | 0.07 / 361.98 | 3 | 27 |
| 1 | GILROY CUPA | Michael's Store # 4703 | 6745 Camino Arroyo Gilroy CA 95020 | SW | 0.07 / 361.98 | 3 | 28 |
| 2 | CERS HAZ | PetSmart 0072 | 6755 CAMINO ARROYO BLDG 5 GILROY CA 95020 | WSW | 0.07 / 369.82 | 1 | 29 |
| 2 | GILROY CUPA | PetSmart 0072 | 6755 Camino Arroyo Bldg 5 Gilroy CA 95020 | WSW | 0.07 / 369.82 | 1 | 30 |
| 3 | CERS HAZ | Kohl's Department Stores - Store #737 | 6765 CAMINO ARROYO GILROY CA 95020 | WSW | 0.07 / 373.29 | 1 | 31 |
| 3 | GILROY CUPA | Kohl's Department Stores - Store #737 | 6765 Camino Arroyo Gilroy CA 95020 | WSW | 0.07 / 373.29 | 1 | 33 |
| 4 | CERS HAZ | Bed, Bath and Beyond #608 | 6725 CAMINO ARROYO GILROY CA 95020 | SSW | 0.08 / 417.58 | 2 | 33 |
| 4 | GILROY CUPA | Bed, Bath and Beyond #608 | 6725 Camino Arroyo Gilroy CA 95020 | SSW | 0.08 / 417.58 | 2 | 35 |
| 5 | CERS HAZ | Ross Dress For Less #0740 | 6715 CAMINO ARROYO GILROY CA 95020 | SSW | 0.09 / 473.04 | 2 | 35 |
| 5 | GILROY CUPA | Ross Dress For Less #0740 | 6715 Camino Arroyo Gilroy CA 95020 | SSW | 0.09 / 473.04 | 2 | 37 |
| 6 | CERS HAZ | SALLY BEAUTY SUPPLY | 6815 CAMINO ARROYO STE 50 GILROY CA 95020 | WNW | 0.10 / 551.29 | 4 | 37 |
| 6 | GILROY CUPA | SALLY BEAUTY SUPPLY | 6815 Camino Arroyo Ste 50 Gilroy CA 95020 | WNW | 0.10 / 551.29 | 4 | 39 |

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| 7 | CERS HAZ | Flowstar, Inc. | 6800 SILACCI WAY GILROY CA 95020 | NE | 0.11 / 586.61 | -1 | 39 |
| 7 | GILROY CUPA | Flowstar, Inc. | 6800 Silacci Way Gilroy CA 95020 | NE | 0.11 / 586.61 | -1 | 43 |
| 7 | EMISSIONS | FLOWSTAR | 6800 SILACCI WAY GILROY CA 95020 | NE | 0.11 / 586.61 | -1 | 43 |
| 8 | CERS HAZ | Chipotle Mexican Grill #2137 | 6955 CAMINO ARROYO STE 70 GILROY CA 95020 | NW | 0.12 / 627.57 | 2 | 51 |
| 8 | GILROY CUPA | Chipotle Mexican Grill #2137 | 6955 Camino Arroyo Ste 70 Gilroy CA 95020 | NW | 0.12 / 627.57 | 2 | 53 |
| 9 | GILROY CUPA | Leslie's Swimming Pool Supplies #505 | 6915 Camino Arroyo, Suite 10 Gilroy CA 95020 | NW | 0.15 / 776.23 | 1 | 53 |
| 10 | SANTACLARA CUPA | CINTAS CORPORATION | 904 HOLLOWAY RD GILROY CA 95020 | ESE | 0.15 / 780.44 | -5 | 54 |
| 10 | GILROY CUPA | Cintas Corporation #630 | 904 Holloway Rd Gilroy CA 95020 | ESE | 0.15 / 780.44 | -5 | 54 |
| 11 | GILROY CUPA | Creative Labels, Inc. | 6670 Silacci Way Gilroy CA 95020 | E | 0.16 / 824.48 | -4 | 54 |
| 11 | EMISSIONS | CREATIVE LABELS INC | 6670 SILACCI WAY GILROY CA 95020 | E | 0.16 / 824.48 | -4 | 54 |
| 12 | GILROY CUPA | Roadhouse Jacks | 6945 Camino Arroyo Gilroy CA 95020 | NW | 0.16 / 845.24 | 4 | 61 |
| 12 | DELISTED COUNTY | Roadhouse Jacks | 6945 Camino Arroyo Gilroy CA 95020 | NW | 0.16 / 845.24 | 4 | 61 |
| 13 | LUST | Shell | 850 Pacheco Pass Hwy Gilroy CA 95020 | NW | 0.19 / 989.17 | 4 | 62 |
| | | | ***Global ID* \| *Status* \| *Status Date:*** T0608502195 \| Completed - Case Closed \| 2001-01-09 00:00:00 | | | | |
| 14 | LUST | Shell | 850 Pacheco Pass Hwy Gilroy CA 95020 | NW | 0.19 / 1,007.77 | 5 | 63 |

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| | | | ***Global ID* \| *Status* \| *Status Date:*** T0608591842 \| Completed - Case Closed \| 2001-01-09 00:00:00 | | | | |
| 15 | UST | Gilroy Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020<br>***Facility ID:*** 895 | NNW | 0.19 /<br>1,023.27 | 3 | 64 |
| 16 | CERS TANK | Gilroy Shell | 850 PACHECO PASS HWY<br>GILROY CA 95020 | NNW | 0.20 /<br>1,046.69 | 3 | 64 |
| 16 | GILROY CUPA | Gilroy Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NNW | 0.20 /<br>1,046.69 | 3 | 69 |
| 16 | HHSS | VIEIRA SERVICES CO INC | 850 PACHECO PASS ROAD<br>GILROY CA 95020 | NNW | 0.20 /<br>1,046.69 | 3 | 69 |
| 16 | HIST TANK | VIEIRA SERVICE CO., INC | 850 PACHECO PASS ROAD<br>GILROY CA | NNW | 0.20 /<br>1,046.69 | 3 | 70 |
| 16 | SANTACLARA LO | Shell | 850 Pacheco Pass Hwy Gilroy CA<br>***SCVWD ID* \| *Closure Date:*** 11S4E05K01f \| 1/9/2001 | NNW | 0.20 /<br>1,046.69 | 3 | 70 |
| 16 | RCRA LQG | SERVICE STATION - SAP 135332 | 850 PACHECO PASS ROAD<br>GILROY CA 95020 | NNW | 0.20 /<br>1,046.69 | 3 | 70 |
| 17 | GILROY CUPA | TARGET T1851 | 6705 Camino Arroyo<br>Gilroy CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 72 |
| 17 | GILROY CUPA | CVS Pharmacy #16971 | 6705 Camino Arroyo Ste B<br>Gilroy CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 72 |
| 17 | EMISSIONS | TARGET CORPORATION - TARGET GI | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 72 |
| 17 | EMISSIONS | TARGET STORE T1851 | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 75 |
| 17 | RCRA CESQG | CVS PHARMACY #16971 | 6705 CAMINO ARROYO STE B<br>GILROY CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 77 |
| 17 | RCRA SQG | TARGET STORE T1851 | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 79 |

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| 18 | DELISTED TNK | SHELL | 850 Pacheco Pass Road<br>Gilroy CA 95020 | NW | 0.22 /<br>1,183.21 | 6 | 85 |
| 19 | GILROY CUPA | Tractor Supply Company Store# 1171-Gilroy | 6881 Cameron Blvd<br>Gilroy CA 95020 | ENE | 0.23 /<br>1,237.54 | -3 | 85 |
| 20 | DELISTED TNK | TV'S FOOD MART | 850 PACHECO PASS HWY<br>GILROY CA 95020 | N | 0.25 /<br>1,296.71 | 2 | 85 |
| 21 | CERCLIS | SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 950201626 | WNW | 0.42 /<br>2,215.21 | 5 | 85 |
| 21 | CERCLIS NFRAP | SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 950201626 | WNW | 0.42 /<br>2,215.21 | 5 | 87 |
| 21 | SEMS ARCHIVE | SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 95020-1626 | WNW | 0.42 /<br>2,215.21 | 5 | 88 |
| 22 | LUST | PRIVATE RESIDENCE | PRIVATE RESIDENCE<br>Gilroy CA 95020 | WNW | 0.43 /<br>2,245.32 | 7 | 88 |
| | | | ***Global ID* \| *Status* \| *Status Date:*** T0608500042 \| Completed - Case Closed \| 1998-01-05 00:00:00 | | | | |
| 23 | DELISTED HAZ | Boral Roofing, LLC | 6500 BREM LN<br>GILROY CA 95020 | SW | 0.46 /<br>2,441.43 | 3 | 89 |
| 24 | ENVIROSTOR | SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 /<br>2,572.35 | 7 | 89 |
| | | | ***Estor/EPA ID* \| *Cleanup Status:*** 80001324 \| INACTIVE - NEEDS EVALUATION AS OF 6/26/2009 | | | | |
| 24 | ENVIROSTOR | SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 /<br>2,572.35 | 7 | 90 |
| | | | ***Estor/EPA ID* \| *Cleanup Status:*** CAD000628149 \| | | | | |
| 24 | HWP | SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 /<br>2,572.35 | 7 | 92 |
| 25 | ENVIROSTOR | SOUTH BAY CHEMICAL COMPANY | 721-731 RENZ LANE<br>GILROY CA 95020 | NW | 0.52 /<br>2,722.07 | 7 | 93 |
| | | | ***Estor/EPA ID* \| *Cleanup Status:*** 43490062 \| REFER: RCRA AS OF 6/8/1994 | | | | |
| 26 | RCRA CORRACTS | HAZCONTROL INC. | 731 RENZ LANE<br>GILROY CA 95021 | NW | 0.55 /<br>2,878.92 | 8 | 93 |
| 27 | ENVIROSTOR | INLAND PAPERBOARD AND PACKAGING, INC. | 6400 JAMIESON WAY<br>GILROY CA 95020 | SSW | 0.57 /<br>3,010.66 | 3 | 104 |

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| | | | ***Estor/EPA ID | Cleanup Status:*** 71002634 \| REFER: OTHER AGENCY AS OF 5/12/2006 | | | |
| 28 | ENVIROSTOR | TEMPLE-INLAND, INC. | 6400 JAMIESON WAY<br>GILROY CA 95020 | SSW | 0.58 /<br>3,081.49 | 4 | 106 |
| | | | ***Estor/EPA ID | Cleanup Status:*** 60000630 \| NO FURTHER ACTION AS OF 9/5/2008 | | | |
| 29 | ENVIROSTOR | METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 950207012 | SSW | 0.83 /<br>4,379.14 | 3 | 107 |
| | | | ***Estor/EPA ID | Cleanup Status:*** CAD077182293 \| | | | |
| 29 | HWP | METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 950207012 | SSW | 0.83 /<br>4,379.14 | 3 | 111 |
| 29 | INSP COMP ENF | METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 95020 | SSW | 0.83 /<br>4,379.14 | 3 | 114 |

# Executive Summary: Summary by Data Source

## *Standard*

## Federal

### SEMS ARCHIVE - SEMS List 8R Archive Sites

A search of the SEMS ARCHIVE database, dated Jun 8, 2018 has found that there are 1 SEMS ARCHIVE site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 95020-1626 | WNW | 0.42 / 2,215.21 | 21 |

### CERCLIS - Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS

A search of the CERCLIS database, dated Oct 25, 2013 has found that there are 1 CERCLIS site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 950201626 | WNW | 0.42 / 2,215.21 | 21 |

### CERCLIS NFRAP - CERCLIS - No Further Remedial Action Planned

A search of the CERCLIS NFRAP database, dated Oct 25, 2013 has found that there are 1 CERCLIS NFRAP site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 950201626 | WNW | 0.42 / 2,215.21 | 21 |

### RCRA CORRACTS - RCRA CORRACTS-Corrective Action

A search of the RCRA CORRACTS database, dated Aug 2, 2018 has found that there are 1 RCRA CORRACTS site(s) within approximately 1.00 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| HAZCONTROL INC. | 731 RENZ LANE<br>GILROY CA 95021 | NW | 0.55 / 2,878.92 | 26 |

### RCRA LQG - RCRA Generator List

A search of the RCRA LQG database, dated Aug 2, 2018 has found that there are 1 RCRA LQG site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SERVICE STATION - SAP 135332 | 850 PACHECO PASS ROAD<br>GILROY CA 95020 | NNW | 0.20 / 1,046.69 | 16 |

### RCRA SQG - RCRA Small Quantity Generators List

A search of the RCRA SQG database, dated Aug 2, 2018 has found that there are 1 RCRA SQG site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| TARGET STORE T1851 | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 / 1,131.13 | 17 |

### RCRA CESQG - RCRA Conditionally Exempt Small Quantity Generators List

A search of the RCRA CESQG database, dated Aug 2, 2018 has found that there are 1 RCRA CESQG site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| CVS PHARMACY #16971 | 6705 CAMINO ARROYO STE B<br>GILROY CA 95020 | NW | 0.21 / 1,131.13 | 17 |

## State

### ENVIROSTOR - EnviroStor Database

A search of the ENVIROSTOR database, dated Jul 18, 2018 has found that there are 6 ENVIROSTOR site(s) within approximately 1.00 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 / 2,572.35 | 24 |
| | ***Estor/EPA ID | Cleanup Status**: CAD000628149 |* | | |
| SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 / 2,572.35 | 24 |
| | ***Estor/EPA ID | Cleanup Status**: 80001324 | INACTIVE - NEEDS EVALUATION AS OF 6/26/2009* | | |
| SOUTH BAY CHEMICAL COMPANY | 721-731 RENZ LANE<br>GILROY CA 95020 | NW | 0.52 / 2,722.07 | 25 |
| | ***Estor/EPA ID | Cleanup Status**: 43490062 | REFER: RCRA AS OF 6/8/1994* | | |
| INLAND PAPERBOARD AND PACKAGING, INC. | 6400 JAMIESON WAY<br>GILROY CA 95020 | SSW | 0.57 / 3,010.66 | 27 |
| | ***Estor/EPA ID | Cleanup Status**: 71002634 | REFER: OTHER AGENCY AS OF 5/12/2006* | | |
| TEMPLE-INLAND, INC. | 6400 JAMIESON WAY<br>GILROY CA 95020 | SSW | 0.58 / 3,081.49 | 28 |

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| | ***Estor/EPA ID | Cleanup Status**: 60000630 | NO FURTHER ACTION AS OF 9/5/2008* | | |
| METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 950207012 | SSW | 0.83 / 4,379.14 | 29 |
| | ***Estor/EPA ID | Cleanup Status**: CAD077182293 |* | | |

## HWP - EnviroStor Hazardous Waste Facilities

A search of the HWP database, dated Aug 23, 2018 has found that there are 2 HWP site(s) within approximately 1.00 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 / 2,572.35 | 24 |
| METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 950207012 | SSW | 0.83 / 4,379.14 | 29 |

## LUST - Leaking Underground Fuel Tank Reports

A search of the LUST database, dated Jul 6, 2018 has found that there are 3 LUST site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NW | 0.19 / 989.17 | 13 |
| | ***Global ID | Status | Status Date**: T0608502195 | Completed - Case Closed | 2001-01-09 00:00:00* | | |
| Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NW | 0.19 / 1,007.77 | 14 |
| | ***Global ID | Status | Status Date**: T0608591842 | Completed - Case Closed | 2001-01-09 00:00:00* | | |
| PRIVATE RESIDENCE | PRIVATE RESIDENCE<br>Gilroy CA 95020 | WNW | 0.43 / 2,245.32 | 22 |
| | ***Global ID | Status | Status Date**: T0608500042 | Completed - Case Closed | 1998-01-05 00:00:00* | | |

## UST - Permitted Underground Storage Tank (UST) in GeoTracker

A search of the UST database, dated Jul 1, 2018 has found that there are 1 UST site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Gilroy Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NNW | 0.19 / 1,023.27 | 15 |
| | ***Facility ID**: 895* | | | |

## HHSS - Historical Hazardous Substance Storage Information Database

A search of the HHSS database, dated Aug 27, 2015 has found that there are 1 HHSS site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| VIEIRA SERVICES CO INC | 850 PACHECO PASS ROAD<br>GILROY CA 95020 | NNW | 0.20 / 1,046.69 | 16 |

### DELISTED TNK - Delisted Storage Tanks

A search of the DELISTED TNK database, dated Jul 01, 2018 has found that there are 2 DELISTED TNK site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SHELL | 850 Pacheco Pass Road<br>Gilroy CA 95020 | NW | 0.22 / 1,183.21 | 18 |
| TV'S FOOD MART | 850 PACHECO PASS HWY<br>GILROY CA 95020 | N | 0.25 / 1,296.71 | 20 |

### CERS TANK - California Environmental Reporting System (CERS) Tanks

A search of the CERS TANK database, dated Jul 9, 2018 has found that there are 1 CERS TANK site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Gilroy Shell | 850 PACHECO PASS HWY<br>GILROY CA 95020 | NNW | 0.20 / 1,046.69 | 16 |

### HIST TANK - Historical Hazardous Substance Storage Container Information - Facility Summary

A search of the HIST TANK database, dated May 27, 1988 has found that there are 1 HIST TANK site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| VIEIRA SERVICE CO., INC | 850 PACHECO PASS ROAD<br>GILROY CA | NNW | 0.20 / 1,046.69 | 16 |

## County

### DELISTED COUNTY - Delisted County Records

A search of the DELISTED COUNTY database, dated Seo 4, 2018 has found that there are 1 DELISTED COUNTY site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Roadhouse Jacks | 6945 Camino Arroyo<br>Gilroy CA 95020 | NW | 0.16 / 845.24 | 12 |

### GILROY CUPA - Santa Clara County - Gilroy City CUPA Facilities List

A search of the GILROY CUPA database, dated Jul 2, 2018 has found that there are 16 GILROY CUPA site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Michael's Store # 4703 | 6745 Camino Arroyo<br>Gilroy CA 95020 | SW | 0.07 / 361.98 | 1 |
| PetSmart 0072 | 6755 Camino Arroyo Bldg 5<br>Gilroy CA 95020 | WSW | 0.07 / 369.82 | 2 |
| Kohl's Department Stores - Store #737 | 6765 Camino Arroyo<br>Gilroy CA 95020 | WSW | 0.07 / 373.29 | 3 |
| Bed, Bath and Beyond #608 | 6725 Camino Arroyo<br>Gilroy CA 95020 | SSW | 0.08 / 417.58 | 4 |
| Ross Dress For Less #0740 | 6715 Camino Arroyo<br>Gilroy CA 95020 | SSW | 0.09 / 473.04 | 5 |
| SALLY BEAUTY SUPPLY | 6815 Camino Arroyo Ste 50<br>Gilroy CA 95020 | WNW | 0.10 / 551.29 | 6 |
| Chipotle Mexican Grill #2137 | 6955 Camino Arroyo Ste 70<br>Gilroy CA 95020 | NW | 0.12 / 627.57 | 8 |
| Leslie's Swimming Pool Supplies #505 | 6915 Camino Arroyo, Suite 10<br>Gilroy CA 95020 | NW | 0.15 / 776.23 | 9 |
| Roadhouse Jacks | 6945 Camino Arroyo<br>Gilroy CA 95020 | NW | 0.16 / 845.24 | 12 |
| Gilroy Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NNW | 0.20 / 1,046.69 | 16 |
| CVS Pharmacy #16971 | 6705 Camino Arroyo Ste B<br>Gilroy CA 95020 | NW | 0.21 / 1,131.13 | 17 |
| TARGET T1851 | 6705 Camino Arroyo<br>Gilroy CA 95020 | NW | 0.21 / 1,131.13 | 17 |

| Lower Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Flowstar, Inc. | 6800 Silacci Way<br>Gilroy CA 95020 | NE | 0.11 / 586.61 | 7 |
| Cintas Corporation #630 | 904 Holloway Rd<br>Gilroy CA 95020 | ESE | 0.15 / 780.44 | 10 |
| Creative Labels, Inc. | 6670 Silacci Way<br>Gilroy CA 95020 | E | 0.16 / 824.48 | 11 |
| Tractor Supply Company Store# 1171-Gilroy | 6881 Cameron Blvd<br>Gilroy CA 95020 | ENE | 0.23 / 1,237.54 | 19 |

### SANTACLARA CUPA - Santa Clara County CUPA Facilities List

A search of the SANTACLARA CUPA database, dated Jun 12, 2018 has found that there are 1 SANTACLARA CUPA site(s) within approximately 0.25 miles of the project property.

| Lower Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| CINTAS CORPORATION | 904 HOLLOWAY RD<br>GILROY CA 95020 | ESE | 0.15 / 780.44 | 10 |

### SANTACLARA LO - Santa Clara Local Oversight Program Listing

A search of the SANTACLARA LO database, dated Jun 14, 2017 has found that there are 1 SANTACLARA LO site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Shell | 850 Pacheco Pass Hwy Gilroy CA | NNW | 0.20 / 1,046.69 | 16 |
| | ***SCVWD ID** \| **Closure Date**: 11S4E05K01f \| 1/9/2001* | | | |

## *Non Standard*

## State

### INSP COMP ENF - EnviroStor Inspection, Compliance, and Enforcement

A search of the INSP COMP ENF database, dated May 28, 2018 has found that there are 1 INSP COMP ENF site(s) within approximately 1.00 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 95020 | SSW | 0.83 / 4,379.14 | 29 |

### DELISTED HAZ - Delisted Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the DELISTED HAZ database, dated Jul 9, 2018 has found that there are 1 DELISTED HAZ site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Boral Roofing, LLC | 6500 BREM LN<br>GILROY CA 95020 | SW | 0.46 / 2,441.43 | 23 |

## EMISSIONS - Toxic Pollutant Emissions Facilities

A search of the EMISSIONS database, dated Dec 31, 2016 has found that there are 4 EMISSIONS site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| TARGET CORPORATION - TARGET GI | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 / 1,131.13 | 17 |
| TARGET STORE T1851 | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 / 1,131.13 | 17 |

| Lower Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| FLOWSTAR | 6800 SILACCI WAY<br>GILROY CA 95020 | NE | 0.11 / 586.61 | 7 |
| CREATIVE LABELS INC | 6670 SILACCI WAY<br>GILROY CA 95020 | E | 0.16 / 824.48 | 11 |

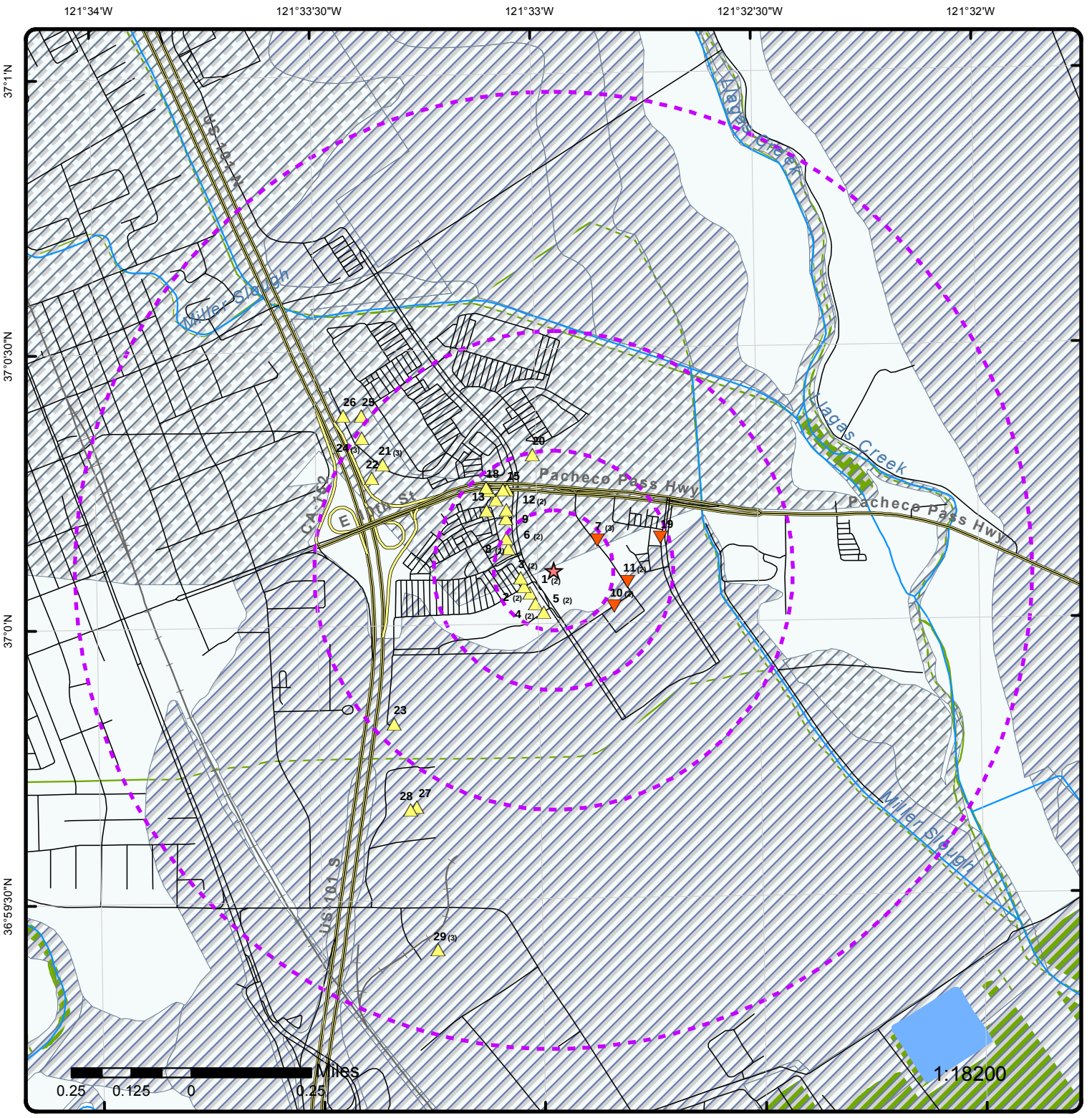
## CERS HAZ - California Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the CERS HAZ database, dated Jul 9, 2018 has found that there are 8 CERS HAZ site(s) within approximately 0.12 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Michael's Store # 4703 | 6745 CAMINO ARROYO<br>GILROY CA 95020 | SW | 0.07 / 361.98 | 1 |
| PetSmart 0072 | 6755 CAMINO ARROYO BLDG 5<br>GILROY CA 95020 | WSW | 0.07 / 369.82 | 2 |
| Kohl's Department Stores - Store #737 | 6765 CAMINO ARROYO<br>GILROY CA 95020 | WSW | 0.07 / 373.29 | 3 |

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Bed, Bath and Beyond #608 | 6725 CAMINO ARROYO<br>GILROY CA 95020 | SSW | 0.08 / 417.58 | 4 |
| Ross Dress For Less #0740 | 6715 CAMINO ARROYO<br>GILROY CA 95020 | SSW | 0.09 / 473.04 | 5 |
| SALLY BEAUTY SUPPLY | 6815 CAMINO ARROYO STE 50<br>GILROY CA 95020 | WNW | 0.10 / 551.29 | 6 |
| Chipotle Mexican Grill #2137 | 6955 CAMINO ARROYO STE 70<br>GILROY CA 95020 | NW | 0.12 / 627.57 | 8 |

| Lower Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Flowstar, Inc. | 6800 SILACCI WAY<br>GILROY CA 95020 | NE | 0.11 / 586.61 | 7 |




# Map : 1 Mile Radius

Order No: 20180926049

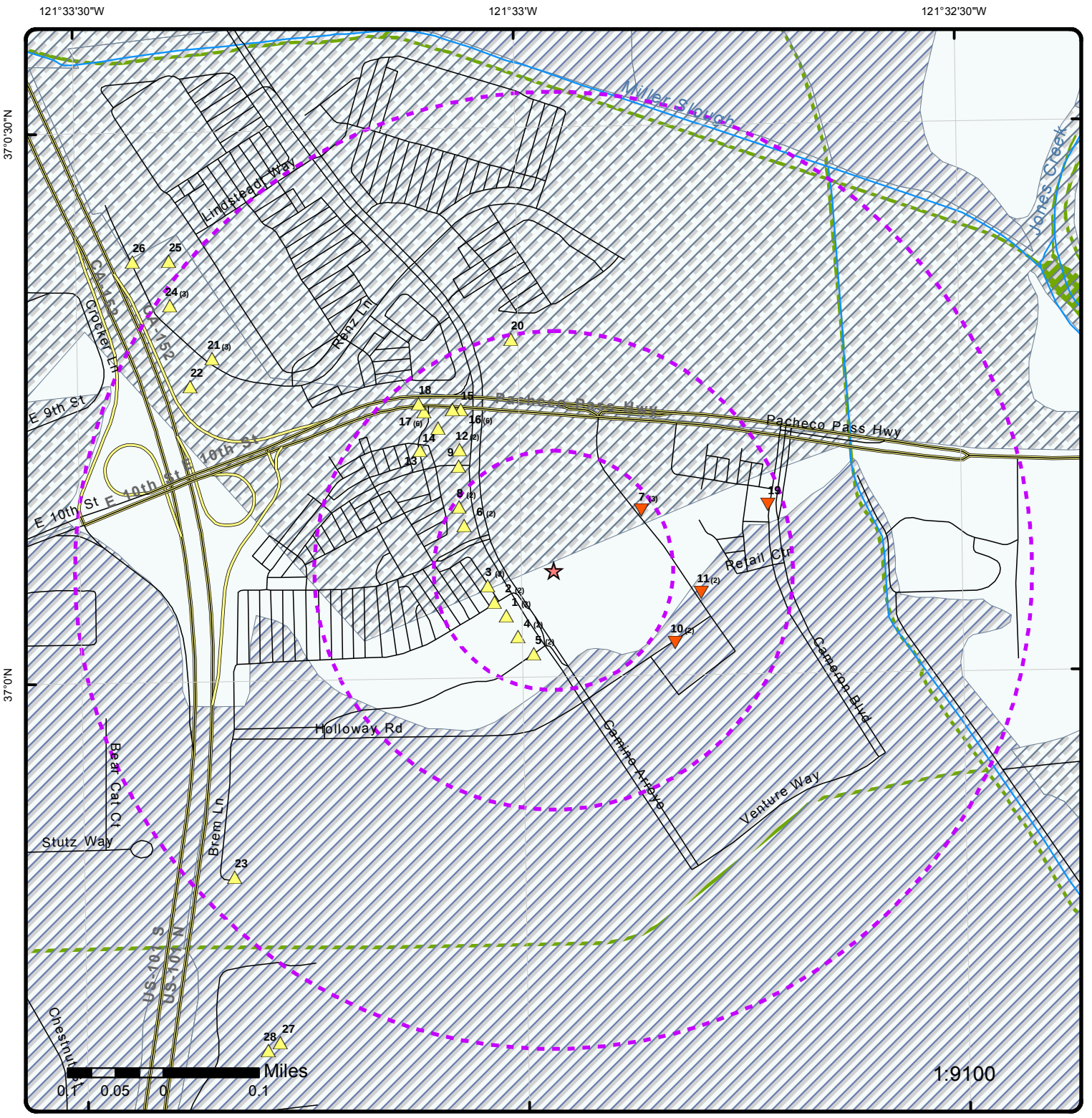
Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ERIS
ENVIRONMENTAL RISK INFORMATION SERVICES

- **Project Property**
- **Buffer Outline**
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- County Boundary
- Rails
- Major Highways
- Major Highways Ramps
- Major Roads
- Major Roads Ramps
- Secondary Roads
- Secondary Roads Ramps
- Local Roads and Ramps
- State Boundary
- National Priority List Sites
- National Wetland
- Indian Reserve Land
- Historic Fill
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- State Brownfield Sites
- State Brownfield Areas
- State Superfund Areas:Dept. of Defense
- State Superfund Areas:NPL
- WQARF Areas
- Federal Lands: Dept. of Defense (owned/administered areas)

**Source:** © 2016 ESRI

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# Map : 0.5 Mile Radius

Order No: 20180926049

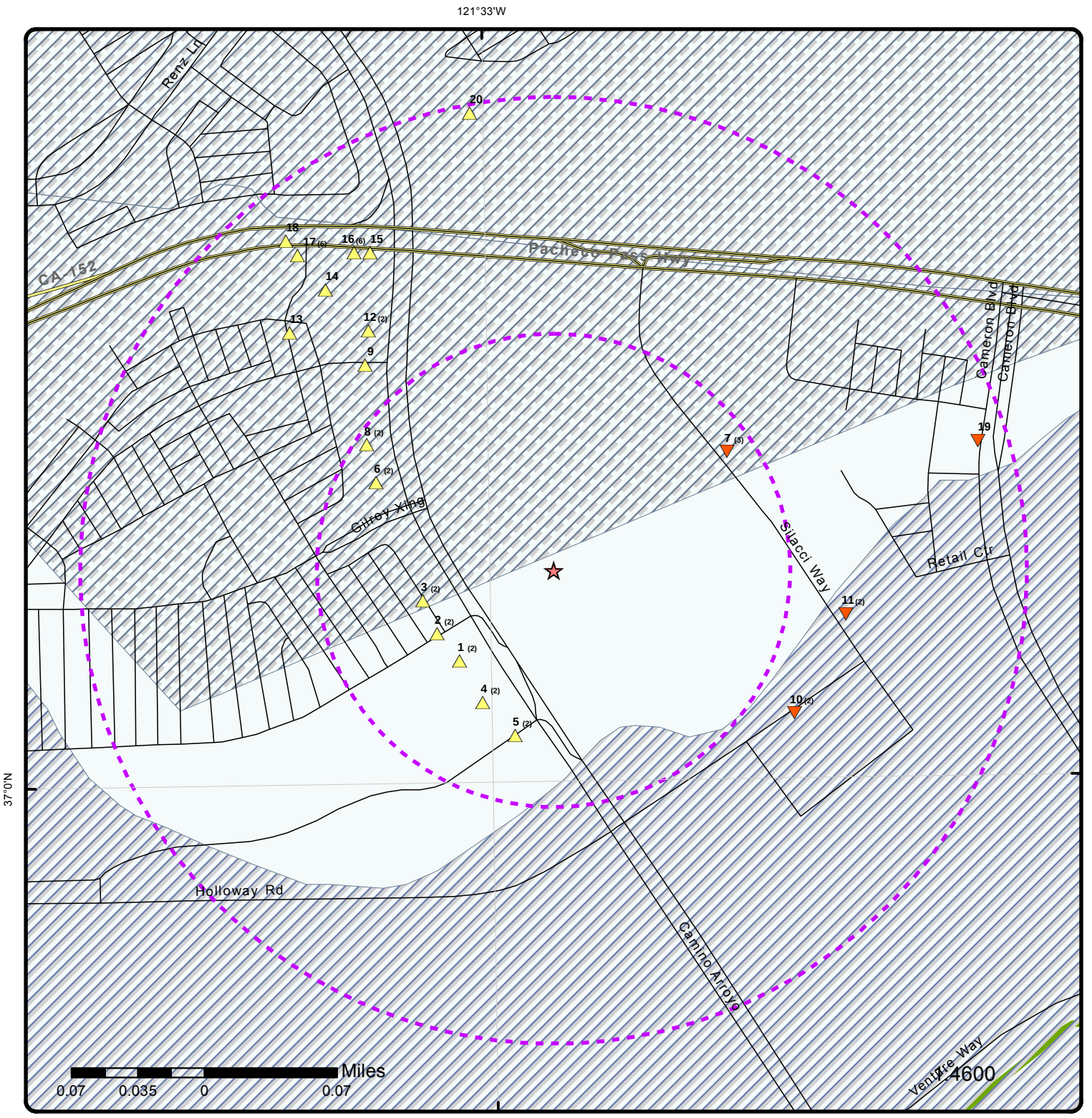
Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ENVIRONMENTAL RISK INFORMATION SERVICES

| | | | |
|---|---|---|---|
| **Project Property** | Rails | State Boundary | FWS Special Designation Areas |
| **Buffer Outline** | Major Highways | National Priority List Sites | State Brownfield Sites |
| Eris Sites with Higher Elevation | Major Highways Ramps | National Wetland | State Brownfield Areas |
| Eris Sites with Same Elevation | Major Roads | Indian Reserve Land | State Superfund Areas:Dept. of Defense |
| Eris Sites with Lower Elevation | Major Roads Ramps | Historic Fill | State Superfund Areas:NPL |
| Eris Sites with Unknown Elevation | Secondary Roads | 100 Year Flood Zone | WQARF Areas |
| County Boundary | Secondary Roads Ramps | 500 Year Flood Zone | Federal Lands: Dept. of Defense (owned/administered areas) |
| | Local Roads and Ramps | | |

**Source:** © 2016 ESRI

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# Map : 0.25 Mile Radius

Order No: 20180926049

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ENVIRONMENTAL RISK INFORMATION SERVICES

| | | | |
|---|---|---|---|
| **Project Property** | Rails | State Boundary | FWS Special Designation Areas |
| **Buffer Outline** | Major Highways | National Priority List Sites | State Brownfield Sites |
| Eris Sites with Higher Elevation | Major Highways Ramps | National Wetland | State Brownfield Areas |
| Eris Sites with Same Elevation | Major Roads | Indian Reserve Land | State Superfund Areas:Dept. of Defense |
| Eris Sites with Lower Elevation | Major Roads Ramps | Historic Fill | State Superfund Areas:NPL |
| Eris Sites with Unknown Elevation | Secondary Roads | 100 Year Flood Zone | WQARF Areas |
| County Boundary | Secondary Roads Ramps | 500 Year Flood Zone | Federal Lands: Dept. of Defense (owned/administered areas) |
| | Local Roads and Ramps | | |

**Source:** © 2016 ESRI

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# Aerial (2017)

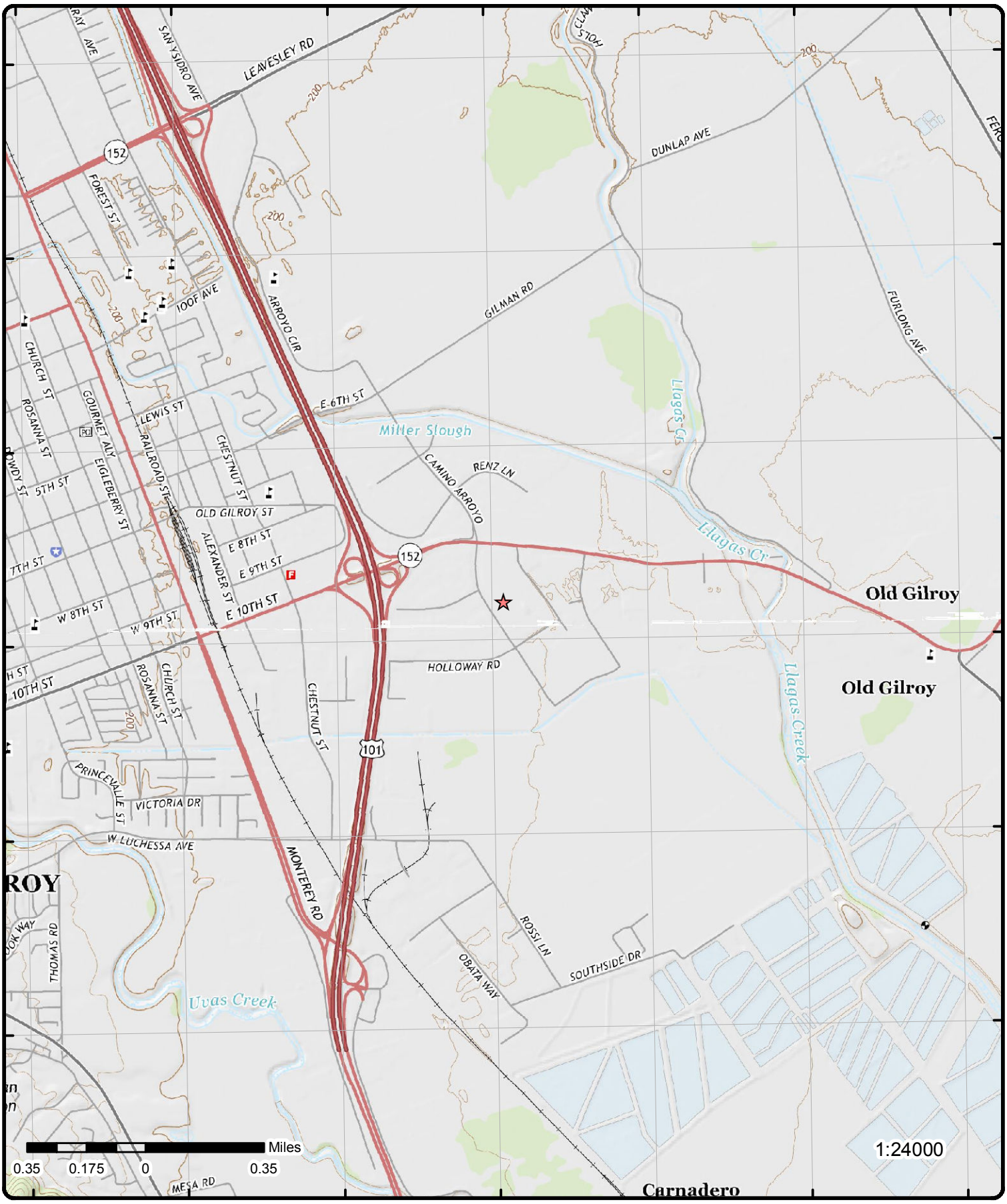
Order No: 20180926049

**Address: 6970 Camino Arroyo, Gilroy, CA, 95020**

**Source:** ESRI World Imagery

ENVIRONMENTAL RISK INFORMATION SERVICES

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# Topographic Map (2015)

**Address: 6970 Camino Arroyo, Gilroy, CA, 95020**

**Quadrangle(s): Gilroy, CA; Chittenden, CA;**

**Source:** USGS Topographic Map

Order No: 20180926049

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# Detail Report

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 1 | 1 of 2 | SW | 0.07 / 361.98 | 185.74 / 3 | Michael's Store # 4703<br>6745 CAMINO ARROYO<br>GILROY CA 95020 | CERS HAZ |

**Site ID:** 134906
**Latitude:** 37.000267
**Longitude:** -121.552719

***Regulated Programs***

**EI ID:** 10409650 **EI Description:** Hazardous Waste Generator

***Affiliations***

**Affil Type Desc:** Operator
**Entity Name:** Michaels Stores, Inc.
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (972) 409-5786

**Affil Type Desc:** Environmental Contact
**Entity Name:** Ryan Draper
**Entity Title:**
**Address:** 8000 Bent Branch Drive
**City:** Irving
**State:** TX
**Country:**
**Zip Code:** 75063
**Phone:** (972) 409-5786

**Affil Type Desc:** Identification Signer
**Entity Name:** Ryan Draper
**Entity Title:** Safety Manager
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Parent Corporation
**Entity Name:** Michaels Stores, Inc.
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Primary Emergency Contact
**Entity Name:** Jessica Santos
**Entity Title:** Store Manager

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (972) 409-1306

**Affil Type Desc:** Legal Owner
**Entity Name:** Michaels Stores, Inc.
**Entity Title:**
**Address:** 8000 Bent Branch Drive
**City:** Irving
**State:** TX
**Country:** United States
**Zip Code:** 75063
**Phone:** (972) 409-5786

**Affil Type Desc:** CUPA District
**Entity Name:** Gilroy City Fire Department
**Entity Title:**
**Address:** 7351 Rosanna Street
**City:** Gilroy
**State:** CA
**Country:**
**Zip Code:** 95020-6141
**Phone:** (408) 846-0400

**Affil Type Desc:** Document Preparer
**Entity Name:** Chris Ortega
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Facility Mailing Address
**Entity Name:** Mailing Address
**Entity Title:**
**Address:** 8000 Bent Branch Drive
**City:** Irving
**State:** TX
**Country:**
**Zip Code:** 75063
**Phone:**

**Affil Type Desc:** Secondary Emergency Contact
**Entity Name:** JOSEPH KOCHER
**Entity Title:** DISTRICT Manager
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (972) 409-1306

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 1 | 2 of 2 | SW | 0.07 / 361.98 | 185.74 / 3 | Michael's Store # 4703<br>6745 Camino Arroyo<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10409650
**Facility ID:** 5520
**HM on Site:** No
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Not Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

---

**2** **1 of 2** **WSW** **0.07 / 369.82** **184.17 / 1**

**PetSmart 0072**
**6755 CAMINO ARROYO BLDG 5**
**GILROY CA 95020**

**CERS HAZ**

**Site ID:** 360042
**Latitude:** 37.000270
**Longitude:** -121.552720

***Regulated Programs***

**EI ID:** 10648675
**EI Description:** Chemical Storage Facilities

**EI ID:** 10648675
**EI Description:** Hazardous Waste Generator

***Affiliations***

**Affil Type Desc:** Secondary Emergency Contact
**Entity Name:** Paul Chrisman
**Entity Title:** Regional Loss Prevention Manager
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (888) 287-7387

**Affil Type Desc:** Primary Emergency Contact
**Entity Name:** Susan Bruner
**Entity Title:** STORE MANAGER
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (888) 287-7387

**Affil Type Desc:** Legal Owner
**Entity Name:** PetSmart, Inc.
**Entity Title:**
**Address:** 19601 N. 27th Avenue
**City:** Phoenix
**State:** AZ
**Country:** United States
**Zip Code:** 85027
**Phone:** (623) 587-2912

**Affil Type Desc:** Identification Signer
**Entity Name:** Ken Dobias
**Entity Title:** Director of Environmental Affairs
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Operator
**Entity Name:** PetSmart, Inc.
**Entity Title:**
**Address:**

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (623) 580-6100

**Affil Type Desc:** Property Owner
**Entity Name:** Gilroy Crossing - CA
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:** United States
**Zip Code:**
**Phone:** (209) 474-9900

**Affil Type Desc:** CUPA District
**Entity Name:** Gilroy City Fire Department
**Entity Title:**
**Address:** 7351 Rosanna Street
**City:** Gilroy
**State:** CA
**Country:**
**Zip Code:** 95020-6141
**Phone:** (408) 846-0400

**Affil Type Desc:** Document Preparer
**Entity Name:** Ken Dobias
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Facility Mailing Address
**Entity Name:** Mailing Address
**Entity Title:**
**Address:** Contracted Services, 19601 N 27th Ave
**City:** Phoenix
**State:** AZ
**Country:**
**Zip Code:** 85027
**Phone:**

**Affil Type Desc:** Parent Corporation
**Entity Name:** Petsmart
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Environmental Contact
**Entity Name:** Ken Dobias
**Entity Title:**
**Address:** 3481 Plano Parkway
**City:** The Colony
**State:** TX
**Country:**
**Zip Code:** 75056
**Phone:** (972) 464-0004

| | | | | | | |
|---|---|---|---|---|---|---|
| 2 | 2 of 2 | WSW | 0.07 / 369.82 | 184.17 / 1 | PetSmart 0072<br>6755 Camino Arroyo Bldg 5 | GILROY CUPA |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| | | | | | Gilroy CA 95020 | |

| | | | |
|---|---|---|---|
| **CERS ID:** | 10648675 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | No | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 3 | 1 of 2 | WSW | 0.07 / 373.29 | 184.51 / 1 | Kohl's Department Stores - Store #737<br>6765 CAMINO ARROYO<br>GILROY CA 95020 | CERS HAZ |

| | |
|---|---|
| **Site ID:** | 274514 |
| **Latitude:** | 37.000900 |
| **Longitude:** | -121.550987 |

***Regulated Programs***

| | | | |
|---|---|---|---|
| **EI ID:** | 10618552 | **EI Description:** | Hazardous Waste Generator |

***Affiliations***

| | |
|---|---|
| **Affil Type Desc:** | Parent Corporation |
| **Entity Name:** | Kohl's Department Stores |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Operator |
| **Entity Name:** | Kohl's Department Stores - Store #737 |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | (262) 703-7019 |

| | |
|---|---|
| **Affil Type Desc:** | Document Preparer |
| **Entity Name:** | Scott Smith - Kohls |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Legal Owner |
| **Entity Name:** | Kohl's Department Stores |
| **Entity Title:** | |
| **Address:** | P.O. Box 3155 |
| **City:** | Milwaukee |

***State:*** WI
***Country:*** United States
***Zip Code:*** 53201
***Phone:*** (262) 703-7019

***Affil Type Desc:*** Primary Emergency Contact
***Entity Name:*** Bertha Villa
***Entity Title:*** Store Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (866) 907-0048

***Affil Type Desc:*** Secondary Emergency Contact
***Entity Name:*** Operations Manager
***Entity Title:*** Operations Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (866) 907-0048

***Affil Type Desc:*** CUPA District
***Entity Name:*** Gilroy City Fire Department
***Entity Title:***
***Address:*** 7351 Rosanna Street
***City:*** Gilroy
***State:*** CA
***Country:***
***Zip Code:*** 95020-6141
***Phone:*** (408) 846-0400

***Affil Type Desc:*** Facility Mailing Address
***Entity Name:*** Mailing Address
***Entity Title:***
***Address:*** P.O. Box 3155
***City:*** Milwaukee
***State:*** WI
***Country:***
***Zip Code:*** 53201
***Phone:***

***Affil Type Desc:*** Identification Signer
***Entity Name:*** Ryan Piedot
***Entity Title:*** Manager of Environmental Compliance
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Environmental Contact
***Entity Name:*** Ryan Piedot
***Entity Title:***
***Address:*** P.O. Box 3155
***City:*** Milwaukee
***State:*** WI
***Country:***
***Zip Code:*** 53201
***Phone:*** (262) 703-7019

***Coordinates***

***Env Int Type Code:*** HWG ***Longitude:*** -121.551050

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Program ID:** 10618552
**Latitude:** 37.000900
**Coord Name:**
**Ref Point Type Desc:** Center of a facility or station.

---

**3** | **2 of 2** | **WSW** | **0.07 / 373.29** | **184.51 / 1** | **Kohl's Department Stores - Store #737**
**6765 Camino Arroyo**
**Gilroy CA 95020**
**GILROY CUPA**

**CERS ID:** 10618552
**Facility ID:** 5842
**HM on Site:** No
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Not Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

---

**4** | **1 of 2** | **SSW** | **0.08 / 417.58** | **185.69 / 2** | **Bed, Bath and Beyond #608**
**6725 CAMINO ARROYO**
**GILROY CA 95020**
**CERS HAZ**

**Site ID:** 97977
**Latitude:** 37.000267
**Longitude:** -121.552719

***Regulated Programs***

**EI ID:** 10169697
**EI Description:** Hazardous Waste Generator

***Affiliations***

**Affil Type Desc:** CUPA District
**Entity Name:** Gilroy City Fire Department
**Entity Title:**
**Address:** 7351 Rosanna Street
**City:** Gilroy
**State:** CA
**Country:**
**Zip Code:** 95020-6141
**Phone:** (408) 846-0400

**Affil Type Desc:** Facility Mailing Address
**Entity Name:** Mailing Address
**Entity Title:**
**Address:** 5151 San Felipe St, Suite 1000
**City:** Houston
**State:** TX
**Country:**
**Zip Code:** 77056
**Phone:**

**Affil Type Desc:** Environmental Contact
**Entity Name:** ASHLEY CAMPBELL
**Entity Title:**
**Address:** 5151 San Felipe St, Suite 1000
**City:** Houston
**State:** TX
**Country:**
**Zip Code:** 77056
**Phone:** (713) 985-5472

***Affil Type Desc:*** Identification Signer
***Entity Name:*** Ashley Campbell
***Entity Title:*** Authorized Representative
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Legal Owner
***Entity Name:*** Bed, Bath and Beyond, Inc.
***Entity Title:***
***Address:*** 650 Liberty Ave
***City:*** Union
***State:*** NJ
***Country:*** United States
***Zip Code:*** 07083
***Phone:*** (908) 688-0888

***Affil Type Desc:*** Secondary Emergency Contact
***Entity Name:*** Scott Simon
***Entity Title:*** Regional Director Loss Prevention
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (310) 384-6799

***Affil Type Desc:*** Document Preparer
***Entity Name:*** ASHLEY CAMPBELL
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Parent Corporation
***Entity Name:*** Bed, Bath and Beyond
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Operator
***Entity Name:*** Bed, Bath and Beyond, Inc.
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (908) 688-0888

***Affil Type Desc:*** Primary Emergency Contact
***Entity Name:*** Store Manager
***Entity Title:*** Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (310) 384-6799

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 4 | 2 of 2 | SSW | 0.08 / 417.58 | 185.69 / 2 | Bed, Bath and Beyond #608<br>6725 Camino Arroyo<br>Gilroy CA 95020 | GILROY CUPA |

| | | | |
|---|---|---|---|
| **CERS ID:** | 10169697 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | 5410 | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | No | **Inv Rpt Req:** | Not Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 5 | 1 of 2 | SSW | 0.09 / 473.04 | 184.77 / 2 | Ross Dress For Less #0740<br>6715 CAMINO ARROYO<br>GILROY CA 95020 | CERS HAZ |

| | |
|---|---|
| **Site ID:** | 62973 |
| **Latitude:** | 37.000267 |
| **Longitude:** | -121.552719 |

***Regulated Programs***

| | | | |
|---|---|---|---|
| **EI ID:** | 10509088 | **EI Description:** | Chemical Storage Facilities |
| **EI ID:** | 10509088 | **EI Description:** | Hazardous Waste Generator |

***Affiliations***

| | |
|---|---|
| **Affil Type Desc:** | Document Preparer |
| **Entity Name:** | ASHLEY CAMPBELL |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Operator |
| **Entity Name:** | Ross Dress For Less Inc. |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | (925) 965-4831 |

| | |
|---|---|
| **Affil Type Desc:** | Identification Signer |
| **Entity Name:** | Ashley Campbell |
| **Entity Title:** | ENVIRONMENTAL COMPLIANCE SPECIALIST |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Parent Corporation |

| | |
|---|---|
| ***Entity Name:*** | Ross Stores, Inc. |
| ***Entity Title:*** | |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | |

| | |
|---|---|
| ***Affil Type Desc:*** | Facility Mailing Address |
| ***Entity Name:*** | Mailing Address |
| ***Entity Title:*** | |
| ***Address:*** | 5130 Hacienda Dr |
| ***City:*** | Dublin |
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 94568-7579 |
| ***Phone:*** | |

| | |
|---|---|
| ***Affil Type Desc:*** | CUPA District |
| ***Entity Name:*** | Gilroy City Fire Department |
| ***Entity Title:*** | |
| ***Address:*** | 7351 Rosanna Street |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 95020-6141 |
| ***Phone:*** | (408) 846-0400 |

| | |
|---|---|
| ***Affil Type Desc:*** | Legal Owner |
| ***Entity Name:*** | Ross Dress For Less Inc. |
| ***Entity Title:*** | |
| ***Address:*** | 5130 Hacienda Dr |
| ***City:*** | Dublin |
| ***State:*** | CA |
| ***Country:*** | United States |
| ***Zip Code:*** | 94568-7579 |
| ***Phone:*** | (925) 965-4831 |

| | |
|---|---|
| ***Affil Type Desc:*** | Primary Emergency Contact |
| ***Entity Name:*** | NANCY ALCANTARA |
| ***Entity Title:*** | STORE MANAGER |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (855) 257-7472 |

| | |
|---|---|
| ***Affil Type Desc:*** | Environmental Contact |
| ***Entity Name:*** | ASHLEY CAMPBELL |
| ***Entity Title:*** | |
| ***Address:*** | 5151 SAN FELIPE ST, SUITE 1000 |
| ***City:*** | HOUSTON |
| ***State:*** | TX |
| ***Country:*** | |
| ***Zip Code:*** | 77056 |
| ***Phone:*** | (713) 985-5472 |

| | |
|---|---|
| ***Affil Type Desc:*** | Secondary Emergency Contact |
| ***Entity Name:*** | Brad Wieland |
| ***Entity Title:*** | District Manager |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (855) 257-7472 |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Coordinates**

| | | | |
|---|---|---|---|
| **Env Int Type Code:** | HWG | **Longitude:** | -121.552720 |
| **Program ID:** | 10509088 | **Coord Name:** | |
| **Latitude:** | 37.000310 | **Ref Point Type Desc:** | Center of a facility or station. |

---

**5** | **2 of 2** | **SSW** | **0.09 / 473.04** | **184.77 / 2** | **Ross Dress For Less #0740**
**6715 Camino Arroyo**
**Gilroy CA 95020** | **GILROY CUPA**

| | | | |
|---|---|---|---|
| **CERS ID:** | 10509088 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | 5405 | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | No | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

---

**6** | **1 of 2** | **WNW** | **0.10 / 551.29** | **186.86 / 4** | **SALLY BEAUTY SUPPLY**
**6815 CAMINO ARROYO STE 50**
**GILROY CA 95020** | **CERS HAZ**

| | |
|---|---|
| **Site ID:** | 367598 |
| **Latitude:** | 37.002400 |
| **Longitude:** | -121.550890 |

**Regulated Programs**

| | | | |
|---|---|---|---|
| **EI ID:** | 10666558 | **EI Description:** | Chemical Storage Facilities |
| **EI ID:** | 10666558 | **EI Description:** | Hazardous Waste Generator |

**Affiliations**

| | |
|---|---|
| **Affil Type Desc:** | Facility Mailing Address |
| **Entity Name:** | Mailing Address |
| **Entity Title:** | |
| **Address:** | 6815 CAMINO ARROYO #50 |
| **City:** | GILROY |
| **State:** | CA |
| **Country:** | |
| **Zip Code:** | 95020 |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Identification Signer |
| **Entity Name:** | Larry Burton |
| **Entity Title:** | Director, Temarry Recycling, Inc |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | CUPA District |
| **Entity Name:** | Gilroy City Fire Department |
| **Entity Title:** | |
| **Address:** | 7351 Rosanna Street |
| **City:** | Gilroy |

| | |
|---|---|
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 95020-6141 |
| ***Phone:*** | (408) 846-0400 |
| | |
| ***Affil Type Desc:*** | Environmental Contact |
| ***Entity Name:*** | Randy Goss |
| ***Entity Title:*** | |
| ***Address:*** | 3001 COLORADO BLVD |
| ***City:*** | DENTON |
| ***State:*** | TX |
| ***Country:*** | |
| ***Zip Code:*** | 76210 |
| ***Phone:*** | (940) 898-7500 |
| | |
| ***Affil Type Desc:*** | Primary Emergency Contact |
| ***Entity Name:*** | Randy Goss |
| ***Entity Title:*** | Health and Safety Manager |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (940) 898-7500 |
| | |
| ***Affil Type Desc:*** | Legal Owner |
| ***Entity Name:*** | Sally Beauty Holding LLC |
| ***Entity Title:*** | |
| ***Address:*** | 3001 COLORADO BLVD |
| ***City:*** | DENTON |
| ***State:*** | TX |
| ***Country:*** | United States |
| ***Zip Code:*** | 76210 |
| ***Phone:*** | (940) 898-7500 |
| | |
| ***Affil Type Desc:*** | Secondary Emergency Contact |
| ***Entity Name:*** | David Epstein |
| ***Entity Title:*** | National Project Manager |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (609) 381-1218 |
| | |
| ***Affil Type Desc:*** | Document Preparer |
| ***Entity Name:*** | Larry Burton |
| ***Entity Title:*** | |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | |
| | |
| ***Affil Type Desc:*** | Operator |
| ***Entity Name:*** | Sally Beauty Holding LLC |
| ***Entity Title:*** | |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (940) 898-7500 |
| | |
| ***Affil Type Desc:*** | Parent Corporation |
| ***Entity Name:*** | Sally Beauty Holding LLC |
| ***Entity Title:*** | |
| ***Address:*** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

---

**6** | **2 of 2** | **WNW** | **0.10 / 551.29** | **186.86 / 4** | **SALLY BEAUTY SUPPLY**
**6815 Camino Arroyo Ste 50**
**Gilroy CA 95020**

**GILROY CUPA**

| | | | |
|---|---|---|---|
| **CERS ID:** | 10666558 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | Yes | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

---

**7** | **1 of 3** | **NE** | **0.11 / 586.61** | **182.48 / -1** | **Flowstar, Inc.**
**6800 SILACCI WAY**
**GILROY CA 95020**

**CERS HAZ**

**Site ID:** 30680
**Latitude:** 37.002290
**Longitude:** -121.547450

***Regulated Programs***

| | | | |
|---|---|---|---|
| **EI ID:** | 10073965 | **EI Description:** | Chemical Storage Facilities |
| **EI ID:** | 10073965 | **EI Description:** | Hazardous Waste Generator |

***Affiliations***

**Affil Type Desc:** Parent Corporation
**Entity Name:** Flowstar, Inc.
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Document Preparer
**Entity Name:** DEBBIE CURRIER
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** CUPA District
**Entity Name:** Gilroy City Fire Department
**Entity Title:**
**Address:** 7351 Rosanna Street
**City:** Gilroy
**State:** CA

**Country:**
**Zip Code:** 95020-6141
**Phone:** (408) 846-0400

**Affil Type Desc:** Facility Mailing Address
**Entity Name:** Mailing Address
**Entity Title:**
**Address:** 6800 SILACCI WAY
**City:** GILROY
**State:** CA
**Country:**
**Zip Code:** 95020
**Phone:**

**Affil Type Desc:** Identification Signer
**Entity Name:** DEBBIE CURRIER
**Entity Title:** PRESIDENT
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Property Owner
**Entity Name:** DEBBIE & JIM CURRIER
**Entity Title:**
**Address:** 6800 SILACCI WAY
**City:** GILROY
**State:** CA
**Country:** United States
**Zip Code:** 95020
**Phone:** (408) 842-2400

**Affil Type Desc:** Secondary Emergency Contact
**Entity Name:** Mike Bennett
**Entity Title:** Production Manager
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (408) 593-2830

**Affil Type Desc:** Legal Owner
**Entity Name:** Debbie Currier
**Entity Title:**
**Address:** 6800 SILACCI WAY
**City:** Gilroy
**State:** CA
**Country:** United States
**Zip Code:** 95020
**Phone:** (408) 842-3523

**Affil Type Desc:** Operator
**Entity Name:** Debbie Currier
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (408) 842-2400

**Affil Type Desc:** Primary Emergency Contact
**Entity Name:** Debbie Carrier
**Entity Title:** Owner
**Address:**
**City:**

***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 842-3523

***Affil Type Desc:*** Environmental Contact
***Entity Name:*** Mike Bennett
***Entity Title:***
***Address:*** 6800 Silacci Way
***City:*** Gilroy
***State:*** CA
***Country:***
***Zip Code:*** 95020
***Phone:*** (408) 842-2400

***Coordinates***

***Env Int Type Code:*** HWG
***Program ID:*** 10073965
***Latitude:*** 37.002686
***Longitude:*** -121.547440
***Coord Name:***
***Ref Point Type Desc:*** Unknown

***Evaluations***

***Eval Date:*** 10/27/2017
***Violations Found:*** Yes
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HW
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 11/30/2015
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 10/27/2017
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 11/30/2015
***Violations Found:*** Yes
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HW
***Eval Source:*** CERS
***Eval Notes:***

CESQG

***Violations***

***Violation Date:*** 10/27/2017
***Violation Division:*** Gilroy City Fire Department
***Citation:*** 22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11
***Violation Program:***

HW

***Violation Source:***

CERS

***Violation Notes:***

Returned to compliance on 01/05/2018. Acid wipes are not disposed as hazardous waste. Start collecting acid wipes as hazardous waste.

***Violation Description:***

Failure to determine if wastes generated are hazardous waste by using generator knowledge or applying testing method.

***Violations***

***Violation Date:*** 10/27/2017
***Violation Division:*** Gilroy City Fire Department
***Citation:*** 40 CFR 1 265.174 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.174
***Violation Program:***

HW

***Violation Source:***

CERS

***Violation Notes:***

Returned to compliance on 01/05/2018. failed to perform self weekly inspection at hazardous waste storage area. Left copy of UNIDOCS weekly inspection form.

***Violation Description:***

Failure to inspect hazardous waste storage areas at least weekly and look for leaking and deteriorating containers.

***Violations***

***Violation Date:*** 11/30/2015
***Violation Division:*** Gilroy City Fire Department
***Citation:*** 40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173
***Violation Program:***

HW

***Violation Source:***

CERS

***Violation Notes:***

Returned to compliance on 11/30/2015. No lid on hazardous waste container. Operator replaced lid immediately.

***Violation Description:***

Failure to properly close hazardous waste containers when not in active use.

***Violations***

***Violation Date:*** 10/27/2017
***Violation Division:*** Gilroy City Fire Department
***Citation:*** 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
***Violation Program:***

HW

***Violation Source:***

CERS

***Violation Notes:***

Returned to compliance on 10/27/2017. Failed to put waste chemical constituents in hazardous waste label. Corrected during inspection.

***Violation Description:***

Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.

---

| 7 | 2 of 3 | NE | 0.11 / 586.61 | 182.48 / -1 | Flowstar, Inc.<br>6800 Silacci Way<br>Gilroy CA 95020 | GILROY CUPA |
|---|---|---|---|---|---|---|

| | | | |
|---|---|---|---|
| ***CERS ID:*** | 10073965 | ***RCRA Lrg Qnty Gen:*** | No |
| ***Facility ID:*** | 1068 | ***Fac Info Rpt Req:*** | Applicable |
| ***HM on Site:*** | Yes | ***Inv Rpt Req:*** | Applicable |
| ***CALARP Reg Subst:*** | No | ***UST Rpt Req:*** | Not Applicable |
| ***Own/Op UST:*** | No | ***RMR Rpt Req:*** | Not Applicable |
| ***Own/Op PST:*** | No | ***APSA Rpt Req:*** | Not Applicable |
| ***HW Generator:*** | Yes | ***CALARP Rpt Req:*** | Not Applicable |
| ***Recycle:*** | No | ***Hw Treat Rpt Req:*** | Not Applicable |
| ***On Site HW Trtmnt:*** | No | ***CALARP Reg Code:*** | |
| ***Consolid Rpt Req:*** | | ***ER training Rpt Req:*** | |
| ***Tank Close Rpt Req:*** | | | |

---

| 7 | 3 of 3 | NE | 0.11 / 586.61 | 182.48 / -1 | FLOWSTAR<br>6800 SILACCI WAY<br>GILROY CA 95020 | EMISSIONS |
|---|---|---|---|---|---|---|

***1995 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | 1.1 |
| ***CO:*** | 43 | ***ROGT:*** | .92692 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***1995 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***1996 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | 1.3 |
| ***CO:*** | 43 | ***ROGT:*** | 1.11038 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***1996 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***1997 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | 1.3 |
| ***CO:*** | 43 | ***ROGT:*** | 1.11038 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***1997 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***1998 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | 1.1 |
| ***CO:*** | 43 | ***ROGT:*** | .9808 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***1998 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |

***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***CERR Code:***

***1999 Criteria Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** 1.797
***ROGT:*** 1.2553842
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***1999 Toxic Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***

***2000 Criteria Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** 1.797
***ROGT:*** 1.26
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2000 Toxic Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***

***2001 Criteria Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** .58
***ROGT:*** 0
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2001 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2002 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .473 |
| ***CO:*** | 43 | ***ROGT:*** | 0 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2002 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2003 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .473 |
| ***CO:*** | 43 | ***ROGT:*** | .32 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2003 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2004 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |

| | | | |
|---|---|---|---|
| **Facility SIC Code:** | 3674 | **TOGT:** | .473 |
| **CO:** | 43 | **ROGT:** | .3304378 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2004 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **COID:** | SCL |
| **Facility SIC Code:** | 3674 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2005 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **CERR Code:** | |
| **Facility SIC Code:** | 3674 | **TOGT:** | .473 |
| **CO:** | 43 | **ROGT:** | .3304378 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2005 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **COID:** | SCL |
| **Facility SIC Code:** | 3674 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2006 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **CERR Code:** | |
| **Facility SIC Code:** | 3674 | **TOGT:** | .636 |
| **CO:** | 43 | **ROGT:** | 0 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2006 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **COID:** | SCL |
| **Facility SIC Code:** | 3674 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |

***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***

***2007 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .636 |
| ***CO:*** | 43 | ***ROGT:*** | .4443096 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2007 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2008 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .636 |
| ***CO:*** | 43 | ***ROGT:*** | .4443096 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2008 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2009 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .636 |
| ***CO:*** | 43 | ***ROGT:*** | 0 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2009 Toxic Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2010 Toxic Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2011 Criteria Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**
**TOGT:** .616
**ROGT:** 0
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***2011 Toxic Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2012 Criteria Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**
**TOGT:** .616
**ROGT:** 0
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***2012 Toxic Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***

***2013 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .616 |
| ***CO:*** | 43 | ***ROGT:*** | 0 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2013 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2014 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .294499529 |
| ***CO:*** | 43 | ***ROGT:*** | |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2014 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2015 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .294499546 |
| ***CO:*** | 43 | ***ROGT:*** | .294499546 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***2015 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2016 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR CODE:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .294499529 |
| ***CO:*** | 43 | ***ROGT:*** | 0 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2016 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***TS:*** | |
| ***Facility SIC Code:*** | 3674 | ***HRA:*** | |
| ***CERR CODE:*** | | ***CH Index:*** | |
| ***COID:*** | SCL | ***AH Index:*** | |
| ***CO:*** | 43 | ***Air Basin:*** | SF |
| ***DISN:*** | BAY AREA AQMD | ***District:*** | BA |
| ***CHAPIS:*** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 8 | *1 of 2* | *NW* | *0.12 / 627.57* | *185.67 / 2* | ***Chipotle Mexican Grill #2137***<br>***6955 CAMINO ARROYO STE 70***<br>***GILROY CA 95020*** | ***CERS HAZ*** |

| | |
|---|---|
| ***Site ID:*** | 18788 |
| ***Latitude:*** | 37.002340 |
| ***Longitude:*** | -121.552800 |

***Regulated Programs***

| | | | |
|---|---|---|---|
| ***EI ID:*** | 10507234 | ***EI Description:*** | Chemical Storage Facilities |

***Affiliations***

| | |
|---|---|
| ***Affil Type Desc:*** | Environmental Contact |
| ***Entity Name:*** | Kim Oganesyan |
| ***Entity Title:*** | |
| ***Address:*** | 1401 Wynkoop St., Suite 500 |
| ***City:*** | Denver |
| ***State:*** | CO |
| ***Country:*** | |
| ***Zip Code:*** | 80202 |
| ***Phone:*** | (303) 222-2524 |

| | |
|---|---|
| ***Affil Type Desc:*** | CUPA District |
| ***Entity Name:*** | Gilroy City Fire Department |
| ***Entity Title:*** | |
| ***Address:*** | 7351 Rosanna Street |
| ***City:*** | Gilroy |
| ***State:*** | CA |

***Country:***
***Zip Code:*** 95020-6141
***Phone:*** (408) 846-0400

***Affil Type Desc:*** Secondary Emergency Contact
***Entity Name:*** MIke Nuesca
***Entity Title:*** Facilities Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (310) 873-8071

***Affil Type Desc:*** Document Preparer
***Entity Name:*** Sam Smith
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Identification Signer
***Entity Name:*** Sam Smith
***Entity Title:*** Facilities Coordinator
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Parent Corporation
***Entity Name:*** Chipotle Mexican Grill
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Primary Emergency Contact
***Entity Name:*** Whitney Rodriguez
***Entity Title:*** General Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 988-0618

***Affil Type Desc:*** Facility Mailing Address
***Entity Name:*** Mailing Address
***Entity Title:***
***Address:*** 1401 Wynkoop St., Suite 500
***City:*** Denver
***State:*** CO
***Country:***
***Zip Code:*** 80202
***Phone:***

***Affil Type Desc:*** Operator
***Entity Name:*** Chipotle Mexican Grill #2137
***Entity Title:***
***Address:***
***City:***

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 848-4079

***Affil Type Desc:*** Legal Owner
***Entity Name:*** Chipotle Mexican Grill, Inc.
***Entity Title:***
***Address:*** 1401 Wynkoop St., Suite 500
***City:*** Denver
***State:*** CO
***Country:*** United States
***Zip Code:*** 80202
***Phone:*** (303) 595-4000

***Evaluations***

***Eval Date:*** 6/22/2017
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

CO2 for soda dispensing

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 8 | 2 of 2 | NW | 0.12 / 627.57 | 185.67 / 2 | Chipotle Mexican Grill #2137<br>6955 Camino Arroyo Ste 70<br>Gilroy CA 95020 | GILROY CUPA |

***CERS ID:*** 10507234
***Facility ID:*** 12932
***HM on Site:*** Yes
***CALARP Reg Subst:*** No
***Own/Op UST:*** No
***Own/Op PST:*** No
***HW Generator:*** No
***Recycle:*** No
***On Site HW Trtmnt:*** No
***Consolid Rpt Req:***
***Tank Close Rpt Req:***

***RCRA Lrg Qnty Gen:*** No
***Fac Info Rpt Req:*** Applicable
***Inv Rpt Req:*** Applicable
***UST Rpt Req:*** Not Applicable
***RMR Rpt Req:*** Not Applicable
***APSA Rpt Req:*** Not Applicable
***CALARP Rpt Req:*** Not Applicable
***Hw Treat Rpt Req:*** Not Applicable
***CALARP Reg Code:***
***ER training Rpt Req:***

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 9 | 1 of 1 | NW | 0.15 / 776.23 | 184.21 / 1 | Leslie's Swimming Pool Supplies #505<br>6915 Camino Arroyo, Suite 10<br>Gilroy CA 95020 | GILROY CUPA |

***CERS ID:*** 10156991
***Facility ID:*** 5647
***HM on Site:*** Yes
***CALARP Reg Subst:*** No
***Own/Op UST:*** No
***Own/Op PST:*** No
***HW Generator:*** No
***Recycle:*** No
***On Site HW Trtmnt:*** No
***Consolid Rpt Req:***
***Tank Close Rpt Req:***

***RCRA Lrg Qnty Gen:*** No
***Fac Info Rpt Req:*** Applicable
***Inv Rpt Req:*** Applicable
***UST Rpt Req:*** Not Applicable
***RMR Rpt Req:*** Not Applicable
***APSA Rpt Req:*** Not Applicable
***CALARP Rpt Req:*** Not Applicable
***Hw Treat Rpt Req:*** Not Applicable
***CALARP Reg Code:***
***ER training Rpt Req:***

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 10 | 1 of 2 | ESE | 0.15 / 780.44 | 178.01 / -5 | CINTAS CORPORATION<br>904 HOLLOWAY RD<br>GILROY CA 95020 | SANTACLARA CUPA |

**Facility ID:** FA0201427

**--Details--**
**Program Element:** 2201
**Description:** GENERATES WASTE OIL ONLY
**Record ID:** PR0315264

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 10 | 2 of 2 | ESE | 0.15 / 780.44 | 178.01 / -5 | Cintas Corporation #630<br>904 Holloway Rd<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10073893
**Facility ID:** 2071
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 11 | 1 of 2 | E | 0.16 / 824.48 | 179.31 / -4 | Creative Labels, Inc.<br>6670 Silacci Way<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10073911
**Facility ID:** 2286
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 11 | 2 of 2 | E | 0.16 / 824.48 | 179.31 / -4 | CREATIVE LABELS INC<br>6670 SILACCI WAY<br>GILROY CA 95020 | EMISSIONS |

***1997 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**

**CERR Code:**
**TOGT:** 1.2
**ROGT:** 1.2
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***1997 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***1998 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**
**TOGT:** .3
**ROGT:** .3
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***1998 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***1999 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**
**TOGT:** .254
**ROGT:** .254
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***1999 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2000 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**CERR Code:**
**TOGT:** .254
**ROGT:** .25
**COT:**

| | | | |
|---|---|---|---|
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2000 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **COID:** | SCL |
| **Facility SIC Code:** | 2759 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2002 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **CERR Code:** | |
| **Facility SIC Code:** | 2759 | **TOGT:** | .659 |
| **CO:** | 43 | **ROGT:** | .659 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2002 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **COID:** | SCL |
| **Facility SIC Code:** | 2759 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2003 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **CERR Code:** | |
| **Facility SIC Code:** | 2759 | **TOGT:** | .659 |
| **CO:** | 43 | **ROGT:** | .66 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2003 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **COID:** | SCL |
| **Facility SIC Code:** | 2759 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2004 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | .659 |
| ***CO:*** | 43 | ***ROGT:*** | .659 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2004 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2005 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | .846 |
| ***CO:*** | 43 | ***ROGT:*** | .846 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2005 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2006 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | .846 |
| ***CO:*** | 43 | ***ROGT:*** | .846 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2006 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |

***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***CERR Code:***

***2007 Criteria Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** .846
***ROGT:*** .846
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2007 Toxic Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***

***2008 Criteria Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** .846
***ROGT:*** .846
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2008 Toxic Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***

***2009 Criteria Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** 1.16
***ROGT:*** 1.16
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2009 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2010 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2011 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 1.201 |
| ***CO:*** | 43 | ***ROGT:*** | 1.201 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2011 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2012 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 1.201 |
| ***CO:*** | 43 | ***ROGT:*** | 1.201 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2012 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |

| | | | |
|---|---|---|---|
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2013 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 1.13 |
| ***CO:*** | 43 | ***ROGT:*** | 1.13 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2013 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2014 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 1.351271411 |
| ***CO:*** | 43 | ***ROGT:*** | |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2014 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2015 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 10.3870504 |
| ***CO:*** | 43 | ***ROGT:*** | 10.3870504 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**DISN:** BAY AREA AQMD
**CHAPIS:**
**PMT:**
**PM10T:**

***2015 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2016 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR CODE:**
**TOGT:** 10.704002452
**ROGT:** 10.704002452
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***2016 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CERR CODE:**
**COID:** SCL
**CO:** 43
**DISN:** BAY AREA AQMD
**CHAPIS:**
**TS:**
**HRA:**
**CH Index:**
**AH Index:**
**Air Basin:** SF
**District:** BA

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| | | | | | | |
|---|---|---|---|---|---|---|
| 12 | 1 of 2 | NW | 0.16 / 845.24 | 186.78 / 4 | Roadhouse Jacks<br>6945 Camino Arroyo<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10630354
**Facility ID:** 12961
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** No
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**
**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Not Applicable
**Inv Rpt Req:** Not Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

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| | | | | | | |
|---|---|---|---|---|---|---|
| 12 | 2 of 2 | NW | 0.16 / 845.24 | 186.78 / 4 | Roadhouse Jacks<br>6945 Camino Arroyo<br>Gilroy CA 95020 | DELISTED COUNTY |

**Original Source Facility ID:** 10630354
**Original Source Name:** Gilroy City CUPA Facilities List
**Record Date:** 17-JUL-2015

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 13 | 1 of 1 | NW | 0.19 / 989.17 | 187.24 / 4 | Shell<br>850 Pacheco Pass Hwy<br>Gilroy CA 95020 | LUST |

**Global ID:** T0608502195
**Case Type:** LUST Cleanup Site
**Status:** Completed - Case Closed
**Status Date:** 2001-01-09 00:00:00
**RB Case No:** 596
**LOC Case No:**
**Lead Agency:** SANTA CLARA COUNTY LOP
**Case Worker:** UST
**Local Agency:** SANTA CLARA COUNTY LOP
**Potential Media Of Concern:** Gasoline
**Potential Media Affected:** Other Groundwater (uses other than drinking water)
**How Discovered Description:**
**Stop Description:**
**Cal Water Watershed Name:** Pajaro River - South Santa Clara Valley (305.30)
**DWR Groundwater Subbasin Name:** Gilroy-Hollister Valley - Llagas Area (3-003.01)
**Site History:**

**CUF Case:** YES
**Begin Date:** 1986-12-09 00:00:00
**How Discovered:**
**Stop Method:**
**County:** Santa Clara
**Latitude:** 37.0034637
**Longitude:** -121.551918
**File Location:** All Files are on GeoTracker or in the Local Agency Database

***Status History***

| | | | |
|---|---|---|---|
| **Status:** | Open - Remediation | **Status Date:** | 1986-12-09 00:00:00 |
| **Status:** | Completed - Case Closed | **Status Date:** | 2001-01-09 00:00:00 |
| **Status:** | Open - Case Begin Date | **Status Date:** | 1986-12-09 00:00:00 |
| **Status:** | Open - Site Assessment | **Status Date:** | 1986-12-09 00:00:00 |

***Activities***

**Action Type:** RESPONSE
**Action:** Remedial Progress Report
**Date:** 1996-10-15 00:00:00

**Action Type:** REMEDIATION
**Action:** Other (Use Description Field)
**Date:** 1986-12-09 00:00:00

**Action Type:** ENFORCEMENT
**Action:** Staff Letter - #17888
**Date:** 1998-02-02 00:00:00

**Action Type:** RESPONSE
**Action:** Monitoring Report - Quarterly
**Date:** 1996-07-15 00:00:00

**Action Type:** RESPONSE
**Action:** Remedial Progress Report
**Date:** 1996-04-15 00:00:00

**Action Type:** ENFORCEMENT
**Action:** Staff Letter - #17874
**Date:** 1995-11-04 00:00:00

**Action Type:** RESPONSE
**Action:** Monitoring Report - Quarterly
**Date:** 1997-04-15 00:00:00

**Action Type:** RESPONSE
**Action:** Monitoring Report - Quarterly
**Date:** 1997-01-15 00:00:00

***Action Type:*** ENFORCEMENT
***Action:*** Staff Letter - #17876
***Date:*** 1996-02-09 00:00:00

***Action Type:*** REMEDIATION
***Action:*** Pump & Treat (P&T) Groundwater
***Date:*** 1986-12-09 00:00:00

***Action Type:*** RESPONSE
***Action:*** Monitoring Report - Quarterly
***Date:*** 1998-04-15 00:00:00

***Action Type:*** Other
***Action:*** Leak Reported
***Date:*** 1987-03-09 00:00:00

***Action Type:*** ENFORCEMENT
***Action:*** Notice of Responsibility - #39243
***Date:*** 1988-01-11 00:00:00

***Action Type:*** RESPONSE
***Action:*** Monitoring Report - Quarterly
***Date:*** 1996-01-15 00:00:00

***Contacts***

***Contact Type:*** Local Agency Caseworker
***Contact Name:*** UST CASE WORKER
***Organization Name:*** SANTA CLARA COUNTY LOP
***Address:*** 1555 Berger Drive, Suite 300
***City:*** SAN JOSE
***Email:***
***Phone No:*** 4089183400

***Contact Type:*** Regional Board Caseworker
***Contact Name:*** RB3 STAFF
***Organization Name:*** CENTRAL COAST RWQCB (REGION 3)
***Address:*** 895 AEROVISTA PL, SUITE 101
***City:*** SAN LUIS OBISPO
***Email:*** centralcoast@waterboards.ca.gov
***Phone No:*** 8055493147

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**14** | ***1 of 1*** | ***NW*** | ***0.19 / 1,007.77*** | ***188.01 / 5*** | ***Shell***
***850 Pacheco Pass Hwy***
***Gilroy CA 95020*** | ***LUST***

***Global ID:*** T0608591842
***Case Type:*** LUST Cleanup Site
***Status:*** Completed - Case Closed
***Status Date:*** 2001-01-09 00:00:00
***RB Case No:***
***LOC Case No:***
***Lead Agency:*** SANTA CLARA COUNTY LOP
***Case Worker:***
***Local Agency:***
***CUF Case:*** NO
***Begin Date:*** 1986-12-09 00:00:00
***How Discovered:***
***Stop Method:***
***County:*** Santa Clara
***Latitude:*** 37.003789
***Longitude:*** -121.551572
***File Location:***
***Potential Media Of Concern:*** Gasoline
***Potential Media Affected:***
***How Discovered Description:***
***Stop Description:***
***Cal Water Watershed Name:*** Pajaro River - South Santa Clara Valley (305.30)
***DWR Groundwater Subbasin Name:*** Gilroy-Hollister Valley - Llagas Area (3-003.01)
***Site History:***

***Status History***

***Status:*** Completed - Case Closed
***Status Date:*** 2001-01-09 00:00:00

***Status:*** Open - Remediation
***Status Date:*** 1986-12-09 00:00:00

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Status:** Open - Site Assessment **Status Date:** 1986-12-09 00:00:00

**Status:** Open - Case Begin Date **Status Date:** 1986-12-09 00:00:00

***Activities***

**Action Type:** RESPONSE
**Action:** Monitoring Report - Quarterly
**Date:** 2004-04-20 00:00:00

**Action Type:** Other
**Action:** Leak Reported
**Date:** 1965-01-02 00:00:00

**Action Type:** RESPONSE
**Action:** Correspondence
**Date:** 2004-04-29 00:00:00

**Action Type:** REMEDIATION
**Action:** Pump & Treat (P&T) Groundwater
**Date:** 1986-12-09 00:00:00

**Action Type:** REMEDIATION
**Action:** Other (Use Description Field)
**Date:** 1986-12-09 00:00:00

**Action Type:** RESPONSE
**Action:** Well Destruction Report
**Date:** 2004-10-20 00:00:00

**Action Type:** ENFORCEMENT
**Action:** Closure/No Further Action Letter
**Date:** 2001-01-09 00:00:00

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 15 | 1 of 1 | NNW | 0.19 / 1,023.27 | 185.88 / 3 | Gilroy Shell<br>850 Pacheco Pass Hwy<br>Gilroy CA 95020 | UST |

**Facility ID:** 895 **Latitude:** 37.00407
**Permitting Agency:** Gilroy City Fire Department **Longitude:** -121.551142
**County:** Santa Clara

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 1 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | Gilroy Shell<br>850 PACHECO PASS HWY<br>GILROY CA 95020 | CERS TANK |

**Site ID:** 33257
**Latitude:** 37.004070
**Longitude:** -121.551140

***Regulated Programs***

**EI ID:** 10074328
**EI Description:** Underground Storage Tank

**EI ID:** 10074328
**EI Description:** Hazardous Waste Generator

**EI ID:** 10074328
**EI Description:** Chemical Storage Facilities

***Affiliations***

| | |
|---|---|
| ***Affil Type Desc:*** | Facility Mailing Address |
| ***Entity Name:*** | Mailing Address |
| ***Entity Title:*** | |
| ***Address:*** | 850 Pacheco Pass Hwy |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 95020 |
| ***Phone:*** | |

| | |
|---|---|
| ***Affil Type Desc:*** | Legal Owner |
| ***Entity Name:*** | Trac N Vu |
| ***Entity Title:*** | |
| ***Address:*** | 850 Pacheco Pass Hwy |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | United States |
| ***Zip Code:*** | 95020 |
| ***Phone:*** | (408) 842-9583 |

| | |
|---|---|
| ***Affil Type Desc:*** | Secondary Emergency Contact |
| ***Entity Name:*** | Trac N Vu |
| ***Entity Title:*** | Owner |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (408) 506-0739 |

| | |
|---|---|
| ***Affil Type Desc:*** | UST Property Owner Name |
| ***Entity Name:*** | Trac N Vu |
| ***Entity Title:*** | |
| ***Address:*** | 850 Pacheco Pass Road |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | United States |
| ***Zip Code:*** | 95020 |
| ***Phone:*** | (408) 842-9583 |

| | |
|---|---|
| ***Affil Type Desc:*** | CUPA District |
| ***Entity Name:*** | Gilroy City Fire Department |
| ***Entity Title:*** | |
| ***Address:*** | 7351 Rosanna Street |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 95020-6141 |
| ***Phone:*** | (408) 846-0400 |

| | |
|---|---|
| ***Affil Type Desc:*** | UST Tank Owner |
| ***Entity Name:*** | Trac N Vu |
| ***Entity Title:*** | |
| ***Address:*** | 850 Pacheco Pass Road |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | United States |
| ***Zip Code:*** | 95020 |
| ***Phone:*** | (408) 842-9583 |

| | |
|---|---|
| ***Affil Type Desc:*** | Document Preparer |
| ***Entity Name:*** | Stantec Consulting Services Inc. |
| ***Entity Title:*** | |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | |

***Affil Type Desc:*** Environmental Contact
***Entity Name:*** Trac N Vu
***Entity Title:***
***Address:*** 850 Pacheco Pass Hwy
***City:*** Gilroy
***State:*** CA
***Country:***
***Zip Code:*** 95020
***Phone:*** (408) 842-9583

***Affil Type Desc:*** Identification Signer
***Entity Name:*** Trac N Vu
***Entity Title:*** Owner
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Property Owner
***Entity Name:*** Trac N Vu
***Entity Title:***
***Address:*** 850 Pacheco Pass Hwy
***City:*** Gilroy
***State:*** CA
***Country:*** United States
***Zip Code:*** 95020
***Phone:*** (408) 842-9583

***Affil Type Desc:*** UST Tank Operator
***Entity Name:*** Trac N Vu
***Entity Title:***
***Address:*** 850 Pacheco Pass Road
***City:*** Gilroy
***State:*** CA
***Country:*** United States
***Zip Code:*** 95020
***Phone:*** (408) 842-9583

***Affil Type Desc:*** Parent Corporation
***Entity Name:*** Gilroy Shell
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** UST Permit Applicant
***Entity Name:*** Trac N Vu
***Entity Title:*** Owner
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 842-9583

***Affil Type Desc:*** Operator
***Entity Name:*** Trac N Vu
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***

***Phone:*** (408) 847-9583

***Affil Type Desc:*** Primary Emergency Contact
***Entity Name:*** Teresa Vu
***Entity Title:*** Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 483-7272

***Coordinates***

***Env Int Type Code:*** HMBP
***Program ID:*** 10074328
***Latitude:*** 37.003780
***Longitude:*** -121.551521
***Coord Name:***
***Ref Point Type Desc:*** Unknown

***Evaluations***

***Eval Date:*** 1/18/2018
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 5/11/2017
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

SB 989 test

***Eval Date:*** 1/18/2018
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

Monitoring Systems Equipment Certification conducted. All passed inspection.

***Eval Date:*** 2/10/2015
***Violations Found:*** Yes
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

Need to increase letter sizing for sign above emergency shut-off.

***Eval Date:*** 5/11/2017

***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 6/14/2016
***Violations Found:*** No
***Eval General Type:*** Other/Unknown
***Eval Type:*** Other, not routine, done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

Inspection conducted after UST service company contacted CUPA that brine had leaked from the annular space into the primary UST. UST service company had taken failed UST out of service (i.e. disconnected electrical, capped product line, closed ball valve, locked out/tagged out). Clean fuel was being transferred to neighboring UST. Brine-contaminated fuel scheduled for pick-up by hazardous waste hauler. Owner/operator informed inspector that his architect and engineer had recently completed plans to be submitted for the removal of the existing UST system and for a new VPH UST system to be installed.

***Eval Date:*** 1/20/2016
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 2/10/2015
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 6/5/2014
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

All hazardous materials inside the USTs.

***Eval Date:*** 6/5/2014
***Violations Found:*** Yes
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

Secondary containment testing could not be completed due to deteriorated boots/fittings. Repair permit has been scheduled.

***Eval Date:*** 1/20/2016

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Violations Found:** No
**Eval General Type:** Compliance Evaluation Inspection
**Eval Type:** Routine done by local agency
**Eval Division:** Gilroy City Fire Department
**Eval Program:** HMRRP
**Eval Source:** CERS
**Eval Notes:**

***Violations***

**Violation Date:** 6/5/2014
**Violation Program:**
**Violation Division:** Gilroy City Fire Department
**Violation Source:**
**Citation:** 23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637
**Violation Notes:**

Returned to compliance on 08/13/2014. Secondary containment testing could not be completed due to deteriorated boots and fittings. Repair and testing completed 8/13/2014.

**Violation Description:**

Failure to comply with one or more of the following: conduct secondary containment testing, within six months of installation and every 36 months thereafter, conducted in accordance with proper practices, protocols, or test methods.

***Violations***

**Violation Date:** 2/10/2015
**Violation Program:**
**Violation Division:** Gilroy City Fire Department
**Violation Source:**
**Citation:** HSC 6.95 Multiple Sections - California Health and Safety Code, Chapter 6.95, Section(s) Multiple Sections
**Violation Notes:**

Current sign has very small lettering for emergency shut off. Increase letter sizing to 4" size with contrasting background to be approved by inspector.

**Violation Description:**

Business Plan Program - Operations/Maintenance - General

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 2 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | Gilroy Shell<br>850 Pacheco Pass Hwy<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10074328
**Facility ID:** 895
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** Yes
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**
**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Applicable
**UST Rpt Req:** Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 3 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | VIEIRA SERVICES CO INC<br>850 PACHECO PASS ROAD<br>GILROY CA 95020 | HHSS |

**County:** Santa Clara
**Pdf File Url:** http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000208e0.pdf

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 4 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | VIEIRA SERVICE CO., INC<br>850 PACHECO PASS ROAD<br>GILROY CA | HIST TANK |

**Owner Name:** SHELL OIL COMPANY
**Owner Street:** P.O. BOX 4848
**Owner City:** ANAHEIM
**Owner State:** CA
**Owner Zip:** 92803
**No of Containers:** 3
**County:** SANTA CLARA
**Facility State:** CA
**Facility Zip:** 95020

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 5 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | Shell<br>850 Pacheco Pass Hwy Gilroy<br>CA | SANTACLARA LO |

**SCVWD ID:** 11S4E05K01f
**Closure Date:** 1/9/2001
**Link:** http://lustop.sccgov.org/files/11S4E05K01f/

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 6 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | SERVICE STATION - SAP 135332<br>850 PACHECO PASS ROAD<br>GILROY CA 95020 | RCRA LQG |

**EPA Handler ID:** CAD981402514
**Gen Status Universe:** Large Quantity Generator
**Contact Name:** DON F WISDOM
**Contact Address:** P O BOX 3127, , HOUSTON, TX, 77253, US
**Contact Phone No and Ext:** 713-241-7011 7011
**Contact Email:** DON.F.WISDOM@SHELL.COM
**Contact Country:** US
**County Name:** SANTA CLARA
**EPA Region:** 09
**Land Type:**
**Receive Date:** 20100603

***Violation/Evaluation Summary***

**Note:** NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

***Handler Summary***

**Importer Activity:** No
**Mixed Waste Generator:** No
**Transporter Activity:** No
**Transfer Facility:** No
**Onsite Burner Exemption:** No
**Furnace Exemption:** No
**Underground Injection Activity:** No
**Commercial TSD:** No
**Used Oil Transporter:** No
**Used Oil Transfer Facility:** No
**Used Oil Processor:** No
**Used Oil Refiner:** No
**Used Oil Burner:** No
**Used Oil Market Burner:** No
**Used Oil Spec Marketer:** No

***Hazardous Waste Handler Details***

**Sequence No:** 1
**Receive Date:** 20100603
**Handler Name:** SERVICE STATION - SAP 135332

**Generator Status Universe:** Large Quantity Generator
**Source Type:** B

**Sequence No:** 1
**Receive Date:** 19980408
**Handler Name:** SHELL OIL CO
**Generator Status Universe:** Large Quantity Generator
**Source Type:** N

**Sequence No:** 1
**Receive Date:** 19960901
**Handler Name:** SHELL OIL CO
**Generator Status Universe:** Large Quantity Generator
**Source Type:** I

***Waste Code Details***

**Hazardous Waste Code:** D018
**Waste Code Description:** BENZENE

**Hazardous Waste Code:** D001
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Code:** D001
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Code:** D018
**Waste Code Description:** BENZENE

***Owner/Operator Details***

**Owner/Operator Ind:** Current Owner
**Type:** Private
**Name:** EQUILON ENTERPRISES LLC
**Date Became Current:**
**Date Ended Current:**
**Phone:** 713-241-2258
**Source Type:** N
**Street No:**
**Street 1:** P O BOX 4453
**Street 2:**
**City:** HOUSTON
**State:** TX
**Country:**
**Zip Code:** 77210-4453

**Owner/Operator Ind:** Current Owner
**Type:** Private
**Name:** EQUILON ENT LLC/ DBA SHELL OIL PROD US
**Date Became Current:** 19920801
**Date Ended Current:**
**Phone:**
**Source Type:** B
**Street No:**
**Street 1:** P O BOX 3127
**Street 2:**
**City:** HOUSTON
**State:** TX
**Country:** US
**Zip Code:** 77253

**Owner/Operator Ind:** Current Operator
**Type:** Private
**Name:** NOT REQUIRED
**Date Became Current:**
**Date Ended Current:**
**Phone:** 415-555-1212
**Source Type:** I
**Street No:**
**Street 1:** NOT REQUIRED
**Street 2:**
**City:** NOT REQUIRED
**State:** ME
**Country:**
**Zip Code:** 99999

**Owner/Operator Ind:** Current Operator
**Type:** Private
**Name:** EQUILON ENT LLC/ DBA SHELL OIL PROD US
**Date Became Current:** 19980801
**Date Ended Current:**
**Phone:**
**Source Type:** B
**Street No:**
**Street 1:**
**Street 2:**
**City:**
**State:**
**Country:**
**Zip Code:**

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 17 | 1 of 6 | NW | 0.21 / 1,131.13 | 186.98 / 4 | TARGET T1851<br>6705 Camino Arroyo<br>Gilroy CA 95020 | GILROY CUPA |

| | | | |
|---|---|---|---|
| **CERS ID:** | 10173229 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | 5190 | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | Yes | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 17 | 2 of 6 | NW | 0.21 / 1,131.13 | 186.98 / 4 | CVS Pharmacy #16971<br>6705 Camino Arroyo Ste B<br>Gilroy CA 95020 | GILROY CUPA |

| | | | |
|---|---|---|---|
| **CERS ID:** | 10668205 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | Yes | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 17 | 3 of 6 | NW | 0.21 / 1,131.13 | 186.98 / 4 | TARGET CORPORATION - TARGET GI<br>6705 CAMINO ARROYO<br>GILROY CA 95020 | EMISSIONS |

***2003 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR Code:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .002 |
| **CO:** | 43 | **ROGT:** | 0 |
| **Air Basin:** | SF | **COT:** | .001 |
| **District:** | BA | **NOXT:** | .006 |
| **COID:** | SCL | **SOXT:** | 0 |
| **DISN:** | BAY AREA AQMD | **PMT:** | 0 |
| **CHAPIS:** | | **PM10T:** | 0 |

***2003 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2004 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR Code:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .002 |
| **CO:** | 43 | **ROGT:** | .0001828 |
| **Air Basin:** | SF | **COT:** | .001 |
| **District:** | BA | **NOXT:** | .006 |
| **COID:** | SCL | **SOXT:** | 0 |
| **DISN:** | BAY AREA AQMD | **PMT:** | 0 |
| **CHAPIS:** | | **PM10T:** | 0 |

***2004 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2005 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR Code:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .004 |
| **CO:** | 43 | **ROGT:** | .0003656 |
| **Air Basin:** | SF | **COT:** | .001 |
| **District:** | BA | **NOXT:** | .01 |
| **COID:** | SCL | **SOXT:** | 0 |
| **DISN:** | BAY AREA AQMD | **PMT:** | 0 |
| **CHAPIS:** | | **PM10T:** | 0 |

***2005 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2006 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR Code:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .004 |
| **CO:** | 43 | **ROGT:** | .0003656 |
| **Air Basin:** | SF | **COT:** | .001 |
| **District:** | BA | **NOXT:** | .01 |
| **COID:** | SCL | **SOXT:** | 0 |
| **DISN:** | BAY AREA AQMD | **PMT:** | 0 |
| **CHAPIS:** | | **PM10T:** | 0 |

***2006 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |

***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***

***2007 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .009 |
| ***CO:*** | 43 | ***ROGT:*** | .0008226 |
| ***Air Basin:*** | SF | ***COT:*** | .003 |
| ***District:*** | BA | ***NOXT:*** | .023 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2007 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2008 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .009 |
| ***CO:*** | 43 | ***ROGT:*** | .0008226 |
| ***Air Basin:*** | SF | ***COT:*** | .003 |
| ***District:*** | BA | ***NOXT:*** | .023 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2008 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2009 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003 |
| ***CO:*** | 43 | ***ROGT:*** | .0002742 |
| ***Air Basin:*** | SF | ***COT:*** | 0 |
| ***District:*** | BA | ***NOXT:*** | .003 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***2009 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2010 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 17 | *4 of 6* | *NW* | *0.21 / 1,131.13* | *186.98 / 4* | ***TARGET STORE T1851***<br>***6705 CAMINO ARROYO***<br>***GILROY CA 95020*** | ***EMISSIONS*** |

***2011 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003 |
| ***CO:*** | 43 | ***ROGT:*** | .0002742 |
| ***Air Basin:*** | SF | ***COT:*** | 0 |
| ***District:*** | BA | ***NOXT:*** | .004 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2011 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2012 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003 |
| ***CO:*** | 43 | ***ROGT:*** | .0002742 |
| ***Air Basin:*** | SF | ***COT:*** | 0 |
| ***District:*** | BA | ***NOXT:*** | .004 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2012 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2013 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003 |
| ***CO:*** | 43 | ***ROGT:*** | .0002742 |
| ***Air Basin:*** | SF | ***COT:*** | 0 |
| ***District:*** | BA | ***NOXT:*** | .004 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2013 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2014 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003159373 |
| ***CO:*** | 43 | ***ROGT:*** | |
| ***Air Basin:*** | SF | ***COT:*** | .000491429 |
| ***District:*** | BA | ***NOXT:*** | .003885978 |
| ***COID:*** | SCL | ***SOXT:*** | .000000649 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | .000011429 |
| ***CHAPIS:*** | | ***PM10T:*** | .000011429 |

***2014 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2015 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .002954014 |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

| | | | |
|---|---|---|---|
| **CO:** | 43 | **ROGT:** | .001495413 |
| **Air Basin:** | SF | **COT:** | .000459486 |
| **District:** | BA | **NOXT:** | .003633389 |
| **COID:** | SCL | **SOXT:** | .000000607 |
| **DISN:** | BAY AREA AQMD | **PMT:** | .000010686 |
| **CHAPIS:** | | **PM10T:** | .000010686 |

***2015 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2016 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR CODE:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .002954014 |
| **CO:** | 43 | **ROGT:** | .0002750187034 |
| **Air Basin:** | SF | **COT:** | .000459486 |
| **District:** | BA | **NOXT:** | .003633389 |
| **COID:** | SCL | **SOXT:** | .000000607 |
| **DISN:** | BAY AREA AQMD | **PMT:** | .000010686 |
| **CHAPIS:** | | **PM10T:** | .000010686 |

***2016 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **TS:** | |
| **Facility SIC Code:** | 5311 | **HRA:** | |
| **CERR CODE:** | | **CH Index:** | |
| **COID:** | SCL | **AH Index:** | |
| **CO:** | 43 | **Air Basin:** | SF |
| **DISN:** | BAY AREA AQMD | **District:** | BA |
| **CHAPIS:** | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 17 | 5 of 6 | NW | 0.21 / 1,131.13 | 186.98 / 4 | **CVS PHARMACY #16971**<br>**6705 CAMINO ARROYO STE B**<br>**GILROY CA 95020** | **RCRA CESQG** |

| | |
|---|---|
| **EPA Handler ID:** | CAR000260075 |
| **Gen Status Universe:** | Conditionally Exempt Small Quantity Generator |
| **Contact Name:** | NICOLE WILKINSON |
| **Contact Address:** | ONE, CVS DR MAIL CODE 2340, , WOONSOCKET, RI, 02895, US |
| **Contact Phone No and Ext:** | 401-770-7132 |
| **Contact Email:** | NICOLE.WILKINSON@CVSHEALTH.COM |
| **Contact Country:** | US |
| **County Name:** | SANTA CLARA |
| **EPA Region:** | 09 |
| **Land Type:** | |
| **Receive Date:** | 20160329 |

***Violation/Evaluation Summary***

| | |
|---|---|
| **Note:** | NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID). |

***Handler Summary***

***Importer Activity:*** No
***Mixed Waste Generator:*** No
***Transporter Activity:*** No
***Transfer Facility:*** No
***Onsite Burner Exemption:*** No
***Furnace Exemption:*** No
***Underground Injection Activity:*** No
***Commercial TSD:*** No
***Used Oil Transporter:*** No
***Used Oil Transfer Facility:*** No
***Used Oil Processor:*** No
***Used Oil Refiner:*** No
***Used Oil Burner:*** No
***Used Oil Market Burner:*** No
***Used Oil Spec Marketer:*** No

***Hazardous Waste Handler Details***

***Sequence No:*** 1
***Receive Date:*** 20160329
***Handler Name:*** CVS PHARMACY #16971
***Generator Status Universe:*** CEG
***Source Type:*** N

***Waste Code Details***

***Hazardous Waste Code:*** 214
***Waste Code Description:*** Unspecified solvent mixture

***Hazardous Waste Code:*** D024
***Waste Code Description:*** M-CRESOL

***Hazardous Waste Code:*** U122
***Waste Code Description:*** FORMALDEHYDE

***Hazardous Waste Code:*** 352
***Waste Code Description:*** Other organic solids

***Hazardous Waste Code:*** D010
***Waste Code Description:*** SELENIUM

***Hazardous Waste Code:*** P001
***Waste Code Description:*** 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

***Hazardous Waste Code:*** U205
***Waste Code Description:*** SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

***Hazardous Waste Code:*** 141
***Waste Code Description:*** Off-specification, aged, or surplus inorganics

***Hazardous Waste Code:*** 331
***Waste Code Description:*** Off-specification, aged, or surplus organics

***Hazardous Waste Code:*** 123
***Waste Code Description:*** Unspecified alkaline solution

***Hazardous Waste Code:*** 134
***Waste Code Description:*** Aqueous solution with <10% total organic residues

***Hazardous Waste Code:*** U044
***Waste Code Description:*** CHLOROFORM (OR) METHANE, TRICHLORO-

***Hazardous Waste Code:*** U129
***Waste Code Description:*** CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR)

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

LINDANE

***Hazardous Waste Code:*** 561
***Waste Code Description:*** Detergent and soap

***Hazardous Waste Code:*** D002
***Waste Code Description:*** CORROSIVE WASTE

***Hazardous Waste Code:*** D009
***Waste Code Description:*** MERCURY

***Hazardous Waste Code:*** D011
***Waste Code Description:*** SILVER

***Hazardous Waste Code:*** 122
***Waste Code Description:*** Alkaline solution without metals (pH > 12.5)

***Hazardous Waste Code:*** 181
***Waste Code Description:*** Other inorganic solid waste

***Hazardous Waste Code:*** 311
***Waste Code Description:*** Pharmaceutical waste

***Hazardous Waste Code:*** D001
***Waste Code Description:*** IGNITABLE WASTE

***Hazardous Waste Code:*** 791
***Waste Code Description:*** Liquids with pH < 2

***Hazardous Waste Code:*** D007
***Waste Code Description:*** CHROMIUM

***Hazardous Waste Code:*** U034
***Waste Code Description:*** ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

***Hazardous Waste Code:*** U201
***Waste Code Description:*** 1,3-BENZENEDIOL (OR) RESORCINOL

***Hazardous Waste Code:*** 541
***Waste Code Description:*** Photochemicals / photo processing waste

***Hazardous Waste Code:*** U188
***Waste Code Description:*** PHENOL

***Owner/Operator Details***

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Operator | ***Street No:*** | |
| ***Type:*** | P | ***Street 1:*** | |
| ***Name:*** | GARFIELD BEACH CVS LLC | ***Street 2:*** | |
| ***Date Became Current:*** | 20151216 | ***City:*** | |
| ***Date Ended Current:*** | | ***State:*** | |
| ***Phone:*** | | ***Country:*** | US |
| ***Source Type:*** | N | ***Zip Code:*** | |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | 1000 |
| ***Type:*** | P | ***Street 1:*** | NICOLETT MALL |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |
| ***Date Became Current:*** | 20031008 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 612-304-6073 | ***Country:*** | US |
| ***Source Type:*** | N | ***Zip Code:*** | 55403 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 17 | ***6 of 6*** | ***NW*** | ***0.21 / 1,131.13*** | ***186.98 / 4*** | ***TARGET STORE T1851<br>6705 CAMINO ARROYO<br>GILROY CA 95020*** | ***RCRA SQG*** |

***EPA Handler ID:*** CAR000217950

| | |
|---|---|
| **Gen Status Universe:** | Small Quantity Generator |
| **Contact Name:** | STEVE MUSSER |
| **Contact Address:** | PO BOX 111, , MINNEAPOLIS, MN, 55440, US |
| **Contact Phone No and Ext:** | 800-587-2228 |
| **Contact Email:** | POC@TARGET.COM |
| **Contact Country:** | US |
| **County Name:** | SANTA CLARA |
| **EPA Region:** | 09 |
| **Land Type:** | |
| **Receive Date:** | 20160218 |

***Violation/Evaluation Summary***

| | |
|---|---|
| **Note:** | NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID). |

***Handler Summary***

| | |
|---|---|
| **Importer Activity:** | No |
| **Mixed Waste Generator:** | No |
| **Transporter Activity:** | No |
| **Transfer Facility:** | No |
| **Onsite Burner Exemption:** | No |
| **Furnace Exemption:** | No |
| **Underground Injection Activity:** | No |
| **Commercial TSD:** | No |
| **Used Oil Transporter:** | No |
| **Used Oil Transfer Facility:** | No |
| **Used Oil Processor:** | No |
| **Used Oil Refiner:** | No |
| **Used Oil Burner:** | No |
| **Used Oil Market Burner:** | No |
| **Used Oil Spec Marketer:** | No |

***Hazardous Waste Handler Details***

| | |
|---|---|
| **Sequence No:** | 2 |
| **Receive Date:** | 20160218 |
| **Handler Name:** | TARGET STORE T1851 |
| **Generator Status Universe:** | Small Quantity Generator |
| **Source Type:** | B |
| **Sequence No:** | 1 |
| **Receive Date:** | 20110411 |
| **Handler Name:** | TARGET STORE NO 1851 |
| **Generator Status Universe:** | Small Quantity Generator |
| **Source Type:** | N |
| **Sequence No:** | 1 |
| **Receive Date:** | 20150204 |
| **Handler Name:** | TARGET STORE T1851 |
| **Generator Status Universe:** | Small Quantity Generator |
| **Source Type:** | B |

***Waste Code Details***

| | |
|---|---|
| **Hazardous Waste Code:** | D006 |
| **Waste Code Description:** | CADMIUM |
| **Hazardous Waste Code:** | P001 |
| **Waste Code Description:** | 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% |

| | |
|---|---|
| ***Hazardous Waste Code:*** | P042 |
| ***Waste Code Description:*** | 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE |
| ***Hazardous Waste Code:*** | P075 |
| ***Waste Code Description:*** | NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS |
| ***Hazardous Waste Code:*** | U154 |
| ***Waste Code Description:*** | METHANOL (I) (OR) METHYL ALCOHOL (I) |
| ***Hazardous Waste Code:*** | U200 |
| ***Waste Code Description:*** | RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)- |
| ***Hazardous Waste Code:*** | D005 |
| ***Waste Code Description:*** | BARIUM |
| ***Hazardous Waste Code:*** | U034 |
| ***Waste Code Description:*** | ACETALDEHYDE, TRICHLORO- (OR) CHLORAL |
| ***Hazardous Waste Code:*** | U188 |
| ***Waste Code Description:*** | PHENOL |
| ***Hazardous Waste Code:*** | P001 |
| ***Waste Code Description:*** | 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% |
| ***Hazardous Waste Code:*** | D002 |
| ***Waste Code Description:*** | CORROSIVE WASTE |
| ***Hazardous Waste Code:*** | D008 |
| ***Waste Code Description:*** | LEAD |
| ***Hazardous Waste Code:*** | U035 |
| ***Waste Code Description:*** | BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL |
| ***Hazardous Waste Code:*** | U188 |
| ***Waste Code Description:*** | PHENOL |
| ***Hazardous Waste Code:*** | D007 |
| ***Waste Code Description:*** | CHROMIUM |
| ***Hazardous Waste Code:*** | D024 |
| ***Waste Code Description:*** | M-CRESOL |
| ***Hazardous Waste Code:*** | D035 |
| ***Waste Code Description:*** | METHYL ETHYL KETONE |
| ***Hazardous Waste Code:*** | P081 |
| ***Waste Code Description:*** | 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R) |
| ***Hazardous Waste Code:*** | D005 |
| ***Waste Code Description:*** | BARIUM |
| ***Hazardous Waste Code:*** | P046 |
| ***Waste Code Description:*** | ALPHA,ALPHA-DIMETHYLPHENETHYLAMINE (OR) BENZENEETHANAMINE, ALPHA, ALPHA-DIMETHYL- |
| ***Hazardous Waste Code:*** | P075 |
| ***Waste Code Description:*** | NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS |
| ***Hazardous Waste Code:*** | D004 |
| ***Waste Code Description:*** | ARSENIC |
| ***Hazardous Waste Code:*** | D011 |
| ***Waste Code Description:*** | SILVER |
| ***Hazardous Waste Code:*** | U002 |
| ***Waste Code Description:*** | 2-PROPANONE (I) (OR) ACETONE (I) |

***Hazardous Waste Code:*** U122
***Waste Code Description:*** FORMALDEHYDE

***Hazardous Waste Code:*** D010
***Waste Code Description:*** SELENIUM

***Hazardous Waste Code:*** D011
***Waste Code Description:*** SILVER

***Hazardous Waste Code:*** U201
***Waste Code Description:*** 1,3-BENZENEDIOL (OR) RESORCINOL

***Hazardous Waste Code:*** D007
***Waste Code Description:*** CHROMIUM

***Hazardous Waste Code:*** D028
***Waste Code Description:*** 1,2-DICHLOROETHANE

***Hazardous Waste Code:*** D035
***Waste Code Description:*** METHYL ETHYL KETONE

***Hazardous Waste Code:*** D001
***Waste Code Description:*** IGNITABLE WASTE

***Hazardous Waste Code:*** D002
***Waste Code Description:*** CORROSIVE WASTE

***Hazardous Waste Code:*** D004
***Waste Code Description:*** ARSENIC

***Hazardous Waste Code:*** U200
***Waste Code Description:*** RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-

***Hazardous Waste Code:*** D011
***Waste Code Description:*** SILVER

***Hazardous Waste Code:*** D010
***Waste Code Description:*** SELENIUM

***Hazardous Waste Code:*** D024
***Waste Code Description:*** M-CRESOL

***Hazardous Waste Code:*** P081
***Waste Code Description:*** 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

***Hazardous Waste Code:*** U201
***Waste Code Description:*** 1,3-BENZENEDIOL (OR) RESORCINOL

***Hazardous Waste Code:*** D008
***Waste Code Description:*** LEAD

***Hazardous Waste Code:*** D016
***Waste Code Description:*** 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

***Hazardous Waste Code:*** U044
***Waste Code Description:*** CHLOROFORM (OR) METHANE, TRICHLORO-

***Hazardous Waste Code:*** U072
***Waste Code Description:*** BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

***Hazardous Waste Code:*** D001
***Waste Code Description:*** IGNITABLE WASTE

***Hazardous Waste Code:*** D009
***Waste Code Description:*** MERCURY

***Hazardous Waste Code:*** D003
***Waste Code Description:*** REACTIVE WASTE

***Hazardous Waste Code:*** D005
***Waste Code Description:*** BARIUM

***Hazardous Waste Code:*** D009
***Waste Code Description:*** MERCURY

***Hazardous Waste Code:*** D018
***Waste Code Description:*** BENZENE

***Hazardous Waste Code:*** U044
***Waste Code Description:*** CHLOROFORM (OR) METHANE, TRICHLORO-

***Hazardous Waste Code:*** U279
***Waste Code Description:*** CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

***Hazardous Waste Code:*** D006
***Waste Code Description:*** CADMIUM

***Hazardous Waste Code:*** P075
***Waste Code Description:*** NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

***Hazardous Waste Code:*** U002
***Waste Code Description:*** 2-PROPANONE (I) (OR) ACETONE (I)

***Hazardous Waste Code:*** U035
***Waste Code Description:*** BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL

***Hazardous Waste Code:*** U122
***Waste Code Description:*** FORMALDEHYDE

***Hazardous Waste Code:*** U058
***Waste Code Description:*** 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

***Hazardous Waste Code:*** U279
***Waste Code Description:*** CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

***Hazardous Waste Code:*** D016
***Waste Code Description:*** 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

***Hazardous Waste Code:*** D001
***Waste Code Description:*** IGNITABLE WASTE

***Hazardous Waste Code:*** D016
***Waste Code Description:*** 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

***Hazardous Waste Code:*** U034
***Waste Code Description:*** ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

***Hazardous Waste Code:*** U058
***Waste Code Description:*** 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

***Hazardous Waste Code:*** U129
***Waste Code Description:*** CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

***Hazardous Waste Code:*** D009
***Waste Code Description:*** MERCURY

***Hazardous Waste Code:*** D026
***Waste Code Description:*** CRESOL

***Hazardous Waste Code:*** U129
***Waste Code Description:*** CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

***Hazardous Waste Code:*** U150

***Waste Code Description:*** L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

***Hazardous Waste Code:*** D026
***Waste Code Description:*** CRESOL

***Hazardous Waste Code:*** U072
***Waste Code Description:*** BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

***Hazardous Waste Code:*** U150
***Waste Code Description:*** L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

***Hazardous Waste Code:*** D018
***Waste Code Description:*** BENZENE

***Hazardous Waste Code:*** P001
***Waste Code Description:*** 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

***Hazardous Waste Code:*** P042
***Waste Code Description:*** 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

***Hazardous Waste Code:*** U154
***Waste Code Description:*** METHANOL (I) (OR) METHYL ALCOHOL (I)

***Hazardous Waste Code:*** D002
***Waste Code Description:*** CORROSIVE WASTE

***Hazardous Waste Code:*** D008
***Waste Code Description:*** LEAD

***Owner/Operator Details***

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Operator | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | P.O. BOX 111 |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |
| ***Date Became Current:*** | 20031012 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 800-587-2228 | ***Country:*** | |
| ***Source Type:*** | B | ***Zip Code:*** | 55440 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | PO BOX 111 |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |
| ***Date Became Current:*** | 20031008 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 800-587-2228 | ***Country:*** | US |
| ***Source Type:*** | B | ***Zip Code:*** | 55440 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | P.O. BOX 111 |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |
| ***Date Became Current:*** | 20031012 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 800-587-2228 | ***Country:*** | |
| ***Source Type:*** | B | ***Zip Code:*** | 55440 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | PO BOX 111 |
| ***Name:*** | TARGET CORP | ***Street 2:*** | |
| ***Date Became Current:*** | 20031008 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 800-587-2228 | ***Country:*** | US |
| ***Source Type:*** | N | ***Zip Code:*** | 55440-0111 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Operator | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Date Became Current:** 20031008
**Date Ended Current:**
**Phone:**
**Source Type:** B

**City:**
**State:**
**Country:**
**Zip Code:**

**Owner/Operator Ind:** Current Operator
**Type:** Private
**Name:** TARGET CORP
**Date Became Current:** 20031008
**Date Ended Current:**
**Phone:**
**Source Type:** N

**Street No:**
**Street 1:**
**Street 2:**
**City:**
**State:**
**Country:** US
**Zip Code:**

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**18** | **1 of 1** | **NW** | **0.22 / 1,183.21** | **188.88 / 6** | **SHELL**
**850 Pacheco Pass Road**
**Gilroy CA 95020** | **DELISTED TNK**

**Facility ID:** 43-002-GIL2
**County:** Santa Clara
**Permitting Agency:** GILROY, CITY OF
**Original Source:** UST
**Record Date:** 30-JAN-2017

**Latitude:** 37.00417
**Longitude:** -121.55194

---

**19** | **1 of 1** | **ENE** | **0.23 / 1,237.54** | **180.14 / -3** | **Tractor Supply Company Store# 1171-Gilroy**
**6881 Cameron Blvd**
**Gilroy CA 95020** | **GILROY CUPA**

**CERS ID:** 10440844
**Facility ID:** 8377
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

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**20** | **1 of 1** | **N** | **0.25 / 1,296.71** | **185.62 / 2** | **TV'S FOOD MART**
**850 PACHECO PASS HWY**
**GILROY CA 95020** | **DELISTED TNK**

**Facility ID:** 980216
**County:** Santa Clara
**Permitting Agency:** GILROY, CITY OF
**Original Source:** UST
**Record Date:** 30-JAN-2017

**Latitude:** 37.005128
**Longitude:** -121.55017

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**21** | **1 of 3** | **WNW** | **0.42 / 2,215.21** | **188.55 / 5** | **SOUTH BAY CHEMICAL CO**
**721-731 RENZ LANE**
**GILROY CA 950201626** | **CERCLIS**

**Site ID:** 0900266
**Site EPA ID:** CAD000628149
**Site Street Address 2:**
**Site County Name:** SANTA CLARA
**Site FIPS Code:** 06085
**Region Code:** 09
**Site SMSA No.:** 7400
**Site Prim. Latitude:** 37D00M30S
**Site Prim. Longitude:** 121D34M06S

**RNPL Status Code:** N
**NPL Status:** Not on the NPL
**RFED Facility Code:** N
**RFED Facility Desc:** Not a Federal Facility
**USGS Hydro Unit No.:** 18060002
**Site Cong. Dist. Code:** 12
**ROT Desc:** Private
**FR NPL Update No.:**
**RFRA Code:**

***Lat Long Source:***
***RNON NPL Status Desc:*** NFRAP-Site does not qualify for the NPL based on existing information

***CERCLIS Assess History***

***OU ID:*** 00
***Act Code ID:***
***RAT Code:***
***RAT Short Name:***
***RAT Name:***
***RAT Hist. Only Flag:***
***RAT NSI Indicator:***
***RAT Level:***
***RAT DEF OU:***
***RFBS Code:***
***SPA Code:***
***RAT Def:***
***Site Desc:*** No description available
.
***Site Alias:*** HAZCONTROL, INC.,,,CA,;
***RALT Short Name:***
***Act Start Date:***
***Act Complete Date:***
***AGT Order No.:*** 0
***SH OU:***
***SH Code:***
***SH Seq:***
***SH Start Date:***
***SH Complete Date:***
***SH Lead:***

***CERCLIS Assess History***

***OU ID:*** 00
***Act Code ID:*** 001
***RAT Code:*** VS
***RAT Short Name:*** ARCH SITE
***RAT Name:*** ARCHIVE SITE
***RAT Hist. Only Flag:***
***RAT NSI Indicator:*** B
***RAT Level:*** 1
***RAT DEF OU:*** 00
***RFBS Code:***
***SPA Code:*** 13
***RAT Def:*** The decision is made that no further activity is planned at the site.
***Site Desc:***
***Site Alias:***
***RALT Short Name:*** EPA In-House
***Act Start Date:***
***Act Complete Date:*** 1/23/1996 00:00:00
***AGT Order No.:*** 1500
***SH OU:***
***SH Code:***
***SH Seq:***
***SH Start Date:***
***SH Complete Date:***
***SH Lead:***

***CERCLIS Assess History***

***OU ID:*** 00
***Act Code ID:*** 001
***RAT Code:*** PA
***RAT Short Name:*** PA
***RAT Name:*** PRELIMINARY ASSESSMENT
***RAT Hist. Only Flag:***
***RAT NSI Indicator:*** B
***RAT Level:*** 1
***RAT DEF OU:*** 00
***RFBS Code:*** P
***SPA Code:*** 13
***RAT Def:*** Collection of diverse existing information about the source and nature of the site hazard. It is EPA policy to complete the preliminary assessment within one year of site discovery.
***Site Desc:***
***Site Alias:***
***RALT Short Name:*** EPA Fund
***Act Start Date:***
***Act Complete Date:*** 5/14/1990 00:00:00
***AGT Order No.:*** 130
***SH OU:***
***SH Code:***
***SH Seq:***
***SH Start Date:***
***SH Complete Date:***
***SH Lead:***

***CERCLIS Assess History***

***OU ID:*** 00
***Act Code ID:*** 001
***RAT Code:*** DS
***RAT Short Name:*** DISCVRY
***RAT Name:*** DISCOVERY
***RAT Hist. Only Flag:***
***RALT Short Name:*** EPA Fund
***Act Start Date:***
***Act Complete Date:*** 11/7/1989 00:00:00
***AGT Order No.:*** 10
***SH OU:***
***SH Code:***

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

| | | | |
|---|---|---|---|
| **RAT NSI Indicator:** | B | **SH Seq:** | |
| **RAT Level:** | 1 | **SH Start Date:** | |
| **RAT DEF OU:** | 00 | **SH Complete Date:** | |
| **RFBS Code:** | | **SH Lead:** | |
| **SPA Code:** | 13 | | |
| **RAT Def:** | The process by which a potential hazardous waste site is brought to the attention of the EPA. The process can occur through the use of several mechanisms such as a phone call or referral by another government agency. | | |
| **Site Desc:** | | | |
| **Site Alias:** | | | |

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 21 | 2 of 3 | WNW | 0.42 / 2,215.21 | 188.55 / 5 | SOUTH BAY CHEMICAL CO<br>721-731 RENZ LANE<br>GILROY CA 950201626 | CERCLIS<br>NFRAP |

| | | | |
|---|---|---|---|
| **Site ID:** | 900266 | **Site FIPS Code:** | 6085 |
| **Site EPA ID:** | CAD000628149 | **Region Code:** | 9 |
| **Site Parent ID:** | | **Site Cong. Dist. Code:** | 12 |
| **Site County Name:** | SANTA CLARA | **Federal Facility:** | |
| **Parent Site Name:** | | | |

***CERCLIS-NFRAP Assess History***

| | | | |
|---|---|---|---|
| **OU ID:** | 0 | **Act Start Date:** | |
| **Act Code ID:** | 1 | **Act Complete Date:** | 11/7/1989 |
| **RAT Code:** | DS | **AGT Order No.:** | 10 |
| **RAT Short Name:** | DISCVRY | **SH OU:** | |
| **RAT Name:** | DISCOVERY | **SH Code:** | |
| **RAT Hist. Only Flag:** | | **SH Seq:** | |
| **RAT NSI Indicator:** | B | **SH Start Date:** | |
| **RAT Level:** | 1 | **SH Complete Date:** | |
| **RAT DEF OU:** | 00 | **SH Lead:** | |
| **RFBS Code:** | | **SH Qual:** | |
| **SPA Code:** | 13 | **RAQ Act. Qual Short:** | |
| **RALT Short Name:** | EPA Fund | **RNPL Status Code:** | N |
| **RAT Def:** | The process by which a potential hazardous waste site is brought to the attention of the EPA. The process can occur through the use of several mechanisms such as a phone call or referral by another government agency. | | |
| **RNON NPL Status Desc:** | NFRAP-Site does not qualify for the NPL based on existing information | | |

***CERCLIS-NFRAP Assess History***

| | | | |
|---|---|---|---|
| **OU ID:** | 0 | **Act Start Date:** | |
| **Act Code ID:** | 1 | **Act Complete Date:** | 5/14/1990 |
| **RAT Code:** | PA | **AGT Order No.:** | 130 |
| **RAT Short Name:** | PA | **SH OU:** | |
| **RAT Name:** | PRELIMINARY ASSESSMENT | **SH Code:** | |
| **RAT Hist. Only Flag:** | | **SH Seq:** | |
| **RAT NSI Indicator:** | B | **SH Start Date:** | |
| **RAT Level:** | 1 | **SH Complete Date:** | |
| **RAT DEF OU:** | 00 | **SH Lead:** | |
| **RFBS Code:** | P | **SH Qual:** | |
| **SPA Code:** | 13 | **RAQ Act. Qual Short:** | Deferred to RCRA |
| **RALT Short Name:** | EPA Fund | **RNPL Status Code:** | N |
| **RAT Def:** | Collection of diverse existing information about the source and nature of the site hazard. It is EPA policy to complete the preliminary assessment within one year of site discovery. | | |
| **RNON NPL Status Desc:** | NFRAP-Site does not qualify for the NPL based on existing information | | |

***CERCLIS-NFRAP Assess History***

| | | | |
|---|---|---|---|
| **OU ID:** | 0 | **Act Start Date:** | |
| **Act Code ID:** | 1 | **Act Complete Date:** | 1/23/1996 |
| **RAT Code:** | VS | **AGT Order No.:** | 1500 |
| **RAT Short Name:** | ARCH SITE | **SH OU:** | |
| **RAT Name:** | ARCHIVE SITE | **SH Code:** | |
| **RAT Hist. Only Flag:** | | **SH Seq:** | |
| **RAT NSI Indicator:** | B | **SH Start Date:** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

| | | | |
|---|---|---|---|
| **RAT Level:** | 1 | **SH Complete Date:** | |
| **RAT DEF OU:** | 00 | **SH Lead:** | |
| **RFBS Code:** | | **SH Qual:** | |
| **SPA Code:** | 13 | **RAQ Act. Qual Short:** | |
| **RALT Short Name:** | EPA In-House | **RNPL Status Code:** | N |
| **RAT Def:** | The decision is made that no further activity is planned at the site. | | |
| **RNON NPL Status Desc:** | NFRAP-Site does not qualify for the NPL based on existing information | | |

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**21** | ***3 of 3*** | ***WNW*** | ***0.42 / 2,215.21*** | ***188.55 / 5*** | ***SOUTH BAY CHEMICAL CO***
***721-731 RENZ LANE***
***GILROY CA 95020-1626*** | ***SEMS ARCHIVE***

| | | | |
|---|---|---|---|
| **Site ID:** | 0900266 | **FIPS Code:** | 06085 |
| **EPA ID:** | CAD000628149 | **Cong District:** | 12 |
| **NPL:** | Not on the NPL | **County:** | SANTA CLARA |
| **Federal Facility:** | No | **Region:** | 09 |
| **Non NPL Status:** | NFRAP-Site does not qualify for the NPL based on existing information | | |

***Action Information***

| | | | |
|---|---|---|---|
| **Operable Units:** | 00 | **Start Actual:** | |
| **Action Code:** | PA | **Finish Actual:** | 5/14/1990 |
| **Action Name:** | PA | **Qual:** | D |
| **SEQ:** | 1 | **Curr Action Lead:** | EPA Perf |
| **Operable Units:** | 00 | **Start Actual:** | 11/7/1989 |
| **Action Code:** | DS | **Finish Actual:** | 11/7/1989 |
| **Action Name:** | DISCVRY | **Qual:** | |
| **SEQ:** | 1 | **Curr Action Lead:** | EPA Perf |
| **Operable Units:** | 00 | **Start Actual:** | |
| **Action Code:** | VS | **Finish Actual:** | 1/23/1996 |
| **Action Name:** | ARCH SITE | **Qual:** | |
| **SEQ:** | 1 | **Curr Action Lead:** | EPA Perf In-Hse |

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**22** | ***1 of 1*** | ***WNW*** | ***0.43 / 2,245.32*** | ***190.45 / 7*** | ***PRIVATE RESIDENCE***
***PRIVATE RESIDENCE***
***Gilroy CA 95020*** | ***LUST***

| | | | |
|---|---|---|---|
| **Global ID:** | T0608500042 | **CUF Case:** | NO |
| **Case Type:** | LUST Cleanup Site | **Begin Date:** | 1997-07-03 00:00:00 |
| **Status:** | Completed - Case Closed | **How Discovered:** | Other Means |
| **Status Date:** | 1998-01-05 00:00:00 | **Stop Method:** | |
| **RB Case No:** | 2864 | **County:** | Santa Clara |
| **LOC Case No:** | | **Latitude:** | 37.0044823 |
| **Lead Agency:** | SANTA CLARA COUNTY LOP | **Longitude:** | -121.5562439 |
| **Case Worker:** | | **File Location:** | All Files are on GeoTracker or in the Local Agency Database |
| **Local Agency:** | | | |
| **Potential Media Of Concern:** | Gasoline | | |
| **Potential Media Affected:** | Under Investigation | | |
| **How Discovered Description:** | | | |
| **Stop Description:** | | | |
| **Cal Water Watershed Name:** | Pajaro River - South Santa Clara Valley (305.30) | | |
| **DWR Groundwater Subbasin Name:** | Gilroy-Hollister Valley - Llagas Area (3-003.01) | | |
| **Site History:** | | | |

***Status History***

| | | | |
|---|---|---|---|
| **Status:** | Completed - Case Closed | **Status Date:** | 1998-01-05 00:00:00 |
| **Status:** | Open - Case Begin Date | **Status Date:** | 1997-07-03 00:00:00 |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***Activities***

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 1997-07-14 00:00:00

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 2003-03-04 00:00:00

***Action Type:*** ENFORCEMENT
***Action:*** Closure/No Further Action Letter
***Date:*** 1998-01-05 00:00:00

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 1998-01-05 00:00:00

***Action Type:*** Other
***Action:*** Leak Reported
***Date:*** 1997-07-03 00:00:00

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 1997-06-30 00:00:00

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 1997-07-03 00:00:00

***Contacts***

***Contact Type:*** Regional Board Caseworker
***Contact Name:*** RB3 STAFF
***Organization Name:*** CENTRAL COAST RWQCB (REGION 3)
***Address:*** 895 AEROVISTA PL, SUITE 101
***City:*** SAN LUIS OBISPO
***Email:*** centralcoast@waterboards.ca.gov
***Phone No:*** 8055493147

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 23 | 1 of 1 | SW | 0.46 / 2,441.43 | 186.54 / 3 | Boral Roofing, LLC<br>6500 BREM LN<br>GILROY CA 95020 | DELISTED HAZ |

***Siteid:*** 379869
***Latitude:*** 36.996586
***Longitude:*** -121.554741
***Original Source:*** CHAZ
***Record Date:*** 30-MAY-2017

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 24 | 1 of 3 | NW | 0.49 / 2,572.35 | 190.64 / 7 | SOUTH BAY CHEMICAL CO INC<br>731 RENZ LN<br>GILROY CA 950200000 | ENVIROSTOR |

***Estor/EPA ID:*** 80001324
***Site Code:***
***Special Program:***
***Census Tract:*** 6085512602
***Permit Renew Lead:***
***Project Manager:***
***Pub Particip Spec:***
***Supervisor:*** MARK PIROS
***County:*** SANTA CLARA
***Latitude:*** 37.005716
***Longitude:*** -121.55661
***Office:*** CLEANUP BERKELEY
***Nat Priority List:*** NO
***Funding:***
***Assembly District:*** 30
***Senate District:*** 17
***Site Type:*** CORRECTIVE ACTION
***Cleanup Status:*** INACTIVE - NEEDS EVALUATION AS OF 6/26/2009
***Clean Up Oversight Agency:*** DTSC - SITE CLEANUP PROGRAM
***Cause of Contamination:*** NONE SPECIFIED
***Potential Media Affected:*** NONE SPECIFIED

***School District:***
***APN:*** 841-10-058
***Acres:*** 0 ACRES
***Potential Contaminants:***

NONE SPECIFIED

***Site History:***

***Program Type:*** CORRECTIVE ACTION
***Status:*** INACTIVE - NEEDS EVALUATION
***Cal Enviro Score:*** 86-90%
***Summary Link:*** http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001324

***Completed Activities***

***Date Completed:*** 5/14/1990
***Area Name:***
***Sub Area:***
***Title:*** PA OR CERCLA INSPECTION-NOT A PA PLUS (CA049PA)
***Area Link:***
***Sub Area Link:***
***Title Link:***
***Document Type:*** Preliminary Assessment Report
***Comments:***

***Date Completed:*** 7/13/1984
***Area Name:***
***Sub Area:***
***Title:*** Operating Permit
***Area Link:***
***Sub Area Link:***
***Title Link:***
***Document Type:*** * Historical Operating Permit Authority
***Comments:***

***Date Completed:*** 6/30/1993
***Area Name:***
***Sub Area:***
***Title:*** RFA COMPLETED-ASSESSMENT WAS A RFA (CA050RF)
***Area Link:***
***Sub Area Link:***
***Title Link:*** http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=80001324&enforcement_id=6016083
***Document Type:*** RCRA Facility Assessment Report
***Comments:*** RCRA Facility Assessment Completed, aka: Haz Control

***Date Completed:*** 9/21/1994
***Area Name:***
***Sub Area:***
***Title:*** STABILIZATION MEASURES EVALUATION-FACILITY NOT AMENABLE TO STABILIZATION (CA225NR)
***Area Link:***
***Sub Area Link:***
***Title Link:***
***Document Type:*** Interim Measures Questionnaire
***Comments:***

| | | | | | | |
|---|---|---|---|---|---|---|
| 24 | 2 of 3 | NW | 0.49 / 2,572.35 | 190.64 / 7 | **SOUTH BAY CHEMICAL CO INC**<br>**731 RENZ LN**<br>**GILROY CA 950200000** | ENVIROSTOR |

***Estor/EPA ID:*** CAD000628149
***Site Code:***
***Special Program:***
***Census Tract:*** 6085512602
***Permit Renew Lead:***
***Project Manager:***
***County:*** SANTA CLARA
***Latitude:*** 37.005716
***Longitude:*** -121.55661
***Office:***
***Nat Priority List:***
***Funding:***

***Pub Particip Spec:*** ***Assembly District:*** 30
***Supervisor:*** ***Senate District:*** 17
***Site Type:*** CLOSED
- PERMIT AUTHORITY: RCRA
***Cleanup Status:***
***Clean Up Oversight Agency:***
***Cause of Contamination:***
***Potential Media Affected:***
***School District:***
***APN:***
***Acres:***
***Potential Contaminants:***

***Site History:***

NO FACILITY HISTORY HAS BEEN ENTERED FOR THIS SITE

***Program Type:*** HAZ WASTE - RCRA
***Status:*** CLOSED
***Cal Enviro Score:*** 86-90%
***Summary Link:*** http://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD000628149

***Permit Units - Completed Activities***

***Date:*** 6/13/1989
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - FINAL PERMIT (EXPIRES)
***Doc Link:***

***Date:*** 6/13/1984
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - FINAL PERMIT
***Doc Link:***

***Date:*** 3/16/1984
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - PUBLIC COMMENT (BEGIN)
***Doc Link:***

***Date:*** 2/11/1991
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - APPLICATION PART A RECEIVED
***Doc Link:***

***Date:*** 6/13/1984
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - FINAL PERMIT (EFFECTIVE)
***Doc Link:***

***Date:*** 8/8/1983
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - APPLICATION PART B RECEIVED
***Doc Link:***

***Units Undergoing Closure***

***Unit:*** MULTIPLE UNITS: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1
***Date:*** 5/17/1995
***Event Description:*** CLOSURE FINAL - RECEIVE CLOSURE CERTIFICATION
***Doc Link:***

***Unit:*** MULTIPLE UNITS: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1
***Date:*** 6/6/1995
***Event Description:*** CLOSURE FINAL - ISSUE CLOSURE VERIFICATION
***Doc Link:***

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 24 | 3 of 3 | NW | 0.49 / 2,572.35 | 190.64 / 7 | SOUTH BAY CHEMICAL CO INC<br>731 RENZ LN<br>GILROY CA 950200000 | HWP |

**EPA ID:** CAD000628149
**Site Code:**
**Status:** CLOSED
**Facility Type:** Historical - Non-Operating
**Facility Size:**
**Team:**
**Project Manager:**

**Public Part Speci:**
**Public Info Officer:**
**Assembly District:** 30
**Senate District:** 17
**County:** SANTA CLARA
**Latitude:** 37.005716
**Longitude:** -121.55661

***Hazardous Waste Units Completed Activities***

**Completed Date:** 06/13/1984
**Event Description:** New Operating Permit - FINAL PERMIT (EFFECTIVE)
**Unit Names:** CONTAIN1

**Completed Date:** 06/01/1989
**Event Description:** Renewal - Historical - APPLICATION PART B RECEIVED
**Unit Names:** ACIDTRT1, F006BIN1, FLAMABLE1

**Completed Date:** 06/13/1989
**Event Description:** New Operating Permit - FINAL PERMIT (EXPIRES)
**Unit Names:** CONTAIN1

**Completed Date:** 08/08/1983
**Event Description:** New Operating Permit - APPLICATION PART B RECEIVED
**Unit Names:** CONTAIN1

**Completed Date:** 11/01/1993
**Event Description:** New Operating Permit - PERMIT TERMINATED - TERMINATION RECEIVED
**Unit Names:** CONTAIN1

**Completed Date:** 09/26/1988
**Event Description:** Renewal - Historical - CALL-IN LETTER ISSUED
**Unit Names:** ACIDTRT1, F006BIN1, FLAMABLE1

**Completed Date:** 11/01/1993
**Event Description:** Renewal - Historical - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
**Unit Names:** ACIDTRT1, F006BIN1, FLAMABLE1

**Completed Date:** 02/11/1991
**Event Description:** Renewal - Historical - APPLICATION PART A RECEIVED
**Unit Names:** ACIDTRT1, F006BIN1, FLAMABLE1

**Completed Date:** 03/16/1984
**Event Description:** New Operating Permit - PUBLIC COMMENT (BEGIN)
**Unit Names:** CONTAIN1

**Completed Date:** 06/13/1984
**Event Description:** New Operating Permit - FINAL PERMIT
**Unit Names:** CONTAIN1

**Completed Date:** 02/11/1991
**Event Description:** New Operating Permit - APPLICATION PART A RECEIVED
**Unit Names:** CONTAIN1

***Hazardous Waste Units Undergoing Closure***

**Completed Date:** 06/06/1995
**Event Description:** Closure Final - ISSUE CLOSURE VERIFICATION
**Unit Names:** ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1

**Completed Date:** 05/17/1995
**Event Description:** Closure Final - RECEIVE CLOSURE CERTIFICATION

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Unit Names:** ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1

***Alias***

**Alias:** 43490062
**Alias Type:** Envirostor ID Number

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**25** | **1 of 1** | **NW** | **0.52 / 2,722.07** | **190.02 / 7** | **SOUTH BAY CHEMICAL COMPANY**
**721-731 RENZ LANE**
**GILROY CA 95020** | **ENVIROSTOR**

**Estor/EPA ID:** 43490062
**Site Code:**
**Special Program:**
**Census Tract:** 6085512602
**Permit Renew Lead:**
**Project Manager:**
**Pub Particip Spec:**
**Supervisor:**
**Site Type:** * HISTORICAL
**Cleanup Status:** REFER: RCRA AS OF 6/8/1994
**Clean Up Oversight Agency:** NONE SPECIFIED
**Cause of Contamination:** NONE SPECIFIED
**Potential Media Affected:** NONE SPECIFIED
**School District:**
**APN:** 841-10-019
**Acres:** NONE SPECIFIED
**Potential Contaminants:**

NONE SPECIFIED

**County:** SANTA CLARA
**Latitude:** 37.006388
**Longitude:** -121.556612
**Office:** CLEANUP BERKELEY
**Nat Priority List:** NO
**Funding:**
**Assembly District:** 30
**Senate District:** 17

**Site History:**

**Program Type:** HISTORICAL
**Status:** REFER: RCRA
**Cal Enviro Score:** 86-90%
**Summary Link:** http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=43490062

***Completed Activities***

**Date Completed:** 4/30/1990
**Area Name:**
**Sub Area:**
**Title:** Discovery
**Area Link:**
**Sub Area Link:**
**Title Link:**
**Document Type:** * Discovery
**Comments:** FACILITY IDENTIFIED IDENTIFIED VIA FIT ENVIRONMENTAL PRIOR- ITIES INITIATIVE PA

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**26** | **1 of 1** | **NW** | **0.55 / 2,878.92** | **191.12 / 8** | **HAZCONTROL INC.**
**731 RENZ LANE**
**GILROY CA 95021** | **RCRA CORRACTS**

**EPA Handler ID:** CAD000628149
**Gen Status Universe:** Small Quantity Generator
**Contact Name:**
**Contact Address:** US
**Contact Phone No and Ext:**
**Contact Email:**
**Contact Country:** US
**County Name:** SANTA CLARA
**EPA Region:** 09

***Land Type:***
***Receive Date:***

***Event/Area Details***

***Area Name:*** ENTIRE FACILITY
***Event Code:*** CA075ME
***Corrective Action Event Descri:*** CA PRIORITIZATION-MEDIUM CA PRIORITY
***Actual Date of Event:*** 19940921
***Orig Sched Event Date:***
***New Sched Event Date:***
***Best Date:*** 19940921
***Groundwater Release Indicator:*** Yes
***Soil Release Indicator:*** Yes
***Air Release Indicator:*** Yes
***Surface Waste Release Ind:*** Yes
***Event Responsible Agency:*** EPA

***Area Name:*** ENTIRE FACILITY
***Event Code:*** CA075HI
***Corrective Action Event Descri:*** CA PRIORITIZATION-HIGH CA PRIORITY
***Actual Date of Event:*** 19900514
***Orig Sched Event Date:***
***New Sched Event Date:***
***Best Date:*** 19900514
***Groundwater Release Indicator:*** Yes
***Soil Release Indicator:*** Yes
***Air Release Indicator:*** Yes
***Surface Waste Release Ind:*** Yes
***Event Responsible Agency:*** EPA

***Violation/Evaluation Summary***

***Note:*** VIOLATION or UNDETERMINED: There are VIOLATION or UNDETERMINED details or records associated with this facility (EPA ID) in the Compliance Monitoring and Enforcement table dated Aug, 2018.

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Container Use and Management
***Violation Determined Date:*** 19930914
***Return to Compliance Date:*** 19940101
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930914
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19870505
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19881116
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19880108
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19921118
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930119
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General Facility Standards
***Violation Determined Date:*** 19930914
***Return to Compliance Date:*** 19940101
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930914
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19900601
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19900803
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19900803
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19910918
***Return to Compliance Date:*** 19930105

***Violation Responsible Agency:*** EPA

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19870818
***Return to Compliance Date:*** 19890628
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19881116
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19870819
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19910328
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** REFERRAL TO DEPARTMENT OF JUSTICE
***Enforcement Action Date:*** 19910430
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***

***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19910430
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** Generators - General
***Violation Determined Date:*** 19921118
***Return to Compliance Date:*** 19921118
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930119
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** Generators - Manifest
***Violation Determined Date:*** 19921118
***Return to Compliance Date:*** 19930729
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930119
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***

***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19890628
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19890811
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19890811
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19920820
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** EPA

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19921120
***Return to Compliance Date:*** 19930105

***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930119
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** Permits - Application
***Violation Determined Date:*** 19930729
***Return to Compliance Date:*** 19940101
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930729
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** Generators - General
***Violation Determined Date:*** 19930729
***Return to Compliance Date:*** 19940101
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930729
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19930914
***Return to Compliance Date:*** 19940114
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930914
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Closure/Post-Closure
***Violation Determined Date:*** 19870505
***Return to Compliance Date:*** 19890628
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19881116
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19880108
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Evaluation Details***

***Evaluation Start Date:*** 19950620
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE

***Violation Short Description:*** TSD - General Facility Standards
***Return to Compliance Date:*** 19940101
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** Generators - General
***Return to Compliance Date:*** 19940101
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19940114
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - Container Use and Management
***Return to Compliance Date:*** 19940101
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** Permits - Application
***Return to Compliance Date:*** 19940101
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930105
***Evaluation Type Description:*** NOT A SIGNIFICANT NON-COMPLIER
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921118
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921118
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** Generators - Manifest
***Return to Compliance Date:*** 19930729
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921118
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** Generators - General
***Return to Compliance Date:*** 19921118
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921118
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921116
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19920820
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** EPA Contractor/Grantee

***Evaluation Start Date:*** 19910918
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** EPA Contractor/Grantee

***Evaluation Start Date:*** 19910328
***Evaluation Type Description:*** SIGNIFICANT NON-COMPLIER
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19910328
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19900601
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19900514
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19890628
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19890509
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19870818
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19890628
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19870505
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19870505
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - Closure/Post-Closure
***Return to Compliance Date:*** 19890628
***Evaluation Agency:*** State

***Handler Summary***

***Importer Activity:*** No
***Mixed Waste Generator:*** No
***Transporter Activity:*** Yes
***Transfer Facility:*** No
***Onsite Burner Exemption:*** No

| | |
|---|---|
| ***Furnace Exemption:*** | No |
| ***Underground Injection Activity:*** | No |
| ***Commercial TSD:*** | Yes |
| ***Used Oil Transporter:*** | No |
| ***Used Oil Transfer Facility:*** | No |
| ***Used Oil Processor:*** | No |
| ***Used Oil Refiner:*** | No |
| ***Used Oil Burner:*** | No |
| ***Used Oil Market Burner:*** | No |
| ***Used Oil Spec Marketer:*** | No |

***Hazardous Waste Handler Details***

| | |
|---|---|
| ***Sequence No:*** | 1 |
| ***Receive Date:*** | 19900412 |
| ***Handler Name:*** | HAZ CONTROL/SOUTH BAY CHEMICALS CO |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | R |

| | |
|---|---|
| ***Sequence No:*** | 1 |
| ***Receive Date:*** | 19960901 |
| ***Handler Name:*** | HAZCONTROL INC. |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | I |

| | |
|---|---|
| ***Sequence No:*** | 1 |
| ***Receive Date:*** | 19900831 |
| ***Handler Name:*** | HAZCONTROL INC. |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | N |

| | |
|---|---|
| ***Sequence No:*** | 2 |
| ***Receive Date:*** | 19920401 |
| ***Handler Name:*** | HAZ/CONTROL, INC. |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | R |

| | |
|---|---|
| ***Sequence No:*** | 2 |
| ***Receive Date:*** | 19960901 |
| ***Handler Name:*** | HAZCONTROL INC. |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | I |

***Owner/Operator Details***

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | PO BOX 1626 |
| ***Name:*** | MELVIN E NIELSEN | ***Street 2:*** | |
| ***Date Became Current:*** | | ***City:*** | GILROY |
| ***Date Ended Current:*** | | ***State:*** | CA |
| ***Phone:*** | 408-848-1470 | ***Country:*** | |
| ***Source Type:*** | N | ***Zip Code:*** | 95021 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Operator | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | PO BOX 1626 |
| ***Name:*** | MELVIN E NEILSEN | ***Street 2:*** | |
| ***Date Became Current:*** | | ***City:*** | GILROY |
| ***Date Ended Current:*** | | ***State:*** | CA |
| ***Phone:*** | 408-848-1470 | ***Country:*** | |
| ***Source Type:*** | I | ***Zip Code:*** | 95021 |

| | | | | | | |
|---|---|---|---|---|---|---|
| ***27*** | ***1 of 1*** | ***SSW*** | ***0.57 / 3,010.66*** | ***186.40 / 3*** | ***INLAND PAPERBOARD AND PACKAGING, INC.<br>6400 JAMIESON WAY<br>GILROY CA 95020*** | ***ENVIROSTOR*** |

| | | | |
|---|---|---|---|
| **Estor/EPA ID:** | 71002634 | **County:** | SANTA CLARA |
| **Site Code:** | | **Latitude:** | 36.994516 |
| **Special Program:** | | **Longitude:** | -121.554725 |
| **Census Tract:** | 6085512602 | **Office:** | CLEANUP BERKELEY |
| **Permit Renew Lead:** | | **Nat Priority List:** | NO |
| **Project Manager:** | | **Funding:** | |
| **Pub Particip Spec:** | | **Assembly District:** | 30 |
| **Supervisor:** | | **Senate District:** | 17 |

**Site Type:** TIERED PERMIT
**Cleanup Status:** REFER: OTHER AGENCY AS OF 5/12/2006
**Clean Up Oversight Agency:** NONE SPECIFIED
**Cause of Contamination:** NONE SPECIFIED
**Potential Media Affected:** NONE SPECIFIED
**School District:**
**APN:** NONE SPECIFIED
**Acres:** NONE SPECIFIED
**Potential Contaminants:**

NONE SPECIFIED

***Site History:***

Site History: Gaylord Container Corporation /Inland Paperboard and Packaging, Inc. /Temple-Inland (GCC) is a paperboard manufacturing and packaging company that has been in operation over 15 years. Parcel size is approximately 20 acres. On April 20, 1992 GCC submitted a Permit by Rule (PBR) initial notification of intent to operate. A facility specific notification form to operate under Conditional Authorization (CA) was submitted on April 1, 1993. On December 31, 1996 GCC submitted a Phase 1 Environmental Assessment Checklist claiming an exemption. Department of Toxic Substances Control (DTSC) informed GCC in a letter dated June 29, 1998 that the phase 1 assessment is not complete. On August 7, 1998 GCC submitted the Phase 1 Environmental Assessment Checklist indicating further investigation is needed to determine the existence, nature, and/or extent of contamination at the facility. The Checklist indicated suspected release in Corrugator Department, Rotary Die Cutter/Flexographic Printing Press Department, Adhesive Mixing Department, Ink Storage, Air Compressors, Former Underground Storage Tank, Fire Prevention Building, Fuel Oil Aboveground Storage Tank, and Corrugator Storage Area. On June 26, 2002 DTSC sent a Further Investigation Questionnaire in connection with Phase 1 Environmental Assessment for GCC. On August 14, 2002 GCC submitted to DTSC the Further Investigation Questionnaire. DTSC conducted a Phase I Environmental Assessment Inspection on May 12, 2006. Several solid waste management units (SWMUs) were identified. On December 28, 2006 DTSC sent a Corrective Action Consent Agreement to the Company. Held a meeting with GCC. During the meeting GCC requested to combine cleanup activities at this location with GCC site at other location. DTSC-Voluntary Cleanup Program (VCP) is overseeing the cleanup at that site. Site was refered to VCP.

Facility Comments: Formerly known as Gaylord Container Corp. (8/19/02 dh)

**Program Type:** TIERED PERMIT
**Status:** REFER: OTHER AGENCY
**Cal Enviro Score:** 86-90%
**Summary Link:** http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=71002634

***Completed Activities***

**Date Completed:** 6/30/2007
**Area Name:**
**Sub Area:**
**Title:** Consent Agreement Executed (Site refered to VCP)
**Area Link:**
**Sub Area Link:**
**Title Link:**
**Document Type:** Consent Agreement
**Comments:**

**Date Completed:** 5/12/2006
**Area Name:**
**Sub Area:**
**Title:** Phase I Inspection Completed
**Area Link:**
**Sub Area Link:**
**Title Link:**
**Document Type:** Phase 1
**Comments:**

**Date Completed:** 5/12/2006
**Area Name:**

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***Sub Area:***
***Title:*** Inspection - Phase I Verification
***Area Link:***
***Sub Area Link:***
***Title Link:***
***Document Type:*** Phase I Verification
***Comments:*** Inspection report sent on 5/12/2006

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**28** | ***1 of 1*** | ***SSW*** | ***0.58 / 3,081.49*** | ***186.97 / 4*** | ***TEMPLE-INLAND, INC.***
***6400 JAMIESON WAY***
***GILROY CA 95020*** | ***ENVIROSTOR***

| | | | |
|---|---|---|---|
| ***Estor/EPA ID:*** | 60000630 | ***County:*** | SANTA CLARA |
| ***Site Code:*** | 201745 | ***Latitude:*** | 36.9944053492905 |
| ***Special Program:*** | | ***Longitude:*** | -121.554965342556 |
| ***Census Tract:*** | 6085512602 | ***Office:*** | CLEANUP BERKELEY |
| ***Permit Renew Lead:*** | | ***Nat Priority List:*** | NO |
| ***Project Manager:*** | | ***Funding:*** | SITE PROPONENT |
| ***Pub Particip Spec:*** | | ***Assembly District:*** | 30 |
| ***Supervisor:*** | MARK PIROS | ***Senate District:*** | 17 |

***Site Type:*** VOLUNTARY CLEANUP
***Cleanup Status:*** NO FURTHER ACTION AS OF 9/5/2008
***Clean Up Oversight Agency:*** DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY
***Cause of Contamination:*** UNKNOWN
***Potential Media Affected:*** UNDER INVESTIGATION
***School District:***
***APN:*** 841-73-003, 841-73-033
***Acres:*** 20 ACRES
***Potential Contaminants:***

UNDER INVESTIGATION

***Site History:***

The paperboard manufacturing and packaging company has operated on site for roughly 15 years and is classified as a Small Quantity Generator. The facility submitted an application for Conditionally Authorized On-site Hazardous Waste Treatment in 1993 to treat inorganics-contaminated aqueous waste, wastewater treatment sludge, dust, contaminated solid metal and metal workings, and oil/water separator sludge. Activities and equipment used at the facility included: corrugators, rotary die cutters, printing presses, ink storage, air compressors, USTs, and ASTs. Waste streams included: aqueous solution with organic residue, inorganic solid waste, hydrocarbon solvents, waste oil and mixed oil, oil/water separator sludge, unspecified oil-containing waste, organic solids, and liquid with halogenated organic compounds.

***Program Type:*** VOLUNTARY CLEANUP
***Status:*** NO FURTHER ACTION
***Cal Enviro Score:*** 86-90%
***Summary Link:*** http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60000630

***Completed Activities***

***Date Completed:*** 8/22/2007
***Area Name:***
***Sub Area:***
***Title:*** Voluntary Cleanup Agreement
***Area Link:***
***Sub Area Link:***
***Title Link:*** http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&enforcement_id=6011013
***Document Type:*** Voluntary Cleanup Agreement
***Comments:*** VCA signed by acting branch chief.

***Date Completed:*** 4/7/2008
***Area Name:***
***Sub Area:***
***Title:*** PEA Workplan
***Area Link:***
***Sub Area Link:***
***Title Link:*** http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&doc_id=6016620
***Document Type:*** Preliminary Endangerment Assessment Workplan
***Comments:***

**Date Completed:** 9/5/2008
**Area Name:**
**Sub Area:**
**Title:** PEA Report
**Area Link:**
**Sub Area Link:**
**Title Link:** http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&doc_id=6016622
**Document Type:** Preliminary Endangerment Assessment Report
**Comments:** The Preliminary Endangerment Assessment, dated July 30, 2008, indicates that low concentrations of pesticides and total petroleum hydrocarbons in soils are below screening levels; the concentration of metals in soil is below below background levels; and the groundwater did not contain any metals or solvents above the drinking water standards. The Preliminary Endangerment Assessment Report concluded that no further action is neccessary and DTSC has concurred with this conclusion.

**Date Completed:** 5/5/2008
**Area Name:**
**Sub Area:**
**Title:** PEA field work
**Area Link:**
**Sub Area Link:**
**Title Link:**
**Document Type:** Fieldwork
**Comments:** Field work done on May 5, 6 and 7, 2008.

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 29 | 1 of 3 | SSW | 0.83 / 4,379.14 | 186.55 / 3 | METECH RECYCLING INC<br>6200 ENGEL WAY<br>GILROY CA 950207012 | ENVIROSTOR |

**Estor/EPA ID:** CAD077182293
**Site Code:** 200334
**Special Program:**
**Census Tract:** 6085512602
**Permit Renew Lead:**
**Project Manager:**
**Pub Particip Spec:**
**Supervisor:**
**Site Type:** CLOSED
- PERMIT AUTHORITY: Standardized

**County:** SANTA CLARA
**Latitude:** 36.99016
**Longitude:** -121.554015
**Office:**
**Nat Priority List:**
**Funding:**
**Assembly District:** 30
**Senate District:** 17

**Cleanup Status:**
**Clean Up Oversight Agency:**
**Cause of Contamination:**
**Potential Media Affected:**
**School District:**
**APN:**
**Acres:**
**Potential Contaminants:**

**Site History:**

Metech International, Inc. (Metech) is a precious metal recycling facility operating since December 10,1997 when they were first permitted. Metech processes solid hazardous scrap metals and precious metal containing liquid hazardous waste. Precious metals are gold, silver, platinum, palladium, rhodium and iridium. The facility is designed to receive, sort, classify, homogenize, analyze and recover these metals which at the end of processing, are sent to smelters or other facilities for further processing.

Solid scrap metals upon receipt are roasted, milled, melted in furnaces and then cast into ingots. Precious metal containing liquid hazardous waste is separated by pH. High pH liquids are electroplated to recover the metals. Low pH liquids are is neutralized to recover the precious metals.

Metech is applying for a Series B standardized Hazardous Waste Facility Permit renewal. Their permit expired on December 10, 2007 but DTSC is allowing Metech to continue to operate under their old permit until a their permit is finalized. On April 27, 2009, Metech withdrew their Permit application and is now currently undergoing final closure. Metech received their last shipment of hazardous waste in May 2009 and completed all hazardous waste processing activities on September 1, 2009.

**Program Type:** INSPECTION
**Status:** SIGNIFICANT NON-COMPLIER
**Cal Enviro Score:** 86-90%
**Summary Link:** http://www.envirostor.dtsc.ca.gov/public/eerp_profile_report?global_id=3000606

**Program Type:** HAZ WASTE - Standardized
**Status:** CLOSED
**Cal Enviro Score:** 86-90%
**Summary Link:** http://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD077182293

***Permit Units - Completed Activities***

**Date:** 12/10/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - FINAL PERMIT (EFFECTIVE)
**Doc Link:**

**Date:** 7/25/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - PUBLIC COMMENT (END)
**Doc Link:**

**Date:** 12/10/2007
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - FINAL PERMIT (EXPIRES)
**Doc Link:**

**Date:** 6/19/2006
**Unit:**
**Event Description:** *MOD CLASS 2 - 2 OR MORE UNITS - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST ACKNOWLEDGED
**Doc Link:**

**Date:** 12/10/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - FINAL PERMIT
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/7597943961/Final%20Permit%201997%2Epdf

**Date:** 8/22/1995
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - 1ST NOTICE OF DEFICIENCY ISSUED
**Doc Link:**

**Date:** 4/27/2009
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
**Doc Link:**

**Date:** 4/27/2009

**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST ACKNOWLEDGED
**Doc Link:**

**Date:** 6/19/2006
**Unit:**
**Event Description:** *MOD CLASS 2 - 2 OR MORE UNITS - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST RECEIVED
**Doc Link:**

**Date:** 4/28/2008
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - 2ND NOTICE OF DEFICIENCY ISSUED
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/5912503898/Metech%20Notice%20of%20Deficiency%202%2Epdf

**Date:** 6/25/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - FINAL PART A & PART B RECEIVED
**Doc Link:**

**Date:** 7/25/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - PUBLIC COMMENT (BEGIN)
**Doc Link:**

**Date:** 5/21/1996
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - APPLICATION PART B RECEIVED
**Doc Link:**

**Date:** 11/13/2007
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - APPLICATION PART B RECEIVED
**Doc Link:**

**Date:** 6/5/2007
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - 1ST NOTICE OF DEFICIENCY ISSUED
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/4086026847/Metech%20Notice%20of%20Deficency%201%2Epdf

**Date:** 11/5/2001

***Unit:***
***Event Description:*** *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
***Doc Link:***

***Date:*** 5/8/2000
***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Event Description:*** *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
***Doc Link:***

***Date:*** 4/12/1999
***Unit:*** BALLMILL(T16,17A,18A,18A-1)
***Event Description:*** *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
***Doc Link:***

***Date:*** 12/20/1995
***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Event Description:*** NEW OPERATING PERMIT - 2ND NOTICE OF DEFICIENCY ISSUED
***Doc Link:***

***Units Undergoing Closure***

***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Date:*** 4/27/2009
***Event Description:*** CLOSURE FINAL - CLOSURE NOTICE RECEIVED
***Doc Link:*** http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=CLOSURE+NOTICE&event_description=Closure+Final+%2D+CLOSURE+NOTICE+RECEIVED+&mytype=pa

***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Date:*** 8/31/2012
***Event Description:*** CLOSURE FINAL - RECEIVE CLOSURE CERTIFICATION
***Doc Link:*** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/3693952262/Closure%20Final%20aw%20envirostor%2Epdf

***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Date:*** 3/14/2014
***Event Description:*** CLOSURE FINAL - ISSUE CLOSURE VERIFICATION
***Doc Link:*** http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=CLOSURE+VERIFICATION&event_description=Closure+Final+%2D+ISSUE+CLOSURE+VERIFICATION+&mytype=pa

***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Date:*** 4/25/2013
***Event Description:*** CLOSURE FINAL - CEQA DETERMINATION
***Doc Link:*** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/78967720

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

86/NOE%20Final%20Nancy%20Envirostor%2Epdf

**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Date:** 4/25/2013
**Event Description:** CLOSURE FINAL - CLOSURE PLAN APPROVED
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/6166288077/Closure%20Plan%20Approval%20letter%20Envirostor%2Epdf

**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Date:** 10/12/2009
**Event Description:** CLOSURE FINAL - CLOSURE PLAN RECEIVED
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=PLAN+RECEIVED&event_description=Closure+Final+%2D+CLOSURE+PLAN+RECEIVED+&mytype=pa

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|---|---|---|---|---|---|---|
| 29 | 2 of 3 | SSW | 0.83 / 4,379.14 | 186.55 / 3 | METECH RECYCLING INC<br>6200 ENGEL WAY<br>GILROY CA 950207012 | HWP |

**EPA ID:** CAD077182293
**Site Code:** 200334
**Status:** CLOSED
**Facility Type:** Historical - Non-Operating
**Facility Size:**
**Team:** LORI KOCH
**Project Manager:**

**Public Part Speci:**
**Public Info Officer:**
**Assembly District:** 30
**Senate District:** 17
**County:** SANTA CLARA
**Latitude:** 36.99016
**Longitude:** -121.554015

***Hazardous Waste Units Completed Activities***

**Completed Date:** 05/21/1996
**Event Description:** New Operating Permit - APPLICATION PART B RECEIVED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 04/27/2009
**Event Description:** Renewal - With Changes - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST ACKNOWLEDGED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 06/25/1997
**Event Description:** New Operating Permit - FINAL PART A & PART B RECEIVED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 05/08/2000
**Event Description:** *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 04/12/1999
**Event Description:** *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
**Unit Names:** BALLMILL(T16,17a,18a,18a-1)

**Completed Date:** 04/28/2008
**Event Description:** Renewal - With Changes - 2ND NOTICE OF DEFICIENCY ISSUED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 04/27/2009
**Event Description:** Renewal - With Changes - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 06/19/2006
**Event Description:** *Mod Class 2 - 2 or More Units - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST RECEIVED
**Unit Names:**

**Completed Date:** 12/20/1995
**Event Description:** New Operating Permit - 2ND NOTICE OF DEFICIENCY ISSUED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 06/19/2006
**Event Description:** *Mod Class 2 - 2 or More Units - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST ACKNOWLEDGED
**Unit Names:**

**Completed Date:** 11/13/2007
**Event Description:** Renewal - With Changes - APPLICATION PART B RECEIVED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 07/25/1997
**Event Description:** New Operating Permit - PUBLIC COMMENT (END)
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 08/22/1995
**Event Description:** New Operating Permit - 1ST NOTICE OF DEFICIENCY ISSUED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 12/13/2006
**Event Description:** Renewal - With Changes - INITIAL ADMINISTRATIVE REVIEW COMPLETED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 06/05/2007
**Event Description:** Renewal - With Changes - 1ST NOTICE OF DEFICIENCY ISSUED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 12/10/1997
**Event Description:** New Operating Permit - FINAL PERMIT (EFFECTIVE)
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23),

SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 09/20/2008
***Event Description:*** Renewal - With Changes - DISCLOSURE (CLEARED)
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 12/10/1997
***Event Description:*** New Operating Permit - FINAL PERMIT
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 12/10/2007
***Event Description:*** New Operating Permit - FINAL PERMIT (EXPIRES)
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 11/05/2001
***Event Description:*** *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
***Unit Names:***

***Completed Date:*** 07/17/2006
***Event Description:*** Renewal - With Changes - CALL-IN LETTER ISSUED
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 07/25/1997
***Event Description:*** New Operating Permit - PUBLIC COMMENT (BEGIN)
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Hazardous Waste Units Undergoing Closure***

***Completed Date:*** 04/27/2009
***Event Description:*** Closure Final - CLOSURE NOTICE RECEIVED
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 04/25/2013
***Event Description:*** Closure Final - CLOSURE PLAN APPROVED
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 04/25/2013
***Event Description:*** Closure Final - CEQA DETERMINATION
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 10/12/2009
***Event Description:*** Closure Final - CLOSURE PLAN RECEIVED
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23),

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 03/14/2014
**Event Description:** Closure Final - ISSUE CLOSURE VERIFICATION
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 08/31/2012
**Event Description:** Closure Final - RECEIVE CLOSURE CERTIFICATION
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Alias***

**Alias:** 200334
**Alias Type:** Project Code (Site Code)

**Alias:** 110000782939
**Alias Type:** FRS

| | | | | | | |
|---|---|---|---|---|---|---|
| 29 | 3 of 3 | SSW | 0.83 / 4,379.14 | 186.55 / 3 | METECH RECYCLING INC<br>6200 ENGEL WAY<br>GILROY CA 95020 | INSP<br>COMP ENF |

**EPA ID:** CAD077182293
**County:** SANTA CLARA
**Geotracker Address:** 6200 ENGEL WAY
**Geotracker City:** GILROY
**Geotracker Latitude:** 36.99016
**Geotracker Longitude:** -121.554015
**Report URL:** https://www.envirostor.dtsc.ca.gov/public/eerp_profile_report?global_id=3000606

***Inspection Information***

**Title:** Focused Compliance Inspection - Universal Waste Electronics Recycler
**Title Link:**
**Inspection Date:** 9/29/2005
**Violations:** No Violations
**Return to Compliance:**
**Report Sent Date:** 10/17/2005

**Title:** Focused Compliance Inspection - Universal Waste Electronics Recycler
**Title Link:** view_eerp_document?global_id=3000606&enforcement_id=2395365
**Inspection Date:** 6/23/2016
**Violations:** Class 1, Class 2, Minor
**Return to Compliance:**
**Report Sent Date:** 7/22/2016

**Title:** Financial Records Review - Universal Waste Electronics Recycler
**Title Link:** view_eerp_document?global_id=3000606&enforcement_id=2398040
**Inspection Date:** 6/29/2017
**Violations:** Class 2, Minor
**Return to Compliance:**
**Report Sent Date:** 7/5/2017

**Title:** Compliance Evaluation Inspection - Standardized Permit
**Title Link:**
**Inspection Date:** 5/1/2012
**Violations:** Class 2, Minor
**Return to Compliance:** 6/8/2012
**Report Sent Date:** 7/18/2013

***Title:*** Financial Records Review - Standardized Permit
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2394466
***Inspection Date:*** 8/7/2014
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 8/7/2014

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 1/28/2005
***Violations:*** Class 2
***Return to Compliance:*** 10/31/2005
***Report Sent Date:*** 1/31/2005

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2395366
***Inspection Date:*** 5/18/2017
***Violations:*** Class 1, Class 2, Minor
***Return to Compliance:***
***Report Sent Date:*** 9/29/2017

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2394592
***Inspection Date:*** 5/20/2015
***Violations:*** Class 1, Class 2, Minor
***Return to Compliance:*** 6/19/2015
***Report Sent Date:*** 5/26/2015

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 6/24/2008
***Violations:*** Minor
***Return to Compliance:*** 6/26/2008
***Report Sent Date:*** 9/17/2008

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 5/18/2011
***Violations:*** Class 2, Minor
***Return to Compliance:*** 11/9/2011
***Report Sent Date:*** 6/15/2011

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 5/18/2011
***Violations:*** Class 2
***Return to Compliance:*** 11/9/2011
***Report Sent Date:*** 3/14/2012

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 6/27/2013
***Violations:*** Class 2
***Return to Compliance:*** 9/26/2013
***Report Sent Date:*** 7/18/2013

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 11/29/2012
***Violations:*** Class 2
***Return to Compliance:*** 3/14/2014
***Report Sent Date:*** 11/29/2012

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 4/29/2010
***Violations:*** Class 2, Minor
***Return to Compliance:*** 2/9/2011
***Report Sent Date:*** 2/11/2011

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 12/14/2004
***Violations:*** Class 2, Minor
***Return to Compliance:*** 12/17/2004
***Report Sent Date:*** 12/29/2004

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 6/27/2013
***Violations:*** Class 2, Minor
***Return to Compliance:*** 9/17/2013
***Report Sent Date:*** 5/7/2014

***Title:*** Financial Records Review - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2395140
***Inspection Date:*** 6/26/2015
***Violations:*** Class 1, Minor
***Return to Compliance:*** 7/31/2015
***Report Sent Date:*** 6/29/2015

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 5/1/2012
***Violations:*** Class 2
***Return to Compliance:*** 10/24/2012
***Report Sent Date:*** 5/30/2012

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 10/12/2000
***Violations:*** Class 1, Class 2, Minor
***Return to Compliance:*** 11/26/2001
***Report Sent Date:*** 3/20/2001

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 7/17/2007
***Violations:*** Class 2
***Return to Compliance:*** 8/26/2007
***Report Sent Date:*** 8/29/2007

***Title:*** Financial Records Review - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 1/31/2005
***Violations:*** Class 2
***Return to Compliance:*** 8/26/2007
***Report Sent Date:*** 1/31/2005

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 6/27/2007
***Violations:*** Minor
***Return to Compliance:*** 8/27/2007
***Report Sent Date:*** 8/7/2007

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 7/11/2008
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 7/15/2008

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2393246
***Inspection Date:*** 5/29/2014
***Violations:*** Class 2
***Return to Compliance:*** 6/13/2014

***Report Sent Date:*** 7/30/2014

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 12/14/2004
***Violations:*** Class 2, Minor
***Return to Compliance:*** 12/22/2004
***Report Sent Date:*** 3/23/2005

***Title:*** Financial Records Review - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2396751
***Inspection Date:*** 8/2/2016
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 8/2/2016

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2393285
***Inspection Date:*** 5/29/2014
***Violations:*** Class 2
***Return to Compliance:*** 6/13/2014
***Report Sent Date:*** 7/30/2014

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 4/29/2010
***Violations:*** Class 2, Minor
***Return to Compliance:*** 3/25/2011
***Report Sent Date:*** 5/6/2010

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 1/12/2012
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 1/12/2012

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 6/24/2008
***Violations:*** Minor
***Return to Compliance:*** 6/26/2008
***Report Sent Date:*** 6/26/2008

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 12/4/2001
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 3/15/2002

***Enforcement Information***

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 5/18/2011

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 12/14/2004

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/18/2011

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/20/2015

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 5/1/2012

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/23/2016

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 1/12/2012

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/24/2008

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 6/24/2008

***Enforcement Type:*** Financial Records Review - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/26/2015

***Enforcement Type:*** Financial Records Review - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/29/2017

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/27/2013

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 7/11/2008

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 5/29/2014

***Enforcement Type:*** Financial Records Review - Universal Waste Electronics Recycler
***Enforcement Date:*** 8/2/2016

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/1/2012

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 7/17/2007

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 12/14/2004

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 1/28/2005

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 8/7/2014

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 6/27/2007

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 6/27/2013

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/29/2014

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 4/29/2010

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/18/2017

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 12/4/2001

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 9/29/2005

***Enforcement Type:*** Consent Order with Enforcement and Settlement - Federal CA/FO (385)
***Enforcement Date:*** 11/26/2001

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 10/12/2000

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 11/29/2012

***Enforcement Type:*** Financial Records Review - Universal Waste Electronics Recycler
***Enforcement Date:*** 1/31/2005

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 4/29/2010

***Enforcement Actions***

***Title:*** Consent Order with Enforcement and Settlement - Federal CA/FO (385)
***Title Link:***
***Issued Completed Date:*** 11/26/2001

***Permitting***

***Site Code:*** 200334
***Site Facility Type:*** CLOSED
- PERMIT AUTHORITY: Standardized
***Program Type:*** HAZARDOUS WASTE FACILITY
***Assembly District:*** 30
***Senate District:*** 17
***Facility Type:*** HIST PERMITTED
***Facility History:***

Metech International, Inc. (Metech) is a precious metal recycling facility operating since December 10,1997 when they were first permitted. Metech processes solid hazardous scrap metals and precious metal containing liquid hazardous waste. Precious metals are gold, silver, platinum, palladium, rhodium and iridium. The facility is designed to receive, sort, classify, homogenize, analyze and recover these metals which at the end of processing, are sent to smelters or other facilities for further processing.

Solid scrap metals upon receipt are roasted, milled, melted in furnaces and then cast into ingots. Precious metal containing liquid hazardous waste is separated by pH. High pH liquids are electroplated to recover the metals. Low pH liquids are is neutralized to recover the precious metals.

Metech is applying for a Series B standardized Hazardous Waste Facility Permit renewal. Their permit expired on December 10, 2007 but DTSC is allowing Metech to continue to operate under their old permit until a their permit is finalized. On April 27, 2009, Metech withdrew their Permit application and is now currently undergoing final closure. Metech received their last shipment of hazardous waste in May 2009 and completed all hazardous waste processing activities on September 1, 2009.

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# Unplottable Summary

**Total: 2 Unplottable sites**

| DB | Company Name/Site Name | Address | City | Zip | ERIS ID |
|---|---|---|---|---|---|
| GILROY CUPA | PG&E - Llagas Satellite Materials Facility and Substation | Renz Lane n/o Pacheco Pass Road (Hwy. 152) | Gilroy CA | 95020 | 824918379 |
| SANTACLARA LO | Caltrans Gilroy Maint. Sta. #2 | Pacheco Pass Hwy Unincorporated<br>***SCVWD ID | Closure Date:*** 11S4E03N01f \| 8/20/1991 | CA | 820144903 |

# Unplottable Report

**Site:** ***PG&E - Llagas Satellite Materials Facility and Substation***
***Renz Lane n/o Pacheco Pass Road (Hwy. 152) Gilroy CA 95020***

GILROY CUPA

| | | | |
|---|---|---|---|
| ***CERS ID:*** | 10147477 | ***RCRA Lrg Qnty Gen:*** | No |
| ***Facility ID:*** | 5655 | ***Fac Info Rpt Req:*** | Applicable |
| ***HM on Site:*** | Yes | ***Inv Rpt Req:*** | Applicable |
| ***CALARP Reg Subst:*** | No | ***UST Rpt Req:*** | Not Applicable |
| ***Own/Op UST:*** | No | ***RMR Rpt Req:*** | Not Applicable |
| ***Own/Op PST:*** | No | ***APSA Rpt Req:*** | Not Applicable |
| ***HW Generator:*** | No | ***CALARP Rpt Req:*** | Not Applicable |
| ***Recycle:*** | No | ***Hw Treat Rpt Req:*** | Not Applicable |
| ***On Site HW Trtmnt:*** | No | ***CALARP Reg Code:*** | |
| ***Consolid Rpt Req:*** | | ***ER training Rpt Req:*** | |
| ***Tank Close Rpt Req:*** | | | |

**Site:** ***Caltrans Gilroy Maint. Sta. #2***
***Pacheco Pass Hwy Unincorporated CA***

SANTACLARA LO

| | |
|---|---|
| ***SCVWD ID:*** | 11S4E03N01f |
| ***Closure Date:*** | 8/20/1991 |
| ***Link:*** | http://lustop.sccgov.org/files/11S4E03N01f/ |

# Appendix: Database Descriptions

*Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13, Section 8.1.8 Sources of Standard Source Information:*

*"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."*

## *Standard Environmental Record Sources*

### *Federal*

***National Priority List:*** NPL

National Priorities List (Superfund)-NPL: EPA's (United States Environmental Protection Agency) list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action.

***Government Publication Date: Jul 3, 2018***

***National Priority List - Proposed:*** PROPOSED NPL

Includes sites proposed (by the EPA, the state, or concerned citizens) for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

***Government Publication Date: Jul 3, 2018***

***Deleted NPL:*** DELETED NPL

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

***Government Publication Date: Jul 3, 2018***

***SEMS List 8R Active Site Inventory:*** SEMS

The Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted.

***Government Publication Date: Jun 8, 2018***

***SEMS List 8R Archive Sites:*** SEMS ARCHIVE

The Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time.

***Government Publication Date: Jun 8, 2018***

***Inventory of Open Dumps, June 1985:*** ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

***Government Publication Date: Jun 1985***

***EPA Report on the Status of Open Dumps on Indian Lands:*** IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

***Government Publication Date: Dec 31, 1998***

***Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS:*** CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

***Government Publication Date: Oct 25, 2013***

***CERCLIS - No Further Remedial Action Planned:*** CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

***Government Publication Date: Oct 25, 2013***

***CERCLIS Liens:*** CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Jan 30, 2014***

***RCRA CORRACTS-Corrective Action:*** RCRA CORRACTS

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

***Government Publication Date: Aug 2, 2018***

***RCRA non-CORRACTS TSD Facilities:*** RCRA TSD

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

***Government Publication Date: Aug 2, 2018***

***RCRA Generator List:*** RCRA LQG

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

***Government Publication Date: Aug 2, 2018***

***RCRA Small Quantity Generators List:*** RCRA SQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

***Government Publication Date: Aug 2, 2018***

***RCRA Conditionally Exempt Small Quantity Generators List:*** RCRA CESQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste or one kilogram or less per month of acutely hazardous waste.

***Government Publication Date: Aug 2, 2018***

***RCRA Non-Generators:*** RCRA NON GEN

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

***Government Publication Date: Aug 2, 2018***

***Federal Engineering Controls-ECs:*** FED ENG

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Jan 20, 2016***

***Federal Institutional Controls- ICs:*** FED INST

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency ) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

***Government Publication Date: Jan 20, 2016***

***Emergency Response Notification System:*** ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

***Government Publication Date: 1982-1986***

***Emergency Response Notification System:*** ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

***Government Publication Date: 1987-1989***

***Emergency Response Notification System:*** ERNS

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Feb 12, 2018***

***The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database:*** FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Feb 20, 2018***

***FEMA Underground Storage Tank Listing:*** FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

***Government Publication Date: Dec 31, 2017***

***LIEN on Property:*** SEMS LIEN

The EPA Superfund Enterprise Management System (SEMS) provides LIEN information on properties under the EPA Superfund Program.

***Government Publication Date: Jun 8, 2018***

***Superfund Decision Documents:*** SUPERFUND ROD

This database contains a listing of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD), along with other associated memos and files. This information is maintained and made available by the US EPA (Environmental Protection Agency).

***Government Publication Date: Jun 8, 2018***

## *State*

***State Response Sites:*** RESPONSE

A list of identified confirmed release sites where the Department of Toxic Substances Control (DTSC) is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. This database is state equivalent NPL.

***Government Publication Date: Jul 18, 2018***

***EnviroStor Database:*** ENVIROSTOR

The EnviroStor Data Management System is made available by the Department of Toxic Substances Control (DTSC). Includes Corrective Action sites, Tiered Permit sites, Historical Sites and Evaluation/Investigation sites. This database is state equivalent CERCLIS.

***Government Publication Date: Jul 18, 2018***

***Delisted State Response Sites:*** DELISTED ENVS

Sites removed from the list of State Response Sites made available by the EnviroStor Data Management System, Department of Toxic Substances Control (DTSC).

***Government Publication Date: Jul 18, 2018***

***Solid Waste Information System (SWIS):*** SWF/LF

The Solid Waste Information System (SWIS) database made available by the Department of Resources Recycling and Recovery (CalRecycle) contains information on solid waste facilities, operations, and disposal sites throughout the State of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites.

***Government Publication Date: Aug 15, 2018***

***EnviroStor Hazardous Waste Facilities:*** HWP

A list of hazardous waste facilities including permitted, post-closure and historical facilities found in the Department of Toxic Substances Control (DTSC) EnviroStor database.

***Government Publication Date: Aug 23, 2018***

***Land Disposal Sites:*** LDS

Land Disposal Sites in GeoTracker, the State Water Resources Control Board (SWRCB)'s data management system. The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills.

***Government Publication Date: Jul 19, 2018***

***Sites Listed in the Solid Waste Assessment Test (SWAT) Program Report:*** SWAT

In a 1993 Memorandum of Understanding, the State Water Resources Control Board (SWRCB) agreed to submit a comprehensive report on the Solid Waste Assessment Test (SWAT) Program to the California Integrated Waste Management Board (CIWMB). This report summarizes the work completed to date on the SWAT Program, and addresses both the impacts that leakage from solid waste disposal sites (SWDS) may have upon waters of the State and the actions taken to address such leakage.

***Government Publication Date: Dec 31, 1995***

***Leaking Underground Fuel Tank Reports:*** LUST

List of Leaking Underground Storage Tanks within the Cleanup Sites data in GeoTracker database. GeoTracker is the State Water Resources Control Board's (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense and Site Cleanup Program) as well as permitted facilities such as operating Underground Storage Tanks. The Leak Prevention Program that overlooks LUST sites is the SWRCB in California's Environmental Protection Agency.

***Government Publication Date: Jul 6, 2018***

***Delisted Leaking Storage Tanks:*** DELISTED LST

List of Leaking Underground Storage Tanks (LUST) cleanup sites removed from GeoTracker, the State Water Resources Control Board (SWRCB)'s database system, as well as sites removed from the SWRCB's list of UST Case closures.

***Government Publication Date: Jul 19, 2018***

***Permitted Underground Storage Tank (UST) in GeoTracker:*** UST

List of Permitted Underground Storage Tank (UST) sites made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA).

***Government Publication Date: Jul 1, 2018***

***Solid Waste Disposal Sites with Waste Constituents Above Hazardous Waste Levels:*** SWRCB SWF

This is a list of solid waste disposal sites identified by California State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit.

***Government Publication Date: Sep 20, 2006***

***Proposed Closure of Underground Storage Tank Cases:*** UST CLOSURE

List of UST cases that are being considered for closure by either the California Environmental Protection Agency, State Water Resources Control Board or the Executive Director that have been posted for a 60-day public comment period.

***Government Publication Date: Jul 19, 2018***

***Historical Hazardous Substance Storage Information Database:*** HHSS

The Historical Hazardous Substance Storage database contains information collected in the 1980s from facilities that stored hazardous substances. The information was originally collected on paper forms, was later transferred to microfiche, and recently indexed as a searchable database. When using this database, please be aware that it is based upon self-reported information submitted by facilities which has not been independently verified. It is unlikely that every facility responded to the survey and the database should not be expected to be a complete inventory of all facilities that were operating at that time. This database is maintained by the California State Water Resources Control Board's (SWRCB) Geotracker.

***Government Publication Date: Aug 27, 2015***

***Aboveground Storage Tanks:*** AST

A statewide list from 2009 of aboveground storage tanks (ASTs) made available by the Cal FIRE Office of the State Fire Marshal (OSFM). This list is no longer maintained or updated by the Cal FIRE OSFM.

***Government Publication Date: Aug 31, 2009***

***Delisted Storage Tanks:*** DELISTED TNK

This database contains a list of storage tank sites that were removed by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA) and the Cal FIRE Office of State Fire Marshal (OSFM).

***Government Publication Date: Jul 01, 2018***

***California Environmental Reporting System (CERS) Tanks:*** CERS TANK

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

***Government Publication Date: Jul 9, 2018***

***Site Mitigation and Brownfields Reuse Program Facility Sites with Land Use Restrictions:*** LUR

The Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

***Government Publication Date: Jul 18, 2018***

***Hazardous Waste Management Program Facility Sites with Deed / Land Use Restrictions:*** HLUR

The Department of Toxic Substances Control (DTSC) Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

***Government Publication Date: Aug 8, 2018***

***Deed Restrictions and Land Use Restrictions:*** DEED

List of Deed Restrictions, Land Use Restrictions and Covenants in GeoTracker made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency. A deed restriction (land use covenant) may be required to facilitate the remediation of past environmental contamination and to protect human health and the environment by reducing the risk of exposure to residual hazardous materials.

***Government Publication Date: Jul 27, 2018***

***Voluntary Cleanup Program:*** VCP

List of sites in the Voluntary Cleanup Program made available by the Department of Toxic Substances and Control (DTSC). The Voluntary Cleanup Program was designed to respond to lower priority sites. Under the Voluntary Cleanup Program, DTSC enters site-specific agreements with project proponents for DTSC oversight of site assessment, investigation, and/or removal or remediation activities, and the project proponents agree to pay DTSC's reasonable costs for those services.

***Government Publication Date: Jul 18, 2018***

***GeoTracker Cleanup Sites Data:*** CLEANUP SITES

A list of cleanup sites in the state of California made available by The State Water Resources Control Board (SWRCB) of the California Environmental Protection Agency (EPA). SWRCB tracks leaking underground storage tank cleanups as well as other water board cleanups.

***Government Publication Date: Jul 6, 2018***

***Delisted California Environmental Reporting System (CERS) Tanks:*** DELISTED CTNK

This database contains a list of Aboveground Petroleum Storage and Underground Storage Tank sites that were removed from in the California Environmental Protection Agency (CalEPA) Regulated Site Portal.

***Government Publication Date: Jul 9, 2018***

***Historical Hazardous Substance Storage Container Information - Facility Summary:*** HIST TANK

The State Water Resources Control Board maintained the Hazardous Substance Storage Containers listing and inventory in th 1980s. This facility summary lists historic tank sites where the following container types were present: farm motor vehicle fuel tanks; waste tanks; sumps; pits, ponds, lagoons, and others; and all other product tanks. This set, published in May 1988, lists facility and owner information, as well as the number of containers. This data is historic and will not be updated.

***Government Publication Date: May 27, 1988***

## *Tribal*

***Leaking Underground Storage Tanks (LUSTs) on Indian Lands:*** INDIAN LUST

LUSTs on Tribal/Indian Lands in Region 9, which includes California.

***Government Publication Date: Dec 31, 2017***

***Underground Storage Tanks (USTs) on Indian Lands:*** INDIAN UST

USTs on Tribal/Indian Lands in Region 9, which includes California.

***Government Publication Date: Dec 31, 2017***

***Delisted Tribal Leaking Storage Tanks:*** DELISTED ILST

Leaking Underground Storage Tank facilities which have been removed from the Regional Tribal LUST lists made available by the EPA.

***Government Publication Date: Oct 14, 2017***

***Delisted Tribal Underground Storage Tanks:*** DELISTED IUST

Underground Storage Tank facilities which have been removed from the Regional Tribal UST lists made available by the EPA.

***Government Publication Date: Oct 14, 2017***

## *County*

***Delisted County Records:*** DELISTED COUNTY

Records removed from county or CUPA databases. Records may be removed from the county lists made available by the respective county departments because they are inactive, or because they have been deemed to be below reportable thresholds.

***Government Publication Date: Seo 4, 2018***

***Santa Clara County - City of San Jose Hazardous Material Facilities:*** SANJOSE HM

A list of facilities with hazardous materials, including underground and aboveground tanks. This list is maintained by the City of San Jose Fire Department.

***Government Publication Date: Jul 8, 2018***

***Santa Clara County - Gilroy City CUPA Facilities List:*** GILROY CUPA

The Gilroy City Fire Marshal's office maintains a list of CUPA Facilities located in Gilroy City.

***Government Publication Date: Jul 2, 2018***

***Santa Clara County CUPA Facilities List:*** SANTACLARA CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Santa Clara County. This list is made available by Santa Clara County Department of Environmental health (DEH). DEH's Hazardous Materials Compliance Division (HMCD) is CUPA for the county with jurisdiction within the Cities of Los Altos Hills, Monte Sereno, and Saratoga; and in all unincorporated areas of Santa Clara County, including Moffett Field, San Martin, and Stanford.

***Government Publication Date: Jun 12, 2018***

***Santa Clara Historic Solvent Case Listing:*** SANTACLARA HSOL

The Santa Clara Valley Water District was responsible for the oversight of solvent and toxic release cases and maintained a list of historic solvent cases in Santa Clara County.

***Government Publication Date: Aug 22, 2016***

***Santa Clara Local Oversight Program Listing:*** SANTACLARA LO

A list of Leaking Underground Storage Tanks (LUST) facilities in Santa Clara County Provided by Santa Clara Department of Environmental Health (DEH). Since July 1, 2004 the DEH has served as the oversight agency for investigations and clean-up of petroleum releases from underground storage tanks through implementation of the Local Oversight Program (LOP) contract with the State Water Resources Control Board.

***Government Publication Date: Jun 14, 2017***

***Santa Clara County - Sunnyvale City CUPA List:*** SUNNYVALE CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Sunnyvale City, Santa Clara County. This list is made available by the Fire Prevention & Hazardous Materials division of the Sunnyvale Department of Public Safety.

***Government Publication Date: Jun 14, 2018***

## *Additional Environmental Record Sources*

### *Federal*

***Facility Registry Service/Facility Index:*** FINDS/FRS

The US Environmental Protection Agency (EPA)'s Facility Registry System (FRS) is a centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, data collected from EPA's Central Data Exchange registrations and data management personnel.

***Government Publication Date: Apr 17, 2018***

***Toxics Release Inventory (TRI) Program:*** TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

***Government Publication Date: Dec 31, 2016***

***Hazardous Materials Information Reporting System:*** HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal,  U.S. Department of Transportation.

***Government Publication Date: May 23, 2018***

***National Clandestine Drug Labs:*** NCDL

The U.S. Department of Justice ("the Department") provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

***Government Publication Date: Jul 18, 2018***

***Toxic Substances Control Act:*** TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

***Government Publication Date: Jun 30, 2017***

***Hist TSCA:*** HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

***Government Publication Date: Dec 31, 2006***

***FTTS Administrative Case Listing:*** FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

***Government Publication Date: Jan 19, 2007***

***FTTS Inspection Case Listing:*** FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

***Government Publication Date: Jan 19, 2007***

***Potentially Responsible Parties List:*** PRP

Early in the cleanup process, the Environmental Protection Agency (EPA) conducts a search to find the potentially responsible parties (PRPs). EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site.

***Government Publication Date: Jul 17, 2018***

***State Coalition for Remediation of Drycleaners Listing:*** SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

***Government Publication Date: Nov 08, 2017***

***Integrated Compliance Information System (ICIS):*** ICIS

The Integrated Compliance Information System (ICIS) is a system that provides information for the Federal Enforcement and Compliance (FE&C) and the National Pollutant Discharge Elimination System (NPDES) programs. The FE&C component supports the Environmental Protection Agency's (EPA) Civil Enforcement and Compliance program activities. These activities include Compliance Assistance, Compliance Monitoring and Enforcement. The NPDES program supports tracking of NPDES permits, limits, discharge monitoring data and other program reports.

***Government Publication Date: Nov 18, 2016***

***Drycleaner Facilities:*** FED DRYCLEANERS

A list of drycleaner facilities from the Integrated Compliance Information System (ICIS). The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.
***Government Publication Date: May 29, 2018***

***Delisted Drycleaner Facilities:*** DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).
***Government Publication Date: May 29, 2018***

***Formerly Used Defense Sites:*** FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DoD) is responsible for an environmental restoration. This list is published by the U.S. Army Corps of Engineers.
***Government Publication Date: Nov 22, 2016***

***Material Licensing Tracking System (MLTS):*** MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.
***Government Publication Date: Jun 30, 2017***

***Historic Material Licensing Tracking System (MLTS) sites:*** HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.
***Government Publication Date: Jan 31, 2010***

***Mines Master Index File:*** MINES

The Master Index File (MIF) contains mine identification numbers issued by the Department of Labor Mine Safety and Health Administration (MSHA) for mines active or opened since 1971. Note that addresses may or may not correspond with the physical location of the mine itself.
***Government Publication Date: Jan 30, 2018***

***Alternative Fueling Stations:*** ALT FUELS

List of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). The National Renewable Energy Laboratory (NREL) obtains information about new stations from trade media, Clean Cities coordinators, a Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups.
***Government Publication Date: Jul 24, 2018***

***Registered Pesticide Establishments:*** SSTS

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.
***Government Publication Date: Mar 1, 2018***

***Polychlorinated Biphenyl (PCB) Notifiers:*** PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.
***Government Publication Date: Nov 30, 2017***

## *State*

***EnviroStor Inspection, Compliance, and Enforcement:*** INSP COMP ENF

A list of permitted facilities with inspections and enforcements tracked in the Department of Toxic Substance Control (DTSC) EnviroStor.
***Government Publication Date: May 28, 2018***

***Clandestine Drug Lab Sites:*** CDL

The Department of Toxic Substances Control (DTSC) maintains a listing of drug lab sites. DTSC is responsible for removal and disposal of hazardous substances discovered by law enforcement officials while investigating illegal/clandestine drug laboratories.

***Government Publication Date: Dec 31, 2017***

***School Property Evaluation Program Sites:*** SCH

A list of sites registered with The Department of Toxic Substances Control (DTSC) School Property Evaluation and Cleanup (SPEC) Division. SPEC is responsible for assessing, investigating and cleaning up proposed school sites. The Division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school.

***Government Publication Date: Jul 18, 2018***

***California Hazardous Material Incident Report System (CHMIRS):*** CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS). This list has been made available by the California Office of Emergency Services (OES).

***Government Publication Date: Jun 19, 2018***

***Hazardous Waste Manifest Data:*** HAZNET

A list of hazardous waste manifests received each year by Department of Toxic Substances Control (DTSC). The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

***Government Publication Date: Oct 24, 2016***

***Hazardous Waste and Substances Site List - Site Cleanup:*** HWSS CLEANUP

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. This list is published by California Department of Toxic Substance Control.

***Government Publication Date: Aug 14, 2018***

***List of Hazardous Waste Facilities Subject to Corrective Action:*** DTSC HWF

This is a list of hazardous waste facilities identified in Health and Safety Code (HSC) § 25187.5. These facilities are those where Department of Toxic Substances Control (DTSC) has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

***Government Publication Date: Jul 18, 2016***

***Historical Hazardous Waste Manifest Data:*** HIST MANIFEST

A list of historic hazardous waste manifests received by the Department of Toxic Substances Control (DTSC) from year the 1980 to 1992. The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

***Government Publication Date: Dec 31, 1992***

***Historical California Hazardous Material Incident Report System (CHMIRS):*** HIST CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS) prior to 1993. This list has been made available by the California Office of Emergency Services (OES).

***Government Publication Date: Jan 1, 1993***

***Historical Cortese List:*** HIST CORTESE

List of sites which were once included on the Cortese list. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements for providing information about the location of hazardous sites.

***Government Publication Date: Nov 13, 2008***

***Cease and Desist Orders and Cleanup and Abatement Orders:*** CDO/CAO

The California Environment Protection Agency "Cortese List" of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO). This list contains many CDOs and CAOs that do NOT concern the discharge of wastes that are hazardous materials. Many of the listed orders concern, as examples, discharges of domestic sewage, food processing wastes, or sediment that do not contain hazardous materials, but the Water Boards' database does not distinguish between these types of orders.

***Government Publication Date: Feb 16, 2012***

***Delisted Environmental Reporting System (CERS) Hazardous Waste Sites:*** DELISTED HAZ

This database contains a list of sites that were removed from the California Environmental Protection Agency (CalEPA) in the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator.

***Government Publication Date: Jul 9, 2018***

***Drycleaner Facilities:*** DRYCLEANERS

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial, linen supply, commercial laundry, dry cleaning and pressing machines - Coin Operated Laundry and Dry Cleaning. This is provided by the Department of Toxic Substance Control.

***Government Publication Date: Jun 21, 2018***

***Delisted Drycleaners:*** DELISTED DRYC

Sites removed from the list of drycleaner related facilities that have EPA ID numbers, made available by the California Department of Toxic Substance Control.

***Government Publication Date: Jun 21, 2018***

***Waste Discharge Requirements:*** WASTE DISCHG

List of sites in California State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDRs) Program in California, made available by the SWRCB via GeoTracker. The WDR program regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

***Government Publication Date: May 30, 2018***

***Toxic Pollutant Emissions Facilities:*** EMISSIONS

A list of criteria and toxic pollutant emissions data for facilities in California made available by the California Environmental Protection Agency - Air Resources Board (ARB). Risk data may be based on previous inventory submittals. The toxics data are submitted to the ARB by the local air districts as requirement of the Air Toxics "Hot Spots" Program. This program requires emission inventory updates every four years.

***Government Publication Date: Dec 31, 2016***

***California Environmental Reporting System (CERS) Hazardous Waste Sites:*** CERS HAZ

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

***Government Publication Date: Jul 9, 2018***

## *Tribal*

***No Tribal additional environmental record sources available for this State.***

## *County*

***No County additional environmental databases were selected to be included in the search.***

# Definitions

***Database Descriptions:*** This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

***Detail Report***: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

***Distance:*** The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

***Direction:*** The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

***Elevation:*** The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

***Executive Summary:*** This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

***Map Key:*** The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

***Unplottables:*** These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

# APPENDIX E

# SITE ASSESSMENT CHECKLIST AND ASTM TRANSACTION SCREEN AND ENVIRONMENTAL SITE ASSESSMENT QUESTIONNAIRE

# SITE RECONNAISSANCE CHECKLIST Site visit 10/4/18

| | |
|---|---|
| Site: | 6970 Camino Arroyo, Gilroy |
| Inspector: | David Siegel |
| Non Facility Visitors: | Weather Conditions: |
| 1. Topography / Fill Areas: | Flat site and area w/ a couple of hills of dirt |
| 2. Soil Geology | due to coarse grained alluvial soils |
| 3. Groundwater | estimated ~ 15-45 feet based on nearby leak site info |
| 4. Vegetation | Property is covered w/ grass & weeds (undeveloped site) |
| 5. Wetlands | none |
| 6. Drainage (describe below) | |
| a) Building | no building on property |
| b) Site | unpaved site |
| c) Regional | eastward toward center of Santa Clara Valley |

7. Utilities

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| a) Public | | Drinking Water | | Electric | | Storm | | Waste Water Sewer | | Heating / Nat. Gas |
| b) Private (identify) | | | | | | | | | |

8. Evidence of Contamination ; Note environmental features
(e.g. asbestos, sloppy housekeeping, hazardous chemicals, storage areas, containment structures)

9. Building Information

a) General

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Building number: | no building | | | | | | |
| Age: | N/A | | | | | | |
| Construction: | N/A | | | | | | |
| Type | N/A | | | | | | |
| Features: | | | | | | | |

b) Building Interior

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Odors: | none | | | | | | |
| Spillage | none | | | | | | |
| Potential Asbestos | none | | | | | | |
| Housekeeping | N/A | | | | | | |

c) Building Exterior

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Condition | N/A | | | | | | |
| No. of transformers | none | | | | | | |

| | | | |
|---|---|---|---|
| Area(s) of stained soil | none | | |
| Area(s) of stressed vegetation | none | | |
| Qty of USTs (0) | Age | Size | |
| Qty of ASTs (0) | Age | Size | |

10. Storage Area(s) Condition

| | | | | | |
|---|---|---|---|---|---|
| Qty of Drums (0) | Type | | | | |
| Qty of Gas Cylinders (0) | Type | | | | |
| Waste Removal Storage Containers | | Quantity | | Type | |
| Debris Some dumped garbage and debris | | Quantity | | Type | |

Signature: David Siegel

Site visit 10/4/18 (AA)

**Date:** 10-5-18

**Site Address:** 6970 Camino Arroyo, Gilroy

**Person Interviewed/Title:** JM STOCKHAUSEN / MANAGER

## ASTM Transaction Screen and Environmental Site Assessment Questionnaire

| | Owner | Occupants | Observed during site visit |
|---|---|---|---|
| 1. Is the property or any adjoining site used for an industrial use? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 2. To the best of your knowledge, has the property or any adjoining site been used for an industrial use? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 3. Is the property or any adjoining site used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard, landfill, or waste storage, disposal, processing or recycling? | Yes No (Unk) | Yes No Unk | (Yes) No Unk Shell station across Camino Arroyo to NW |
| 4. To the best of your knowledge, has the Property or any adjoining site been used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard or for waste storage, disposal, processing or recycling? | Yes No (Unk) | Yes No Unk | (Yes) No Unk |
| 5. Are there, or has there been to the best of your knowledge, discarded batteries or pesticides, paints, or other chemicals in more than 5 gallon containers or 50 gallons in total stored or used at the Property? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 6. Are there, or has there been to the best of your knowledge, any industrial drums (usually 55 gallon) or sacks of chemicals on the Property | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 7. Are there, or has there been to the best of your knowledge, any fill dirt from a contaminated or unknown site put on the property | Yes No (Unk) | Yes No Unk | dirt piles on property (Yes) No Unk |
| 8. Are there, or has there been to the best of your knowledge, any pits, ponds or lagoons on the Property in connection with waste treatment or disposal? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 9. Is there, or has there been to the best of your knowledge, any stained soil or ground on the property? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |

return to:
510.886.5399 - fax
or
info@eras.biz

Site visit 10/4/18 (JD)

**Site Address:** **6970 Camino Arroyo, Gilroy**

| | Owner | Occupants | Observed during site visit |
|---|---|---|---|
| 10. Are there, or has there been to the best of your knowledge any registered or unregistered underground (UST) or above ground (AST) storage tanks on the property? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 11. Are there, or has there been to the best of your knowledge, any vent pipes, fill pipes or access ways indicating a fill pipe on the Property? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 12. Are there, or has there been to the best of your knowledge, any flooring, drains, or walls on the Property that are stained by substances other than water or are emitting foul odors? | Yes (No) Unk | Yes No Unk | N/A - no bldg Yes No Unk |
| 13. If the Property is served by a non public water system, is there any indication that the water supply was contaminated or were contaminants identified that exceeded guidelines. | Yes No (Unk) | Yes No Unk | N/A Yes No Unk |
| 14. Does the owner or occupant have knowledge of liens or governmental notification relating to violations of environmental law | Yes (No) Unk | Yes No Unk | Yes No Unk |
| 15. Does the owner or occupant have knowledge of the current or past presence o f hazardous substances or petroleum products on the Property? | Yes No (Unk) | Yes No Unk | Yes No Unk |
| 16. Does the owner or occupant have knowledge of any environmental site assessment that indicated the presence of contamination or recommended further assessment | Yes (No) Unk | Yes No Unk | Yes No Unk |
| 17. Does the owner or occupant have knowledge of past, threatened or pending lawsuits regarding a release of any hazardous release of any hazardous substance on the Property. | Yes No (Unk) | Yes No Unk | Yes No Unk |
| 18. Does the Property discharge waste water, other than storm or sanitary water into sewer? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 19. Is there any evidence to the best of your knowledge that hazardous substances, tires, batteries or other waste materials have been dumped, buried, or burned on the Property. | Yes No (Unk) | Yes No Unk | dumped household garbage & furniture, no hazmats noted Yes (No) Unk |
| 20. Is there a transformer, capacitor or other hydraulic equipment for which there are records indicating the presence of PCB's. | Yes No (Unk) | Yes No Unk | Yes (No) Unk |

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**Site Address:** **6970 Camino Arroyo, Gilroy**

How long have you owned the Property and who have the occupants been? What has the Property been used for in the past? (please provide duration)

Oct. 3rd 2013
always vacant land

Who Occupied the Property prior to you?

M+I regional properties

Interviewee Signature:
Interviewee Printed Name: Jim Stockhausen
Date: 10-5-18
Phone Number: 949 255-2682

Interviewer Signature:
Interviewer Printed Name:

return to:
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or
info@eras.biz

# APPENDIX F

# CASE CLOSURE AND MONITORING INFORMATION FOR 850 PACHECO PASS HIGHWAY

Santa Clara Valley Water District

# CASE CLOSURE SUMMARY
# LEAKING UNDERGROUND FUEL STORAGE TANK PROGRAM

## I. AGENCY INFORMATION

Date: August 22, 2000

| | |
|---|---|
| Agency Name: Santa Clara Valley Water District | Address: 5750 Almaden Expressway |
| City/State/Zip: San Jose, CA 95118 | Phone: (408) 265-2600 |
| Responsible Staff Person: Mr. Lane R. Davis | Title: Assistant Engineer |

## II. CASE INFORMATION

| | | |
|---|---|---|
| Site Facility Name: Shell | | |
| Site Facility Address: 850 Pacheco Pass Highway, Gilroy, CA | | |
| RB LUSTIS Case No.: — | Local Case No.: 11S4E05K01f | LOP Case No.: 19-082 |
| URF Filing Date: 10-21-87 | SWEEPS No.: — | APN: 841-70-018 |

| Responsible Parties | Addresses | Phone Number |
|---|---|---|
| Equiva Services, LLC<br>% Mr. Lynn Walker | P.O. Box 7869, Burbank, CA 91501-7869 | (559) 645-9306 |
| Trevis Berry, Trustee | 7801 Miller Avenue, Gilroy, CA 95020 | Unknown |

| Tank I.D. No | Size in Gallons | Contents | Closed In Place/Removed? | Date |
|---|---|---|---|---|
| 1, 2 | 8,000 | Gasoline | Removal | November 20, 1987 |
| 3 | 10,000 | Gasoline | Removal | November 20, 1987 |
| 4, 5, 6 | 12,000 | Gasoline | Existing | — |
| Piping | | | Existing | — |

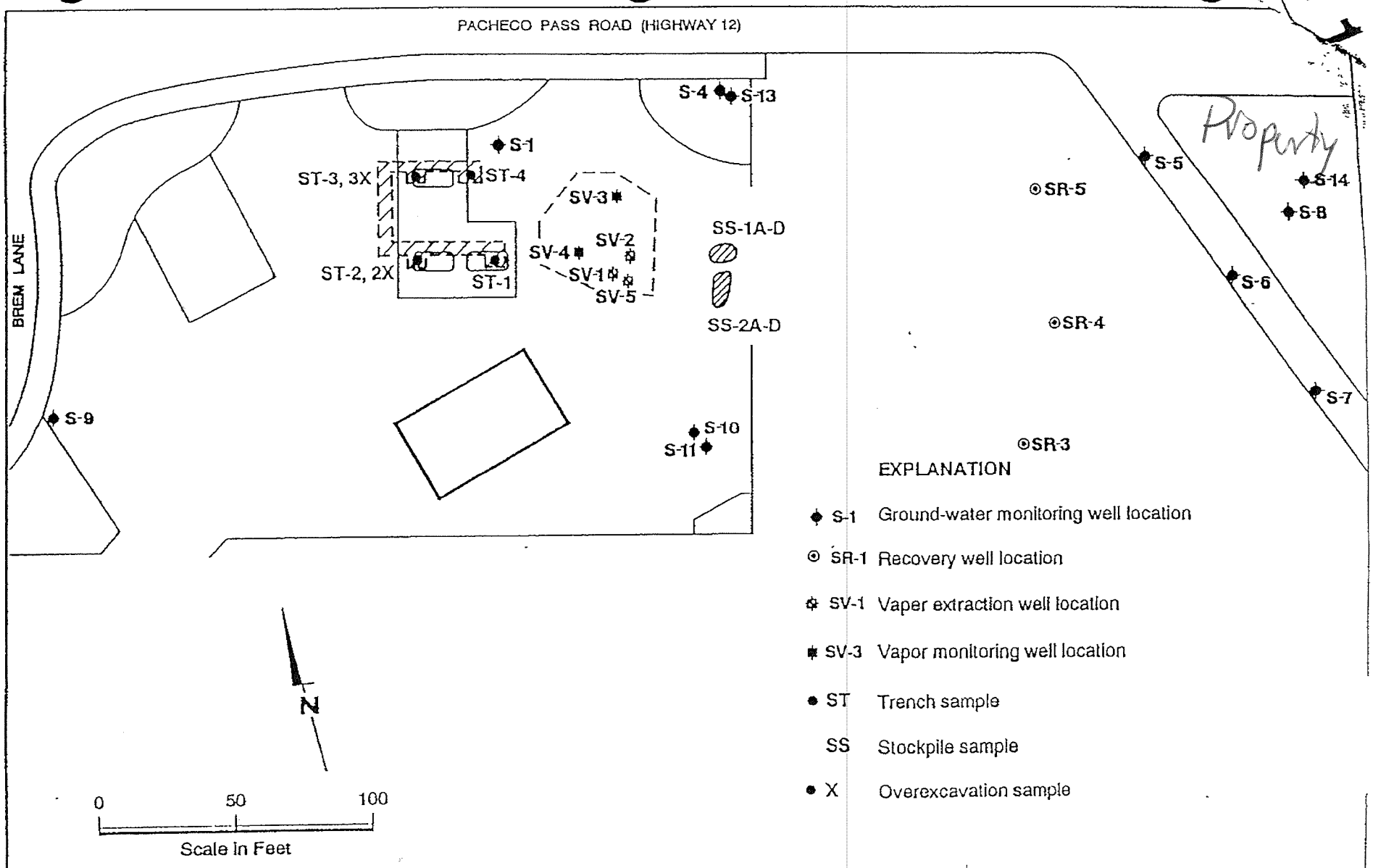
## III. RELEASE AND SITE CHARACTERIZATION INFORMATION

| | | |
|---|---|---|
| Cause and Type of Release: Unknown | | |
| Site characterization complete? Yes | Date Approved By Oversight Agency: — | |
| Monitoring wells installed? Yes | Number: 14 | Proper screened interval? Yes |
| Highest GW Depth Below Ground Surface: 11.5 | Lowest Depth: 43.5 | Flow Direction: E |
| Most Sensitive Current Use: Potential Drinking Water | | |

Wells destroyed in 2004

Trench Sampling 5/92

2d




GSI GeoStrategies Inc.

Site Plan/Soil Sample Map
Shell Service Station
850 Pacheco Pass Road
Gilroy, California

PLATE 2

JOB NUMBER 746506-15

REVIEWED BY CJB

DATE 6/92

REVISED DATE

REVISED DATE

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-4 | 10/25/1993 | <50 | 0.6 | 0.7 | 0.9 | 2.4 | NA | NA | 183.99 | 29.18 | 154.81 | NA | NA |
| S-5 | 03/04/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/15/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 02/02/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 04/11/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 01/11/1989 | <50 | <0 5 | <1 | <1 | <3 | NA | NA | 182 73 | NA | NA | NA | NA |
| S-5 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/06/1989 | <50 | <1 | <1 | <1 | <3 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 05/17/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/11/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 10/22/1990 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 01/24/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 04/12/1991 | <50 | <0.5 | <0.5 | <0.5 | <0 5 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/16/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 10/11/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 03/31/1992 | <30 | <0.3 | <0.3 | <0 3 | <0 3 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 05/04/1992 | <50 | 1.2 | 4 6 | 1.7 | 11 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/23/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 10/15/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 01/04/1993 | NA | NA | NA | NA | NA | NA | NA | 182.73 | 32.78 | 149.95 | NA | NA |
| S-5 | 05/14/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.73 | 17.24 | 165.49 | NA | NA |
| S-5 | 09/24/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 182.73 | 29.36 | 153.37 | NA | NA |
| S-5 | 10/25/1993 | <50 | 0.7 | 1.3 | 1.4 | 4.8 | NA | NA | 182.73 | 27.86 | 154.87 | NA | NA |
| S-6 | 03/04/1987 | <50 | <0.5 | 0.5 | * | 6 | NA | NA | 182.48 | NA | NA | NA | NA |

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-6 | 07/15/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 02/02/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 04/11/1988 | <50 | <0.5 | <0.5 | * | <4 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/25/1988 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 10/11/1988 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 01/11/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/06/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 05/17/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/11/1990 | <50 | <0.5 | <0 5 | <0 5 | <1 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 10/22/1990 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 01/24/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 04/12/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/16/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182 48 | NA | NA | NA | NA |
| S-6 | 10/11/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 03/31/1992 | <30 | <0.3 | <0.3 | <0.3 | <0.3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 05/04/1992 | <50 | 0.8 | 3.2 | 1.3 | 8 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/23/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 10/15/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 01/04/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.48 | 32.48 | 150.00 | NA | NA |
| S-6 | 05/14/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.48 | 17.10 | 165.38 | NA | NA |
| S-6 | 09/24/1993 | NA | NA | NA | NA | NA | NA | NA | 182.48 | 29.24 | 153.24 | NA | NA |
| S-6 | 10/25/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.48 | 27.68 | 154.80 | NA | NA |
| S-7 | 03/04/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/15/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182 32 | NA | NA | NA | NA |

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-7 | 02/02/1988 | <50 | 0.6 | 2.0 | * | 5 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 04/11/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/25/1988 | 50 | <0 5 | <1 | <1 | 6 0 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 01/11/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 05/17/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/11/1990 | <50 | <0.5 | <0.5 | <0 5 | <1 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 10/22/1990 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 01/24/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 04/12/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/16/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 10/11/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 03/31/1992 | <30 | <0.3 | <0.3 | <0 3 | <0 3 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 05/04/1992 | 55 | 2.8 | 7.3 | 3 | 16 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/23/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 10/15/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 01/04/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 182.32 | 30.72 | 151.60 | NA | NA |
| S-7 | 05/14/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 182.32 | 17.18 | 165.14 | NA | NA |
| S-7 | 09/24/1993 | <50 | <0.5 | <0 5 | <0 5 | <0 5 | NA | NA | 182.32 | 28.66 | 153.66 | NA | NA |
| S-7 | 10/25/1993 | <50 | <0.5 | 0.5 | <0.5 | 1.9 | NA | NA | 182.32 | 27.42 | 154.90 | NA | NA |
| S-8 | 03/04/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/15/1987 | 50 | 3.0 | 10 | * | 14 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 08/24/1987 | 50 | <0.5 | <1 | * | <4 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 02/02/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 04/11/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 181.38 | NA | NA | NA | NA |

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-8 | 07/25/1988 | 50 | <0 5 | <1 | <1 | 4 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 01/11/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/06/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 05/17/1990 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/11/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 10/22/1990 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 01/24/1991 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 04/12/1991 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/16/1991 | <50 | <0.5 | <0 5 | <0.5 | <0.5 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 10/11/1991 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 03/31/1992 | <30 | <0.3 | <0.3 | <0.3 | <0.3 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 05/04/1992 | <50 | 1.0 | 4.0 | 1 5 | 8.8 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/23/1992 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 10/15/1992 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 01/04/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.38 | 31.40 | 149.98 | NA | NA |
| S-8 | 05/14/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.38 | 15.92 | 165.46 | NA | NA |
| S-8 | 09/24/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.38 | 28.00 | 153.38 | NA | NA |
| S-8 | 10/25/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 181.38 | 26.52 | 154.86 | NA | NA |
| S-9 | 07/15/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 02/02/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 04/11/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 01/11/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 05/17/1990 | Well dry | NA | NA | NA | NA | NA | NA | 185.72 | NA | NA | NA | NA |

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-14 | 10/22/1990 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 01/24/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181 92 | NA | NA | NA | NA |
| S-14 | 07/16/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 10/11/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.4 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 04/01/1992 | 47 | 8.7 | 1.5 | <0.3 | 2.4 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 05/04/1992 | <50 | 0.8 | 2.8 | 1.1 | 6.5 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 07/23/1992 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 10/15/1992 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.92 | 42.80 | 139.12 | NA | NA |
| S-14 | 01/04/1993 | <50 | <0.5 | <0.5 | <0.5 | <0 5 | NA | NA | 181.92 | 33.20 | 148.72 | NA | NA |
| S-14 | 05/14/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 181.92 | 17.20 | 164.72 | NA | NA |
| S-14 | 09/24/1993 | NA | NA | NA | NA | NA | NA | NA | 181.92 | 29.10 | 152.82 | NA | NA |
| S-14 | 10/25/1993 | NA | NA | NA | NA | NA | NA | NA | 181.92 | NA | NA | NA | NA |
| SR-1 | 04/10/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.28 | NA | NA | NA | NA |
| SR-1 | 09/24/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.28 | 31.70 | 152.58 | NA | NA |
| SR-1 | 10/25/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.28 | 29.72 | 154.56 | NA | NA |
| SR-2 | 04/10/1991 | 110 | 0.8 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | NA | NA | NA | NA |
| SR-2 | 09/24/1993 | 70 | 3.5 | 6.5 | 2.1 | 9.7 | NA | NA | 184.60 | 32.36 | 152.24 | NA | NA |
| SR-2 | 10/25/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | 30.10 | 154.50 | NA | NA |
| SR-2 | 01/20/1994 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | 24.08 | 160.52 | NA | NA |
| SR-2 | 04/22/1994 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | 22.53 | 162.07 | NA | NA |
| SR-2 | 07/07/1994 | <50 | <0.5 | <0 5 | <0 5 | <0.5 | NA | NA | 184.60 | 31.11 | 153.49 | NA | NA |
| SR-2 | 10/06/1994 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | 59.10 | 125.50 | NA | NA |
| SR-2 | 01/12/1995 | <50 | <0 5 | <0.5 | <0.5 | <0 5 | NA | NA | 184.60 | 26.28 | 158.32 | NA | NA |
| SR-2 | 05/17/1995 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 184.60 | 14.86 | 169.74 | NA | 4.6 |

# Noise Assessment

F

APPENDIX

# ENVIRONMENTAL NOISE ASSESSMENT

# GILROY SQUARE DEVELOPMENT
# GILROY, CALIFORNIA

**WJVA Report No. 22-23**

**PREPARED FOR**

**EMC PLANNING**
**301 LIGHTHOUSE AVENUE, SUITE C**
**MONTEREY, CA 93940**

**PREPARED BY**

**WJV ACOUSTICS, INC.**
**VISALIA, CALIFORNIA**

wjv acoustics

**SEPTEMBER 28, 2022**

# 1. INTRODUCTION

## Project Description

The Gilroy Square project is a proposed new commercial development that would include two, four-story hotels, a drive-through fast food restaurant, a convenience store, gas station and car wash, a four-story outpatient treatment facility, and a one-story warehouse building. The project site consists of approximately 10 acres of currently undeveloped land, located in the City of Gilroy, California. The proposed project includes changing the general plan and zoning designations from industrial to commercial. The project site plan is provided as Figure 1.

## Environmental Noise Assessment

This environmental noise assessment has been prepared to determine if significant noise impacts would be produced by the project and to describe mitigation measures for noise if significant impacts are determined. The environmental noise assessment, prepared by WJV Acoustics, Inc. (WJVA), is based upon the project site plan provided by the project applicant (dated 2/14/2022), project-related traffic data provided by Hexagon Transportation Consultants, Inc. and a project site visit on March 22 and 23, 2022. Revisions to the site plan, project-related traffic data or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

In terms of human perception, a 5 dB increase or decrease is considered to be a noticeable change in noise levels. Additionally, a 10 dB increase or decrease is perceived by the human ear as half as loud or twice as loud. In terms of perception, generally speaking the human ear cannot perceive an increase (or decrease) in noise levels less than 3 dB.

there are no residential land uses proposed onsite and the nearest residential land uses are located approximately one-half mile west of the site. Therefore, the term "sensitive land uses," for the purpose of this assessment will also include transient lodging and medical facilities, where appropriate.

## 2. THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines apply the following questions for the assessment of significant noise impacts for a project:

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

### a. Noise Level Standards

**City of Gilroy General Plan-**

Section 9 (Potential Hazards) of the City of Gilroy General Plan[1] (adopted November 2, 2020) establishes land use compatibility criteria in terms of the Day-Night Average Level (DNL or $L_{dn}$). The $L_{dn}$ is the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The $L_{dn}$ represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon *annual average* conditions.

**Goal PH6: Protect Gilroy residents from exposure to excessive noise and its effects through appropriate mitigation measures and responsive land use planning, especially in regard to noise-sensitive land uses such as schools, hospitals, and housing for seniors.**

**PH 6.1** Noise and Land Use Establish a physical development pattern that is compatible with the noise environment of Gilroy, ensuring that residential neighborhoods and park areas are the quietest areas in the community.

**PH 6.2** Noise Standard Consistency Review development proposals to assure consistency with noise standards, using the Future Noise Contours map to determine if additional noise studies are needed for proposed development.

**PH 6.3** Maximum Permissible Noise Levels Ensure that outdoor and indoor noise levels are within the maximum permitted levels. Prohibit further development of sensitive uses in areas where the current or projected future noise levels exceed these standards and feasible mitigation is not available to reduce the noise level to meet the standards identified in Table 9-1 (provided below as Table I).

**PH 6.4** Noise Study and Mitigation Require proposed development projects in areas where future residents or visitors may be exposed to major noise sources (e.g. roadways, rail lines, industrial activities) to conduct an environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table 9-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project.

**PH 6.5** Acoustical Design Consider the acoustical design of projects in the development review process to reduce noise to an acceptable level. Ensure that noise mitigation features are designed and implemented in an aesthetically pleasing and consistent manner.

**PH 6.6** Setbacks and Earth Berms Require landscaped setbacks and earth berms as an alternative to soundwalls where feasible to buffer noise along major thoroughfares and rail lines adjacent to residential areas. Where an adequate setback and earth berm is not feasible, a masonry wall screened with drought tolerant, low maintenance landscaping will be required.

**PH 6.7** Residential Noise Standards Require the design of new residential development to comply with the noise standards found in Table 9-1 (provided below as Table I). Maximum outdoor sound levels for residential properties shall be 60 dBA LDN, in areas where outdoor use is a major consideration (e.g., backyards in single family housing and common recreational areas in multi-family developments). In the Downtown Specific Plan Area, the maximum outdoor noise level in common recreation areas of multi-family residential uses shall be 65 dBA LDN. In outdoor use areas where the City determines that maintaining the outdoor noise levels mentioned above cannot be achieved after the application of reasonable and feasible mitigation, a level of up to 70 dBA LDN may be permitted, if the following findings are made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer's disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public.

**PH 6.8** Incremental Noise Impacts of Commercial and Industrial Development Review of proposed new or expanding commercial and industrial development shall consider potential noise impacts on nearby residential uses and, as necessary, shall require noise mitigation measures as a condition of project approval.

**PH 6.9** Transportation Noise Consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and incorporate mitigation measures to meet General Plan standards.

**PH 6.10** Construction Noise Require proposed development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible.

**6.13** Transportation Vibration Require proposed residential and commercial projects located within 200 feet of existing major freeways and railroad lines (e.g. freight, Amtrak, and Caltrain) to conduct a ground vibration and vibration noise evaluation consistent with City-approved methodologies (e.g. Caltrans, Federal Transportation Authority).

**TABLE I**

**CITY OF GILROY MAXIMUM PERMITTED OUTDOOR AND INDOOR NOISE LEVELS**

| Land Use Category | Maximum Outdoor $L_{dn}$, dBA | Maximum Indoor $L_{dn}$, dBA |
|---|---|---|
| Residential | 60 | 45 |
| Commercial | 65 | 61 |
| Industrial | 76 | See Note 2 |

[1]The Outdoor sound levels for residential properties shall be held to 60-dBA LDN, or a maximum of 70-dBA if ALL of the following FINDINGS can be made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer's disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public.

[2]The indoor standards for industrial land uses have been set by the Occupational Safety and Health Administration. The maximum level to be exceeded no more than 10 percent of the time (L10) is 65 dBA, while the maximum level to be exceeded no more than 50 percent of the time (L50) is 60 dBA.

Source: City of Gilroy General Plan

The City of Gilroy General Plan provides an interior noise level standard of 45 dB $L_{dn}$, within residential land uses. This is consistent with Title 24 of the California Code of Regulations for residential construction and consistent with U.S. Department of Housing and Urban Development (HUD). The intent of the interior noise level guideline is to provide an acceptable noise environment for indoor communication and sleep.

Additionally, Section 1207.4 of the California Building Code states *"Interior noise levels attributable to exterior sources should not exceed 45 dB in any inhabitable room. The noise metric shall be the day-night average sound level ($L_{dn}$) or the community noise equivalent level (CNEL), consistent with the noise level of the local general plan."* The section of the California Building Code applies to Hotels and Motels.

**City of Gilroy Zoning Ordinance-**
Additionally, Section 30.41.31 (Specific Provisions-Noise) of the City of Gilroy Zoning Ordinance[2] establishes noise level standards for non-transportation noise sources (stationary/fixed sources).

- For residential noise sources, the ordinance establishes an $L_{max}$ (maximum) noise level criterion of 60 dB and an $L_{10}$ statistical performance standard of 70 dB.

- For commercial noise sources (impacting residential properties), the ordinance establishes an $L_{10}$ statistical performance standard of 70 dB between the hours of 7:00 a.m. and 10:00 p.m. Such noise is limited to the hours of 7:00 a.m. to 10:00 p.m., and prohibited between the hours of 10:00 p.m. and 7:00 a.m.

## b. Construction Noise and Vibration

Section 9 (Potential Hazards) of the City of Gilroy General Plan also provides some guidance in regards to construction noise and vibration:

**PH 6.11** Construction and Maintenance Noise Limits Limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays). Construction hours that vary from these timeframes may be approved by the Building Official, in conformance with Article XVI. Hours of Construction of the Gilroy City Code.

**PH 6.12** Vibration Impact Assessment Require a vibration impact assessment for proposed development projects in which heavy-duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.

Some further guidance related to vibration is provided by the Caltrans Transportation and Construction Vibration Guidance Manual[3]. The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in Table III and Table IV, and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

**TABLE II**

**GUIDELINE VIBRATION ANNOYANCE POTENTIAL CRITERIA**

| Human Response | Maximum PPV (in/sec) | |
|---|---|---|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Barely Perceptible | 0.04 | 0.01 |
| Distinctly Perceptible | 0.25 | 0.04 |
| Strongly Perceptible | 0.9 | 0.1 |
| Severe | 2.0 | 0.4 |

Source: Caltrans

**TABLE III**

**GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA**

| Structure and Condition | Maximum PPV (in/sec) | |
|---|---|---|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Extremely fragile, historic buildings, ancient monuments | 0.12 | 0.08 |
| Fragile buildings | 0.2 | 0.1 |
| Historic and some old buildings | 0.5 | 0.25 |
| Older residential structures | 0.5 | 0.3 |
| New residential structures | 1.0 | 0.5 |
| Modern industrial/commercial buildings | 2.0 | 0.5 |

Source: Caltrans

## 3. SETTING

The proposed project would include a commercial development on an approximately 10-acre parcel of land, located within the City of Gilroy. The project site is located approximately 0.3 miles east of US Route 101 (US 101), along the south side of State Route 152 (SR 152). The project site is currently undeveloped land. The project site is generally bound by Camino Arroyo (and retail/commercial land uses) to the west, SR 152 to the north, and Holloway Road, commercial land uses and undeveloped land to the east and the south.

The City of Gilroy General Plan does not clearly define what is considered a noise-sensitive land use. The General Plan does state, that in addition to residential land uses, land uses *"such as schools, hospitals, and housing for seniors"* should be protected from excessive noise. The closest existing sensitive receptors (residential land uses) to the project site are located approximately 0.5 miles west (west side of US 101) and approximately 1 mile to the east, along SR 152. Additionally, Eliot Elementary School is located approximately 0.6 miles northwest of the project site.

### a. Background Noise Level Measurements

Existing ambient noise levels in the project vicinity are dominated by traffic noise along State Route 152 (SR 152), as well traffic along Camino Arroyo and US 101. Additional sources of noise observed during site inspection included aircraft overflights and noise associated with nearby commercial/retail land uses.

Measurements of existing ambient noise levels in the project vicinity were conducted on May 22 and May 23, 2022. Long-term (24-hour) ambient noise level measurements were conducted at one (1) location (site LT-1). LT-1 was located within the project site, in the general vicinity of the proposed hotels.

Additionally, short-term (15-minute) ambient noise level measurements were conducted at five (5) locations (Sites ST-1 through ST-5). The project vicinity and locations of the noise monitoring sites are shown on Figure 2. Two (2) individual measurements were taken at each of the five short-term sites to quantify ambient noise levels in the morning and afternoon hours.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzers equipped with B&K Type 4176 1/2" microphones. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meters were calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Measured hourly energy average noise levels ($L_{eq}$) at site LT-1 ranged from a low of 50.2 dB between 1:00 a.m. and 2:00 a.m. to a high of 58.8 dB between 6:00 a.m. and 7:00 a.m. Hourly maximum ($L_{max}$) noise levels at site LT-1 ranged from 67.1 to 85.2 dB. Residual noise levels at the monitoring site, as defined by the $L_{90}$ statistical descriptor ranged from 45.8 to 56.1 dB. The $L_{90}$ is

a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The $L_{90}$ is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources. The measured $L_{dn}$ value at site LT-1 during the 24-hour noise measurement period was 61.6 dB CNEL. Figure 3 graphically depicts hourly variations in ambient noise levels at the LT-1 long-term monitoring site as well as a site photograph.

The short-term site noise measurement data included energy average ($L_{eq}$) maximum ($L_{max}$) as well as five (5) individual statistical parameters. Observations were made of the dominant noise sources affecting the measurements. The statistical parameters describe the percent of time a noise level was exceeded during the measurement period. Table IV summarizes short-term noise measurement results.

**TABLE IV**

**SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA**
**GILROY SQUARE DEVELOPMENT**
**MAY 22 & 23, 2022**

| Site | Time | A-Weighted Decibels, dBA | | | | | | | Sources |
|---|---|---|---|---|---|---|---|---|---|
| | | $L_{eq}$ | $L_{max}$ | $L_2$ | $L_8$ | $L_{25}$ | $L_{50}$ | $L_{90}$ | |
| ST-1 | 8:05 a.m. | 62.2 | 78.4 | 71.2 | 65.0 | 62.1 | 58.8 | 54.9 | TR |
| ST-1 | 3:50 p.m. | 61.4 | 72.7 | 70.7 | 64.6 | 61.0 | 58.5 | 54.4 | TR |
| ST-2 | 8:25 a.m. | 68.2 | 77.7 | 78.4 | 42.3 | 68.6 | 64.0 | 59.0 | TR, AC |
| ST-2 | 4:10 p.m. | 67.9 | 80.0 | 77.9 | 70.9 | 67.5 | 63.1 | 58.2 | TR |
| ST-3 | 8:45 a.m. | 58.6 | 75.2 | 69.2 | 56.4 | 53.7 | 52.0 | 51.5 | TR, C |
| ST-3 | 4:30 p.m. | 56.0 | 71.3 | 67.9 | 54.3 | 51.8 | 50.8 | 49.3 | TR, C |
| ST-4 | 9:10 a.m. | 54.7 | 65.2 | 62.4 | 58.8 | 53.9 | 52.2 | 51.9 | TR, C |
| ST-4 | 4:50 p.m. | 52.8 | 63.1 | 59.9 | 56.2 | 52.0 | 50.9 | 49.6 | TR, C |
| ST-5 | 9:30 a.m. | 52.2 | 66.4 | 55.0 | 53.8 | 52.8 | 51.8 | 50.5 | TR, AC, C |
| ST-5 | 5:10 p.m. | 51.1 | 65.0 | 53.9 | 52.7 | 51.7 | 50.7 | 49.2 | TR, C |

TR: Traffic AC: Aircraft V: Voices C: Commercial Activities
Source: WJV Acoustics, Inc.

Short-term noise measurements were conducted for 15-minute periods. Sites ST-1 and ST-2 were located in relatively close proximity to SR 152, and as such noise levels were elevated as compared to the remaining ambient noise measurement sites. Short-term measurement sites ST-3 and ST-4 were located along Holloway Road, near the southern portion of the project site. Site ST-5 was located within the eastern portion of the project site, near existing commercial land uses.

# 4. PROJECT IMPACTS AND MITIGATION MEASURES

## a. Project Traffic Noise Impacts on Existing Noise-Sensitive Land Uses Outside Project Site (Less Than Significant)

WJVA utilized the FHWA Traffic Noise Model[4] to quantify expected project-related increases in traffic noise exposure at representative noise-sensitive receptor locations in the project vicinity. Traffic noise exposure levels for Existing, Existing Plus Project, 2040 and 2040 Plus Project traffic conditions were calculated based upon the FHWA Model and traffic volumes provided by Hexagon Transportation Consultants, Inc. The percentages of trucks on SR 152 was obtained from Caltrans. The day/night distribution of traffic and the percentages of trucks on the remaining roadways used for modeling were obtained from previous studies WJVA has conducted along similar roadways as such data was not available from governmental sources. The Noise modeling assumptions used to calculate project traffic noise are provided as Appendix C.

Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the City's applicable noise level standards at the location(s) of sensitive receptors. For the purpose of this analysis a significant impact is also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the City's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear. This analysis of project traffic noise focuses on residential land uses, as they represent the most restrictive noise level criteria by land use type provided in the General Plan. The City's exterior noise level standard for residential land uses is 60 dB $L_{dn}$. It should be noted, the nearest residential land uses to the project site are located approximately one-half mile to the west.

Traffic noise was modeled at ten (10) receptor locations (R-1 through R-10). The ten modeled receptors are located at roadway setback distances representative of the sensitive receptors (residences) along each analyzed roadway segment. The receptor locations are described below and provided graphically on Figure 4.

- R-1: Approximately 115 feet from the centerline of Monterey Rd., s/o W. 10th St.
- R-2: Approximately 120 feet from the centerline of Alexander St., n/o W. 10th St.
- R-3: Approximately 95 feet from the centerline of Chestnut St., n/o W. 10th St.
- R-4: Approximately 200 feet from the centerline of SR 152, w/o Holsclaw Rd.
- R-5: Approximately 80 feet from the centerline of Holsclaw Rd., n/o SR 152.
- R-6: Approximately 135 feet from the centerline of SR 152, e/o Holsclaw Rd.
- R-7: Approximately 100 feet from the centerline of Frazier Lake Rd. s/o SR 152.
- R-8: Approximately 75 feet from the centerline of SR 152, e/o Frazier Lake Rd.
- R-9: Approximately 95 feet from the centerline of Monterey Rd. n/o W. Luchessa Ave.
- R-10: Approximately 90 feet from the centerline of W. Luchessa Ave, w/o Monterey Rd.

Table V provides a comparison of traffic noise levels at the ten modeled receptor locations for Existing, Existing Plus Project, 2040 and 2040 Plus Project traffic conditions. Noise levels

described in Table V do not take into account any localized acoustic shielding that may result from intervening topography, existing buildings or existing sound walls, and should be considered a worst-case assessment of traffic noise exposure levels.

**TABLE V**

**PROJECT-RELATED INCREASES IN TRAFFIC NOISE, dB, CNEL**
**GILROY SQUARE DEVELOPMENT**

| Modeled Receptor | Existing | Existing Plus Project | 2040 | 2040 Plus Project | Change (Maximum) | Significant Impact? |
|---|---|---|---|---|---|---|
| R-1 | 59 | 59 | 60 | 60 | 0 | No |
| R-2 | 55 | 55 | 55 | 55 | 0 | No |
| R-3 | 58 | 58 | 59 | 59 | 0 | No |
| R-4 | 66 | 66 | 67 | 67 | 0 | No |
| R-5 | 49 | 49 | 49 | 49 | 0 | No |
| R-6 | 69 | 69 | 70 | 70 | 0 | No |
| R-7 | 59 | 59 | 61 | 61 | 0 | No |
| R-8 | 71 | 71 | 71 | 71 | 0 | No |
| R-9 | 60 | 60 | 60 | 60 | 0 | No |
| R-10 | 61 | 61 | 63 | 63 | 0 | No |

Source: WJV Acoustics, Inc.
Hexagon Transportation Consultants, Inc.

As described in Table V, project-related traffic is not expected to result in noise levels at any sensitive receptors to exceed the City's noise level standard, nor result in an increase of 3 dB in any sensitive receptor locations where noise levels already exceed the City's noise level standard without the implementation of the project. Furthermore, project-related increases in traffic are not expected to result in an increase in noise levels, as quantified by the $L_{dn}$ metric, at any sensitive receptor locations. Therefore, project-related increases in traffic noise exposure are not considered to be a significant impact.

### b. Noise Impacts from On-Site Noise Sources (No Impact)

The project would include a variety of commercial retail land uses, including a drive-through quick serve restaurant, convenience store, gas station and car wash, hotels, outpatient treatment facility, and a warehouse building. A wide variety of noise sources can be associated with such land uses. The noise levels produced by such sources can also be highly variable. The closest sensitive receptors to the proposed project site are located at distance of 0.5 miles or greater from the project site. At these distances, noise levels associated with these noise-producing activities would not be audible. However, noise levels associated with such activities are discussed qualitatively below. For the purpose of this analysis and discussion, all associated noise levels have been normalized to a setback distance of 100 feet. Typical examples of stationary noise sources associated with such land uses include:

- HVAC/Mechanical equipment
- Truck deliveries and movements
- Parking lot activities (closing of car doors and trunks, stereos, alarms etc.)
- Drive-Through operations
- Loading Dock Activities
- Car Wash Operations

**Mechanical Equipment**

It is assumed that the project would include roof-mounted HVAC units on the proposed buildings. For the purpose of noise and aesthetics, roof-mounted HVAC units are typically shielded by means of a roof parapet. WJVA has conducted reference noise level measurements at numerous commercial and retail buildings with roof-mounted HVAC units, and associated noise levels typically range between approximately 39-44 dB at a distance of 100 feet from the building façade.

**Slowly Moving Trucks**

Large trucks would enter and exit the project site for deliveries as well as to access the proposed warehouse facility. WJVA has conducted measurements of the noise levels produced by slowly moving trucks for a number of studies. Such truck movements would be expected to produce noise levels in the range of 65 to 71 dBA at a distance of 100 feet. The range in measured truck noise levels is due to differences in the size of trucks, their speed of movement and whether they have refrigeration units in operation during the pass-by.

**Parking Lot Activities**

Noise due to traffic in parking lots is typically limited by low speeds and is not usually considered to be significant. Human activity in parking lots that can produce noise includes voices, stereo systems and the opening and closing of car doors and trunk lids. Such activities can occur at any time. The noise levels associated with these activities cannot be precisely defined due to variables such as the number of parking movements, time of day and other factors. It is typical for a passing car in a parking lot to produce a maximum noise level of 54-59 dBA at a distance of 100 feet.

**Drive Thru Retail**

The proposed project would include a drive-thru quick serve restaurant. WJVA previously conducted reference noise levels measured at a Wendy's drive-thru restaurant located on South Mooney Boulevard in Visalia. Measurements were conducted during the early afternoon of July 11, 2011 between 12:45 p.m. and 1:45 p.m. using the previously-described noise monitoring equipment.

The microphone used by customers to order food and the loudspeaker used by employees to confirm orders are both integrated into a menu board that is located a few feet from the drive-thru lane at the approximate height of a typical car window. Vehicles would enter the drive-thru lane from the west and then turn to the north along the east side of the restaurant.

Reference noise measurements were obtained at a distance of approximately 40 feet from the menu board containing the microphone/loudspeaker system at an angle of about 45° toward the rear of the vehicle being served. This provided a worst-case exposure to sound from the loudspeaker system since the vehicle was not located directly between the loudspeaker and measurement location. Cars were lined up in the access lane during the noise measurement period indicating that the drive-through lane was operating at or near a peak level of activity.

Each ordering cycle was observed to take approximately 60 seconds including vehicle movements. A typical ordering cycle included 5-10 seconds of loudspeaker use with typical maximum noise levels in the range of 60-62 dBA at the 40 foot-reference location. Vehicles moving through the drive-thru lane produced noise levels in the range of 55-60 dBA at the same distance. Vehicles parked at the ordering position (between the menu board and measurement site) were observed to provide significant acoustic shielding during the ordering sequence. The effects of such shielding are reflected by the noise measurement data. Noise levels were measured to approximately 60 dB $L_{eq}$ at the measurement site, and included noise from all sources, including the loudspeaker, vehicle movements and HVAC equipment. At a reference distance of 100 feet, maximum noise levels associated with the amplified menu board would be approximately 52-54 dB.

**Loading Dock Activities**

The proposed project includes a 15,000 square-foot warehouse facility. The time and frequency of warehouse loading dock activities was not known at the time this analysis was prepared.

Noise sources typically associated with loading dock activities include truck engines, the operation of truck-mounted refrigeration units, fork lifts, the banging of hand carts and roll-up doors, noise from P.A. systems, and the voices of truck drivers and store employees. Truck engines and/or refrigeration units are typically turned off while trucks are in loading dock areas to reduce noise and save energy. Based upon noise level measurements conducted by WJVA for other studies, loading dock noise levels would be expected to be in the range of 58 to 76 dBA at a distance of 100 feet.

**Car Wash**

The project would include an automated car wash facility, to be located in the vicinity of the convenience store and gas station. WJVA has conducted noise studies of numerous car wash operations. Automated car wash facilities can generally be categorized in two ways, 1). Conveyor belt operations and 2). Drive-in operations. With conveyor belt operations, multiple cars can proceed through the tunnel simultaneously, and are pulled along through the wash tunnel by the conveyor belt, and during peak hours of operation, the dryer blowers (dominant noise producing component) may be in constant operation. With drive-in styles one vehicle drives into the car wash tunnel bay and remains in place while the car wash operates around the vehicle. With this type of system one car is processed through the car wash tunnel at a time, and typical wash cycle times are approximately six (6) minutes, with the dryer blower in operation for approximately 90 seconds out of the 6-minute wash cycle time.

The drive-in type of car wash operations is the most common at convenience store/fuel service retail operations while the conveyor belt type of car wash is more common with “stand-alone”

car wash retail locations. Reference to the project site plan indicates that a drive-in car wash operation will likely be utilized. However, both types of car wash operations are discussed below.

**Conveyor Belt Car Wash-**
During peak hours of operation, conveyor belt car wash operations may be in constant operation, with the dryer blowers continuously operating. WJVA has conducted noise level measurements at numerous such car wash operations and has reviewed manufacturer-supplied noise level data. Noise levels associated with such operations typically range between approximately 69-73 dB a distance of 100 feet from the tunnel entrance and exit.

The noise levels described above represent the noise levels that occur directly in front the tunnel entrance and exit. The blowers are located within the tunnel, and the tunnel provides acoustical shielding of blower noise to the sides of the car wash tunnel. Generally speaking, at a 45-degree angle from a car wash tunnel entrance/exit, noise levels are approximately 6-8 dB below noise levels measured directly in line with the tunnel, at the same distance. Additionally, at a 90-degree angle, WJVA has observed noise levels to be approximately 10-15 dB below noise levels measured directly in line with the tunnel, at the same distance.

The noise levels described above apply noise levels measured and reviewed for Tommy Car Wash Systems, Peco Wash and Dryer System and MacNeil Wash Systems washers with Motor City drying systems.

**Drive-Thru Car Wash-**
As described above, with drive-thru type car wash operations (most common at convenience store/fuel service retail locations), one car is processed through the car wash tunnel at a time. Typical wash cycles take approximately 6 minutes in length, of which the dryer blowers are in operation for approximately 90 seconds per cycle. Taking these cycle times into account, the maximum number of car washes that could occur per hour would be ten (10). As described above, the blowers are in operation for approximately 90 seconds during each 6-minute cycle, with the resulting maximum blower operation time of fifteen (15) minutes during any one hour.

The most common type of equipment associated with drive-thru style of car wash operations is the Mark VII ChoiceWash XT Wash System utilizing a Mark VII Dryer System. WJVA has measured noise levels at numerous locations utilizing this equipment and has also reviewed manufacturer-supplied noise level data. Noise levels measured by WJVA indicate that car wash noise levels for the drive-thru (Mark VII equipment) would be approximately 63 dB $L_{50}$ during any one hour, at a distance of 100 feet directly in front of the entrance and exit of the tunnel. This noise level assumes the car wash is in constant peak operation during any given hour, and should therefore be considered a worst-case assessment of car wash operational noise levels.

### c. Noise From Construction (Less Than Significant)

Construction noise would occur at various locations within and near the project site through the build-out period. Table VI provides typical construction-related noise levels at distances of 100 feet, 200 feet, and 300 feet.

**TABLE VI**

**TYPICAL CONSTRUCTION EQUIPMENT MAXIMUM NOISE LEVELS, dBA**

| Type of Equipment | 100 Ft. | 200 Ft. | 300 Ft. |
|---|---|---|---|
| Concrete Saw | 84 | 78 | 74 |
| Crane | 75 | 69 | 65 |
| Excavator | 75 | 69 | 65 |
| Front End Loader | 73 | 67 | 63 |
| Jackhammer | 83 | 77 | 73 |
| Paver | 71 | 65 | 61 |
| Pneumatic Tools | 79 | 73 | 69 |
| Dozer | 76 | 70 | 66 |
| Rollers | 74 | 68 | 64 |
| Trucks | 80 | 72 | 70 |
| Pumps | 74 | 68 | 64 |
| Scrapers | 81 | 75 | 71 |
| Portable Generators | 74 | 68 | 64 |
| Backhoe | 80 | 74 | 70 |
| Grader | 80 | 74 | 70 |

Source: FHWA
*Noise Control for Buildings and Manufacturing Plants*, Bolt, Beranek & Newman, 1987

Construction noise is not considered to be a significant impact if construction is limited to the daytime hours and construction equipment is adequately maintained and muffled. The City of Gilroy provides a restriction on the hours that construction activities may occur, between 7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays.

### d. Vibration Impacts (Less Than Significant)

The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. Typical vibration levels at distances of 100 feet and 300 feet are summarized by Table VII. These levels would not be expected to exceed any significant threshold levels for annoyance or damage, as provided above in Table II and Table III.

| TABLE VII<br>TYPICAL VIBRATION LEVELS DURING CONSTRUCTION | | |
|---|---|---|
| | PPV (in/sec) | |
| Equipment | @ 100´ | @ 300´ |
| Bulldozer (Large) | 0.011 | 0.006 |
| Bulldozer (Small) | 0.0004 | 0.00019 |
| Loaded Truck | 0.01 | 0.005 |
| Jackhammer | 0.005 | 0.002 |
| Vibratory Roller | .03 | 0.013 |
| Caisson Drilling | .01 | 0.006 |
| Source: *Caltrans* | | |

After full project build out, it is not expected that ongoing operational activities will result in any vibration impacts at nearby sensitive uses. Activities involved in trash bin collection could result in minor on-site vibrations as the bin is placed back onto the ground. Such vibrations would not be expected to be felt at the closest off-site sensitive uses and would generally not be expected to be felt at on-site sensitive receptors as well. Additional mitigation is not required.

### e. Noise Impacts from Nearby Airports or Airstrips (No Impact)

The Project site is not located within two miles of a public airport or private airstrip. The San Martin Airport and Frazier Lake Airpark are located approximately six miles from project site.

### f. Noise Impacts to On-Site Proposed Noise-Sensitive Uses (Less Than Significant, With Mitigation)

The proposed project would include two hotels as well as an outpatient treatment facility, to be located in the southern portion of the project site. While not specifically described in the City of Gilroy General Plan, transient lodging facilities (hotels and motels) and medical facilities are typically considered to be a noise-sensitive land use. The exterior noise level standards for transient lodging are typically applied to outdoor common use areas, such as pools, common courtyards and designated picnic or BBQ areas. The assumed exterior noise levels standard for transient lodging is 60 dB $L_{dn}$. Medical facilities typically do not have applicable exterior noise level standards.

Typical interior noise level standards state that interior noise levels attributable to exterior sources shall not exceed 45 dB $L_{dn}$ within residential land uses (including transient lodging). This is consistent with Title 24 of the California Code of Regulations for residential construction and consistent with U.S. Department of Housing and Urban Development (HUD) as well as Section 1207.4 of the California Building Code. The intent of the interior noise level guideline is to provide an acceptable noise environment for indoor communication and sleep.

**Exterior Hotel Noise**

The site plan indicates that both proposed hotels would include outdoor pool areas. Both pools would be located along the south side of each hotel, where the hotel building would provide acoustical shielding from traffic noise associated with SR 152, the dominant source of project site noise. Noise levels measured at ambient noise measurement site LT-1 indicate that project site noise exposure, in the vicinity of the proposed hotels, is approximately 62 dB $L_{dn}$. Taking into account the acoustical shielding provided by the hotel buildings, noise levels in the vicinity of the pool location at both hotels would be below the City's (assumed) exterior noise level standard of 60 dB $L_{dn}$.

**Interior Hotel Noise**

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

A specific analysis of interior noise levels was not performed. However, it may be assumed that construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB or more if windows and doors are closed. This will be sufficient for compliance with the City's 45 dB $L_{dn}$ interior standard at all proposed at all proposed rooms for the two hotels. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required.

## 5. IMPACT SUMMARY

- The proposed Gilroy Square development project would comply with all City of Gilroy exterior and interior noise level standards, provided air conditioning or mechanical ventilation should be installed in all hotel units so that it will be possible for windows to remain closed for sound insulation purposes. The closest off-site noise-sensitive land uses are located at distance of 0.5 miles or greater from the project site. At such distances, noise levels associated with the various project components would not be audible.

- Project-related increases in traffic noise exposure was calculated to be less than 1 dB at all analyzed roadways where sensitive receptors (residential land uses and transient lodging) exist. An analysis of existing and 2040 traffic conditions indicate that the project would not result in a measurable increase in traffic noise exposure over existing noise levels.

- The project would include two hotels and outpatient treatment facility, which while not specifically described as such in the City of Gilroy General Plan, were considered to be noise-sensitive land uses within this analysis and report. Exterior noise levels at the outdoor common use areas for each proposed hotel (outdoor swimming pool areas) would be below 60 dB $L_{dn}$. Additionally, interior noise levels within all rooms of both proposed hotels and the outpatient treatment facility would not exceed 45 dB $L_{dn}$.

## 6. SOURCES CONSULTED

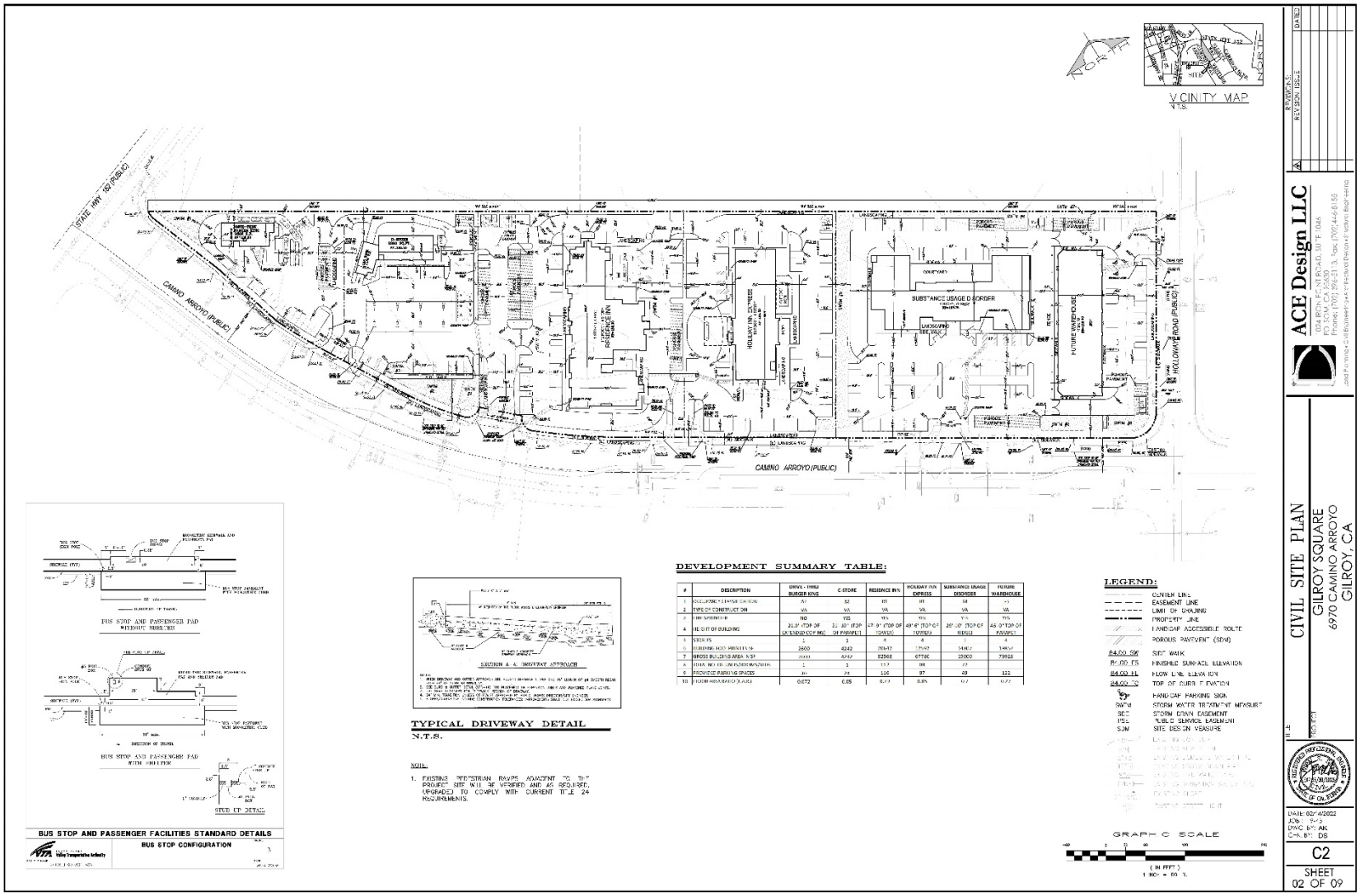

1. City of Gilroy General Plan, November 2, 2020.

2. City of Gilroy Zoning Ordinance, April 2022.

3. California Department of Transportation, *Transportation and Construction Vibration Guidance Manual,* September 2013.

4. Federal Highway Administration, *Traffic Noise Model, Version 2.5,* April 14, 2004

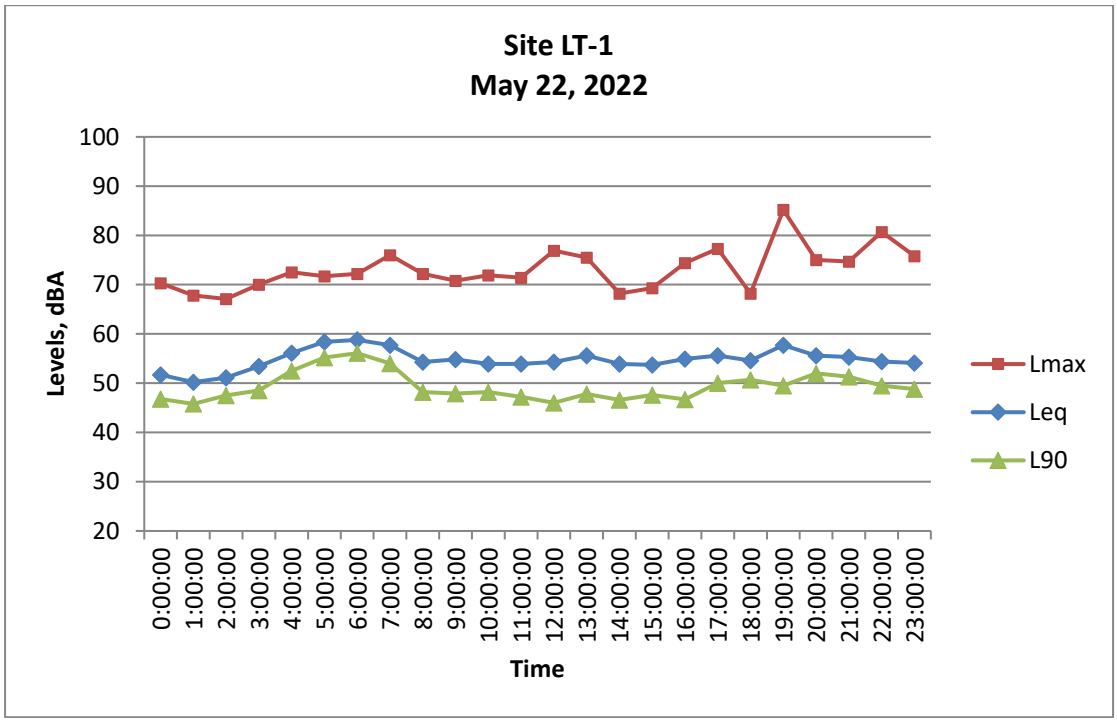
## FIGURE 1: PROJECT SITE PLAN




## FIGURE 2: PROJECT VICINITY AND AMBIENT NOISE MONITORING SITES


ST-2
ST-1
ST-5
LT-1
ST-3
ST-4
Pacheco Pass Hwy
Canire Arroyo
Canire Arroyo
Canire Arroyo
Steed Way
Cameron Blvd
Cameron Blvd
152
Google Earth
800 ft
N

## FIGURE 3: HOURLY NOISE LEVELS AT LONG-TERM MONITORING SITE LT-1






## FIGURE 4: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS



# APPENDIX A-1

## ACOUSTICAL TERMINOLOGY

**AMBIENT NOISE LEVEL:** The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**CNEL:** Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

**DECIBEL, dB:** A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

**DNL/$L_{dn}$:** Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

**$L_{eq}$:** Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. $L_{eq}$ is typically computed over 1, 8 and 24-hour sample periods.

**NOTE:** The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while $L_{eq}$ represents the average noise exposure for a shorter time period, typically one hour.

**$L_{max}$:** The maximum noise level recorded during a noise event.

**$L_n$:** The sound level exceeded "n" percent of the time during a sample interval ($L_{90}$, $L_{50}$, $L_{10}$, etc.). For example, $L_{10}$ equals the level exceeded 10 percent of the time.

## A-2

# ACOUSTICAL TERMINOLOGY

**NOISE EXPOSURE CONTOURS:** Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

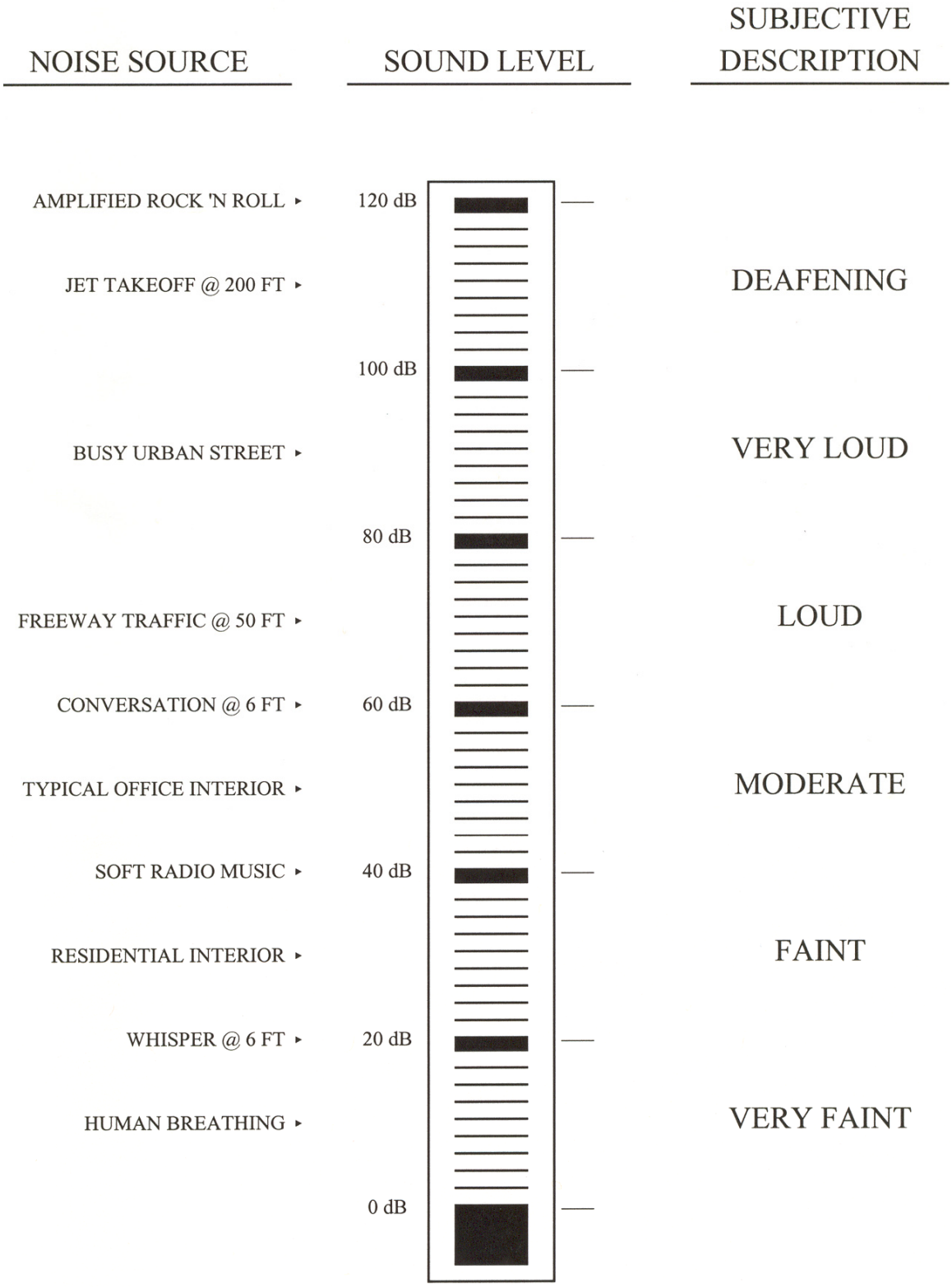
**NOISE LEVEL REDUCTION (NLR)**: The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of Anoise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

**SEL or SENEL:** Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

**SOUND LEVEL:** The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

**SOUND TRANSMISSION CLASS (STC):** The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

# APPENDIX B
## EXAMPLES OF SOUND LEVELS



# APPENDIX C

# TRAFFIC NOISE MODELING CALCULATIONS

**WJV Acoustics, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
July 14, 2022

| | |
|---|---|
| Project #: | 22-23 |
| Description: | Existing |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

**Contour Levels (dB)** 60 65 70 75

| Segment | Roadway Name | Segment Description | ADT | %Day | %Evening | %Night | %Med | %Heavy | Speed | Distance | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey | s/o 10th R-1 | 8900 | 90 | | 10 | 2 | 2 | 35 | 115 | |
| 2 | Alexander | n/o 10th R-2 | 3870 | 90 | | 10 | 2 | 2 | 35 | 120 | |
| 3 | Chestnut | n/o 10th R-3 | 6010 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 4 | SR 152 | w/o Holsclaw R-4 | 17170 | 83 | | 17 | 2.7 | 14.3 | 50 | 200 | |
| 5 | Holsclaw | n/o SR 152 R-5 | 580 | 90 | | 10 | 2 | 2 | 35 | 80 | |
| 6 | SR 152 | e/o Holsclaw R-6 | 17170 | 83 | | 17 | 2.7 | 14.3 | 50 | 135 | |
| 7 | Frazier Lake Rd | s/o SR 152 R-7 | 7860 | 90 | | 10 | 2 | 2 | 35 | 100 | |
| 8 | SR 152 | e/o Frazier Lake | 10870 | 83 | | 17 | 2.7 | 14.3 | 50 | 75 | |
| 9 | Monterey | n/o Luchessa | 8880 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 10 | Luchessa | w/o Monterey | 9820 | 90 | | 10 | 2 | 2 | 35 | 90 | |

**WJV Acoustics, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
July 14, 2022

| | |
|---|---|
| Project #: | 22-23 |
| Description: | Existing + Project |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

**Contour Levels (dB)** 60, 65, 70, 75

| Segment | Roadway Name | Segment Description | ADT | %Day | %Evening | %Night | %Med | %Heavy | Speed | Distance | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey | s/o 10th R-1 | 9130 | 90 | | 10 | 2 | 2 | 35 | 115 | |
| 2 | Alexander | n/o 10th R-2 | 3870 | 90 | | 10 | 2 | 2 | 35 | 120 | |
| 3 | Chestnut | n/o 10th R-3 | 6010 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 4 | SR 152 | w/o Holsclaw R-4 | 17600 | 83 | | 17 | 2.7 | 14.3 | 50 | 200 | |
| 5 | Holsclaw | n/o SR 152 R-5 | 580 | 90 | | 10 | 2 | 2 | 35 | 80 | |
| 6 | SR 152 | e/o Holsclaw R-6 | 17600 | 83 | | 17 | 2.7 | 14.3 | 50 | 135 | |
| 7 | Frazier Lake Rd | s/o SR 152 R-7 | 7960 | 90 | | 10 | 2 | 2 | 35 | 100 | |
| 8 | SR 152 | e/o Frazier Lake | 11200 | 83 | | 17 | 2.7 | 14.3 | 50 | 75 | |
| 9 | Monterey | n/o Luchessa | 9110 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 10 | Luchessa | w/o Monterey | 10050 | 90 | | 10 | 2 | 2 | 35 | 90 | |

**WJV Acoustics, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
July 14, 2022

| | |
|---|---|
| Project #: | 22-23 |
| Description: | 2040 |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

**Contour Levels (dB)** 60 65 70 75

| Segment | Roadway Name | Segment Description | ADT | %Day | %Evening | %Night | %Med | %Heavy | Speed | Distance | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey | s/o 10th R-1 | 12420 | 90 | | 10 | 2 | 2 | 35 | 115 | |
| 2 | Alexander | n/o 10th R-2 | 4180 | 90 | | 10 | 2 | 2 | 35 | 120 | |
| 3 | Chestnut | n/o 10th R-3 | 6540 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 4 | SR 152 | w/o Holsclaw R-4 | 22100 | 83 | | 17 | 2.7 | 14.3 | 50 | 200 | |
| 5 | Holsclaw | n/o SR 152 R-5 | 590 | 90 | | 10 | 2 | 2 | 35 | 80 | |
| 6 | SR 152 | e/o Holsclaw R-6 | 22110 | 83 | | 17 | 2.7 | 14.3 | 50 | 135 | |
| 7 | Frazier Lake Rd | s/o SR 152 R-7 | 11960 | 90 | | 10 | 2 | 2 | 35 | 100 | |
| 8 | SR 152 | e/o Frazier Lake | 12340 | 83 | | 17 | 2.7 | 14.3 | 50 | 75 | |
| 9 | Monterey | n/o Luchessa | 9110 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 10 | Luchessa | w/o Monterey | 18530 | 90 | | 10 | 2 | 2 | 35 | 90 | |

**WJV Acoustics, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
July 14, 2022

| | |
|---|---|
| Project #: | 22-23 |
| Description: | 2040 + Project |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

**Contour Levels (dB)** 60 65 70 75

| Segment | Roadway Name | Segment Description | ADT | %Day | %Evening | %Night | %Med | %Heavy | Speed | Distance | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey | s/o 10th R-1 | 12560 | 90 | | 10 | 2 | 2 | 35 | 115 | |
| 2 | Alexander | n/o 10th R-2 | 4180 | 90 | | 10 | 2 | 2 | 35 | 120 | |
| 3 | Chestnut | n/o 10th R-3 | 6540 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 4 | SR 152 | w/o Holsclaw R-4 | 22530 | 83 | | 17 | 2.7 | 14.3 | 50 | 200 | |
| 5 | Holsclaw | n/o SR 152 R-5 | 590 | 90 | | 10 | 2 | 2 | 35 | 80 | |
| 6 | SR 152 | e/o Holsclaw R-6 | 22530 | 83 | | 17 | 2.7 | 14.3 | 50 | 135 | |
| 7 | Frazier Lake Rd | s/o SR 152 R-7 | 12060 | 90 | | 10 | 2 | 2 | 35 | 100 | |
| 8 | SR 152 | e/o Frazier Lake | 12670 | 83 | | 17 | 2.7 | 14.3 | 50 | 75 | |
| 9 | Monterey | n/o Luchessa | 9340 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 10 | Luchessa | w/o Monterey | 18760 | 90 | | 10 | 2 | 2 | 35 | 90 | |

# Transportation Summary of Findings and Analysis

APPENDIX G

# Hexagon Transportation Consultants, Inc.

## Memorandum

**Date:** December 7, 2022

**To:** Kraig Tambornini, City of Gilroy

**CC:** Gary Heap, P.E., City of Gilroy

**From:** Gicela Del Rio, T.E.

**Subject:** Gilroy Square Development Transportation Analysis ï Summary of Findings

This memo summarizes the result of the Transportation Analysis (TA) completed for the proposed Gilroy Square Development, located at 6970 Camino Arroyo, as documented in the TA report dated October 10, 2022. The memo also discusses the necessary actions required from the project to address project deficiencies at intersections, as discussed with City staff on November 15, 2022. Lastly, the memo lists site design recommendations included in the TA report.

The project, as evaluated in the October 2022 TA, consists of the following uses:

- 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- 112-room 4-story all-suites hotel (Residence Inn)
- 88-room 4-story hotel (Holiday Inn Express)
- 18,000-s.f. industrial warehouse
- 27,500-s.f. industrial warehouse

## CEQA VMT Evaluation Results

The *VTA's VMT Evaluation Tool* was utilized to evaluate the effects of the projectôs employment land uses (industrial warehouse land use) on VMT. The Cityôs TDF model was utilized to complete the VMT evaluation for the rest of the proposed land uses (retail).

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPRôs small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

Therefore, the proposed project was determined to create a less-than-significant impact on VMT.

# Roadway Capacity Analysis Results

## Intersection Level of Service Analysis Results and Required Project Action

The results of the intersection level of service analysis show that the project would create (under background plus project conditions) or contribute to (under General Plan plus project conditions) operational deficiencies at the intersections listed below. The projectôs required actions described for each of the intersection deficiencies were identified by City staff as the action required to satisfy City policies.

**Background Plus Project – With Proposed Luchessa/Holloway Connection**

**13. Automall Parkway and Luchessa Avenue** (LOS F and peak-hour signal warrant met ï PM peak-hour)
Project Deficiency: PM peak-hour
Possible Improvements: The projected deficiency at this intersection could be improved with the installation of a traffic signal.
**Project's Required Action**: The signalization of this intersection is included in the Cityôs Traffic Circulation Master Plan (TCMP) and Traffic Impact Fee (TIF) Program. Therefore, the proposed project will be required to pay the applicable TIF as a fair-share contribution towards the implementation of the above improvement. It has been determined that the projectôs contribution to this intersectionôs deficiency is approximately 2% of the projected near-term growth (see discussion below).

**2040 General Plan Plus Project Conditions (GP & with Luchessa/Holloway Connection networks)**

**7. Silacci Way and Pacheco Pass Highway** (LOS F and peak-hour signal warrant met ï PM and SAT peak hours)
Project deficiency: Contribution to an operational deficiency during the PM and SAT peak hours
Possible Improvements: The projected deficiency at this intersection could be improved with the installation of a traffic signal or by restricting left-turn access to and from Silacci Way.
**Project's Required Action**: The project is projected to contribute to a deficiency caused cumulatively by the proposed project and all projected growth that is part of the General Plan buildout conditions. Therefore, since the intersection is not part of the TIF Program, the project must make a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels. It has been determined that the projectôs contribution to this intersectionôs deficiency is approximately 5-7% of the projected near-term growth (see discussion below).

**13. Automall Parkway and Luchessa Avenue** (LOS F and peak-hour signal warrant met ï AM and PM peak hours)
Project deficiency: Contribution to an operational deficiency during the AM and PM peak hours
Possible Improvements: Same as above.
**Project's Required Action**: Same as above.

## Intersection Operations Analysis Results

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies under background plus project conditions for the following turn-movements:

**6. Camino Arroyo and SR 152 –**

*Northbound Left-Turn Movement* (SAT peak-hour)
Project deficiency: increase queue length by 4 vehicles per lane
Possible Improvements: No feasible improvement due to back-to-back left-turn pockets with the upstream intersection at Camino Arroyo/Gilroy Crossing.

*Westbound Left-turn movement* (SAT peak-hour)
Project deficiency: increase queue length by 4 vehicles per lane
Possible Improvements: The possible extension of the existing left-turn pockets would affect the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152).

*Northbound Right-Turn Movement* (PM and SAT peak hours)
Project deficiency: increase queue length by 4 vehicles
Possible Improvements: The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage.

The above queue storage deficiencies at this intersection will be addressed as part of the US 101/Tenth Street/SR 152 Interchange Improvements project, currently in the Project Initiation Document (PID) phase, being conducted by the Santa Clara County Valley Transportation Authority (VTA).

**Project's Required Action**: This intersection is included in the City's Traffic Circulation Master Plan (TCMP) and Traffic Impact Fee (TIF) Program. Therefore, the proposed project will be required to pay the applicable TIF as a fair-share contribution towards the implementation of the above improvement. It has been determined that the project's contribution to this intersection's deficiency is approximately 19-22% of the projected near-term growth (see discussion below).

**16. Camino Arroyo and Gilroy Crossing –**
*Southbound left-turn movement* (PM and SAT peak hours)
Project deficiency: increase queue length by 5 vehicles
Possible Improvements: The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.
**Project's Required Action**: The project must implement the above-identified improvements.

## Projects Contribution to Potential Growth

In addition to the proposed project, other development projects in the area would add traffic to the adjacent roadway network and would increase the need for the enhancement of the existing roadway network to accommodate the projected future traffic demand.

Potential projects that would add traffic to the roadway network in the project area include:

- Holloway Site ï 426,500 square feet of warehouse and distribution facility land use
- Luchessa Site ï 1.1 million square feet of warehouse and distribution facility land use

Trip generation estimates for the proposed project and above potential projects were compared to determine the percent contribution each of these projects represent of the potential traffic growth in

the project area. As shown on Table A below, the proposed Gilroy Square development (proposed project) would represent approximately 19% of the projected daily traffic growth and approximately 10% of the PM peak-hour traffic growth.

The proposed project represents approximately 2% of the near-term growth projections at the intersection of Automall Parkway and Luchessa Avenue during the PM peak-hour (see Table B).

The proposed project also is estimated to contribute approximately 5-7% of the projected near-term growth at the intersection of Silacci Way/Pacheco Pass Highway (see Table C) and approximately 19-22% of the projected near-term growth at the intersection of Camino Arroyo/Pacheco Pass Highway during the PM and Saturday peak hours (see Table D).

## Other Recommended Improvements

### Operations at Driveways

***Recommendation:*** The following are recommendations for Driveway 2:

- Widen Driveway 2 to provide two outbound lanes (as proposed) and two inbound lanes. Driveway 2 must also align with the west leg of the Camino Arroyo/Gilroy Crossing intersection.
- At the first internal access point from Driveway 2 (approximately 125 feet east of the driveway), the two inbound lanes should become a left-turn lane providing access to the gas station/fast-food restaurant and a shared right-and-through lane, providing access to the hotels and parking spaces.
- Align the Driveway 2 drive aisle lanes, in particular, the inbound lane. If necessary, remove the parking spaces along the south side of the driveway aisle so that the inbound through lane from Driveway 2 aligns with the eastbound lane along the rest of the drive aisle.
- At the first internal access point from Driveway 2, provide uncontrolled inbound access, while stop-controlling the rest of the approaches.

***Recommendation:*** It is recommended that the project considers providing a connection extending from Driveway 2 to Silacci Way, via the adjacent undeveloped site. This new connection would displace some of the northbound right-turning project trips at the intersection of Camino Arroyo/SR 152 to Silacci Way, eliminating the project deficiency and need to extend the existing northbound right-turn pocket while enhancing the adjacent roadway network.

### Sight Distance

***Recommendation:*** The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

### Pedestrian On-Site Circulation

***Recommendation:*** A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

### Project's Effect on Bicycle Facilities

***Recommendation:*** It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTAôs recommended bicycle-parking rates, to serve the potential demand

of the project. Based on VTAôs bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

### Project's Effect on Pedestrian Facilities

***Recommendation:*** It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

***Recommendation:*** It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

## Table A
## Growth Projections (Trip Generation Estimates)

| Proposed Land Use | Size | Weekday Daily Rate | Weekday Daily Trip | | AM Peak Hour Rate | AM Peak Hour Trip In | AM Peak Hour Trip Out | AM Peak Hour Trip Total | | PM Peak Hour Rate | PM Peak Hour Trip In | PM Peak Hour Trip Out | PM Peak Hour Trip Total | | SAT Peak Hour Rate | SAT Peak Hour Trip In | SAT Peak Hour Trip Out | SAT Peak Hour Trip Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Gilroy Square** [1] | | | | | | | | | | | | | | | | | | | |
| **Retail Land Uses** | | | | | | | | | | | | | | | | | | | |
| #945 - Convenience Store/Gas Station | 16 Vehicle Fueling Positions | 265.12 | 4,242 | | 16.06 | 129 | 128 | 257 | | 18.42 | 148 | 147 | 295 | | 17.01 | 136 | 136 | 272 | |
| *Passby Reduction* | | *75%* | *-3,182* | | *76%* | *-98* | *-97* | *-195* | | *75%* | *-111* | *-110* | *-221* | | *75%* | *-102* | *-102* | *-204* | |
| #934 - Fast-Food Restaurant with Drive-Through Window | 2,600 s.f. | 467.48 | 1,215 | | 44.61 | 59 | 57 | 116 | | 33.03 | 45 | 41 | 86 | | 55.25 | 73 | 71 | 144 | |
| *Passby Reduction* | | *55%* | *-668* | | *50%* | *-30* | *-29* | *-59* | | *55%* | *-25* | *-23* | *-48* | | *55%* | *-40* | *-39* | *-79* | |
| ***Retail Total (Prior to Reductions)*** | | | ***5,457*** | | | ***188*** | ***185*** | ***373*** | | | ***193*** | ***188*** | ***381*** | | | ***209*** | ***207*** | ***416*** | |
| *Hotel and Retail Internal Reduction* | | | *-85* | | | *-3* | *-4* | *-7* | | | *-4* | *-3* | *-7* | | | *-5* | *-5* | *-10* | |
| **Hotel Land Uses** | | | | | | | | | | | | | | | | | | | |
| #311 - All Suites Hotel | 112 Rooms | 4.40 | 493 | | 0.34 | 20 | 18 | 38 | | 0.36 | 20 | 20 | 40 | | 0.53 | 29 | 31 | 60 | |
| #312 - Business Hotel | 88 Rooms | 4.02 | 354 | | 0.36 | 12 | 20 | 32 | | 0.31 | 15 | 12 | 27 | | 0.46 | 19 | 21 | 40 | |
| ***Hotel Total (Prior to Reductions)*** | | | ***847*** | | | ***32*** | ***38*** | ***70*** | | | ***35*** | ***32*** | ***67*** | | | ***48*** | ***52*** | ***100*** | |
| *Hotel and Retail Internal Reduction* | | *10%* | *-85* | | *10%* | *-3* | *-4* | *-7* | | *10%* | *-4* | *-3* | *-7* | | *10%* | *-5* | *-5* | *-10* | |
| **Employment Land Uses** | | | | | | | | | | | | | | | | | | | |
| #150 - Warehousing | 45,500 s.f. | 2.42 | 110 | | 0.64 | 22 | 7 | 29 | | 0.70 | 9 | 23 | 32 | | 0.05 | 1 | 1 | 2 | |
| ***Employment Total (Prior to Reductions)*** | | | ***110*** | | | ***22*** | ***7*** | ***29*** | | | ***9*** | ***23*** | ***32*** | | | ***1*** | ***1*** | ***2*** | |
| **Gilroy Square Total Net Project Trips:** | | | **2,394** | **19%** | | **108** | **96** | **204** | **13%** | | **93** | **104** | **197** | **10%** | | **106** | **109** | **215** | **8%** |
| **Holloway Site – (APN: 841-67-029)** [2] | | | | | | | | | | | | | | | | | | | |
| **High-Quality Warehouse and Distribution Center** | | | | | | | | | | | | | | | | | | | |
| **#155 - High-Cube Fulfillment Center Warehouse - Sort** | | | | | 0.89 | | | | | 1.22 | | | | | 1.59 | | | | |
| **Holloway Site Total:** | **426,500 s.f.** | **6.63** | **2,828** | **23%** | | **305** | **75** | **380** | **24%** | | **317** | **203** | **520** | **25%** | | **415** | **265** | **680** | **26%** |
| **Luchessa Site – (APN: 841-73-007 and 841-73-008)** [2] | | | | | | | | | | | | | | | | | | | |
| **#155 - High-Cube Fulfillment Center Warehouse - Sort** | | | | | 0.89 | | | | | 1.22 | | | | | 1.59 | | | | |
| **Luchessa Site Total:** | **1,088,000 s.f.** | **6.63** | **7,213** | **58%** | | **778** | **190** | **968** | **62%** | | **808** | **519** | **1,327** | **65%** | | **1,057** | **677** | **1,734** | **66%** |
| **Total Trips Generated by All Proposed Development** | | | **12,435** | **100%** | | **1,191** | **361** | **1,552** | **100%** | | **1,218** | **827** | **2,045** | **####** | | **1,578** | **1,051** | **2,629** | **100%** |

Source: ITE Trip Generation Manual, 11th Edition 2021, and project description per site plan dated 2/14/22 by ACE Design LLC.

[1] Gilroy Square TA report, dated October 10, 2022, by Hexagon.

[2] Luchessa-Holloway TA report, dated November 11, 2022, by Hexagon.

## Table B
## Growth Projections at Automall Parkway/Luchessa Avenue (#13) Intersection (PM Peak-Hour)

| Int.#[Model#](Traffix#) | 13 | 70666 | 11592 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Automall Parkway and Luchessa Avenue | | | | | | | | | | | | | |
| Peak Hour: | PM | | | | | | | | | | | | | |
| Count Date: | 03/24/22 | | | | | | | | | | | | | |
| | | | | | | | Movements | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **343** | **3** | **80** | **130** | **259** | **0** | **0** | **6** | **3** | **9** | **79** | **184** | **1,096** | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 317 | 3 | 67 | 131 | 472 | 0 | 1 | 6 | 3 | 8 | 251 | 211 | 1,470 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 0 | 3 | 2 | 295 | 0 | 0 | 0 | 0 | 0 | 458 | 0 | 758 | 98% |
| Gilroy Square Project Trips (Option 2) | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 2% |
| **Total Projected Growth:** | **0** | **0** | **3** | **2** | **303** | **0** | **0** | **0** | **0** | **0** | **465** | **0** | **773** | |
| **Background + Gilroy Square** | 317 | 3 | 67 | 131 | 480 | 0 | 1 | 6 | 3 | 8 | 258 | 211 | 1,485 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 317 | 3 | 70 | 133 | 775 | 0 | 1 | 6 | 3 | 8 | 716 | 211 | 2,243 | |

## Table C
## Growth Projections at Silacci Way/Pacheco Pass Highway (#7) Intersection (PM and Saturday Peak Hours)

| Int.#[Model#](Traffix#) | 7 | 71180 | 50935 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Silacci Way and Pacheco Pass Highway (SR 152) | | | | | | | | | | | | | |
| Peak Hour: | PM | | | | | | | | | | | | | |
| Count Date: | 11/05/20 | | | | | | | | | | | | | |
| | | | | | | Movements | | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **0** | **0** | **0** | **0** | **656** | **15** | **17** | **0** | **10** | **9** | **1,257** | **0** | **1,964** | |
| ***With Luchessa-Holloway Connection (Option 2)*** | | | | | | | | | | | | | | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 0 | 0 | 0 | 0 | 1,143 | 16 | 29 | 0 | 11 | 2 | 1,597 | 0 | 2,798 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 0 | 0 | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 147 | 0 | 375 | 93% |
| Gilroy Square Project Trips (Option 2) | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 30 | 7% |
| **Total Projected Growth:** | **0** | **0** | **0** | **0** | **242** | **0** | **0** | **0** | **0** | **0** | **163** | **0** | **405** | |
| **Background + Gilroy Square** | 0 | 0 | 0 | 0 | 1,157 | 16 | 29 | 0 | 11 | 2 | 1,613 | 0 | 2,828 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 0 | 0 | 0 | 0 | 1,385 | 16 | 29 | 0 | 11 | 2 | 1,760 | 0 | 3,203 | |

| Int.#[Model#](Traffix#) | 7 | 71180 | 50935 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Silacci Way and Pacheco Pass Highway (SR 152) | | | | | | | | | | | | | |
| Peak Hour: | SAT | | | | | | | | | | | | | |
| Count Date: | 11/07/20 | | | | | | | | | | | | | |
| | | | | | | Movements | | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **0** | **0** | **0** | **0** | **857** | **12** | **10** | **0** | **0** | **4** | **1,066** | **0** | **1,949** | |
| ***With Luchessa-Holloway Connection (Option 2)*** | | | | | | | | | | | | | | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 0 | 0 | 0 | 0 | 975 | 13 | 22 | 0 | 0 | 0 | 1,197 | 0 | 2,207 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 0 | 0 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 489 | 95% |
| Gilroy Square Project Trips (Option 2) | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 28 | 5% |
| **Total Projected Growth:** | **0** | **0** | **0** | **0** | **312** | **0** | **0** | **0** | **0** | **0** | **205** | **0** | **517** | |
| **Background + Gilroy Square** | 0 | 0 | 0 | 0 | 989 | 13 | 22 | 0 | 0 | 0 | 1,211 | 0 | 2,235 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 0 | 0 | 0 | 0 | 1,287 | 13 | 22 | 0 | 0 | 0 | 1,402 | 0 | 2,724 | |

## Table D
## Growth Projections at Camino Arroyo/Pacheco Pass Highway (#6) Intersection (PM and Saturday Peak Hours)

| Int.#[Model#](Traffix#) | 6 | 70834 | 10715 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Camino Arroyo and Pacheco Pass Highway (SR 152) | | | | | | | | | | | | | |
| Peak Hour: | PM | | | | | | | | | | | | | |
| Count Date: | 03/24/22 | | | | | | | | | | | | | |
| | Movements | | | | | | | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **617** | **229** | **222** | **118** | **619** | **39** | **81** | **184** | **465** | **230** | **785** | **548** | **4,137** | |
| ***With Luchessa-Holloway Connection (Option 2)*** | | | | | | | | | | | | | | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 605 | 263 | 238 | 133 | 1,078 | 51 | 95 | 200 | 541 | 246 | 1,110 | 541 | 5,101 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 23 | 0 | 0 | 0 | 228 | 147 | 15 | 277 | 429 | 0 | 0 | 1,119 | 78% |
| Gilroy Square Project Trips (Option 2) | 0 | 5 | 0 | 0 | -68 | 81 | 83 | 6 | 142 | 134 | -67 | 0 | 316 | 22% |
| **Total Projected Growth:** | **0** | **28** | **0** | **0** | **-68** | **309** | **230** | **21** | **419** | **563** | **-67** | **0** | **1435** | |
| **Background + Gilroy Square** | 605 | 268 | 238 | 133 | 1,010 | 132 | 178 | 206 | 683 | 380 | 1,043 | 541 | 5,417 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 605 | 291 | 238 | 133 | 1,010 | 360 | 325 | 221 | 960 | 809 | 1,043 | 541 | 6,536 | |

| Int.#[Model#](Traffix#) | 6 | 70834 | 10715 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Camino Arroyo and Pacheco Pass Highway (SR 152) | | | | | | | | | | | | | |
| Peak Hour: | SAT | | | | | | | | | | | | | |
| Count Date: | 03/26/22 | | | | | | | | | | | | | |
| | Movements | | | | | | | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **711** | **292** | **250** | **187** | **770** | **74** | **89** | **304** | **596** | **365** | **750** | **783** | **5,171** | |
| ***With Luchessa-Holloway Connection (Option 2)*** | | | | | | | | | | | | | | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 696 | 322 | 255 | 180 | 868 | 81 | 100 | 316 | 673 | 367 | 882 | 770 | 5,510 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 30 | 0 | 0 | 0 | 298 | 191 | 19 | 359 | 560 | 0 | 0 | 1,457 | 81% |
| Gilroy Square Project Trips (Option 2) | 0 | 6 | 0 | 0 | -71 | 85 | 85 | 6 | 150 | 148 | -71 | 0 | 338 | 19% |
| **Total Projected Growth:** | **0** | **36** | **0** | **0** | **-71** | **383** | **276** | **25** | **509** | **708** | **-71** | **0** | **1,795** | |
| **Background + Gilroy Square** | 696 | 328 | 255 | 180 | 797 | 166 | 185 | 322 | 823 | 515 | 811 | 770 | 5,848 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 696 | 358 | 255 | 180 | 797 | 464 | 376 | 341 | 1,182 | 1,075 | 811 | 770 | 7,305 | |

HEXAGON TRANSPORTATION CONSULTANTS, INC.

# Gilroy Square Development

## Transportation Analysis

Prepared for:

**EMC Planning Group**

**October 10, 2022**


**Hexagon Transportation Consultants, Inc.**

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# Executive Summary

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the proposed Gilroy Square Development project in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The project consists of the development of the project site with the following uses:

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)
- an 88-room 4-story hotel (Holiday Inn Express)
- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

## Scope of Study

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In 2013, the State of California passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. Therefore, in adherence to SB 743, the effects and impacts to the transportation network as the result of the proposed project were evaluated based on VMT.

However, the City of Gilroy currently uses LOS as their adopted methodology for the evaluation of the effects of new development and land use changes on the local transportation network. In addition, the City is still required to conform to the requirements of the VTA, which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. Therefore, in addition to the evaluation of VMT, this transportation study also includes a level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

## CEQA VMT Evaluation Results

The *VTA's VMT Evaluation Tool* could be utilized to evaluate the effects of the project's employment land uses on VMT. However, since the proposed project would include retail, restaurant, and hotel uses for which the VMT tool is not capable of estimating VMT, the City's TDF model was utilized to complete the VMT evaluation for the proposed retail category uses.

For the purpose of this analysis, and for consistency with the City of Gilroy General Plan, the VMT analysis considers OPR's recommended impact threshold of 15% below the existing citywide average VMT per job, which equates to 15.97 VMT per job. Additionally, the analysis also considers OPR's recommendation of a net increase in total VMT from baseline conditions as the threshold to identify potential VMT impacts for commercial/retail projects.

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The VMT results for the proposed retail and hotel uses are presented in Table ES-1.

**Table ES 1**
**VMT Analysis Summary**

| VMT Analysis (Citywide) | No Project | With Project | Change (Proj - No Proj) |
|---|---|---|---|
| Home-Based Work VMT | 452,495 | 454,403 | 1,908 |
| Home-Based Shop VMT | 343,999 | 340,758 | -3,241 |
| **Total VMT** | 796,495 | 795,161 | **-1,334** |

Source: City of Gilroy Travel Demand Forecasting Model.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPR's small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

## Roadway Capacity Analysis Results

### Intersection Level of Service Analysis Results

The results of the intersection level of service analysis conducted for the study intersections are described below and summarized in Table ES-2.

#### Background Plus Project – With Proposed Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the project would have an operational deficiency at the following intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection:

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

**Project Deficiency**: PM peak-hour

### 2040 General Plan Plus Project Conditions

The results of the intersection level of service analysis show that the project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and the planned future roadway network:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   **Project deficiency**: AM and PM peak hours

### 2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   **Project deficiency**: AM and PM peak hours

## Intersection Operations Analysis Results

The operations analysis results are described below and summarized in Table ES-3.

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies for the following turn-movements:

**6. Camino Arroyo and SR 152 –**

**Northbound Left-Turn Movement**
**Project deficiency**: SAT peak-hour
**Westbound Left-turn movement**
**Project deficiency**: SAT peak-hour
**Northbound Right-Turn Movement**
**Project deficiency**: PM and SAT peak hours

**16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement**
**Project deficiency**: PM and SAT peak hours

## Projected Deficiencies and Possible Improvements

Described below are possible improvements to improve operating conditions for the projected deficiencies.

### Level of Service Deficiencies – Background Plus Project Conditions

#### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

## Level of Service Deficiencies – General Plan Conditions

#### 7. Silacci Way and Pacheco Pass Highway/SR 152

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

#### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

## Queue Storage Deficiencies

#### 6. Camino Arroyo and Pacheco Pass Highway (SR 152)

**Movement:** Northbound left-turn
**Available queue storage:** 350 feet (14 vehicles) per lane
**Change in queue length:** from 16 vehicles under background conditions to 20 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** SAT peak-hour
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the

adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

**Movement:** Westbound left-turn
**Available queue storage:** 150 feet (6 vehicles) per lane
**Change in queue length:** from 4 vehicles under background conditions to 8 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** SAT peak-hour
**Deficiency:** 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

**Movement:** Northbound right-turn
**Available queue storage:** 125 feet (5 vehicles)
**Change in queue length:** from 6 vehicles under background conditions to 10 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** PM and SAT peak hours
**Deficiency:** 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

### 16. Camino Arroyo and Gilroy Crossing

**Movement:** Southbound left-turn
**Available queue storage:** 175 feet (7 vehicles)
**Change in queue length:** from 8 vehicles under background conditions to 13 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** PM and SAT peak hours
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

## Freeway Segment Evaluation

The results of the freeway level of service analysis are summarized in Table ES-4.

### Freeway Segment Level of Service Results

The results of the freeway segment level of service analysis show that the proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segments, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

## Other Transportation Issues

### Sight Distance

***Recommendation:*** The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

### Emergency Vehicle Access

***Recommendation:*** The project should widen the inbound lane at Driveway 2 (Camino Arroyo/Gilroy Crossing intersection) to meet the minimum width requirement for emergency access (20 feet), or provide a second inbound lane, to provide adequate inbound emergency vehicle access at this signalized intersection.

***Recommendation:*** The project must work with the City and the Fire Department to identify the best access route for emergency vehicles to provide access to the entire project site and adequate response times.

### Pedestrian On-Site Circulation

***Recommendation:*** A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

## Freeway Ramp Analysis Results

The results of the freeway ramp analysis are summarized in Table ES-5.

Based on the calculated V/C ratios, all of the study freeway ramps currently operate at acceptable levels. Under background plus project conditions, based on the ramp capacities and traffic volume projections, it is projected that all of the study freeway ramps would continue to operate at acceptable levels.

### Project's Effect on Bicycle Facilities

***Recommendation:*** It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTA's recommended bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

### Project's Effect on Pedestrian Facilities

***Recommendation:*** It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

***Recommendation:*** It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

## Table ES 2
## Intersection Level of Service Results

| Study Int. Number | Intersection | Intersection Control | LOS Standard | Peak Hour | Count Date | Existing Conditions Delay | Existing Conditions LOS | Existing Conditions Warrant Met?[1] | Background Conditions Delay | Background Conditions LOS | Background Conditions Warrant Met?[1] | Background Plus Project (Existing Roadway Network) Delay | LOS | Delay Change[2] | Warrant Met?[1] | Background Plus Project with Proposed LH Connnection Delay | LOS | Delay Change[2] | Warrant Met?[1] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey Road and Tenth Street | Signal | D | AM | 03/24/22 | 22.7 | C+ | -- | 22.6 | C+ | -- | 22.9 | C+ | +0.3 | -- | 22.8 | C+ | +0.2 | -- |
| | | | | PM | 03/24/22 | 28.6 | C | -- | 28.4 | C | -- | 28.6 | C | +0.2 | -- | 28.5 | C | +0.1 | -- |
| | | | | SAT | 03/26/22 | 29.8 | C | -- | 29.4 | C | -- | 29.6 | C | +0.2 | -- | 29.5 | C | +0.1 | -- |
| 2 | Alexander Street and Tenth Street | Signal | D | AM | 03/24/22 | 17.2 | B | -- | 16.7 | B | -- | 16.7 | B | +0.0 | -- | 16.8 | B | +0.1 | -- |
| | | | | PM | 03/24/22 | 16.9 | B | -- | 17.8 | B | -- | 17.9 | B | +0.1 | -- | 17.2 | B | -0.6 | -- |
| | | | | SAT | 03/26/22 | 20.1 | C+ | -- | 18.0 | B- | -- | 17.8 | B | -0.2 | -- | 18.3 | B- | +0.3 | -- |
| 3 | Chestnut Street/Automall Parkway and Tenth Street | Signal | D | AM | 03/24/22 | 29.9 | C | -- | 34.4 | C- | -- | 34.2 | C- | -0.2 | -- | 34.5 | C- | +0.1 | -- |
| | | | | PM | 03/24/22 | 32.5 | C- | -- | 38.0 | D+ | -- | 38.1 | D+ | +0.1 | -- | 37.6 | D+ | -0.4 | -- |
| | | | | SAT | 03/26/22 | 29.4 | C | -- | 37.7 | D+ | -- | 37.8 | D+ | +0.1 | -- | 37.3 | D+ | -0.4 | -- |
| 4 | US 101 SB Ramps and Tenth Street | Signal | D | AM | 03/24/22 | 20.0 | C+ | -- | 21.1 | C+ | -- | 21.4 | C+ | +0.3 | -- | 21.5 | C+ | +0.4 | -- |
| | | | | PM | 03/24/22 | 22.8 | C+ | -- | 26.0 | C | -- | 26.5 | C | +0.5 | -- | 25.7 | C | -0.3 | -- |
| | | | | SAT | 03/26/22 | 27.9 | C | -- | 29.9 | C | -- | 30.5 | C | +0.6 | -- | 30.2 | C | +0.3 | -- |
| 5 | US 101 NB Ramps and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 8.1 | A | -- | 9.0 | A | -- | 9.1 | A | +0.1 | -- | 8.7 | A | -0.3 | -- |
| | | | | PM | 03/24/22 | 8.3 | A | -- | 10.1 | B+ | -- | 10.5 | B+ | +0.4 | -- | 9.8 | A | -0.3 | -- |
| | | | | SAT | 03/26/22 | 9.9 | A | -- | 10.7 | B+ | -- | 11.0 | B+ | +0.3 | -- | 10.6 | B+ | -0.1 | -- |
| 6 | Camino Arroyo and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 21.1 | C+ | -- | 18.2 | B- | -- | 20.4 | C+ | +2.2 | -- | 20.8 | C+ | +2.6 | -- |
| | | | | PM | 03/24/22 | 32.4 | C- | -- | 41.8 | D | -- | 45.1 | D | +3.3 | -- | 38.3 | D+ | -3.5 | -- |
| | | | | SAT | 03/26/22 | **55.4** | **E+** | -- | **59.9** | **E+** | -- | **63.3** | **E** | **+3.4** | -- | **60.5** | **E** | **+0.6** | -- |
| 7 | Silacci Way and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 11/05/20 | 0.2 | A+ | -- | 0.3 | A+ | No | 0.3 | A+ | +0.0 | -- | 0.3 | A+ | +0.0 | -- |
| | | | | PM | 11/05/20 | 0.5 | A+ | -- | 1.5 | A+ | No | 1.6 | A+ | +0.1 | -- | 0.8 | A+ | -0.7 | -- |
| | | | | SAT | 11/05/20 | 0.1 | A+ | -- | 0.1 | A+ | No | 0.1 | A+ | +0.0 | -- | 0.2 | A+ | +0.1 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 11/05/20 | 16.5 | C | No | 36.0 | E | No | 37.0 | E | +1.0 | No | 28.8 | D | -7.2 | No |
| | | | | PM | 11/05/20 | 26.4 | D | No | **>120** | **F** | No | **>120** | **F** | **>120** | No | **51.3** | **F** | **-83.6** | No |
| | | | | SAT | 11/07/20 | 12.4 | B | No | 13.3 | B | No | 13.4 | B | +0.1 | No | 13.5 | B | +0.2 | No |
| 8 | Cameron Boulevard and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 5.4 | A | -- | 7.1 | A | -- | 7.0 | A | -0.1 | -- | 6.7 | A | -0.4 | -- |
| | | | | PM | 11/05/20 | 7.8 | A | -- | 14.6 | B | -- | 14.7 | B | +0.1 | -- | 12.7 | B | -1.9 | -- |
| | | | | SAT | 11/07/20 | 7.3 | A | -- | 8.5 | A | -- | 8.4 | A | -0.1 | -- | 8.1 | A | -0.4 | -- |
| 9 | Gilroy Foods and Pacheco Pass Highway (SR 152) | Signal | D | AM | 11/05/20 | 9.2 | A | -- | 9.1 | A | -- | 9.0 | A | -0.1 | -- | 10.4 | B+ | +1.3 | -- |
| | | | | PM | 11/05/20 | 10.2 | B+ | -- | 10.9 | B+ | -- | 10.9 | B+ | +0.0 | -- | 11.4 | B+ | +0.5 | -- |
| | | | | SAT | 11/07/20 | 5.5 | A | -- | 3.2 | A | -- | 3.2 | A | +0.0 | -- | 7.2 | A | +4.0 | -- |
| 10 | Holsclaw Road and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 03/24/22 | 0.1 | A+ | -- | 0.1 | A+ | No | 0.1 | A+ | +0.0 | -- | 0.1 | A+ | +0.0 | -- |
| | | | | PM | 03/24/22 | 0.8 | A+ | -- | 1.0 | A+ | No | 1.0 | A+ | +0.0 | -- | 0.9 | A+ | -0.1 | -- |
| | | | | SAT | 03/24/22 | 0.4 | A+ | -- | 0.4 | A+ | No | 0.4 | A+ | +0.0 | -- | 0.4 | A+ | +0.0 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 03/24/22 | 17.0 | C | No | 19.2 | C | No | 19.7 | C | +0.5 | No | 19.5 | C | +0.3 | No |
| | | | | PM | 03/24/22 | 35.0 | E | No | **50.4** | **F** | No | **53.1** | **F** | **+2.7** | No | 49.8 | E | -0.6 | No |
| | | | | SAT | 03/26/22 | 33.1 | D | No | 38.7 | E | No | 40.1 | E | +1.4 | No | 37.9 | E | -0.8 | No |
| 11 | Frazier Lake Road and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 14.9 | B | -- | 15.3 | B | -- | 15.4 | B | +0.1 | -- | 15.8 | B | +0.5 | -- |
| | | | | PM | 03/24/22 | 8.2 | A | -- | 7.8 | A | -- | 7.8 | A | +0.0 | -- | 7.8 | A | +0.0 | -- |
| | | | | SAT | 03/26/22 | 10.0 | B+ | -- | 10.2 | B+ | -- | 10.2 | B+ | +0.0 | -- | 10.2 | B+ | +0.0 | -- |
| 12 | Monterey Road and Luchessa Avenue | Signal | D | AM | 03/24/22 | 26.1 | C | -- | 26.6 | C | -- | 26.6 | C | +0.0 | -- | 26.0 | C | -0.6 | -- |
| | | | | PM | 03/24/22 | 35.5 | D+ | -- | 39.5 | D | -- | 39.5 | D | +0.0 | -- | 38.0 | D+ | -1.5 | -- |
| | | | | SAT | 03/26/22 | 22.8 | C+ | -- | 23.7 | C | -- | 23.7 | C | +0.0 | -- | 23.8 | C | +0.1 | -- |
| 13 | Automall Parkway and Luchessa Avenue | One-Way Stop (Average Delay) | D | AM | 03/24/22 | 6.4 | A | -- | 6.9 | A- | -- | 6.9 | A- | +0.0 | -- | 7.0 | A- | +0.1 | -- |
| | | | | PM | 03/24/22 | 7.4 | A- | -- | 7.9 | A- | -- | 7.9 | A- | +0.0 | -- | 8.3 | A- | +0.4 | -- |
| | | | | SAT | 03/24/22 | 7.2 | A- | -- | 7.5 | A- | -- | 7.5 | A- | +0.0 | -- | 6.3 | A | -1.2 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 03/24/22 | 22.2 | C | **Yes** | 25.0 | C | **Yes** | 25.0 | C | +0.0 | **Yes** | 34.7 | D | +9.7 | **Yes** |
| | | | | PM | 03/24/22 | 25.7 | D | **Yes** | 29.4 | D | **Yes** | 29.4 | D | +0.0 | **Yes** | **52.2** | **F** | **+22.8** | **Yes** |
| | | | | SAT | 03/26/22 | 15.8 | C | No | 17.9 | C | **Yes** | 17.9 | C | +0.0 | **Yes** | 18.2 | C | +0.3 | **Yes** |
| 14 | US 101 SB Ramps and Monterey Road | Signal | D | AM | 03/24/22 | 12.0 | B | -- | 12.0 | B+ | -- | 12.0 | B+ | +0.0 | -- | 12.0 | B+ | +0.0 | -- |
| | | | | PM | 03/24/22 | 22.2 | C+ | -- | 22.1 | C+ | -- | 22.1 | C+ | +0.0 | -- | 22.2 | C+ | +0.1 | -- |
| | | | | SAT | 03/26/22 | 20.2 | C+ | -- | 19.9 | B- | -- | 19.9 | B- | +0.0 | -- | 20.2 | C+ | +0.3 | -- |
| 15 | Monterey Road and US 101 NB Ramps | Signal | D | AM | 03/24/22 | 18.9 | B- | -- | 18.8 | B- | -- | 18.8 | B- | +0.0 | -- | 18.7 | B- | -0.1 | -- |
| | | | | PM | 03/24/22 | 23.8 | C | -- | 25.2 | C | -- | 25.2 | C | +0.0 | -- | 25.7 | C | +0.5 | -- |
| | | | | SAT | 03/26/22 | 26.1 | C | -- | 26.4 | C | -- | 26.4 | C | +0.0 | -- | 26.5 | C | +0.1 | -- |
| 16 | Camino Arroyo and Gilroy Crossing | Signal | D | AM | 03/24/22 | 13.4 | B | -- | 13.3 | B | -- | 19.6 | B- | +6.3 | -- | 22.5 | C+ | +9.2 | -- |
| | | | | PM | 03/24/22 | 16.1 | B | -- | 15.8 | B | -- | 24.8 | C | +9.0 | -- | 23.1 | C | +7.3 | -- |
| | | | | SAT | 03/26/22 | 18.1 | B- | -- | 18.3 | B- | -- | 27.6 | C | +9.3 | -- | 26.2 | C | +7.9 | -- |
| 17 | Camino Arroyo and Holloway Road | All-Way Stop | D | AM | 03/24/22 | 7.7 | A | No | 7.7 | A | No | 7.8 | A | +0.1 | No | 8.6 | A | +0.9 | No |
| | | | | PM | 03/24/22 | 7.8 | A | No | 7.8 | A | No | 7.9 | A | +0.1 | No | 11.2 | B | +3.4 | **Yes** |
| | | | | SAT | 03/26/22 | 8.1 | A | No | 8.1 | A | No | 8.1 | A | +0.0 | No | 10.0 | A | +1.9 | No |
| 18 | Luchessa/Holloway Connection and Holloway Road | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 8.5 | A | +8.5 | No |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | +12.2 | **Yes** |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 9.0 | A | +9.0 | No |
| 19 | Luchessa/Holloway Connection and Luchessa Avenue | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 20 | Rossi Lane and Luchessa Avenue | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 9.6 | A | +9.6 | No |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 13.8 | B | +13.8 | **Yes** |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 8.1 | A | +8.1 | No |

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes project deficiency based on City of Gilroy criteria.

## Table ES 2 (Continued)
## Intersection Level of Service Results

| Study Int. Number | Intersection | Intersection Control | LOS Standard | Peak Hour | 2040 General Plan (No Project) Conditions | | | General Plan Plus Project (GP Roadway Network) | | | | General Plan Plus Project with Proposed LH Connnection | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Delay | LOS | Warrant Met?[1] | Delay | LOS | Delay Change[2] | Warrant Met?[1] | Delay | LOS | Warrant Met?[1] |
| 1 | Monterey Road and Tenth Street | Signal | D | AM | 23.6 | C | -- | 23.6 | C | +0.0 | -- | Same as General Plan Plus Project Conditions (GP Roadway Network) | | |
| | | | | PM | 29.3 | C | -- | 29.5 | C | +0.2 | -- | | | |
| | | | | SAT | 32.6 | C- | -- | 32.9 | C- | +0.3 | -- | | | |
| 2 | Alexander Street and Tenth Street | Signal | D | AM | 20.3 | C+ | -- | 20.3 | C+ | +0.0 | -- | | | |
| | | | | PM | 16.4 | B | -- | 16.4 | B | +0.0 | -- | | | |
| | | | | SAT | 21.5 | C+ | -- | 21.5 | C+ | +0.0 | -- | | | |
| 3 | Chestnut Street/Automall Parkway and Tenth Street | Signal | D | AM | 32.1 | C- | -- | 31.9 | C | -0.2 | -- | | | |
| | | | | PM | 36.2 | D+ | -- | 36.3 | D+ | +0.1 | -- | | | |
| | | | | SAT | 31.5 | C | -- | 31.6 | C | +0.1 | -- | | | |
| 4 | US 101 SB Ramps and Tenth Street | Signal | D | AM | 20.6 | C+ | -- | 20.6 | C+ | +0.0 | -- | | | |
| | | | | PM | 22.4 | C+ | -- | 22.2 | C+ | -0.2 | -- | | | |
| | | | | SAT | 27.6 | C | -- | 27.4 | C | -0.2 | -- | | | |
| 5 | US 101 NB Ramps and Pacheco Pass Highway (SR 152) | Signal | D | AM | 11.5 | B+ | -- | 11.3 | B+ | -0.2 | -- | | | |
| | | | | PM | 12.8 | B | -- | 12.7 | B | -0.1 | -- | | | |
| | | | | SAT | 14.8 | B | -- | 14.7 | B | -0.1 | -- | | | |
| 6 | Camino Arroyo and Pacheco Pass Highway (SR 152) | Signal | D | AM | 21.4 | C+ | -- | 22.5 | C+ | +1.1 | -- | | | |
| | | | | PM | 34.8 | C- | -- | 34.1 | C- | -0.7 | -- | | | |
| | | | | SAT | **80.2** | **F** | -- | **75.2** | **E-** | **-5.0** | -- | | | |
| 7 | Silacci Way and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 0.5 | A+ | -- | 0.5 | A+ | +0.0 | -- | | | |
| | | | | PM | 3.3 | A+ | -- | 8.4 | A- | +5.1 | -- | | | |
| | | | | SAT | 1.5 | A+ | -- | 3.8 | A | +2.3 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | 22.7 | C | No | 23.2 | C | +0.5 | No | | | |
| | | | | PM | **80.9** | **F** | **Yes** | **>120** | **F** | **+96.2** | **Yes** | | | |
| | | | | SAT | 42.5 | E | **Yes** | **91.6** | **F** | **+49.1** | **Yes** | | | |
| 8 | Cameron Boulevard and Pacheco Pass Highway (SR 152) | Signal | D | AM | 17.6 | B | -- | 17.6 | B | +0.0 | -- | | | |
| | | | | PM | 26.6 | C | -- | 26.6 | C | +0.0 | -- | | | |
| | | | | SAT | 22.5 | C+ | -- | 22.6 | C+ | +0.1 | -- | | | |
| 9 | Gilroy Foods and Pacheco Pass Highway (SR 152) | Signal | D | AM | 8.5 | A | -- | 11.4 | B+ | +2.9 | -- | | | |
| | | | | PM | 9.4 | A | -- | 10.3 | B+ | +0.9 | -- | | | |
| | | | | SAT | 5.0 | A | -- | 10.2 | B+ | +5.2 | -- | | | |
| 10 | Holsclaw Road and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 0.1 | A+ | -- | 0.1 | A+ | +0.0 | -- | | | |
| | | | | PM | 1.4 | A+ | -- | 1.4 | A+ | +0.0 | -- | | | |
| | | | | SAT | 0.6 | A+ | -- | 0.6 | A+ | +0.0 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | 24.8 | C | No | 24.9 | C | +0.1 | No | | | |
| | | | | PM | **81.5** | **F** | No | **80.6** | **F** | **-0.9** | No | | | |
| | | | | SAT | **69.0** | **F** | No | **68.6** | **F** | **-0.4** | No | | | |
| 11 | Frazier Lake Road and Pacheco Pass Highway (SR 152) | Signal | D | AM | 36.6 | D+ | -- | 35.2 | D+ | -1.4 | -- | | | |
| | | | | PM | 8.7 | A | -- | 8.5 | A | -0.2 | -- | | | |
| | | | | SAT | 9.9 | A | -- | 10.0 | B+ | +0.1 | -- | | | |
| 12 | Monterey Road and Luchessa Avenue | Signal | D | AM | 29.6 | C | -- | 30.1 | C | +0.5 | -- | | | |
| | | | | PM | 39.2 | D | -- | 38.8 | D+ | -0.4 | -- | | | |
| | | | | SAT | 23.9 | C | -- | 23.8 | C | -0.1 | -- | | | |
| 13 | Automall Parkway and Luchessa Avenue | One-Way Stop (Average Delay) | D | AM | 29.5 | D | -- | 32.8 | D- | +3.3 | -- | | | |
| | | | | PM | 15.0 | B- | -- | 15.3 | C+ | +0.3 | -- | | | |
| | | | | SAT | 6.5 | A | -- | 6.3 | A | -0.2 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | **>120** | **F** | **Yes** | **>120** | **F** | **+24.7** | **Yes** | | | |
| | | | | PM | **86.7** | **F** | **Yes** | **86.9** | **F** | **+0.2** | **Yes** | | | |
| | | | | SAT | 20.8 | C | **Yes** | 21.3 | C | +0.5 | **Yes** | | | |
| 14 | US 101 SB Ramps and Monterey Road | Signal | D | AM | 15.2 | B | -- | 15.0 | B | -0.2 | -- | | | |
| | | | | PM | 31.6 | C | -- | 31.1 | C | -0.5 | -- | | | |
| | | | | SAT | 22.8 | C+ | -- | 22.7 | C+ | -0.1 | -- | | | |
| 15 | Monterey Road and US 101 NB Ramps | Signal | D | AM | **82.7** | **F** | -- | **85.2** | **F** | **+2.5** | -- | | | |
| | | | | PM | **67.9** | **E** | -- | **70.3** | **E** | **+2.4** | -- | | | |
| | | | | SAT | 28.4 | C | -- | 28.6 | C | +0.2 | -- | | | |
| 16 | Camino Arroyo and Gilroy Crossing | Signal | D | AM | 17.7 | B | -- | 22.3 | C+ | +4.6 | -- | | | |
| | | | | PM | 20.7 | C+ | -- | 22.8 | C+ | +2.1 | -- | | | |
| | | | | SAT | 23.8 | C | -- | 26.4 | C | +2.6 | -- | | | |
| 17 | Camino Arroyo and Holloway Road | All-Way Stop | D | AM | 8.4 | A | No | 8.5 | A | +0.1 | No | | | |
| | | | | PM | 9.6 | A | No | 9.6 | A | +0.0 | No | | | |
| | | | | SAT | 10.2 | B | No | 10.3 | B | +0.1 | No | | | |
| 18 | Luchessa/Holloway Connection and Holloway Road | All-Way Stop | D | AM | -- | -- | -- | -- | -- | -- | -- | 8.6 | A | No |
| | | | | PM | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | **Yes** |
| | | | | SAT | -- | -- | -- | -- | -- | -- | -- | 9.1 | A | No |
| 19 | Luchessa/Holloway Connection and Luchessa Avenue | All-Way Stop | D | AM | -- | -- | -- | -- | -- | -- | -- | 9.1 | A | No |
| | | | | PM | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | **Yes** |
| | | | | SAT | -- | -- | -- | -- | -- | -- | -- | 9.8 | A | No |
| 20 | Rossi Lane and Luchessa Avenue | All-Way Stop | D | AM | 12.0 | B | **Yes** | 11.9 | B | -- | **Yes** | 12.0 | B | **Yes** |
| | | | | PM | 29.5 | D | **Yes** | 28.6 | D | -- | **Yes** | 21.8 | C | **Yes** |
| | | | | SAT | 8.7 | A | No | 8.7 | A | -- | No | 8.5 | A | No |

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
▭ - Denotes project deficiency based on City of Gilroy criteria.

## Table ES 3
## Intersection Vehicle Queue Analysis Results

| Measurement | US 101 SB Ramps and Tenth Street | | | US 101 NB Ramps and SR 152 | | | Camino Arroyo and SR 152 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Left | | | Northbound Right | | | Northbound Left | | | Westbound Left | | | Northbound Right | | | Eastbound Right | | |
| | SBL AM | SBL PM | SBL SAT | NBR AM | NBR PM | NBR SAT | NBL AM | NBL PM | NBL SAT | WBL AM | WBL PM | WBL SAT | NBR AM | NBR PM | NBR SAT | EBR AM | EBR PM | EBR SAT |
| ***Existing Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 253 | 446 | 476 | 115 | 134 | 212 | 48 | 155 | 199 | 9 | 20 | 37 | 11 | 65 | 59 | 121 | 106 | 206 |
| 95th %. Queue (veh/ln.) | 14 | 22 | 27 | 5 | 6 | 8 | 3 | 8 | 15 | 1 | 2 | 4 | 1 | 4 | 6 | 5 | 6 | 16 |
| 95th %. Queue (ft./ln)[2] | 350 | 550 | 675 | 125 | 150 | 200 | 75 | 200 | 375 | 25 | 50 | 100 | 25 | 100 | 150 | 125 | 150 | 400 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | YES | YES | YES | **NO** | YES | YES | YES |
| ***Background Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 309 | 492 | 474 | 173 | 178 | 223 | 59 | 178 | 216 | 9 | 20 | 37 | 11 | 65 | 59 | 147 | 149 | 239 |
| 95th %. Queue (veh/ln.) | 16 | 24 | 27 | 6 | 7 | 8 | 4 | 9 | 16 | 1 | 2 | 4 | 1 | 4 | 6 | 6 | 8 | 18 |
| 95th %. Queue (ft./ln)[2] | 400 | 600 | 675 | 150 | 175 | 200 | 100 | 225 | 400 | 25 | 50 | 100 | 25 | 100 | 150 | 150 | 200 | 450 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | YES | YES | YES | **NO** | YES | YES | YES |
| ***Background Plus Project (No LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 328 | 509 | 494 | 184 | 188 | 234 | 106 | 228 | 270 | 49 | 60 | 80 | 55 | 116 | 110 | 258 | 251 | 353 |
| 95th %. Queue (veh/ln.) | 17 | 25 | 28 | 7 | 7 | 9 | 5 | 11 | 20 | 3 | 4 | 8 | 3 | 6 | 10 | 9 | 12 | 25 |
| 95th %. Queue (ft./ln)[2] | 425 | 625 | 700 | 175 | 175 | 225 | 125 | 275 | 500 | 75 | 100 | 200 | 75 | 150 | 250 | 225 | 300 | 625 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | **NO** | YES | **NO** | **NO** | YES | YES | YES |
| ***Background Plus Project (With LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 339 | 515 | 500 | 153 | 158 | 219 | 103 | 228 | 274 | 52 | 66 | 83 | 60 | 125 | 119 | 216 | 198 | 295 |
| 95th %. Queue (veh/ln.) | 18 | 25 | 29 | 6 | 7 | 8 | 5 | 11 | 20 | 3 | 4 | 8 | 3 | 7 | 10 | 8 | 10 | 21 |
| 95th %. Queue (ft./ln)[2] | 450 | 625 | 725 | 150 | 175 | 200 | 125 | 275 | 500 | 75 | 100 | 200 | 75 | 175 | 250 | 200 | 250 | 525 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | **NO** | YES | **NO** | **NO** | YES | YES | YES |

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

## Table ES 3 (continued)
## Intersection Vehicle Queue Analysis Results

| Measurement | Camino Arroyo and Gilroy Crossing | | | | | | Camino Arroyo and Holloway Road | | | | | | L/H Connection and Holloway Road (All-way Stop) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Left | | | Westbound Right | | | Eastbound Left | | | Southbound Left | | | Westbound Left | | | Northbound Left | | |
| | SBL AM | SBL PM | SBL SAT | WBR AM | WBR PM | WBR SAT | EBL AM | EBL PM | EBL SAT | SBL AM | SBL PM | SBL SAT | WBL AM | WBL PM | WBL SAT | NBL AM | NBL PM | NBL SAT |
| ***Existing Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | -- | -- | -- | 8.4 | 8.4 | 8.6 | 8.0 | 8.3 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 23 | 178 | 209 | -- | -- | -- | 42 | 49 | 61 | 20 | 47 | 69 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 2 | 6 | 8 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 50 | 150 | 200 | -- | -- | -- | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | -- | -- | -- | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | YES | **NO** | -- | -- | -- | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | -- | -- | -- | 8.4 | 8.4 | 8.6 | 8.0 | 8.3 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 23 | 178 | 209 | -- | -- | -- | 42 | 49 | 61 | 20 | 47 | 69 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 2 | 6 | 8 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 50 | 150 | 200 | -- | -- | -- | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | -- | -- | -- | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | YES | **NO** | -- | -- | -- | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Plus Project (No LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | 60 | 60 | 70 | 8.4 | 8.5 | 8.6 | 8.2 | 8.4 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 221 | 382 | 435 | 64 | 68 | 74 | 42 | 49 | 61 | 42 | 56 | 70 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 7 | 11 | 13 | 3 | 3 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 175 | 275 | 325 | 75 | 75 | 100 | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | Future | Future | Future | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | **NO** | **NO** | | | | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Plus Project (With LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | 60 | 60 | 70 | 9.5 | 12.7 | 11.8 | 9.0 | 10.0 | 9.5 | 9.1 | 14.7 | 10.1 | 8.1 | 8.9 | 8.4 |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 214 | 376 | 426 | 64 | 67 | 73 | 109 | 201 | 215 | 40 | 55 | 70 | 93 | 329 | 170 | 2 | 1 | 1 |
| 95th %. Queue (veh/ln.) | 7 | 11 | 13 | 3 | 3 | 4 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln)[2] | 175 | 275 | 325 | 75 | 75 | 100 | 25 | 50 | 50 | 25 | 25 | 25 | 25 | 75 | 50 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 175 | 175 | 175 | Future | Future | Future | 125 | 125 | 125 | 100 | 100 | 100 | Future | Future | Future | Future | Future | Future |
| Adequate (Y/N) | YES | **NO** | **NO** | | | | YES | YES | YES | YES | YES | YES | | | | | | |

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

**Table ES 4**
**Freeway Segment Level of Service Results**

| # | Freeway | Segment | Direction | Peak Hour | Existing Plus Project Speed[1] (mi/hr) | # of Lanes[1] | Capacity (vph) | Volume[1] (pc/h) | Density (pc/mi/ln) | LOS | Project Trips (Existing Roadway Network) Volume (vph) | % of Capacity | Project Trips (w/ Luchessa-Holloway Connection) Volume (vph) | % of Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | US 101 | from Betabel Road to Bloomfield Avenue (SR 25) | NB | AM | 38 | 2 | 4,400 | 3,770 | 50 | E | 11 | 0.25 | 11 | 0.25 |
| | | | NB | PM | 58 | 2 | 4,400 | 3,769 | 33 | D | 10 | 0.23 | 10 | 0.23 |
| 2 | US 101 | from Bloomfield Avenue (SR 25) to Monterey Road | NB | AM | 36 | 2 | 4,400 | 3,713 | 51 | E | 22 | 0.50 | 22 | 0.50 |
| | | | NB | PM | 42 | 2 | 4,400 | 3,901 | 46 | D | 20 | 0.45 | 20 | 0.45 |
| 3 | US 101 | from Monterey Road to Pacheco Pass Highway | NB | AM | 64 | 3 | 6,900 | 4,318 | 23 | C | 22 | 0.32 | 22 | 0.32 |
| | | | NB | PM | 63 | 3 | 6,900 | 4,558 | 24 | C | 20 | 0.29 | 20 | 0.29 |
| 4 | US 101 | from Pacheco Pass Highway to Leavesley Road | NB | AM | 59 | 3 | 6,900 | 5,596 | 32 | D | 35 | 0.51 | 35 | 0.51 |
| | | | NB | PM | 59 | 3 | 6,900 | 5,494 | 31 | D | 38 | 0.55 | 38 | 0.55 |
| 5 | US 101 | from Leavesley Road to Masten Avenue | NB | AM | 40 | 3 | 6,900 | 5,779 | 48 | E | 24 | 0.34 | 24 | 0.34 |
| | | | NB | PM | 57 | 3 | 6,900 | 5,772 | 34 | D | 26 | 0.37 | 26 | 0.37 |
| 6 | US 101 | from Masten Avenue to San Martin Avenue | NB | AM | 34 | 3 | 6,900 | 5,431 | 53 | E | 20 | 0.29 | 20 | 0.29 |
| | | | NB | PM | 52 | 3 | 6,900 | 5,979 | 38 | D | 22 | 0.32 | 22 | 0.32 |
| 7 | US 101 | from San Martin Avenue to Masten Avenue | SB | AM | 60 | 3 | 6,900 | 5,369 | 30 | D | 22 | 0.32 | 22 | 0.32 |
| | | | SB | PM | 38 | 3 | 6,900 | 5,647 | 50 | E | 20 | 0.28 | 20 | 0.28 |
| 8 | US 101 | from Masten Avenue to Leavesley Road | SB | AM | 67 | 3 | 6,900 | 2,626 | 13 | B | 26 | 0.37 | 26 | 0.37 |
| | | | SB | PM | 66 | 3 | 6,900 | 5,533 | 28 | D | 23 | 0.33 | 23 | 0.33 |
| 9 | US 101 | from Leavesley Road to Pacheco Pass Highway | SB | AM | 64 | 3 | 6,900 | 4,419 | 23 | C | 38 | 0.55 | 38 | 0.55 |
| | | | SB | PM | 59 | 3 | 6,900 | 5,504 | 31 | D | 34 | 0.49 | 34 | 0.49 |
| 10 | US 101 | from Pacheco Pass Highway to Monterey Road | SB | AM | 64 | 3 | 6,900 | 4,225 | 22 | C | 19 | 0.28 | 19 | 0.28 |
| | | | SB | PM | 30 | 3 | 6,900 | 5,154 | 57 | E | 22 | 0.32 | 22 | 0.32 |
| 11 | US 101 | from Monterey Road to Bloomfield Avenue (SR 25) | SB | AM | 62 | 2 | 4,400 | 3,315 | 27 | D | 19 | 0.43 | 19 | 0.43 |
| | | | SB | PM | 21 | 2 | 4,400 | 2,804 | **67** | **F** | 22 | 0.50 | 22 | 0.50 |
| 12 | US 101 | from Bloomfield Avenue (SR 25) to Betabel Road | SB | AM | 62 | 2 | 4,400 | 3,212 | 26 | C | 10 | 0.22 | 10 | 0.22 |
| | | | SB | PM | 58 | 2 | 4,400 | 3,726 | 32 | D | 11 | 0.25 | 11 | 0.25 |

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program (CMP) Monitoring Study, 2018.
Although the CMP Monitoring report does not include count data for the Saturday peak-hour, for informational purposes, the Saturday peak-hour project traffic on the freeway is included.
**Bold** indicates unacceptable LOS, or project traffic exceeding one percent (1%) of the segments capacity.
**Bold** and boxed indicate adverse effect.

## Table ES 5
## Freeway Ramp Analysis Results

| Interchange/Ramp | Peak Hour | Ramp Type | | Constraint Point[1] | Control | Capacity[2] (vph) | Existing Conditions Volume[3] (vph) | Existing Conditions V/C | Existing Conditions LOS[4] | Background Conditions Volume (vph) | Background Conditions V/C | Background Conditions LOS[4] | Background Plus Proj (Existing Roadway Network) Volume (vph) | Background Plus Proj (Existing Roadway Network) V/C | Background Plus Proj (Existing Roadway Network) LOS[4] | Background Plus Proj (Luchessa/Holloway Connection) Volume (vph) | Background Plus Proj (Luchessa/Holloway Connection) V/C | Background Plus Proj (Luchessa/Holloway Connection) LOS[4] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **US 101 at Monterey Road** | | | | | | | | | | | | | | | | | | |
| Southbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 242 | 0.134 | A | 244 | 0.136 | A | 244 | 0.136 | A | 244 | 0.136 | A |
| | PM | | | | Signal | 1,800 | 662 | 0.368 | A | 685 | 0.381 | A | 685 | 0.381 | A | 701 | 0.389 | A |
| | SAT | | | | Signal | 1,800 | 429 | 0.238 | A | 455 | 0.253 | A | 455 | 0.253 | A | 466 | 0.259 | A |
| Southbound On-Ramp | AM | Diagonal | On | 1 | Meter-Off | 1,800 | 334 | 0.186 | A | 339 | 0.188 | A | 339 | 0.188 | A | 352 | 0.196 | A |
| | PM | | | | Meter-On | 900 | 536 | 0.596 | A | 564 | 0.627 | B | 564 | 0.627 | B | 638 | 0.709 | C |
| | SAT | | | | Meter-Off | 1,800 | 517 | 0.287 | A | 549 | 0.305 | A | 549 | 0.305 | A | 564 | 0.313 | A |
| Northbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 499 | 0.277 | A | 538 | 0.299 | A | 538 | 0.299 | A | 596 | 0.331 | A |
| | PM | | | | Signal | 1,800 | 373 | 0.207 | A | 469 | 0.261 | A | 469 | 0.261 | A | 512 | 0.284 | A |
| | SAT | | | | Signal | 1,800 | 319 | 0.177 | A | 403 | 0.224 | A | 403 | 0.224 | A | 412 | 0.229 | A |
| Northbound On-Ramp | AM | Loop | On | 1 | Meter-On | 900 | 437 | 0.486 | A | 438 | 0.487 | A | 438 | 0.487 | A | 413 | 0.459 | A |
| | PM | | | | Meter-Off | 1,600 | 292 | 0.183 | A | 321 | 0.201 | A | 321 | 0.201 | A | 223 | 0.139 | A |
| | SAT | | | | Meter-Off | 1,600 | 340 | 0.213 | A | 372 | 0.233 | A | 372 | 0.233 | A | 303 | 0.190 | A |
| **US 101 at Tenth Street/Pacheco Pass Highway (SR 152)** | | | | | | | | | | | | | | | | | | |
| Southbound Off-Ramp | AM | Diagonal | Off | 2 | Signal | 3,600 | 839 | 0.233 | A | 1,104 | 0.307 | A | 1,142 | 0.317 | A | 1,141 | 0.317 | A |
| | PM | | | | Signal | 3,600 | 1,434 | 0.398 | A | 1,712 | 0.476 | A | 1,746 | 0.485 | A | 1,748 | 0.486 | A |
| | SAT | | | | Signal | 3,600 | 1,483 | 0.412 | A | 1,691 | 0.470 | A | 1,730 | 0.481 | A | 1,732 | 0.481 | A |
| Southbound On-Ramp | AM | Loop | On | 1 | Meter-Off | 1,600 | 101 | 0.063 | A | 130 | 0.081 | A | 149 | 0.093 | A | 135 | 0.084 | A |
| | PM | | | | Meter-On | 900 | 277 | 0.308 | A | 432 | 0.480 | A | 454 | 0.504 | A | 380 | 0.422 | A |
| | SAT | | | | Meter-Off | 1,600 | 219 | 0.137 | A | 255 | 0.159 | A | 277 | 0.173 | A | 262 | 0.164 | A |
| Northbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 325 | 0.181 | A | 520 | 0.289 | A | 542 | 0.301 | A | 482 | 0.268 | A |
| | PM | | | | Signal | 1,800 | 385 | 0.214 | A | 550 | 0.306 | A | 570 | 0.317 | A | 510 | 0.283 | A |
| | SAT | | | | Signal | 1,800 | 536 | 0.298 | A | 656 | 0.364 | A | 677 | 0.376 | A | 648 | 0.360 | A |
| Northbound On-Ramp | AM | Diagonal | On | 1 | Meter-On | 900 | 592 | 0.658 | B | 617 | 0.686 | B | 652 | 0.724 | C | 652 | 0.724 | C |
| | PM | | | | Meter-Off | 1,800 | 869 | 0.483 | A | 1,038 | 0.577 | A | 1,076 | 0.598 | A | 1,076 | 0.598 | A |
| | SAT | | | | Meter-Off | 1,800 | 955 | 0.531 | A | 977 | 0.543 | A | 1,017 | 0.565 | A | 1,017 | 0.565 | A |

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
4. The ramp level of service corresponds to the calculated ramp V/C ratios.

# 1. Introduction

This report presents the results of a Transportation Analysis (TA) completed for the proposed Gilroy Square Development project located at 6970 Camino Arroyo in the City of Gilroy, California.

The project site consists of an undeveloped 10.18-acre site bounded by Pacheco Pass Highway (SR 152) to the north, Camino Arroyo to the west, Holloway Road to the south, and undeveloped land to the east. The proposed project would be developed in three phases with the following land uses:

Phase 1 –

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)

Phase 2 –

- an 88-room 4-story hotel (Holiday Inn Express)

Phase 3 –

- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway cuts and one proposed new driveway) and one along Holloway Road (existing).

It should be noted that the project site, along with the parcel south of the project site along Holloway Road, was evaluated with potential development as Phase II of the Regency Centers Gilroy Crossing shopping center project in 2002 (*Regency Centers Traffic Impact Analysis*, by Hexagon). The Regency Centers Phase I project is located in the southwest corner of the Camino Arroyo/Pacheco Pass Highway intersection, across the street from the project site, and is completed and occupied (Gilroy Crossing shopping center).

## Land Use and Zoning Conformance

The City of Gilroy General Plan land use designation for the project site is General Industrial. The Zoning Map designation for the site is Highway Commercial (HC) and General Industrial (M2). Therefore, the development of the project site, as proposed, will require a General Plan amendment and Zoning amendment.

### Roadway Network

Under the current roadway network, all access to the project sites is provided via Pacheco Pass Highway (SR 152) and Camino Arroyo. In the 2002 Regency Centers TIA, it was determined that in order to provide the additional capacity required to serve Phase II of the Regency Centers project (now the proposed project), a roadway connection from the project area to the south would be required.

The adopted City of Gilroy 2040 General Plan includes roadway improvements throughout the city that will support the projected growth associated with the buildout of the General Plan. Some of these planned improvements would directly affect the project area by changing travel patterns. Planned roadway network improvements in the project area include:

- The extension of Luchessa Avenue from its current terminus point at Rossi Lane eastward to connect to the future Cameron Boulevard extension.
- The extension of Cameron Boulevard to the north to connect to Marcella Avenue at Leavesley Road and to the south to connect to and past the Luchessa Avenue extension, terminating at the Southside Drive extension.
- The extension of Rossi Lane from its current terminus point at Luchessa Avenue northward to connect to Holloway Road.

The planned Rossi Lane extension would provide a second access route between the project site area and the south and southwest parts of Gilroy via Holloway Road, Rossi Lane, and Luchessa Avenue. From conversations with City staff, a more feasible option for the planned Rossi Lane extension would be a new roadway from Holloway Road, parallel to/west of Camino Arroyo/Venture Way and the existing UNFI building, and connecting to Luchessa Avenue at its planned extension, approximately 1,900 feet east of Rossi Lane. This new north/south roadway connection is referred to within this report as the *Luchessa/Holloway connection*. The Luchessa/Holloway connection would replace the planned Rossi Lane extension to Holloway Road included in the General Plan roadway network.

Therefore, this study will evaluate operations of the proposed project under the current roadway network (near-term conditions) and assuming the construction of a new roadway providing a direct connection between Luchessa Avenue and Holloway Road (near-term and General Plan conditions).

As specified in the Gilroy 2040 General Plan (Chapter 3, Mobility), the addition or deletion of planned roadways will require a General Plan Amendment.

The project site location and surrounding study area are shown on Figure 1. The site plan is shown on Figure 2.

## Transportation Analysis Scope

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the increase in traffic due to the proposed project in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *City of Gilroy 2040 General Plan* goals and policies.

**Figure 1**
**Site Location**

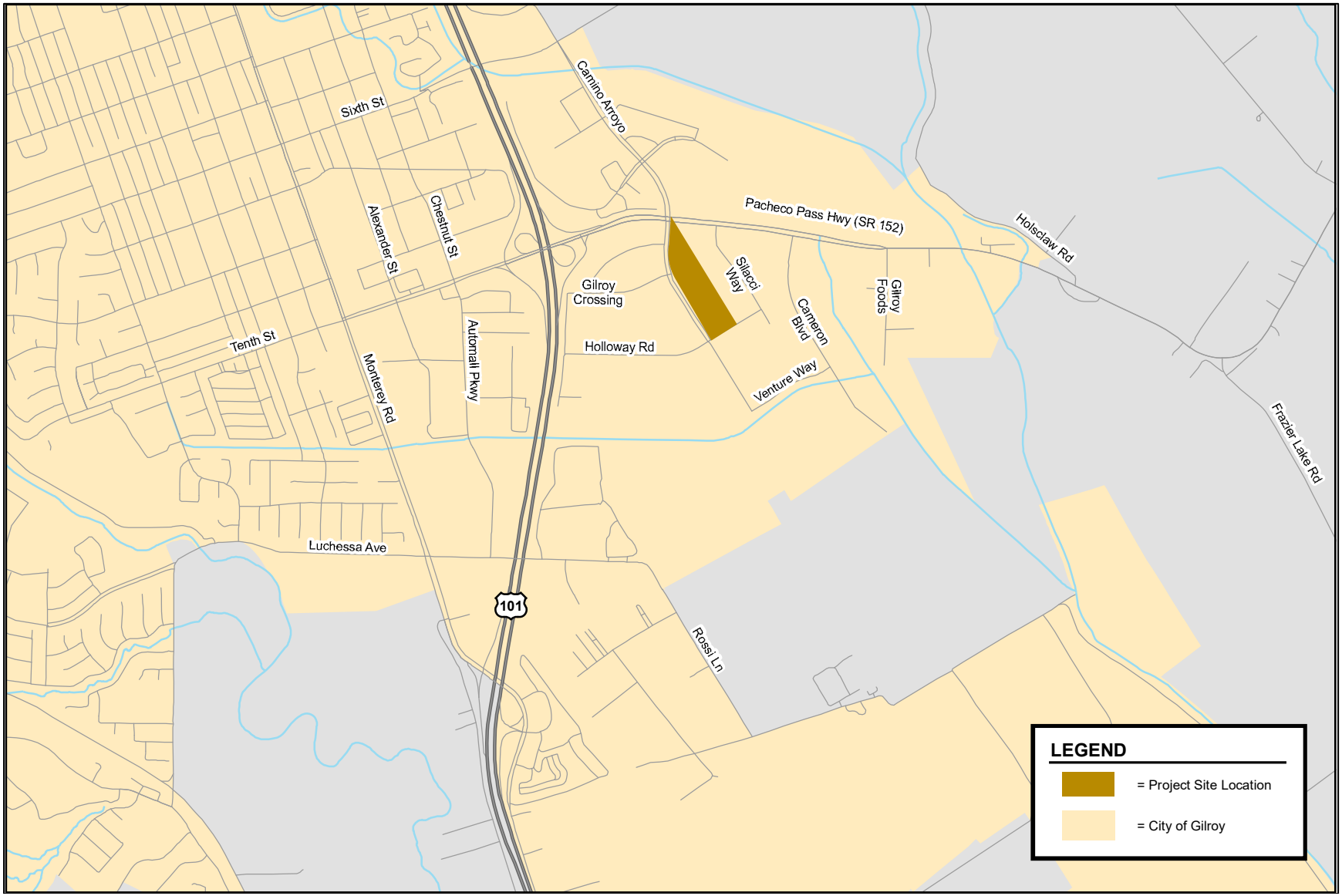


**Figure 2**
**Proposed Site Plan**

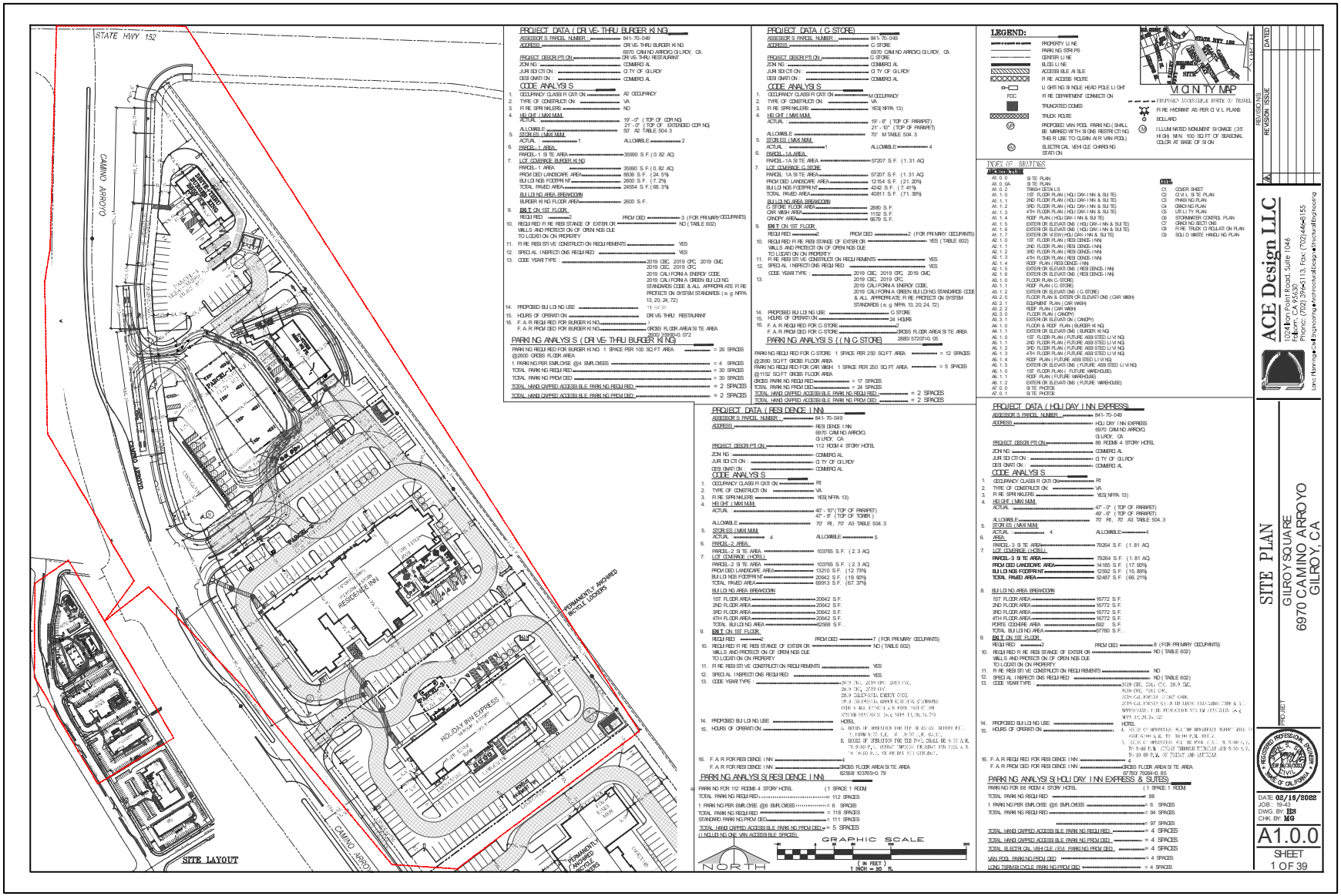
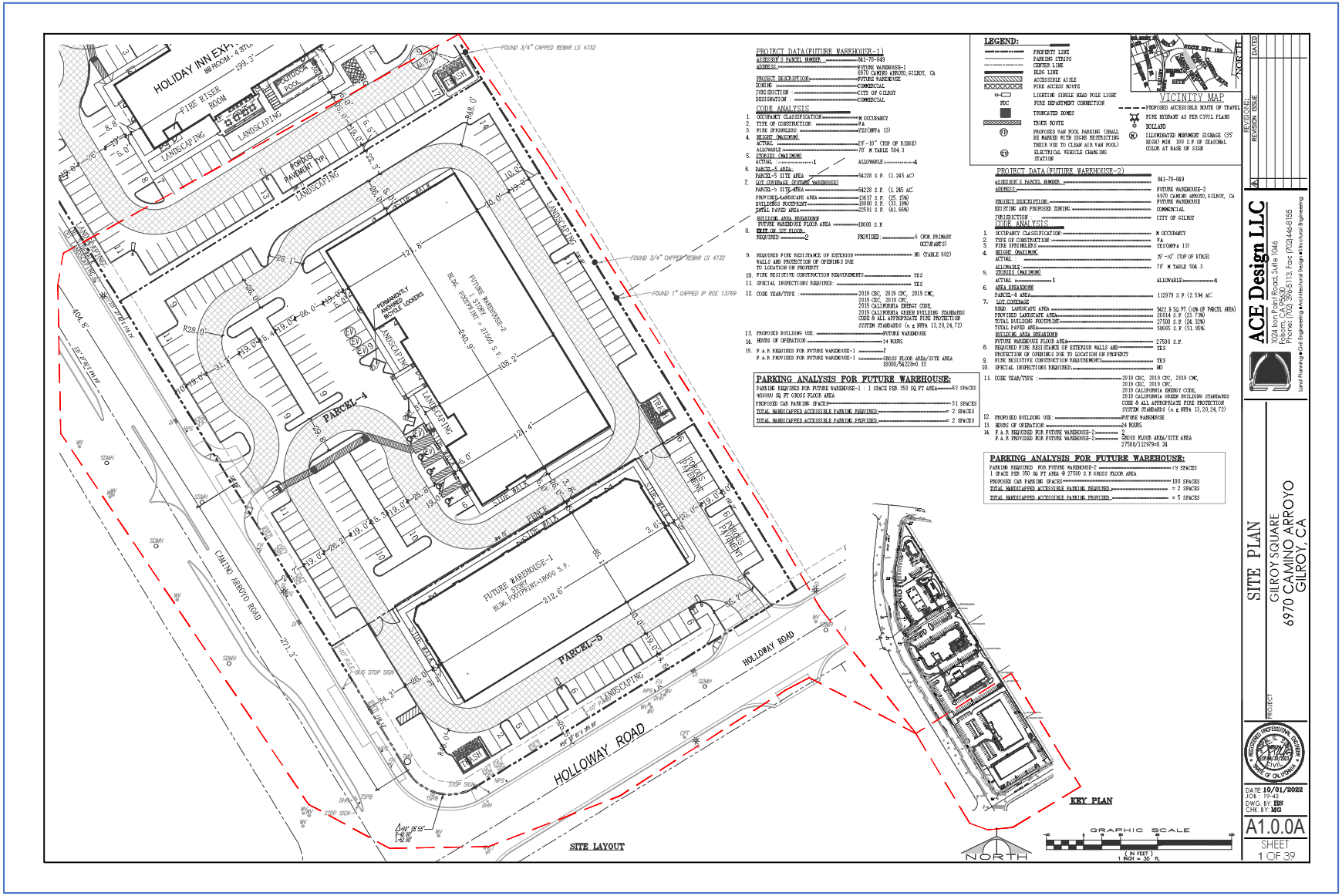


**Figure 2 (continued)**
**Proposed Site Plan**



## CEQA Transportation Analysis Scope

Like most other jurisdictions in Santa Clara County and the State, the City of Gilroy has historically utilized vehicular delay as the primary analysis metric to evaluate traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects of development growth on the State's goal for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics (total VMT for retail/commercial projects).

The CEQA VMT impact analysis was completed using the *Valley Transportation Authority's* (*VTA) VMT Evaluation Tool* and the City of Gilroy Travel Demand Forecasting (TDF) Model.

The City of Gilroy is currently developing the framework for new transportation policies based on VMT as the primary measure of transportation impacts. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, for the evaluation of projects.

## Traffic Operations Analysis Scope

The current *City of Gilroy 2040 General Plan*, adopted in November 2020, uses Level of Service (LOS) as its primary metric for the evaluation of the effects of new development and land use changes on the City's transportation network. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included to determine the project's conformance with General Plan transportation goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The traffic operations analysis includes the evaluation of weekday AM and PM peak-hour and Saturday peak-hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) in the general vicinity of the project site. The traffic operations analysis also includes an evaluation of the effects of the project on other transportation issues relating to on-site access, on-site circulation, sight distance, parking, roadway segments, freeway segments and ramps, pedestrian, bicycle, and transit facilities, and related safety elements in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Gilroy, the Gilroy 2040 General Plan, and the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014). The VTA administers the Congestion Management Program (CMP) for Santa Clara County.

## Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 presents the CEQA transportation analysis. Chapter 4 describes the traffic operations analysis and the project's effects on the transportation system and describes the recommended roadway improvements. An evaluation of other transportation issues, including site access and on-site circulation review, parking, freeway ramp analysis, and effects on bicycle, pedestrian, and transit facilities, are presented in Chapter 5. Chapter 6 presents the conclusions of the transportation analysis.

# 2. Existing Transportation Setting

This chapter describes the existing transportation system within the project area. It describes existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, transit service, and bicycle and pedestrian facilities.

## Existing Roadway Network

Regional access to the project site is provided via US 101 and State Route (SR) 152/Pacheco Pass Highway. Local access to the project site is provided by Tenth Street, Camino Arroyo, Holloway Road, Cameron Boulevard, Silacci Way, and Luchessa Avenue. These facilities are shown on Figure 1 and described below.

***US 101*** is a six-lane freeway north of the Monterey Road interchange (in south Gilroy) and transitions to a four-lane freeway south of that point. US 101 extends northward through San Jose and southward into Salinas. This freeway serves as the primary roadway connection between Gilroy and Morgan Hill and other Santa Clara County communities to the north and between Gilroy and Salinas to the south. US 101 includes full-access interchanges at Leavesley Road, Tenth Street/SR 152, and Monterey Road in Gilroy. A fourth interchange at Masten Avenue, north of Gilroy in unincorporated Santa Clara County, serves the north and northwestern areas of Gilroy. Regional access to the project site is provided via the US 101 interchange at Tenth Street/SR 152.

***SR 152 (Pacheco Pass Highway)*** is a two- to four-lane east-west highway that extends to the east, where it is known as Pacheco Pass Highway, starting at the US 101 interchange at Tenth Street, over the Pacheco Pass to Interstate 5 and through Los Banos. West of Gilroy, SR 152 is known as Hecker Pass Highway and extends westward from the US 101 interchange at Leavesley Road via Monterey Road and First Street over the Santa Cruz Mountains to Watsonville and Highway 1. SR 152 connects the communities of Watsonville and Gilroy to the Central Valley via Interstate 5. Access to the project site would be provided via its intersection with Camino Arroyo.

***Tenth Street*** is a two- to six-lane arterial roadway that begins at Uvas Parkway and extends eastward to US 101, where it changes designation to Pacheco Pass Highway (SR 152). Tenth Street has one lane in each direction with a two-way left-turn lane west of Church Street. Between Church Street and Monterey Road, Tenth Street consists of two lanes in each direction, then transitions to three westbound lanes and two eastbound lanes between Monterey Road and Alexander Street, three lanes in each direction with a landscaped median between Alexander Street and Chestnut Street, and again to two lanes in each direction east of Chestnut Street. Tenth Street is one of six freeway crossings

within Gilroy and it is proposed to be extended from its current terminus point at Uvas Parkway westward over Llagas Creek to connect to Santa Teresa Boulevard at the current Miller Avenue/Santa Teresa Boulevard intersection. Bike lanes are available along Tenth Street, between Monterey Road and Orchard Drive.

***Camino Arroyo*** is a four-lane north-south roadway that extends from Arroyo Circle, just north of Sixth Street/Gilman Road, to Venture Way, south of SR 152. Arroyo Circle extends northward to Leavesley Road along the east side of US 101, and in conjunction with Camino Arroyo, provides a north/south connection between Leavesley Road and SR 152. Camino Arroyo would provide direct access to the project site via one full-access driveway at its intersection with Gilroy Crossing and three limited-access driveways. Bike lanes are available along the entire length of Camino Arroyo, including along the western project frontage.

***Holloway Road*** is a two-lane east-west roadway that begins at its intersection with Brem Lane and continues eastward until its intersection with Silacci Way, where it terminates. Direct access to the project site would be provided via a full-access driveway along Holloway Road.

***Cameron Boulevard*** is a four-lane north-south roadway that currently extends from SR 152 south to Venture Way, where it terminates as an access road to the UNFI warehouse facility. Bike lanes are available along the entire length of Cameron Boulevard.

The 2040 Gilroy General Plan indicates that Cameron Boulevard is planned to be extended from its current terminus point at SR 152 northward to Gilman Road, and continuing north to form the south leg of the Marcella Avenue/Leavesley Road intersection. Additionally, Cameron Boulevard is planned to be extended from its current southern terminus point southward to connect to a planned extension of Luchessa Avenue and terminate at Southside Drive. Fully implemented, the Cameron Boulevard extension would provide an alternative north-south connection (east of US 101) between the south and southwest parts of Gilroy (Luchessa Avenue), SR 152, and Leavesley Road.

***Luchessa Avenue*** is a two- to four-lane arterial roadway that begins at Miller Avenue and extends eastward approximately 1,700 feet past US 101, where it terminates at its intersection with Rossi Lane. Luchessa Avenue consists of one to two lanes in each direction with a landscaped median west of Thomas Road. Between Thomas Road and Church Street, Luchessa Avenue is an undivided two-lane roadway. Between Church Street and Monterey Road, Luchessa Avenue is a four-lane roadway with left-turn pockets. East of Monterey Road, Luchessa Avenue is an undivided two-lane roadway. Bike lanes are available along Luchessa Avenue, west of Monterey Road.

The 2040 Gilroy General Plan indicates that Luchessa Avenue is planned to be extended from its current terminus point at Rossi Lane eastward to form the west leg of the Cameron Boulevard/Luchessa Avenue intersection. Fully implemented, the Luchessa Avenue extension would provide an alternative east-west connection (south of SR 152) between the southwest and southeast parts of Gilroy.

## Existing Bicycle Facilities

Bicycle facilities are divided into three classes of relative significance:

- **Class I Bikeways (Bike Path)**. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path.
- **Class II Bikeways (Bike Lane)**. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings.

- **Class III Bikeways (Bike Route)**. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

There are several bicycle facilities in the vicinity of the project site. These are listed below and shown on Figure 3:

### Class I Bikeways (Bike Paths)

The nearest bike path to the project site is the *Western Ronan Channel Trail*. This trail is located on the western side of the Ronan Channel between Leavesley Road and Sixth Street.

### Class II Bikeways (Bike Lanes)

Class II Bikeways in the vicinity of the project site are provided along the following roadways:

- Camino Arroyo/Arroyo Circle, along the entire length of the street
- Venture Way, along the entire length of the street
- Cameron Boulevard, along the entire length of the street
- Renz Lane, between 1000 feet west of Camino Arroyo and eastern terminus
- Sixth Street, between Maple Street and Camino Arroyo; between Hanna Street and Wren Avenue
- Chestnut Street, between Tenth Street and Sixth Street
- Tenth Street, between Monterey Road and Orchard Drive (Gilroy High School)
- Forest Street, between Eighth Street and IOOF Avenue
- Eigleberry Street, between Tenth Street and First Street
- Church Street, between Tenth Street and First Street
- Luchessa Avenue, between Monterey Road and Princevalle Street; between Thomas Road and Miller Avenue

### Class III Bikeways (Bike Routes)

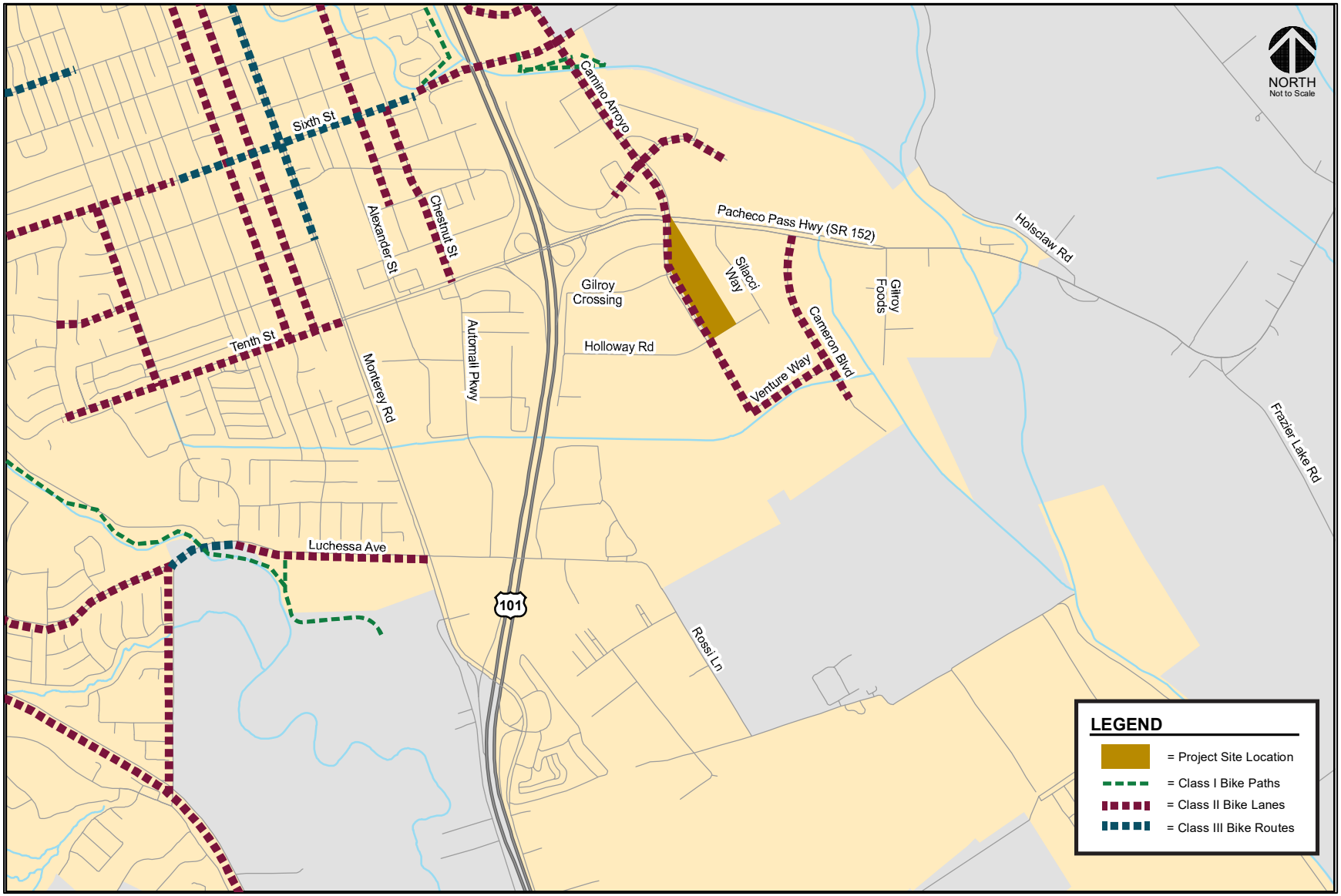
Class III Bikeways in the vicinity of the project site are provided along the following roadways:

- Monterey Street, between First Street and Eighth Street
- Sixth Street, between Hanna Street and Rogers Lane

## Existing Pedestrian Facilities

The project area consists of a mixture of commercial and industrial land uses, and undeveloped land. Pedestrian facilities in the project area consist primarily of sidewalks along both sides of the road within all commercial areas. Crosswalks and pedestrian push buttons are available along three or more legs of all signalized intersections in the vicinity of the project site (with the exception of the intersection of Cameron Boulevard/SR 152, which only has a crosswalk along the south side of the intersection). The existing sidewalks, along with the crosswalks and pedestrian push buttons, provide a pedestrian connection between all shopping centers in the study area. However, most undeveloped and industrial use parcels have missing sidewalks, including along the entire project site frontage on Camino Arroyo and Holloway Road, creating an incomplete pedestrian network. Sidewalks are missing along the following roadway segments in the vicinity of the project site:

**Figure 3**
**Existing Bicycle Facilities**



- Camino Arroyo, along the east side of the roadway, starting approximately 370 feet south of Renz Lane to approximately 300 feet south of Holloway Road (including along the project frontage).
- Camino Arroyo, along the west side of the roadway between Holloway Road and 300 feet south of Holloway Road
- Holloway Road, along the north side of the roadway between Camino Arroyo and Silacci Way (including along the project frontage).
- Holloway Road, along the south side of the roadway between 900 feet west of Camino Arroyo and Silacci Way
- SR 152, along the entire south side of the roadway, east of Camino Arroyo, with the exception of an approximately 825-foot segment along the McCarthy Business Park frontage, west from Cameron Boulevard.
- SR 152, along the entire north side of the roadway, with the exception of an approximately 275-foot segment on the east side of Camino Arroyo.
- Silacci Way, along both sides of the roadway.

Continuous sidewalks along the south side of SR 152 that run across the US 101 interchange connect the existing commercial uses along Camino Arroyo (east of US 101) with the land uses along Tenth Street, west of US 101.

The existing pedestrian facilities in the study area are shown on Figure 4.

## Existing Transit Services

Transit services in Gilroy consist of local, regional, and intercity bus services, rail services, and paratransit services. Existing transit service in Gilroy is provided primarily by Santa Clara County VTA buses. Caltrain commuter rail service, San Benito County express bus service, and Greyhound bus service also serve Gilroy. The existing transit services in the study area are shown on Figure 5.

The project site is served by ***Local Route 84***, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital via Tenth Street, Camino Arroyo, and San Ysidro Avenue with approximately 60-minute headways during commute hours. Existing VTA bus stops serving Route 84 are located directly along the Camino Arroyo project frontage at the Gilroy Crossing and Holloway Road intersections. Additionally, the Gilroy Transit Station is located just over one mile northwest of the project site, along Monterey Road.

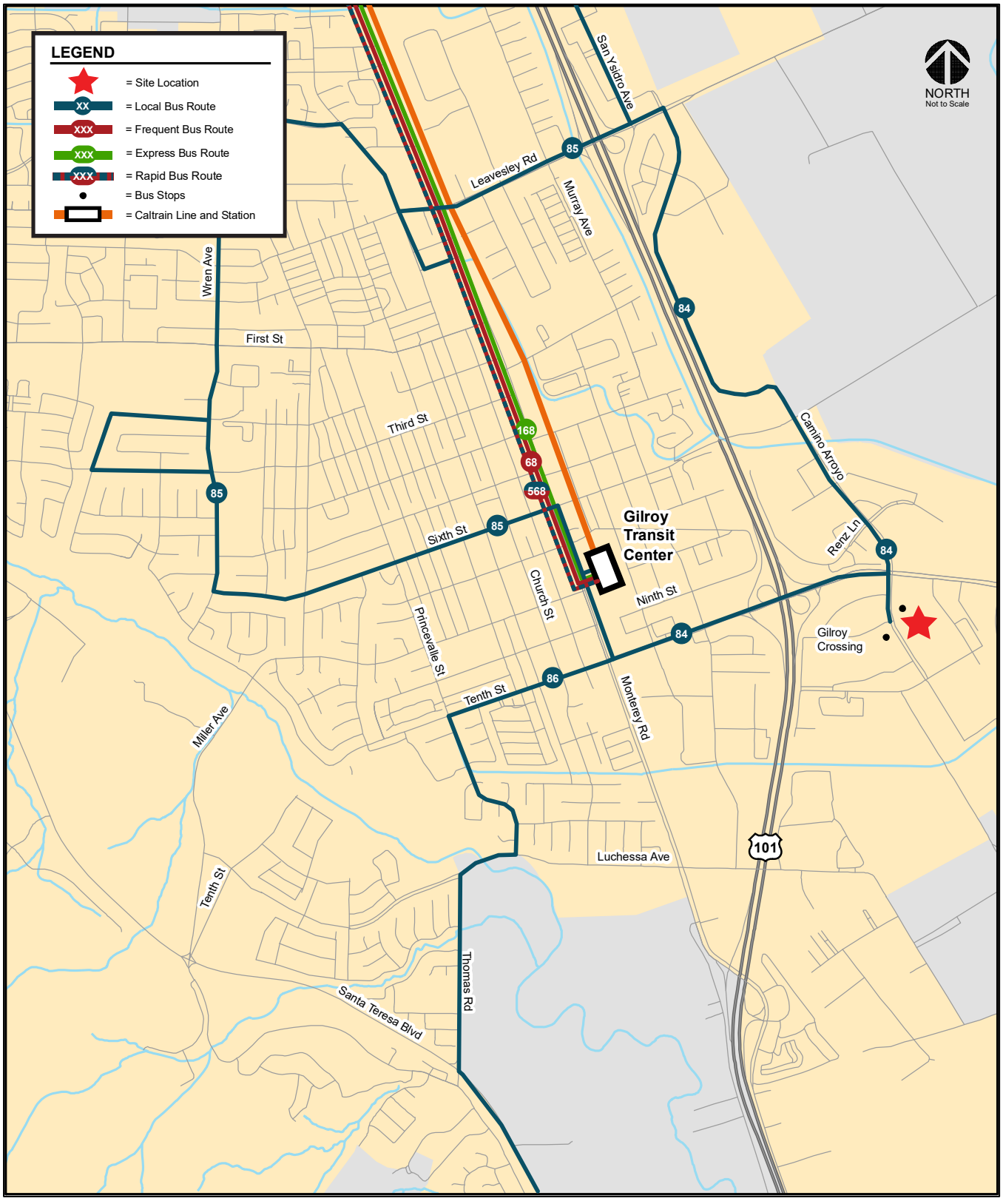
Other bus transit services currently serving Gilroy, as of June 2022, include:

- ***Local Bus Route 85*** provides weekday and weekend services between the Gilroy Transit Center and Saint Louise Regional Hospital via Sixth Street, Wren Avenue, Mantelli Drive, Leavesley Road, and San Ysidro Avenue with approximately 60-minute headways during commute hours.
- ***Local Bus Route 86*** provides weekday-only services between the Gilroy Transit Center and Gavilan College via Tenth Street, Princevalle Street, Luchessa Avenue, Thomas Road, and Santa Teresa Boulevard between the hours of 7:45 AM and 3:34 PM with approximately 30-minute headways.
- ***Frequent Route 68*** provides weekday and weekend services between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 4:43 AM and 1:20 AM with approximately 15- to 30-minute headways during commute hours.

**Figure 4**
**Existing Pedestrian Facilities**



**Figure 5**
**Existing Transit Services**



- ***Express Route 121*** provides weekday services between the Gilroy Transit Center and the Lockheed Martin Transit Center in Sunnyvale with northbound service (three trips) during the morning commute period and southbound service (three trips) during the afternoon commute period with approximately 60-minute headways. This express route has scheduled stops at the Gilroy Transit Center, the Morgan Hill Caltrain Station, Old Ironsides Light Rail Station, and the Lockheed Martin Transit Center.
- ***Rapid Route 568*** provides weekday services between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 5:00 AM and 12:20 AM with approximately 30-minute headways during commute hours.
- ***San Benito County Express Bus Service (Caltrain and Gavilan College Shuttle)*** provides express bus service between Hollister and the Gilroy Transit Center Monday through Friday. Currently, five northbound (to Gilroy) shuttles run during the morning and evening commute periods, between 4:55 and 10:40 AM and between 1:15 and 7:35 PM, respectively. In addition, there are four southbound (to Hollister) runs in the morning between 7:05 and 11:50 AM and five runs in the evening between 2:00 and 8:20 PM. The schedule is coordinated with the Caltrain schedule to facilitate connections with Caltrain arrivals and departures.
- ***San Benito County Express Bus Service (Greyhound Shuttle)*** provides service between Hollister and the Gilroy Transit Center, (which serves as the Greyhound Bus Depot) on Saturdays and Sundays. There are currently two northbound (to Gilroy) and two southbound (to Hollister) runs in the morning between 7:30 and 11:10 AM and two northbound and two southbound runs in the evening between 12:05 and 6:35 PM. The schedule is designed to allow for connections to Greyhound service.

Additionally, ***Caltrain*** provides train service from Gilroy to San Francisco, with limited-stop service at other stations along the peninsula corridor. Caltrain service to Gilroy is only provided on weekdays; weekend service south of San Jose is not available. Currently, as of June 2022, the Gilroy Caltrain station is served by three northbound trains in the morning and three southbound trains in the evening. The northbound trains have scheduled departures from the Gilroy Transit Center at 5:54 and 6:52 AM and the southbound trains have scheduled arrivals at the Gilroy Transit Center at 5:21 and 7:19 PM.

***Greyhound Lines, Inc***. is an intercity, long-distance bus service offering services to over 3,700 destinations in the United States, Canada, and Mexico. The Gilroy Transit Center also serves as the Greyhound Bus Depot in Gilroy. Greyhound buses operate from the Transit Center every day of the week.

All of the above transit routes serve the Gilroy Transit Center, located in Downtown Gilroy, along Monterey Road.

# 3. CEQA Vehicle Miles Traveled (VMT) Evaluation

This chapter provides an evaluation of the proposed project's effect on Vehicle Miles Traveled (VMT). Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes.

## VMT Evaluation Methodology

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity. Local-serving retail projects also would result in shorter vehicle trips as new local-serving retail development typically diverts/shortens existing shopping trips, rather than generating new retail trips.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics. The daily VMT per resident accounts for trips that start or end at the home. Daily VMT per employee is calculated based on trips made by people driving to and from work. However, non-residential and non-employment projects, such as retail and hotel projects, include both trips made by employees and patrons. Thus, for non-residential and non-employment projects, OPR guidelines recommend the evaluation of total VMT.

To determine whether a project would result in CEQA transportation impacts related to VMT, VTA has developed a VMT Evaluation Tool to streamline the analysis for development projects. However, the VMT tool is limited to the evaluation of VMT for the general land use categories of residential, office, and industrial. For non-residential or non-office/industrial projects, very large projects, or projects that can potentially shift travel patterns, a Travel Demand Forecasting (TDF) model, or other City-approved methods, must be used to determine project VMT.

Thus, for the evaluation of this project, the proposed land uses were categorized into employment and retail land uses. The proposed warehouse land use was categorized as an employment use since its trip-making characteristics are mainly dictated by its employees. The proposed gas station/retail, fast-food restaurant, and hotel were categorized as retail uses since their trip-making characteristics are dictated by their employees and patrons. The VTA's VMT tool was used to estimate VMT for the employment uses proposed by the project. However, since the proposed project would include retail, restaurant, and hotel uses for which the VMT tool is not capable of estimating VMT, the City's TDF model was utilized to complete the VMT evaluation for the proposed retail category uses.

## VTA VMT Evaluation Tool

The *VTA's VMT Evaluation Tool* could be utilized to evaluate the effects of the project's employment land uses on VMT . The VMT tool identifies the existing average VMT per capita and VMT per employee for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

## City of Gilroy Travel Demand Forecasting Model

The City of Gilroy Travel Demand Forecasting Model (also referred to as the Gilroy Model within this report) was utilized to complete the VMT evaluation for the proposed gas station/retail, fast-food restaurant, and hotel uses of the project. The Gilroy Model, built in 2014, was developed as an extension and refinement of the Santa Clara VTA Countywide TDF Model (VTA Model). The Gilroy Model is a subarea model of VTA's Model and provides a more detailed roadway network and zone system within Gilroy. The Gilroy Model was last updated for the evaluation of the City of Gilroy 2040 General Plan and has a 2017 base year (based on VTA/ABAG *Projections 2017*) and a 2040 horizon year (based on City of Gilroy 2040 General Plan land use data). The Gilroy Model was used since it can estimate the diversion of traffic and change in traffic patterns due to the proposed project.

## VMT Policies and Impact Criteria

A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee/job. Retail uses are assessed based on their effects on total VMT.

To adhere to the state's legislation, the City of Gilroy is currently developing the framework for new transportation policies based on the implementation of VMT as the primary measure of transportation impacts for CEQA purposes. The new policies will replace the City's current transportation policies that are based on levels of service. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Technical Advisory* suggests criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment.

The impact criteria and thresholds used for the evaluation of the proposed project are described below.

### Employment Uses Impact Thresholds

As stated in the technical advisory, for office projects, OPR recommends an impact threshold of 15% below the existing regional VMT per employee. OPR also states that in cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography that includes the area over which most workers would be expected to live.

Currently, the City of Gilroy has limited employment land uses, which results in longer commute trips as a large number of Gilroy residents are required to travel outside of Gilroy for employment. This is reflected in the average VMT per employee for the City of Gilroy (18.79 miles per employee) compared to the regional VMT (15.33) and the County VMT (16.64) per employee, as reported by the VTA VMT Evaluation Tool. Providing employment opportunities in Gilroy will likely attract most employees from within the City. Therefore, for the purpose of this analysis, the impact threshold for the evaluation of the employment uses was assumed to be 15% below the citywide employment VMT per job. The citywide employment VMT threshold is also consistent with the Gilroy 2040 General Plan EIR, which utilized 15% below the citywide VMT as the impact threshold for both residential (per-capita) and employment (per-job) VMT.

The VTA's VMT Evaluation Tool indicates that the existing citywide average VMT per job is currently 18.79. Therefore, the OPR recommended impact threshold of 15% below the existing average VMT per job equates to 15.97 VMT per job.

*Employment Impact Threshold:* ***15.97 VMT per Job***

### Retail Use Impact Thresholds

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

*Retail Impact Threshold:* ***Any Increase in VMT***

## CEQA Transportation Analysis Exemption Criteria

The 2018 OPR CEQA technical advisory identifies screening thresholds to determine whether a CEQA transportation analysis would be required for specific development projects. The screening thresholds are based on the project size, map-based screening (areas with low VMT), transit availability, and/or provision of affordable housing. If a project meets the screening thresholds, it is then presumed that the project, or the component of the project, would result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required. Screening thresholds applicable to the proposed project include the following:

*Screening Threshold/Presumption of Less-Than-Significant Impact for Small Projects*

The OPR guidelines state that projects that generate or attract fewer than 110 trips per day, have no substantial evidence indicating that the project would generate a potentially significant level of VMT, and are consistent with the adopted General Plan, generally may be assumed to cause a less-than-significant impact on VMT. Typical land uses that would generate 110 or fewer daily trips include up to 10,000 s.f. of office space.

*Retail Projects*

Although the OPR technical advisory does not specify screening criteria for the presumption of less-than-significant VMT impact for retail projects, it recognizes that the addition of new local-serving retail development tends to shorten trips, and consequently reduce VMT, by improving retail destination proximity. That is, new local-serving retail projects would provide an alternative to other similar uses located farther away. OPR specifies that, generally, retail development less than 50,000 square feet in size might be considered local-serving and should be considered to have a less-than-significant VMT impact.

## Evaluation of Screening Criteria

*Small Project Screening Criteria*

The proposed warehouse land use is estimated to generate a total of 110 daily trips (see Table 3, Trip Generation Table, in the following chapter). Based on OPR's small project screening threshold, the proposed warehouse buildings would have a less-than-significant impact on VMT and, therefore, a detailed VMT analysis for this portion of the proposed project is not required.

*Local-Serving Retail*

The proposed gas station with convenience store and fast-food restaurant with drive-through window are not reflective of larger regional retail development, such as large shopping centers, which would attract new trips from outside the general city limits. Rather, the proposed commercial uses consist of readily available local-serving retail uses that are not anticipated to attract patrons from outside the project area, but instead, would result in a redistribution of local trips currently traveling to other similar locations. Furthermore, because of the location of the project site (adjacent to a freeway interchange and major thoroughfare (SR 152)), it is anticipated that a large percentage of traffic to the retail uses of the project would be pass-by traffic, or traffic already on the roadway system that would stop at the project site, access the proposed land uses, and continue on their final destination.

Based on OPR's screening threshold recommendations, retail development less than 50,000 square feet in size might be considered local-serving. In order to verify if the proposed gas station and fast-food restaurant have trip-making characteristics equivalent to a 50,000-square-foot or less retail project, the proposed gas station and fast-food restaurant were converted into an equivalent amount of retail space, based on their daily trip generation estimates. Trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) were utilized for this process.

Based on the ITE daily trip rate, and after applying the applicable pass-by trip reductions, the proposed gas station and fast-food restaurant are estimated to generate a total of 1,607 daily trips, which are equivalent to the trips estimated to be generated by 43,000 s.f. of retail space (see Table 1). Therefore, the proposed gas station and fast-food restaurants are estimated to generate daily traffic comparable to a 43,000-square-foot local-serving retail project, and therefore, should be considered to have a less-than-significant VMT impact. However, since the proposed hotel uses also were categorized as retail uses for the purpose of the VMT evaluation, the equivalent amount of retail space, including the hotel uses, equates to 66,000 s.f. of retail space. Therefore, the combined size of all three land uses categorized as retail land use (gas station, fast-food restaurant, hotels) would exceed the 50,000-s.f. local-serving retail size threshold identified by OPR and a VMT evaluation for these land uses was completed with the use of the Gilroy Model.

**Table 1**
**Equivalent Retail Land Use Calculations**

| Land Use | Size | Daily Rate | Daily Trip |
|---|---|---|---|
| #945 Gas station with convenience store,<br>#934 Fast-food restaurant with drive-through window | 16 vehicle fueling positions<br>2,600 s.f. | | 1,607 |
| #820 - Shopping Center (>150k) | **Equivalent Retail Space = 43,000 s.f.** | 37.01 | 1,607 |

Source: ITE Trip Generation Manual, 11th Edition, 2021
The daily trip estimates for the gas station and fast-food restaurant include the applicable passby reductions.

# VMT Evaluation

## Employment VMT

As discussed in the previous section, the proposed warehouse (employment) land use is estimated to generate 110 total daily trips and, per OPR's small project screening threshold, is consider a small project and is presumed to have a less-than-significant impact on VMT.

## Retail and Hotel VMT

The City of Gilroy TDF Model was used to estimate VMT for the proposed retail uses of the project site. As described previously, the retail uses of the proposed project are not reflective of larger regional retail development, which would attract new trips from outside the City of Gilroy, but rather, they would be considered local-serving retail and provide a service that is currently provided in other parts of town. Thus, the proposed retail use of the project would result in a redistribution of trips that are currently made to other surrounding similar uses located outside the immediate project area and city limits. The underlying premise is that the proposed retail would not cause an increase in trips but rather result in a change in trip making as patrons and employees of the proposed retail uses access the project site because of its more convenient location instead of other similar uses elsewhere.

In order to estimate the impact on VMT with the Gilroy Model for the proposed land uses categorized as retail, the proposed gas station and fast-food restaurant land uses were converted to equivalent retail land use which, along with the proposed hotel uses, were coded in the model within the project site. The anticipated shifts in trips associated with the proposed project were coded in the Gilroy Model by reallocating retail and service jobs from Traffic Analysis Zones (TAZ) that are used to reflect other locations with similar land uses in the City's model to the TAZ representing the project site. The Gilroy Model was then used to estimate daily VMT for work and shop trips, without and with the proposed retail/restaurant and hotel uses, to quantify the effect of the project and the associated job reallocation.

The model results summarized in Table 2 show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

**Table 2**
**Retail and Hotel VMT Analysis**

| VMT Analysis (Citywide) | No Project | With Project | Change (Proj - No Proj) |
|---|---|---|---|
| Home-Based Work VMT | 452,495 | 454,403 | 1,908 |
| Home-Based Shop VMT | 343,999 | 340,758 | -3,241 |
| **Total VMT** | 796,495 | 795,161 | **-1,334** |

Source: City of Gilroy Travel Demand Forecasting Model.

# 4. Traffic Operations Analysis

This chapter describes the traffic operations analysis. The traffic operations analysis provides supplemental analysis for use by the City of Gilroy in identifying potential improvement of the transportation system that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

The chapter presents the method by which project traffic is estimated, intersection operations analysis for existing and future conditions, the identification of any adverse effects on study intersections caused by project-generated trips, and recommended improvements to alleviate the identified operational issues. In addition, the chapter includes an intersection vehicle queuing analysis and freeway segment capacity evaluation.

## Project Description

The proposed project site is located at 6970 Camino Arroyo (Assessor's Parcel Number [APN] 841-70-049) and consists of an undeveloped 10.18-acre site bounded by Pacheco Pass Highway (SR 152) to the north, Camino Arroyo to the west, Holloway Road to the south, and undeveloped land to the east. The proposed project would be developed in three phases with the following land uses:

Phase 1 –

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)

Phase 2 –

- an 88-room 4-story hotel (Holiday Inn Express)

Phase 3 –

- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway curb cuts and one proposed new driveway) and one along Holloway Road (existing).

The project site plan is shown on Figure 2.

# Scope of Analysis

A level of service analysis at key intersections was completed to satisfy local guidelines and determine conformance to General Plan transportation goals and policies. The effects of the project on the study facilities were evaluated in accordance with City of Gilroy and CMP methodologies and standards.

The study intersections are listed below and shown on Figure 6.

## Study Intersections

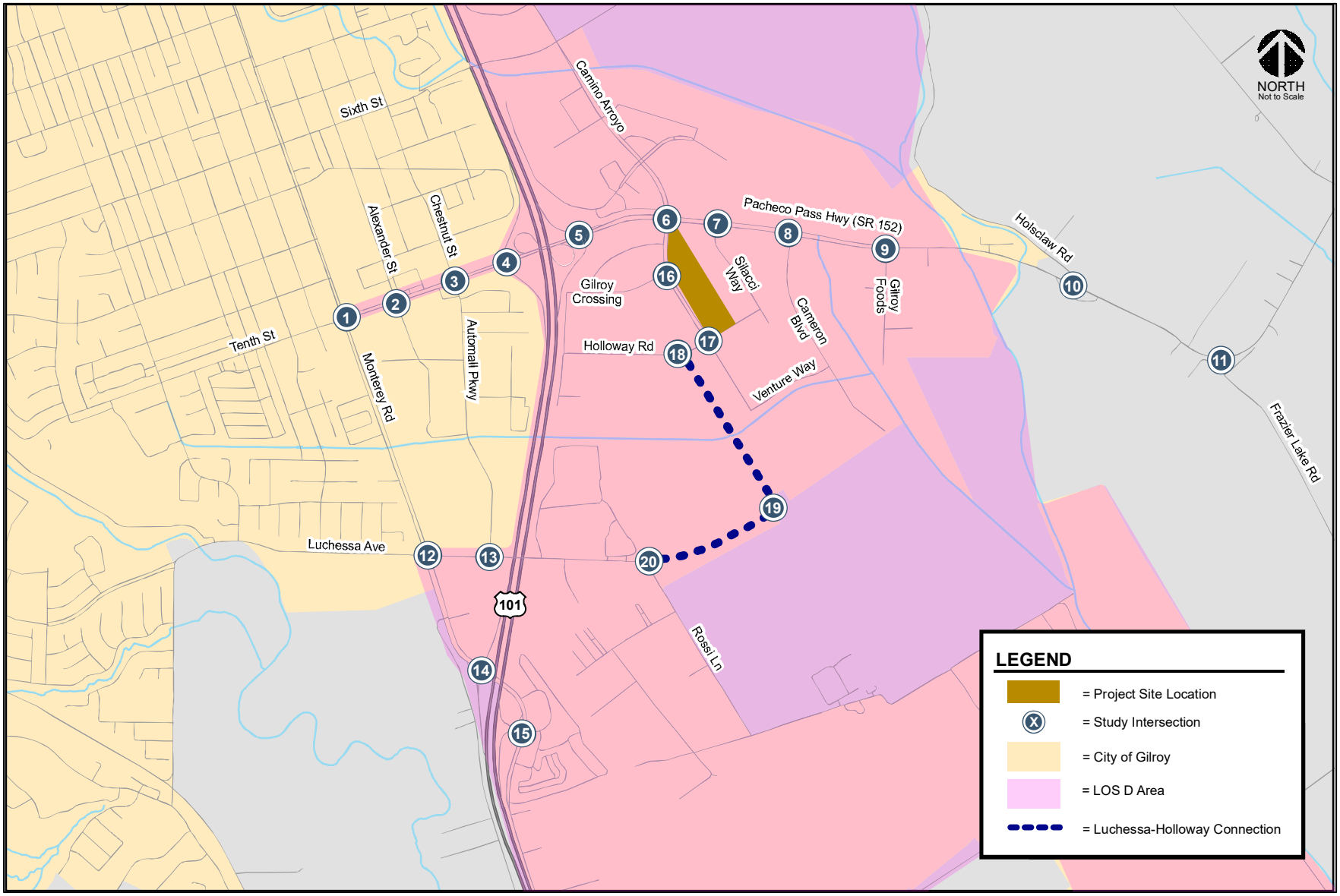
The study includes the evaluation of traffic conditions at 14 signalized intersections, three unsignalized intersections, and three future intersections. All but two of the study intersections are located within the City of Gilroy (denoted on the list below with a CofG superscript). The two study intersections outside the City of Gilroy limits are located within unincorporated Santa Clara County (denoted with an SCC superscript), within Gilroy's sphere of influence, as identified in the Gilroy 2040 General Plan. The following key intersections were evaluated:

1. Monterey Street and Tenth Street [CofG]
2. Alexander Street and Tenth Street [CofG]
3. Chestnut Street/Automall Parkway and Tenth Street [CofG]
4. US 101 Southbound Ramps and Tenth Street [CofG]
5. US 101 Northbound Ramps and Pacheco Pass Highway (SR 152) [CofG]
6. Camino Arroyo and Pacheco Pass Highway (SR 152) [CofG]
7. Silacci Way and Pacheco Pass Highway (SR 152) [CofG]
8. Cameron Boulevard and Pacheco Pass Highway (SR 152) [CofG]
9. Gilroy Foods and Pacheco Pass Highway (SR 152) [CofG]
10. Holsclaw Road and Pacheco Pass Highway (SR 152) [SCC]
11. Frazier Lake Road and Pacheco Pass Highway (SR 152) [SCC]
12. Monterey Street and Luchessa Avenue [CofG]
13. Automall Parkway and Luchessa Avenue [CofG]
14. US 101 SB Ramps and Monterey Road [CofG]
15. US 101 NB Ramps and Monterey Road [CofG]
16. Camino Arroyo and Gilroy Crossing [CofG]
17. Camino Arroyo and Holloway Road [CofG]
18. Luchessa/Holloway Connection and Holloway Road (future) [CofG]
19. Luchessa/Holloway Connection and Luchessa Avenue (future) [CofG]
20. Rossi Lane and Luchessa Avenue (future) [CofG]

## Study Periods

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours of adjacent street traffic and the Saturday peak-hour. It is during these times that the most congested traffic conditions occur on an average day. The weekday AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is typically between 4:00 PM and 6:00 PM. The Saturday peak-hour is generally an hour between the 11:00 AM to 2:00 PM period. It is during these time periods that the most congested traffic conditions occur on an average weekday and weekend.

**Figure 6**
**Study Intersections**



### Study Scenarios

Traffic conditions were evaluated for the conditions described below:

Scenario 1: *Existing Conditions.* Existing intersection traffic volumes were obtained/derived from available intersection turning-movement counts (conducted in 2017- 2019) and new intersection traffic count data collected in March 2022. Current 2022 traffic counts were compared to traffic counts conducted prior to the Covid19 pandemic and adjusted as necessary to identify traffic volumes that would represent current 2022 traffic conditions without the effect of the Covid19 pandemic. This is discussed in more detail in the following section.

Scenario 2: *Background Conditions*. Background traffic conditions represent future traffic volumes on the future transportation network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected trips from approved but not yet constructed developments in the study area. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining the project's adverse traffic effects on the surrounding roadway network.

Scenario 3: *Background Plus Project Conditions.* Background plus project conditions, or simply referred to as *Project Conditions*, represent future traffic volumes with the proposed project. Background plus project conditions were estimated by adding to background traffic volumes the trips associated with the proposed project (or *project traffic volumes*). Background plus project conditions were evaluated under two roadway scenarios: (1) under the existing roadway network; and (2) assuming a new roadway connection from Holloway Road (project site area) to Luchessa Avenue (the proposed Luchessa/Holloway connection). The comparison of these two roadway network scenarios demonstrates the effect of providing a second access roadway between the project area and the south and southwest parts of Gilroy. Background plus project conditions were evaluated relative to background conditions in order to determine adverse traffic effects on the roadway network caused by the proposed project.

Scenario 4: *2040 General Plan Conditions.* Year 2040 General Plan conditions represent future traffic conditions associated with buildout of the City of Gilroy 2040 General Plan land use growth projections and planned future roadway network. With implementation of the proposed project, changes to the adopted General Plan land use and roadway network would occur. Thus, Year 2040 General Plan conditions were evaluated for three scenarios: (1) Year 2040 General Plan conditions, as adopted in November 2020; (2) with the proposed project (replacing the planned land uses on the project site) and planned General Plan roadway network; and (3) with the proposed project and proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension). The change between these scenarios demonstrates the relative effect the proposed project and proposed roadway network change would have on adopted General Plan conditions.

## Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the peak hours. As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment step, the

project trips are assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

## Trip Generation

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

The proposed gas station would include a convenience store and an automated car wash. Although the description of the gas station with convenience store land use in the ITE Trip Generation Manual, 11th Edition, does not specify this land use also includes a car wash, it is believed that trip generation for a gas station/convenience store/car wash land use is mainly dictated by the gas station and convenience store, and the presence, or lack of, a car wash would have minimal effect on the number of trips generated by this land use. That is, the majority of the car wash users are patrons of the gas station/convenience store who conveniently decide to run their vehicle through the car wash. Additionally, the 10th Edition Trip Generation Manual does specify that the trip rates for the gas station/convenience store land use might also include a car wash. The trip generation rates for gas station with convenience store land use contained in the 10th and 11th Editions were compared. The trip generation rates comparison revealed that the 11th Edition trip generation rates are higher than the rates contained in the 10th Edition Manual. Therefore, it is concluded that the ITE trip generation rates for gasoline/service station with convenience market from the 11th Edition Manual are applicable to the proposed gas station/convenience store/car wash use.

Based on the above assumptions, the project trip generation was estimated by applying to the size of the proposed development ITE trip generation rates for gasoline/service station with convenience market (ITE land use code #945), fast-food restaurant with drive-through window (ITE land use code #934), all-suites hotel (ITE land use code #311), business hotel (ITE land use code #312), and warehouse (ITE land use code #150). Based on the recommended rates and the size of the proposed project, it is estimated that, prior to any trip reductions, the proposed project would generate a total of 6,414 daily trips, with 472 trips (242 inbound and 230 outbound) occurring during the AM peak hour, 480 trips (237 inbound and 243 outbound) occurring during the PM peak hour, and 518 trips (258 inbound and 260 outbound) occurring during the Saturday peak-hour.

### Trip Reductions

A 10-percent (%) trip reduction was applied to the project trip generation estimates for internalization between the proposed hotel and commercial land uses, as prescribed by VTA guidelines. This trip reduction represents patrons from the hotel walking to the proposed commercial sites instead of driving to a similar land use elsewhere, eliminating these trips from the roadway network. According to VTA guidelines, the percent reduction must be based on the smaller trip generator, in this case, the hotel uses, and the resulting number of trips must be reduced from both components.

Furthermore, trip generation for commercial uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections to yield net new project trips generated by the project. However, at intersections providing direct access to the retail sites and project site driveways, all project-generated

traffic is included, including pass-by trips. The applicable pass-by trip reductions were obtained from the ITE Trip Generation Manual, 11th Edition.

### Net Project Trips

On the basis of the ITE trip generation rates, and after applying the above trip reductions, it is estimated that the proposed project would generate 2,394 net daily vehicle trips, with 204 trips (108 inbound and 96 outbound) occurring during the AM peak-hour, 197 trips (93 inbound and 104 outbound) occurring during the PM peak-hour, and 215 trips (106 inbound and 109 outbound) occurring during the Saturday peak-hour. The trip generation estimates for the proposed project are presented in Table 3.

### Trip Distribution and Assignment

The trip distribution patterns for project-generated traffic for the proposed project were estimated based on existing travel patterns on the surrounding roadway system, locations of complementary land uses, and use of the Gilroy Model. The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns discussed above. The project trip distribution patterns are shown graphically in Figure 7. Figures 8 and 9 show the assignment of project traffic on the local transportation network, without and with the proposed Luchessa/Holloway connection, respectively. A tabular summary of project traffic at each study intersection is contained in Appendix D.

## Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at each of the study intersections for each study scenario. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining deficiencies at the study facilities. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

### Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Gilroy, the CMP Annual Monitoring Report, the City of Gilroy Travel Demand Forecasting Model, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing and planned lane configurations
- signal timing and phasing (for signalized intersections only)
- average speed (for freeway segments only)
- approved development information (size, use, and location)
- Year 2040 General Plan Conditions traffic forecasts

## Table 3
## Project Trip Generation Estimates

| Proposed Land Use | Size | Weekday Daily | | AM Peak Hour | | | | | | PM Peak Hour | | | | | | SAT Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Split | | Trip | | | | Split | | Trip | | | | Split | | Trip | | |
| | | Rate | Trip | Rate | In | Out | In | Out | Total | Rate | In | Out | In | Out | Total | Rate | In | Out | In | Out | Total |
| **Retail Land Uses** | | | | | | | | | | | | | | | | | | | | | |
| #945 - Convenience Store/Gas Station | 16 Vehicle Fueling Positions | 265.12 | 4,242 | 16.06 | 50% | 50% | 129 | 128 | 257 | 18.42 | 50% | 50% | 148 | 147 | 295 | 17.01 | 50% | 50% | 136 | 136 | 272 |
| *Passby Reduction*[1] | | *75%* | *-3,182* | *76%* | | | *-98* | *-97* | *-195* | *75%* | | | *-111* | *-110* | *-221* | *75%* | | | *-102* | *-102* | *-204* |
| #934 - Fast-Food Restaurant with Drive-Through Window | 2,600 Square Feet | 467.48 | 1,215 | 44.61 | 51% | 49% | 59 | 57 | 116 | 33.03 | 52% | 48% | 45 | 41 | 86 | 55.25 | 51% | 49% | 73 | 71 | 144 |
| *Passby Reduction*[1] | | *55%* | *-668* | *50%* | | | *-30* | *-29* | *-59* | *55%* | | | *-25* | *-23* | *-48* | *55%* | | | *-40* | *-39* | *-79* |
| ***Retail Total (Prior to Reductions)*** | | | ***5,457*** | | | | ***188*** | ***185*** | ***373*** | | | | ***193*** | ***188*** | ***381*** | | | | ***209*** | ***207*** | ***416*** |
| *Hotel and Retail Internal Reduction*[2] | | | *-85* | | | | *-3* | *-4* | *-7* | | | | *-4* | *-3* | *-7* | | | | *-5* | *-5* | *-10* |
| **Hotel Land Uses** | | | | | | | | | | | | | | | | | | | | | |
| #311 - All Suites Hotel[3] | 112 Rooms | 4.40 | 493 | 0.34 | 53% | 47% | 20 | 18 | 38 | 0.36 | 49% | 51% | 20 | 20 | 40 | 0.53 | 48% | 52% | 29 | 31 | 60 |
| #312 - Business Hotel | 88 Rooms | 4.02 | 354 | 0.36 | 39% | 61% | 12 | 20 | 32 | 0.31 | 55% | 45% | 15 | 12 | 27 | 0.46 | 48% | 52% | 19 | 21 | 40 |
| ***Hotel Total (Prior to Reductions)*** | | | ***847*** | | | | ***32*** | ***38*** | ***70*** | | | | ***35*** | ***32*** | ***67*** | | | | ***48*** | ***52*** | ***100*** |
| *Hotel and Retail Internal Reduction*[2] | | *10%* | *-85* | *10%* | | | *-3* | *-4* | *-7* | *10%* | | | *-4* | *-3* | *-7* | *10%* | | | *-5* | *-5* | *-10* |
| **Employment Land Uses** | | | | | | | | | | | | | | | | | | | | | |
| #150 - Warehousing | 45,500 Square Feet | 2.42 | 110 | 0.64 | 77% | 23% | 22 | 7 | 29 | 0.70 | 28% | 72% | 9 | 23 | 32 | 0.05 | 64% | 36% | 1 | 1 | 2 |
| ***Employment Total (Prior to Reductions)*** | | | ***110*** | | | | ***22*** | ***7*** | ***29*** | | | | ***9*** | ***23*** | ***32*** | | | | ***1*** | ***1*** | ***2*** |
| **Total Project Trips Prior to Reductions** | | | 6,414 | | | | 242 | 230 | 472 | | | | 237 | 243 | 480 | | | | 258 | 260 | 518 |
| **Total Passby Trip Reductions** | | | -3,850 | | | | -128 | -126 | -254 | | | | -136 | -133 | -269 | | | | -142 | -141 | -283 |
| **Total Internal Reduction** | | | -170 | | | | -6 | -8 | -14 | | | | -8 | -6 | -14 | | | | -10 | -10 | -20 |
| **Total Net Project Trips (With Reductions)** | | | **2,394** | | | | **108** | **96** | **204** | | | | **93** | **104** | **197** | | | | **106** | **109** | **215** |

Source: ITE Trip Generation Manual, 11th Edition 2021, and project description per site plan dated 2/14/22 by ACE Design LLC.

[1] AM and PM peak-hour passer-by reduction rates obtained from the *ITE Trip Generation Manual, 11th Edition 2021*. Daily and Saturday peak-hour pass-by reductions for the land uses listed above are assumed to be the same as their PM peak-hour pass-by rate.

[2] A 10 percent (%) internal trip reduction was applied for the interaction between the hotel and the retail land uses, as recommended in the VTA *Transportation Impact Analysis Guidelines*. Ten percent of the smaller trip-generator is applied to both land uses.

[3] Since no Saturday peak-hour trip generation rate is available for the All Suites Hotel land use (ITE land use code #311), the Saturday peak-hour rate for this land use was derived by multiplying the Saturday peak-hour rate for Business Hotel (ITE land use #312) by the ratio between the PM peak-hour rates for the All Suites Hotel and Business Hotel land uses. The in and out split was assumed to be as that identified for the Business Hotel land use.

**Figure 7**
**Project Trip Distribution**

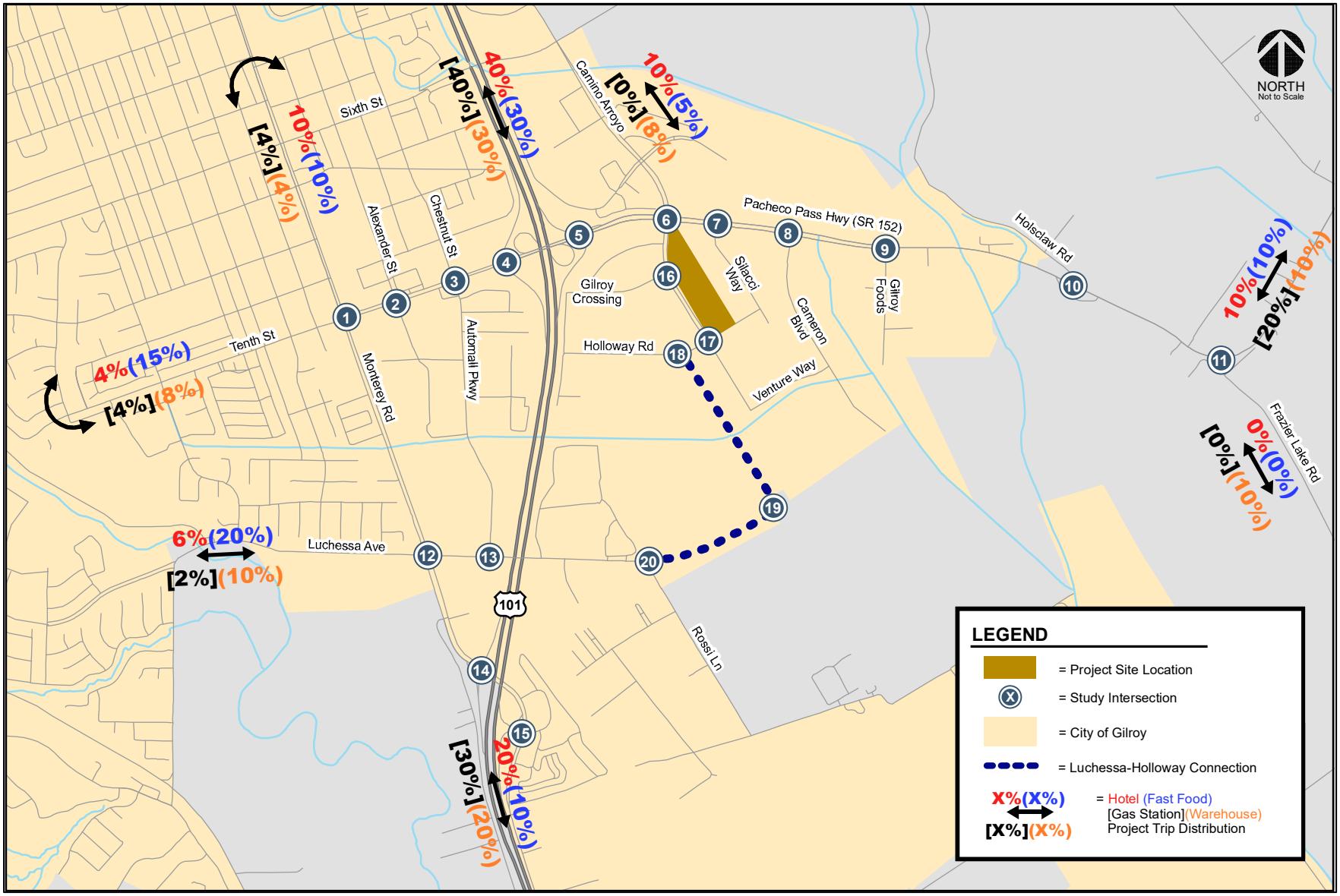


**Figure 8**
**Project Trip Assignment (Existing Roadway Network)**

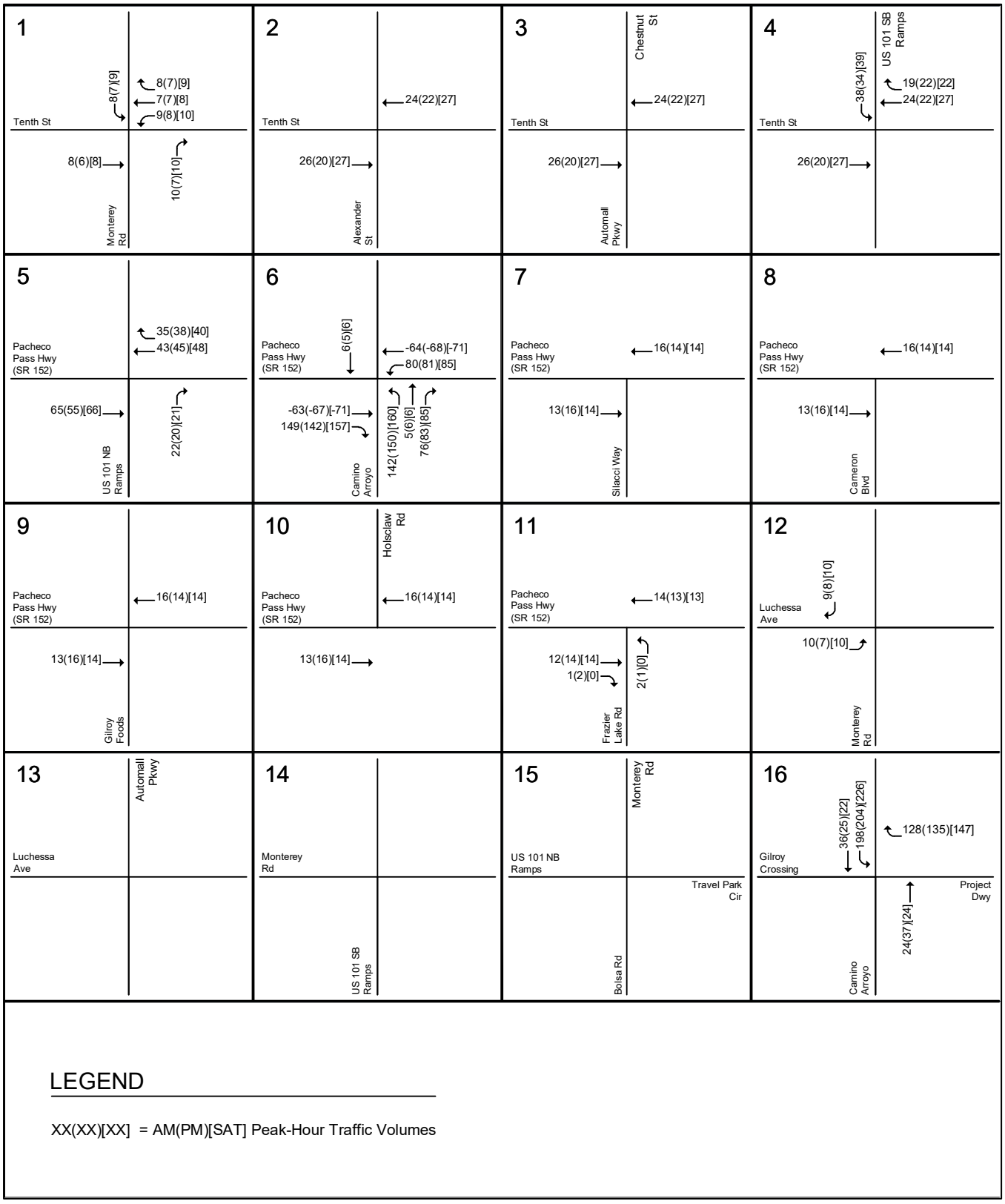


**Figure 8 (continued)**
**Project Trip Assignment (Existing Roadway Network)**

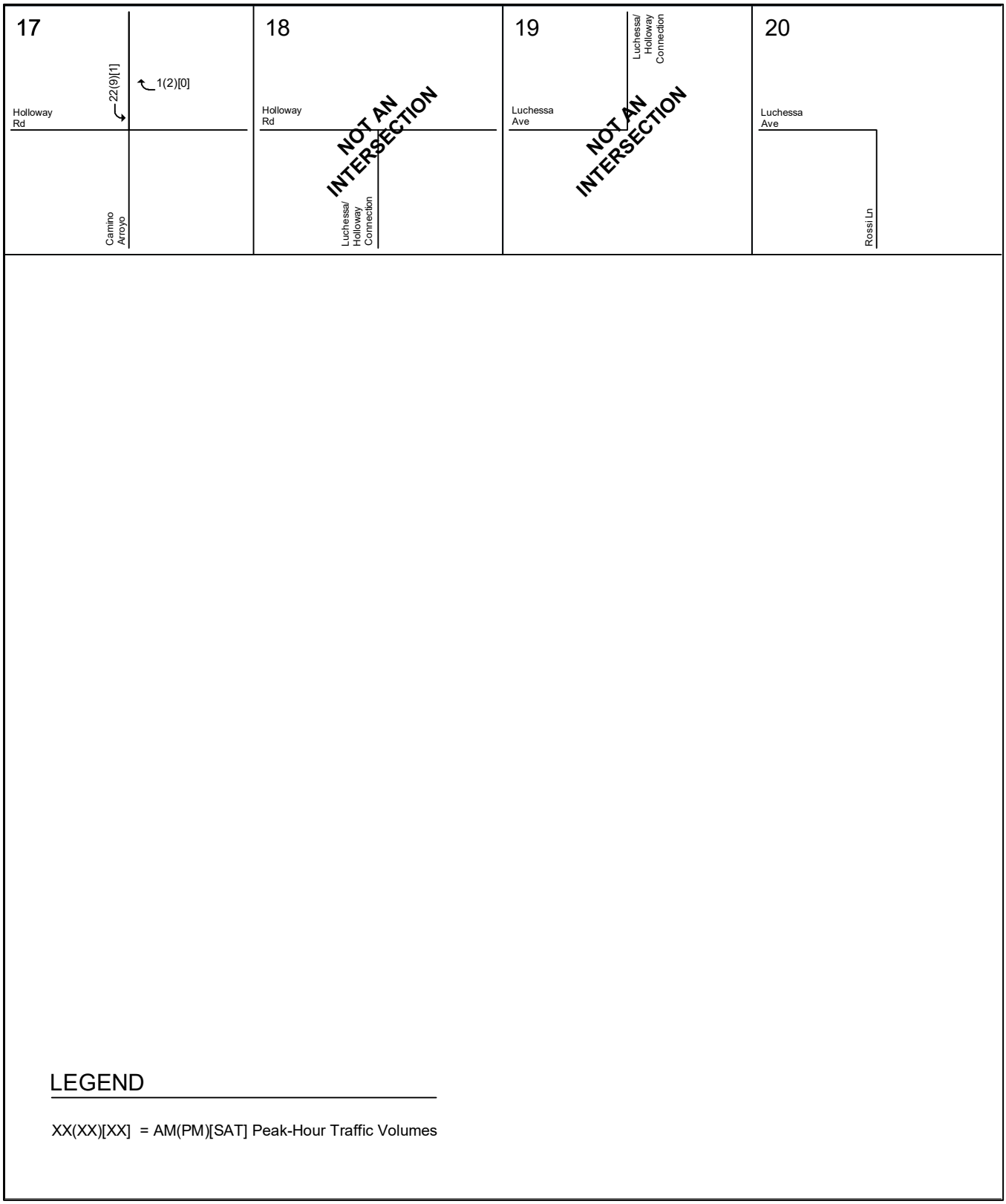


**Figure 9**
**Project Trip Assignment (With Luchessa/Holloway Connection)**

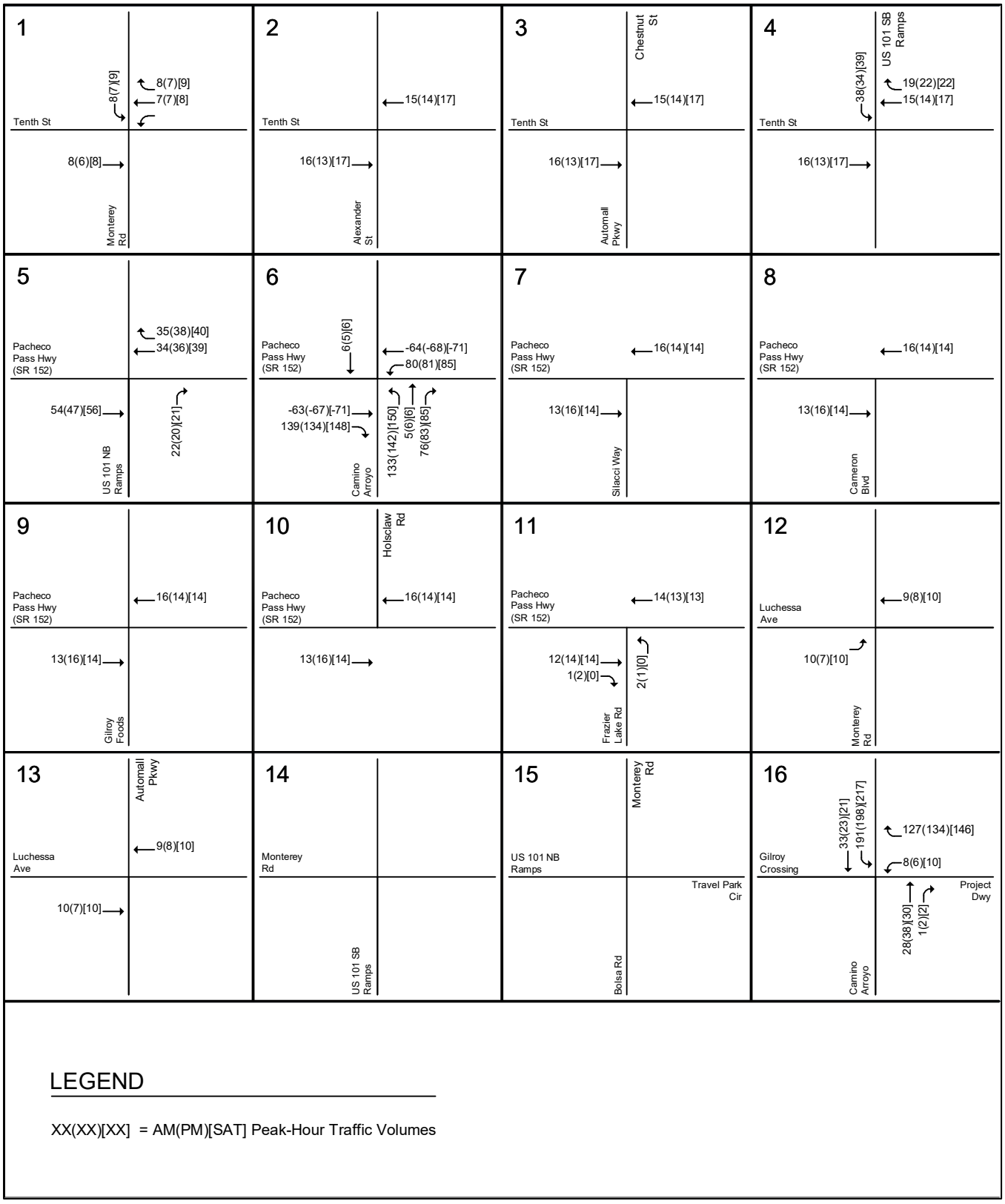
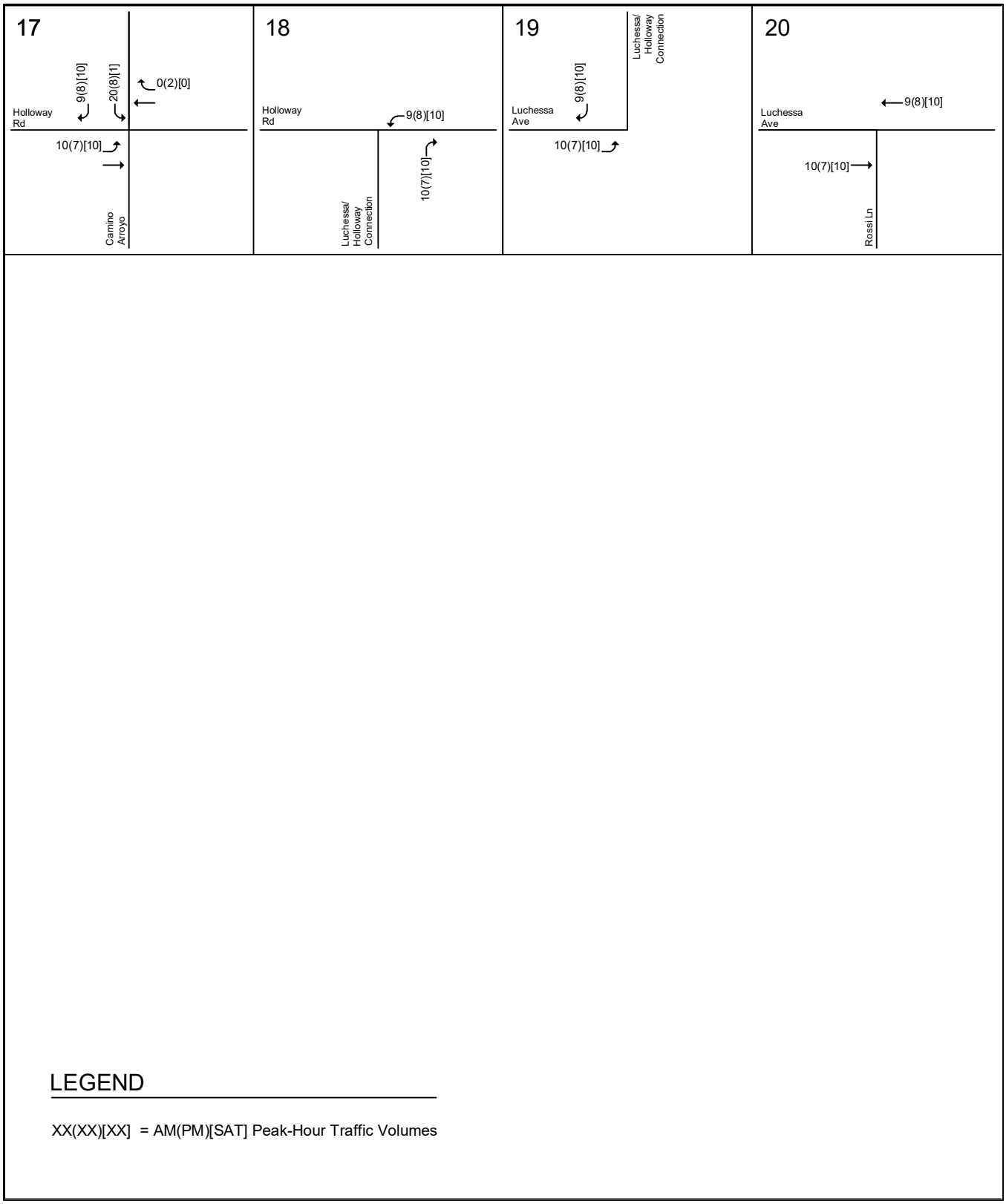


**Figure 9 (continued)**
**Project Trip Assignment (With Luchessa/Holloway Connection)**



## Roadway Network and Lane Configurations

### Existing and Background Conditions

The existing lane configurations and traffic-control devices at the study intersections were determined by observations in the field and are presented graphically on Figure 10.

It is assumed in this analysis that the transportation network under background conditions (without and with the project) would be the same as under existing conditions. Currently, all access to the project site is provided via Pacheco Pass Highway (SR 152) and Camino Arroyo.

### Background Plus Project Conditions

Background plus project conditions were evaluated under two roadway network scenarios: (1) under the existing roadway network; and (2) assuming a secondary access route from the project site area via Holloway Road and Luchessa Avenue.

Previous traffic analyses for site development in the project area, including the project site, have identified the need to provide a secondary access route to the project area to be able to adequately serve the planned future demand. A new access route connecting Holloway Road to Luchessa Avenue would provide an alternative access route between the project site area and the south and southwest parts of Gilroy. While the City investigates potential roadway connection layouts between Holloway Road and Luchessa Avenue, from conversations with City staff, a potential new roadway could be constructed from Holloway Road parallel to/west of Camino Arroyo/Venture Way and the existing UNFI building and connect to Luchessa Avenue at its planned extension, at approximately 1,900 feet east of its current terminus point at Rossi Lane (see Figure 6). Therefore, this study also evaluates traffic conditions with the project assuming a new north/south roadway between Luchessa Avenue and Holloway Road would be constructed as part of the project. This new proposed roadway connection is referred to hereafter as the *Luchessa/Holloway connection*.

With the implementation of the Luchessa/Holloway connection, the following three new intersections would be created:

18. Luchessa/Holloway Connection and Holloway Road – in this analysis, this new T-intersection is assumed to be controlled by a stop sign on all legs of the intersection (all-way stop-controlled) and have the following lane configuration: south leg: 1 left and 1 right-turn lane; west leg: 1 through and 1 right-turn lane; east leg: 1 left and 1 through lane.
19. Luchessa/Holloway Connection and Luchessa Avenue – under near-term future conditions with the project, this new intersection would have no conflicting movements as it would consist of a 90-degree north and west road connection.
20. Rossi Lane and Luchessa Avenue – in this analysis, this new T-intersection is assumed to be controlled by a stop sign on all legs of the intersection (all-way stop-controlled) and have the following lane configuration: south leg: 1 left and 1 right-turn lane; west leg: 1 through and 1 right-turn lane; east leg: 1 left and 1 through lane.

### 2040 General Plan Conditions

The adopted City of Gilroy 2040 General Plan includes roadway improvements throughout the City that will support the projected growth associated with buildout of the General Plan. Some of these roadway network improvements would affect the project area directly and are listed below:

**Figure 10**
**Existing Intersection Lane Configurations and Traffic Control Devices**

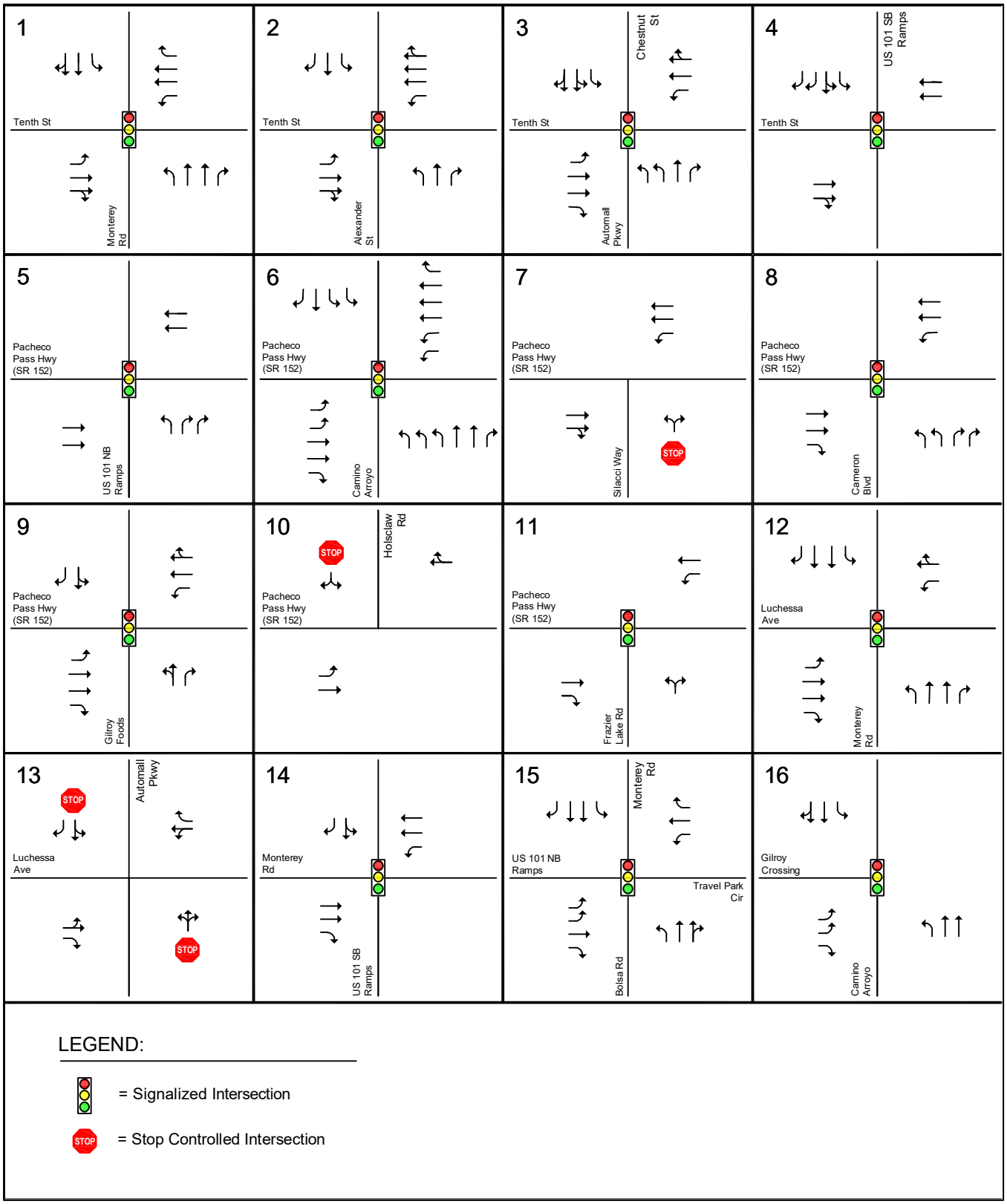
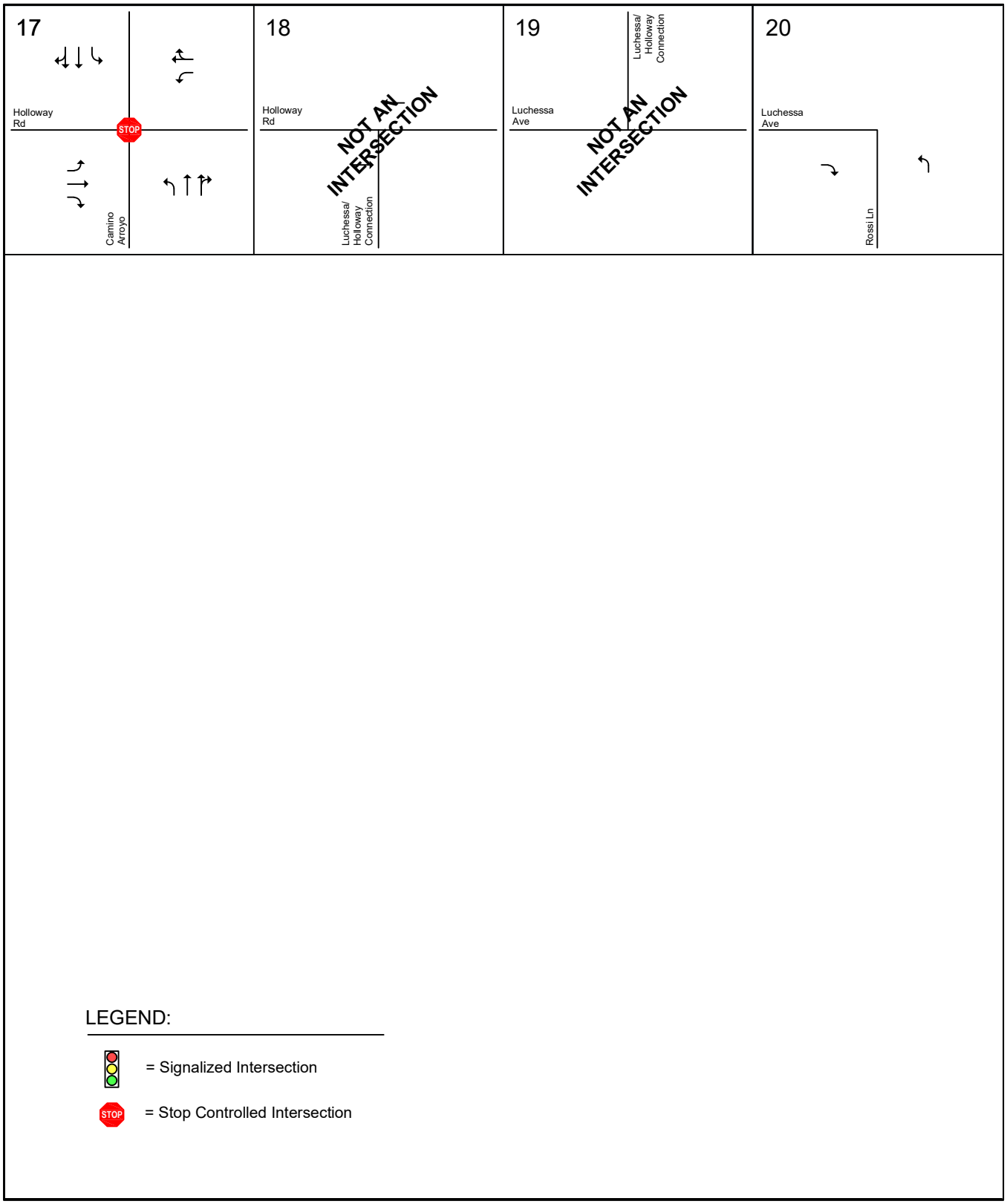


**Figure 10 (Continued)**
**Existing Intersection Lane Configurations and Traffic Control Devices**



***Luchessa Avenue*** is planned to be extended from its current terminus point at Rossi Lane eastward to connect to the future Cameron Boulevard extension. This planned extension would result in the following roadway network changes near the project site:

- Cameron Boulevard/Luchessa Avenue intersection – create a new T-intersection with the planned Cameron Boulevard extension.

***Cameron Boulevard*** is planned to be extended from its current terminus point at SR 152 northward to connect to Marcella Avenue at Leavesley Road. Additionally, Cameron Boulevard is planned to be extended from its current southern terminus point southward to connect to and past the planned Luchessa Avenue extension and terminate at the Southside Drive extension. This planned extension would result in the following roadway network changes near the project site:

- Cameron Boulevard/SR 152 intersection – add north leg to this existing T-intersection.
- Cameron Boulevard/Luchessa Avenue extension – create new T-intersection.
- Cameron Boulevard/Southside Drive – connect to and terminate at Southside Drive.
- Cameron Boulevard/Gilman Road intersection – create a new intersection with Gilman Road.

***Rossi Lane*** is planned to be extended from its current northern terminus point at Luchessa Avenue northward to connect to Holloway Road at its western end. This planned extension would result in the following roadway network changes near the project site:

- Rossi Lane/Luchessa Avenue extension – create a new 4-legged intersection with the planned Luchessa Avenue extension.
- Provide a second access route to/from the project site area to/from the south and southwest parts of Gilroy via Holloway Road, Rossi Lane, and Luchessa Avenue.

In addition to the above roadway extensions, the 2040 GP roadway network includes the following roadway improvements:

***Tenth Street/Pacheco Pass Highway (SR 152)*** is planned to be widened to six travel lanes from Monterey Road to Holsclaw Road.

***Luchessa Avenue*** is planned to be widened to two through lanes in each direction between Monterey Road and Cameron Boulevard.

Therefore, under 2040 General Plan conditions, this study evaluates operations of the proposed project under the planned future roadway network, as described above and identified in the adopted General Plan. This scenario also represents the General Plan Amendment associated with replacing the planned land uses on the project site identified in the adopted General Plan with the proposed project.

### 2040 General Plan Amendment Conditions

As mentioned above, the planned Rossi Lane extension would provide a new roadway connection between Luchessa Avenue/Rossi Lane and Holloway Road, providing a second access route between the project site area and the south and southwest parts of Gilroy. While the City investigates potential roadway connection layouts between Luchessa Avenue and Holloway Road, the previously described *Luchessa/Holloway connection* was identified by City staff as a more feasible option to the planned Rossi Lane extension included as part of the 2040 General Plan roadway network. Therefore, as part of this analysis, it was assumed that the Luchessa/Holloway connection would replace the planned Rossi Lane extension between Luchessa Avenue and Holloway Road. The proposed Luchessa/Holloway connection would result in two new intersections (Luchessa/Holloway Connection and Holloway Road and Luchessa/Holloway Connection and Luchessa Avenue), as described previously.

The 2040 General Plan Amendment conditions scenario represents the General Plan Amendment associated with the proposed project (replacing the planned land uses on the project site) and the proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension).

## Traffic Volumes

### Existing Conditions

After almost two years of unprecedented traffic conditions caused by the Covid19 pandemic and the order to shelter in place issued by Santa Clara County Department of Public Health in March 2020, traffic conditions on the transportation network have slowly been restoring back to what is considered typical traffic conditions. For the purpose of this analysis, existing weekday AM and PM and Saturday peak-hour intersection traffic volumes were obtained from new intersection traffic count data or derived by comparing new and available intersection counts.

With ambient traffic conditions returning back to “normal” levels, new intersection turn-movement traffic counts were collected at all of the study intersections in March 2022 for the analysis of the project. Additionally, intersection traffic counts from 2017-2019 (prior to the pandemic) were available at most of the study intersections. The 2022 traffic counts were compared to the older pre-pandemic counts to determine whether the current traffic volumes appear to be back to pre-pandemic conditions (traffic volumes are equal or greater than pre-pandemic conditions) or if the new traffic counts continue to show the effects of the Covid-19 pandemic (traffic volumes continue to be less than pre-pandemic levels). The comparison of new 2022 traffic count data to pre-pandemic traffic counts showed that 2022 traffic counts at all of the study intersections along Pacheco Pass Highway (SR 152) and most of the intersections along Tenth Street increased from pre-pandemic conditions during both the AM and PM peak hours while all study intersection along Monterey Road showed a decrease in traffic volumes compared to pre-pandemic conditions during the AM and PM peak hours. During the Saturday peak-hour, traffic counts at all but one intersection along Monterey Road and three intersections along SR 152 increased, compared to pre-pandemic conditions. Based on this comparison, a growth factor was calculated to be applied to the intersections that showed a decrease in traffic volumes to increase the 2022 traffic counts to pre-pandemic conditions. Intersections where traffic counts were shown to be larger than pre-pandemic conditions, the collected new 2022 counts were assumed to accurately represent typical current traffic conditions.

The existing peak-hour intersection volumes are shown on Figure 11. The existing traffic count data are included in Appendix B.

### Near-Term (Background) Conditions

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. Approved project information was obtained from City staff in April 2022 and is included in Appendix C. The traffic added to the study intersections from approved developments was estimated by distributing and assigning trips generated by these developments to the roadway network using the same procedure of trip generation, distribution, and assignment described previously. Background traffic volumes are shown on Figure 12.

Background plus project peak-hour traffic volumes were estimated by adding to background traffic volumes the estimated project-generated traffic. Project traffic was added to the roadway network under two scenarios: 1.) under the existing roadway network, and 2.) assuming the implementation of the Luchessa/Holloway connection. In addition, a reassignment of background traffic (both existing and

**Figure 11**
**Existing Conditions Traffic Volumes**

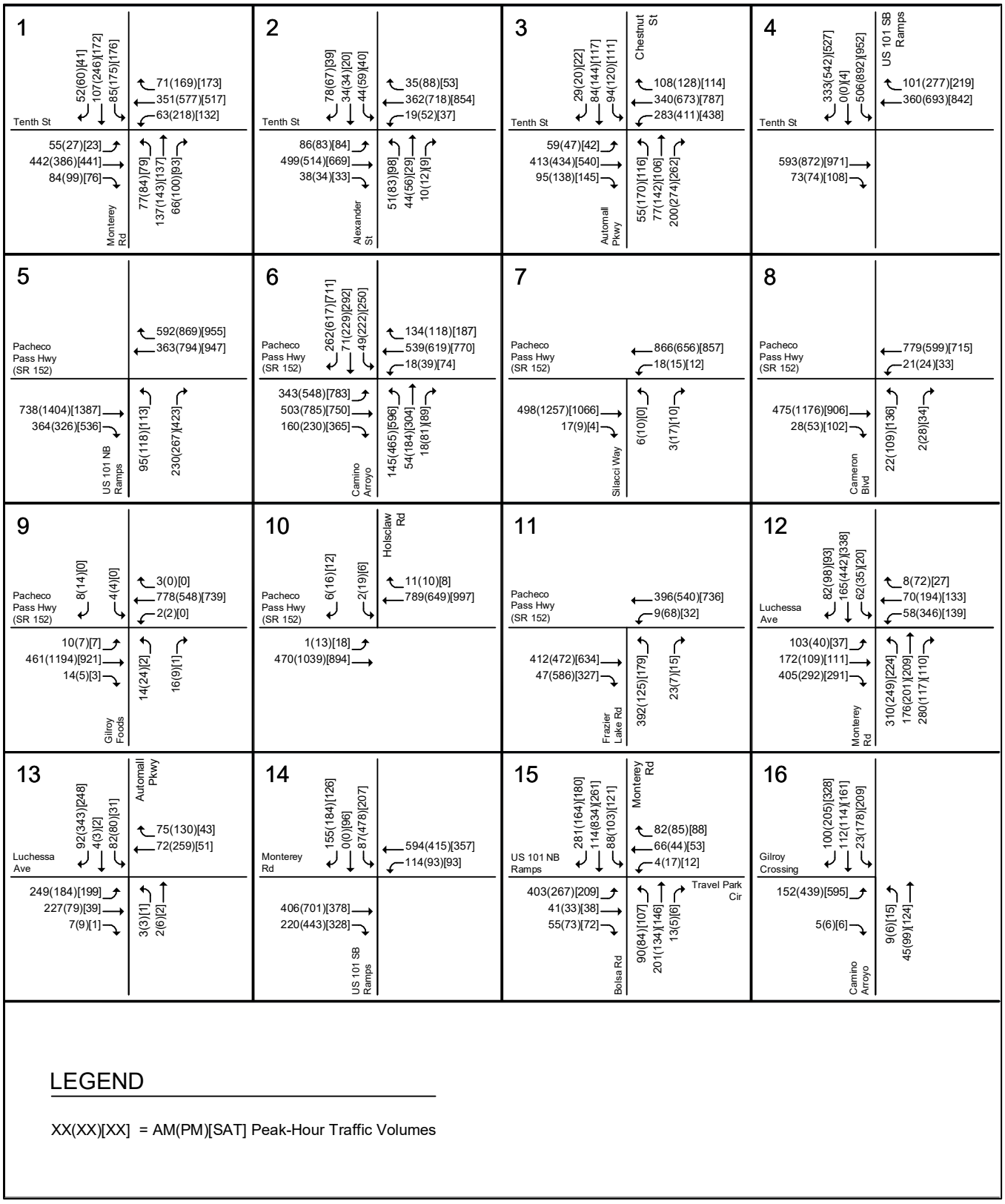


**Figure 11 (continued)**
**Existing Conditions Traffic Volumes**

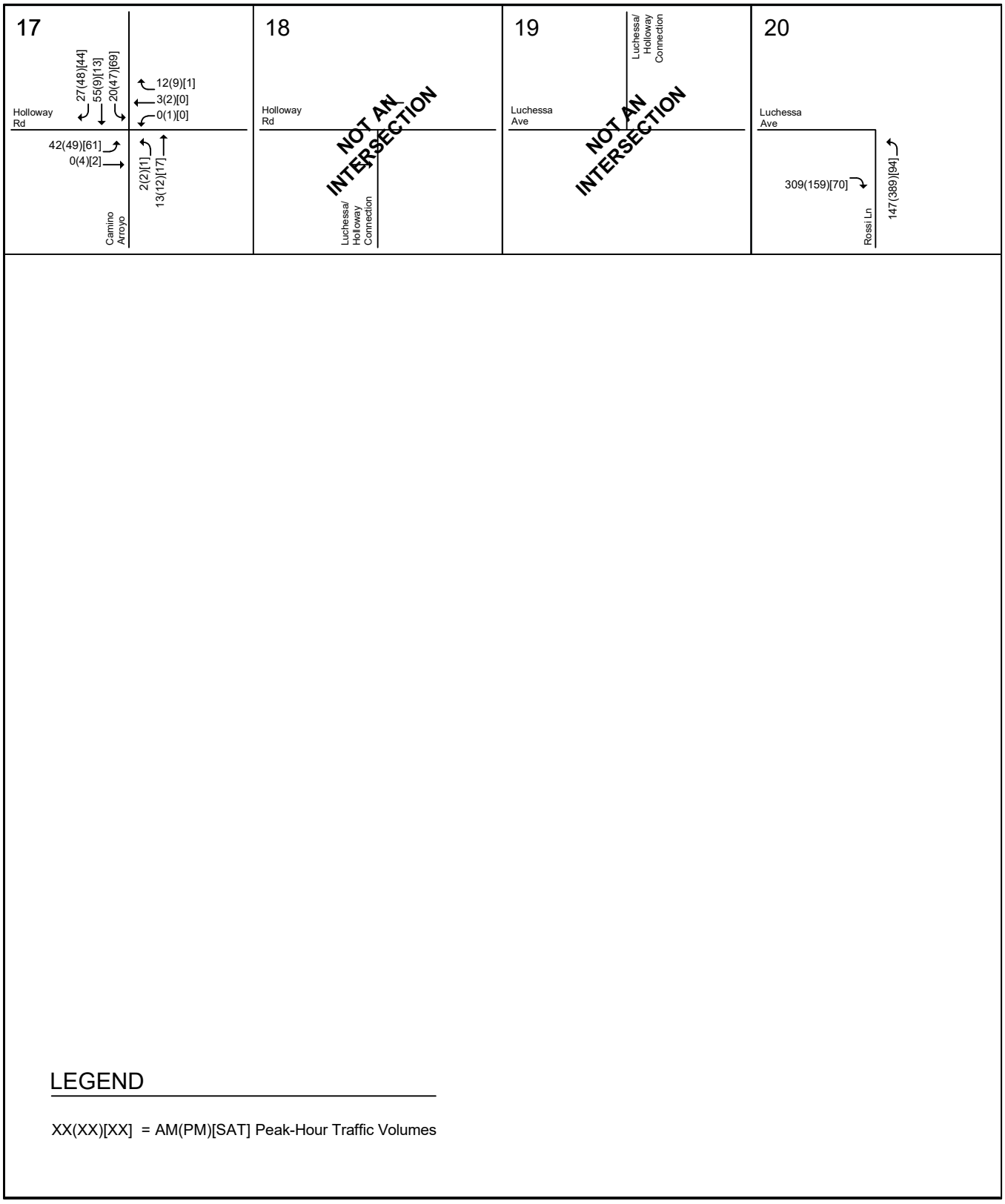


**Figure 12**
**Background Conditions Traffic Volumes**

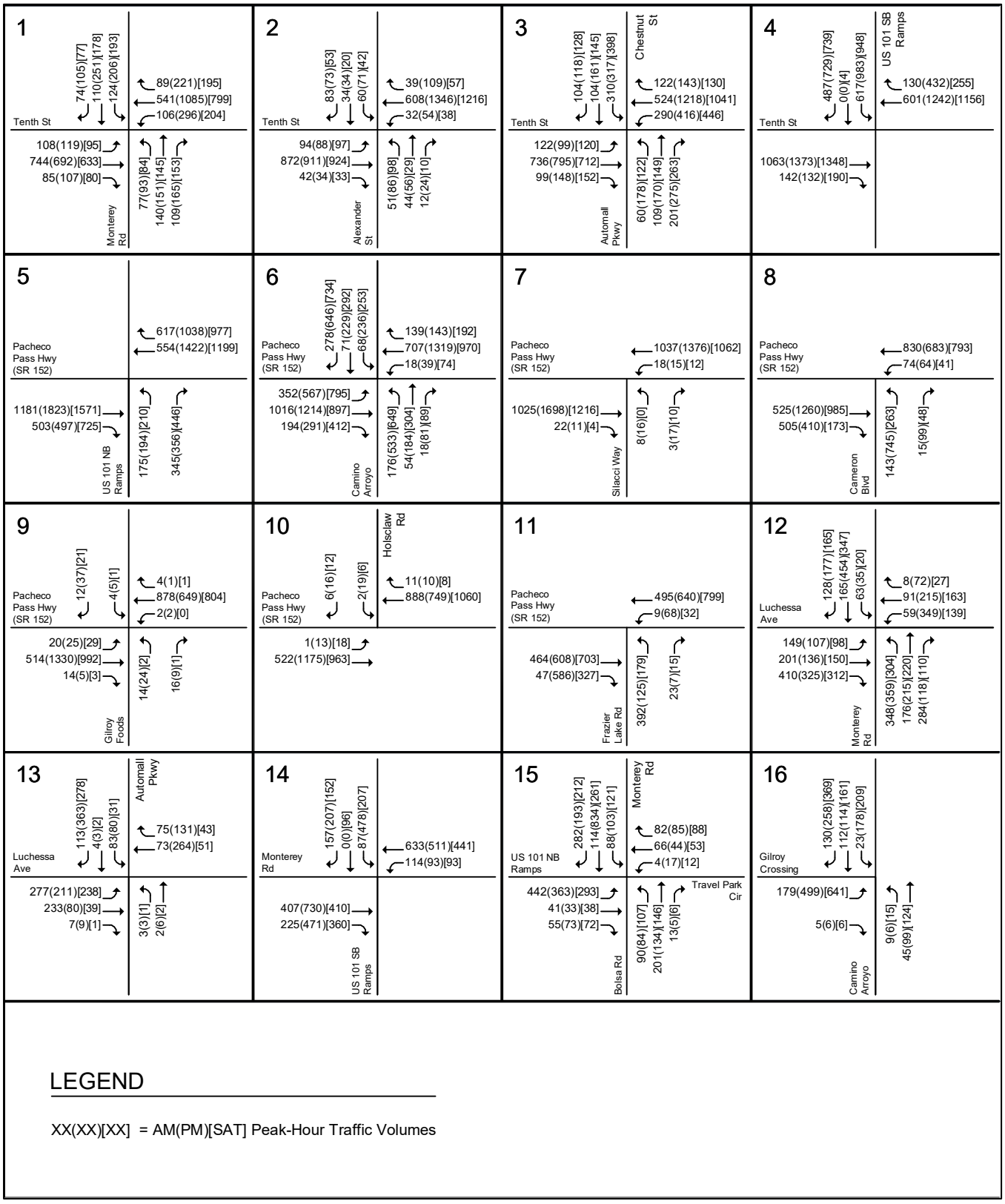
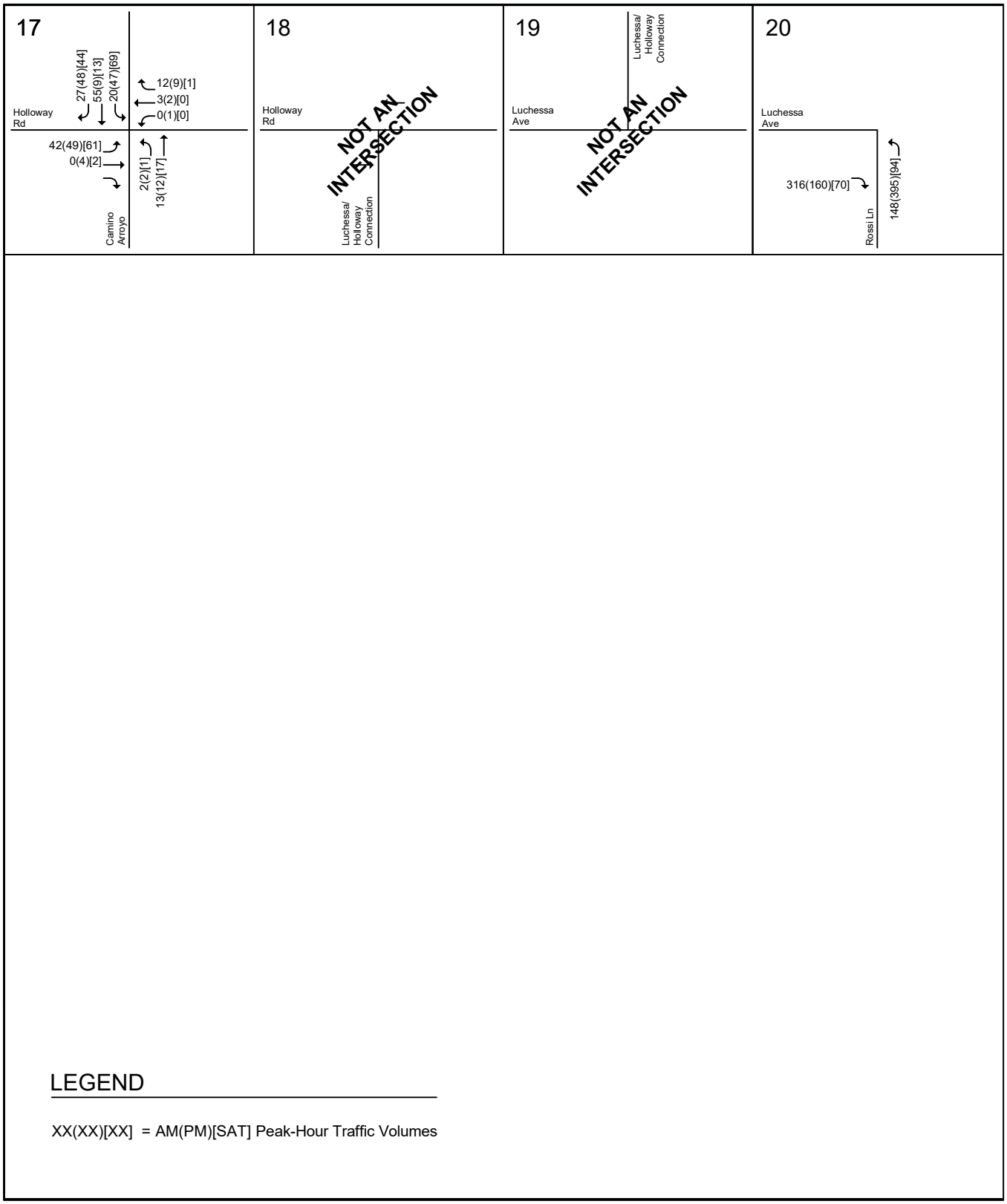


**Figure 12 (continued)**
**Background Conditions Traffic Volumes**



approved) was completed to account for the new traffic patterns in the area that would result from the implementation of the Luchessa/Holloway connection. The background plus project traffic volumes are shown graphically on Figures 13 and 14.

## Year 2040 General Plan Conditions

Traffic volumes under Year 2040 General Plan conditions were obtained from traffic forecasts produced using the Gilroy TDF Model. These volumes represent traffic conditions that would occur with build out of all projects and planned roadway improvements included in the 2040 General Plan, as adopted in November 2020.

General Plan plus project traffic conditions also were obtained from the Gilroy Model. Land use adjustments were made to the traffic zone in the model representing the project site, replacing the adopted General Plan land uses for the site with the proposed project. This scenario represents 2040 General Plan plus project conditions and the General Plan Amendment for the land use change associated with the proposed project.

In addition, the planned Rossi Lane extension included in the General Plan roadway network was replaced with the proposed Luchessa/Holloway connection (described in the roadway network section). The resulting conditions represent 2040 General Plan plus project conditions with the proposed Luchessa/Holloway connection. This scenario also represents the General Plan Amendment for the land use change associated with the proposed project and the roadway network change associated with the proposed Luchessa/Holloway connection.

Year 2040 General Plan traffic volumes are presented on Figure 15. Year 2040 General Plan plus project traffic conditions are presented on Figure 16. Year 2040 General Plan plus project traffic conditions with Luchessa/Holloway connection are presented on Figure 17.

Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

### Intersection Level of Service Methodologies, Standards, and Deficiency Thresholds

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

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

## Signalized Intersections

The City of Gilroy uses the Santa Clara County CMP level of service analysis procedure, TRAFFIX, for the evaluation of signalized intersections, based on the *2000 Highway Capacity Manual* (2000 HCM) method. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 4.

**Figure 13**
**Background Plus Project Conditions Traffic Volumes – Existing Roadway Network**

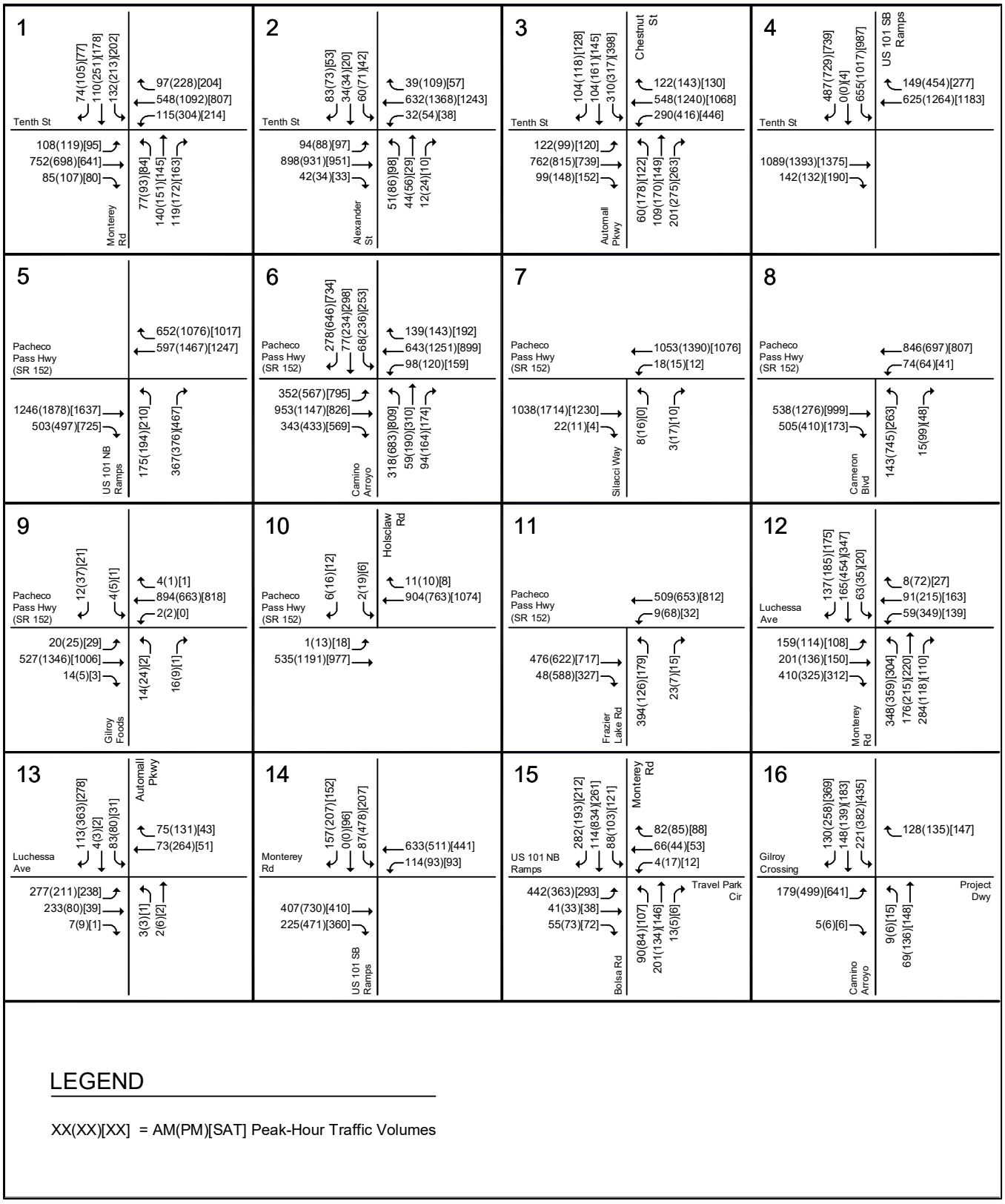


**Figure 13 (continued)**
**Background Plus Project Conditions Traffic Volumes – Existing Roadway Network**

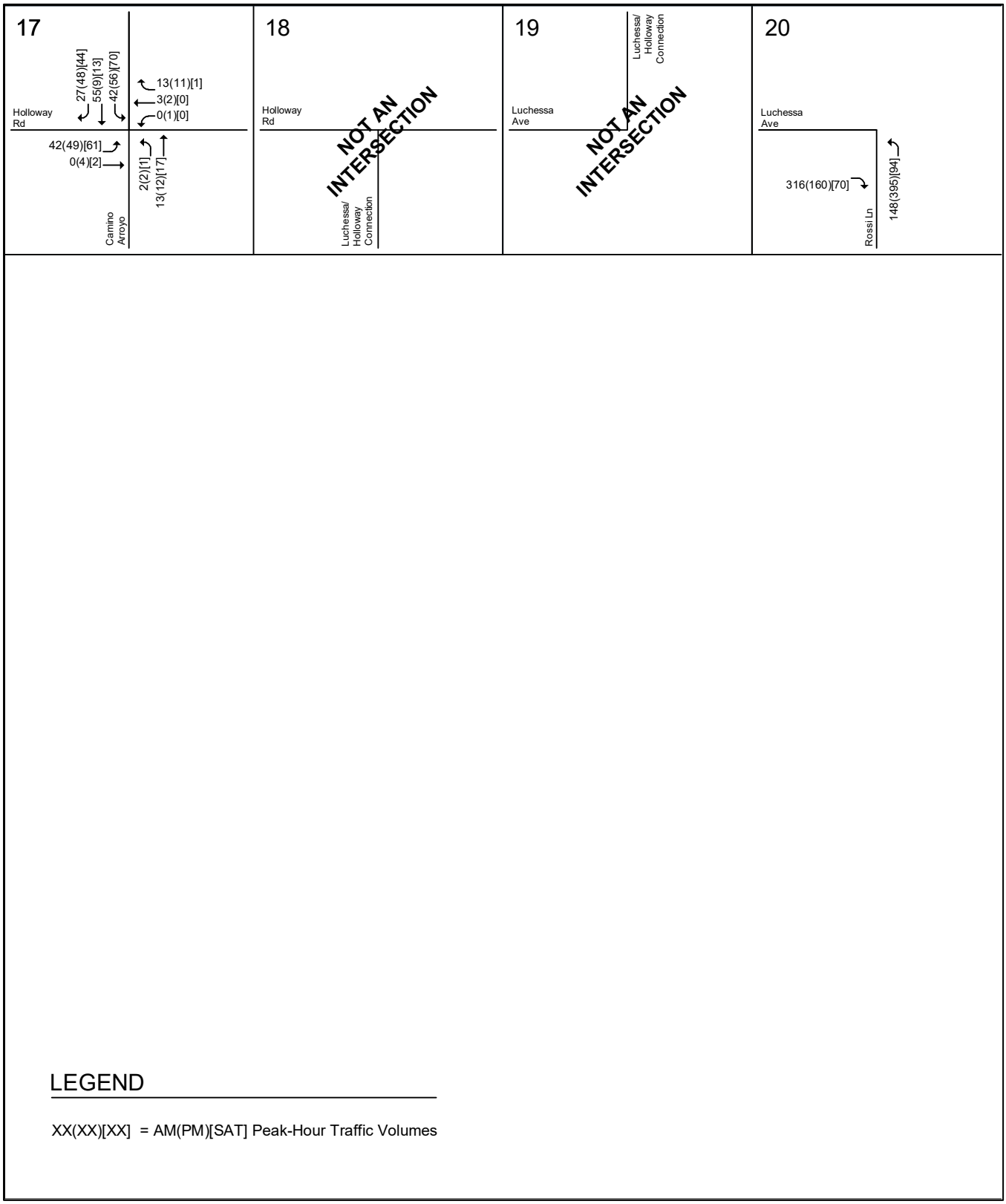


**Figure 14**
**Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection**

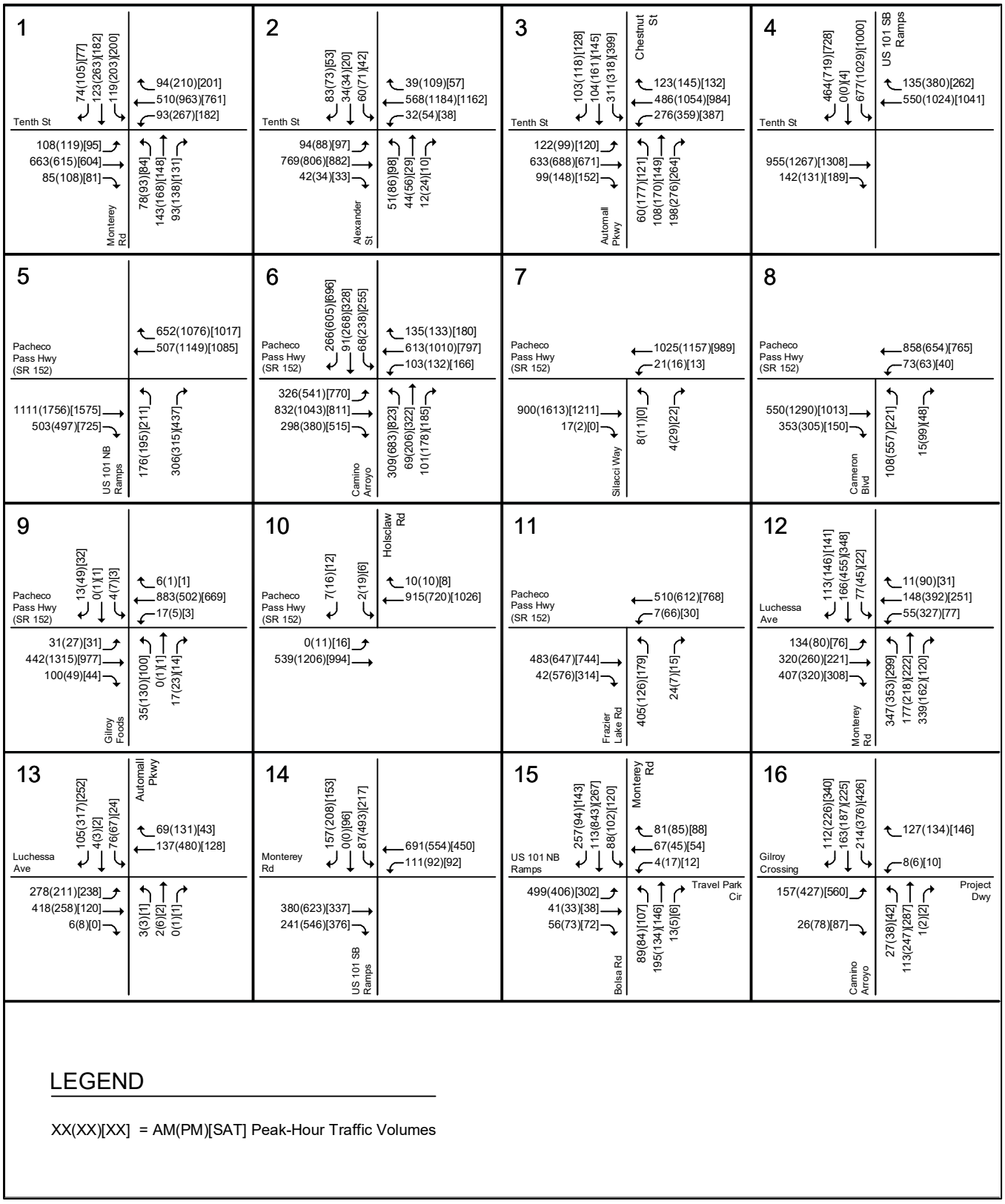


**Figure 14 (continued)**
**Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection**

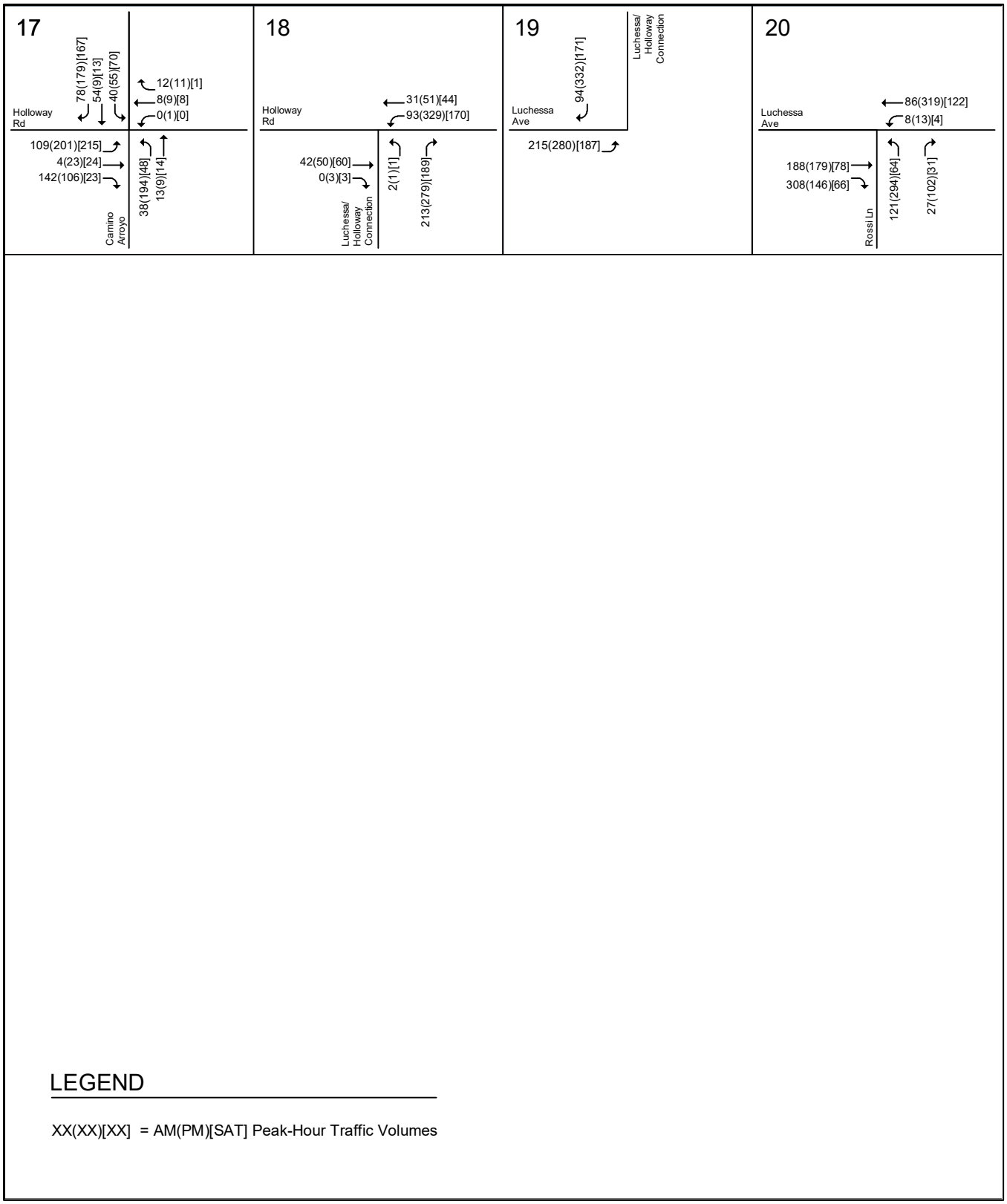


**Figure 15**
**Year 2040 General Plan Conditions Traffic Volumes**

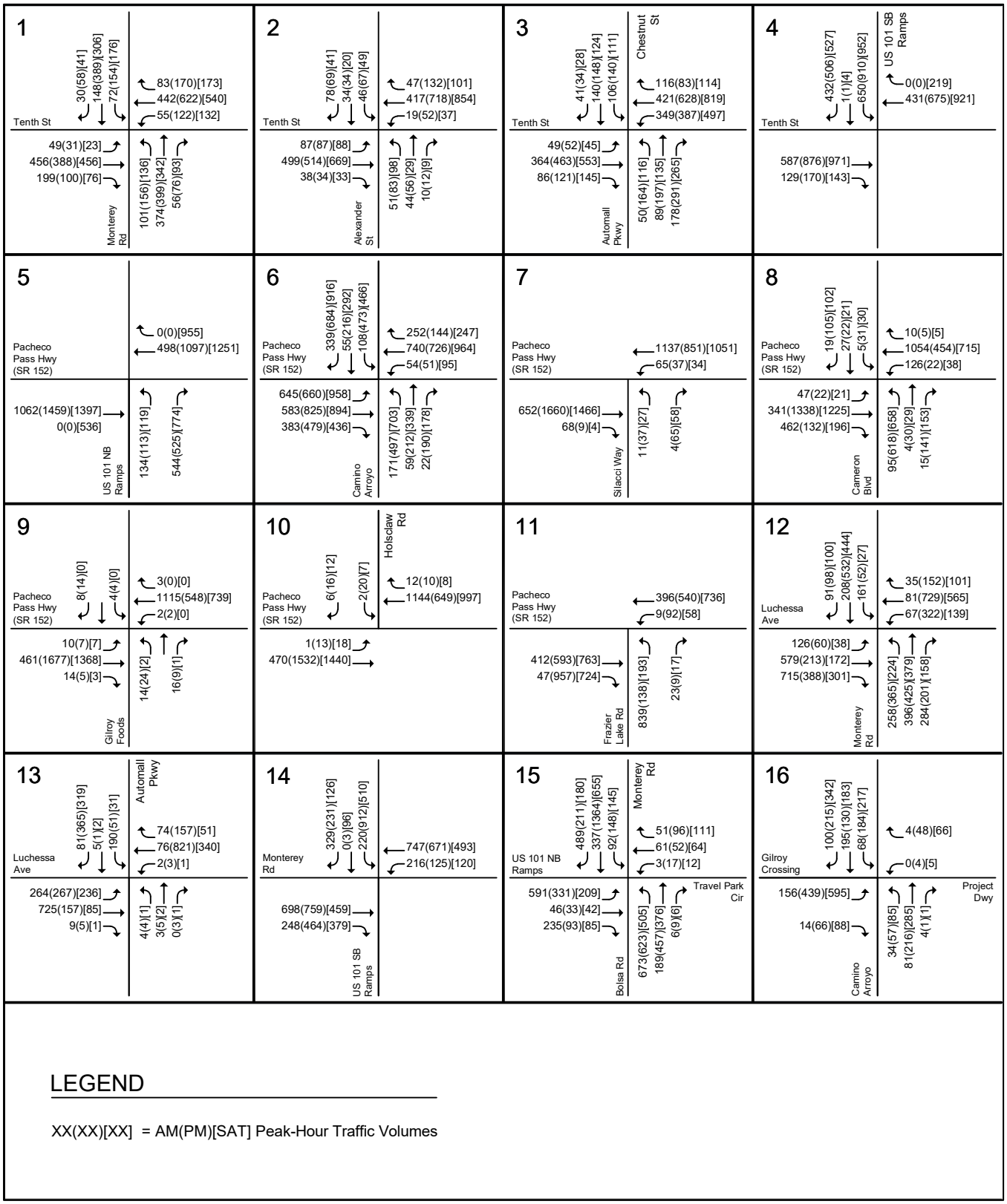


**Figure 15 (continued)**
**Year 2040 General Plan Conditions Traffic Volumes**

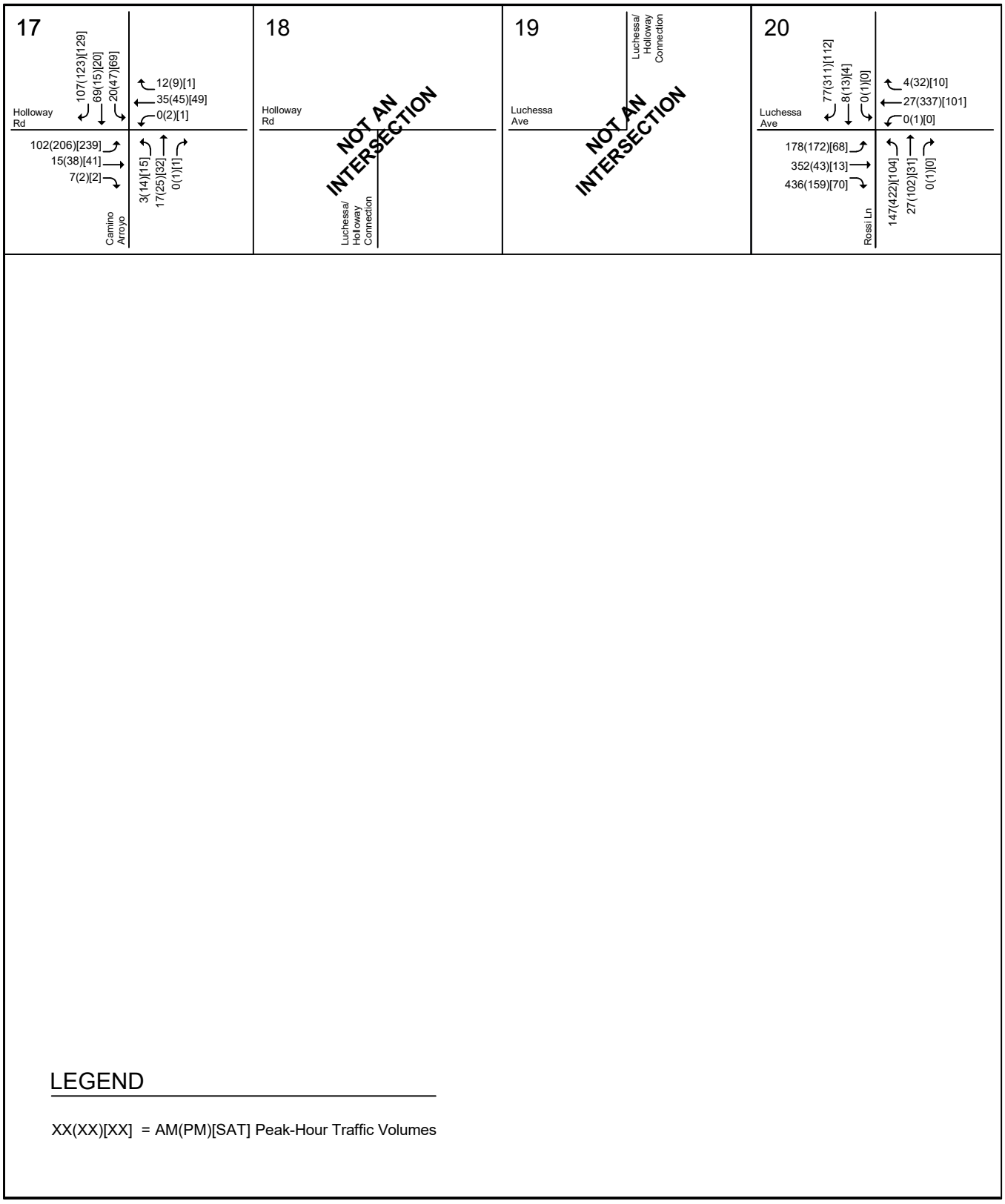


**Figure 16**
**Year 2040 General Plan Plus Project Conditions Traffic Volumes – General Plan Roadway Network**

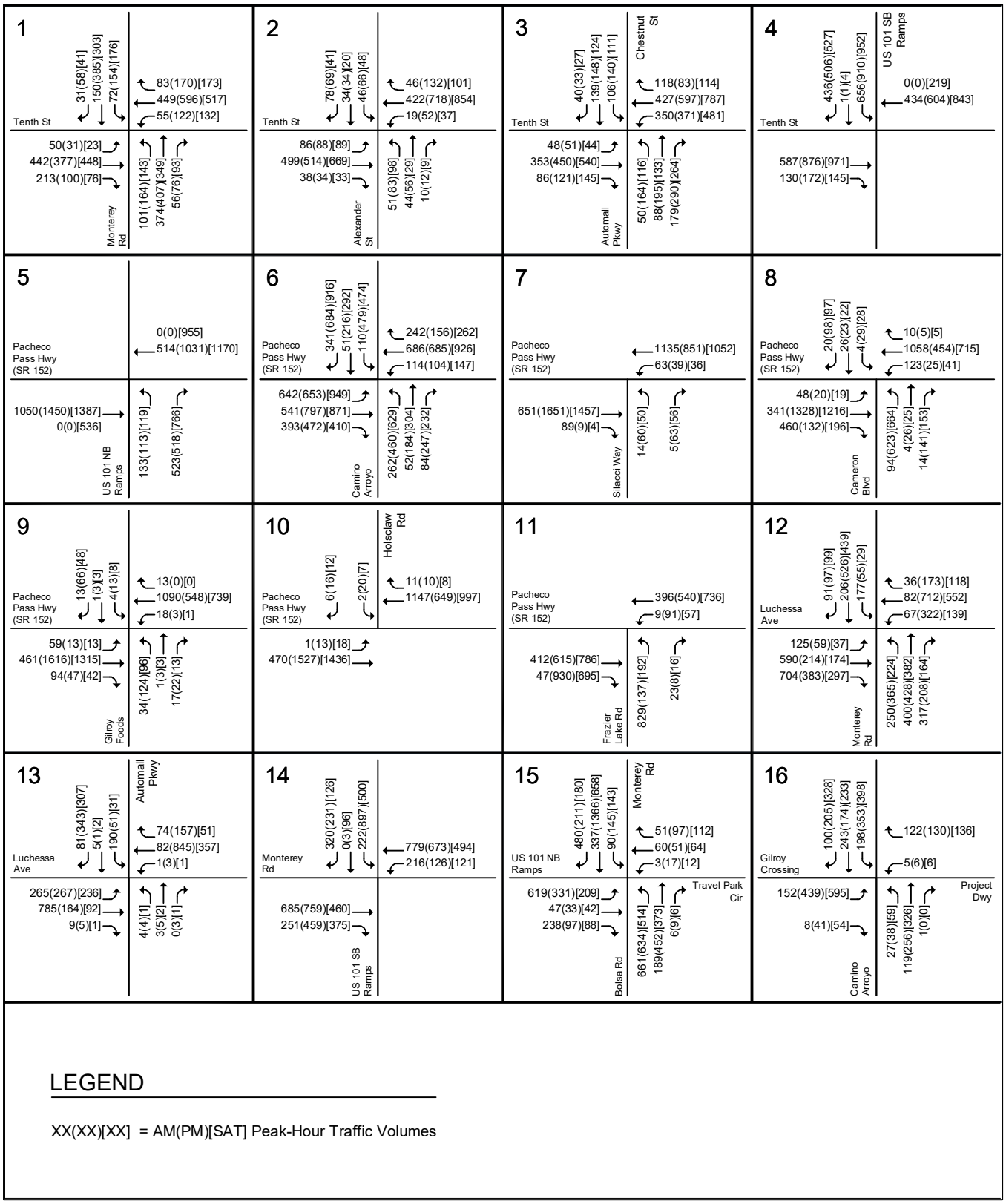


**Figure 16 (continued)**
**Year 2040 General Plan Plus Project Conditions Traffic Volumes– General Plan Roadway Network**

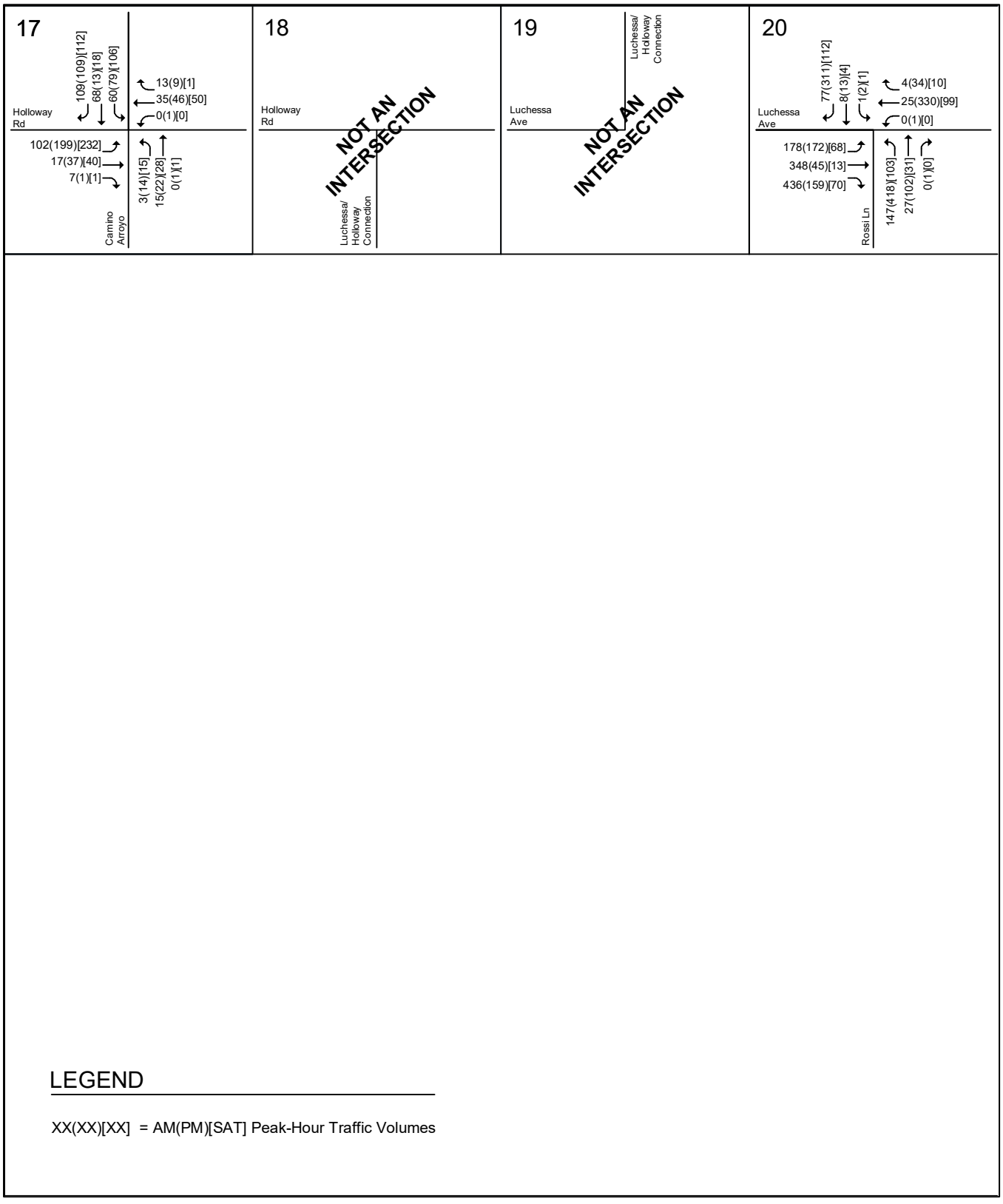


**Figure 17**
**Year 2040 General Plan Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection**

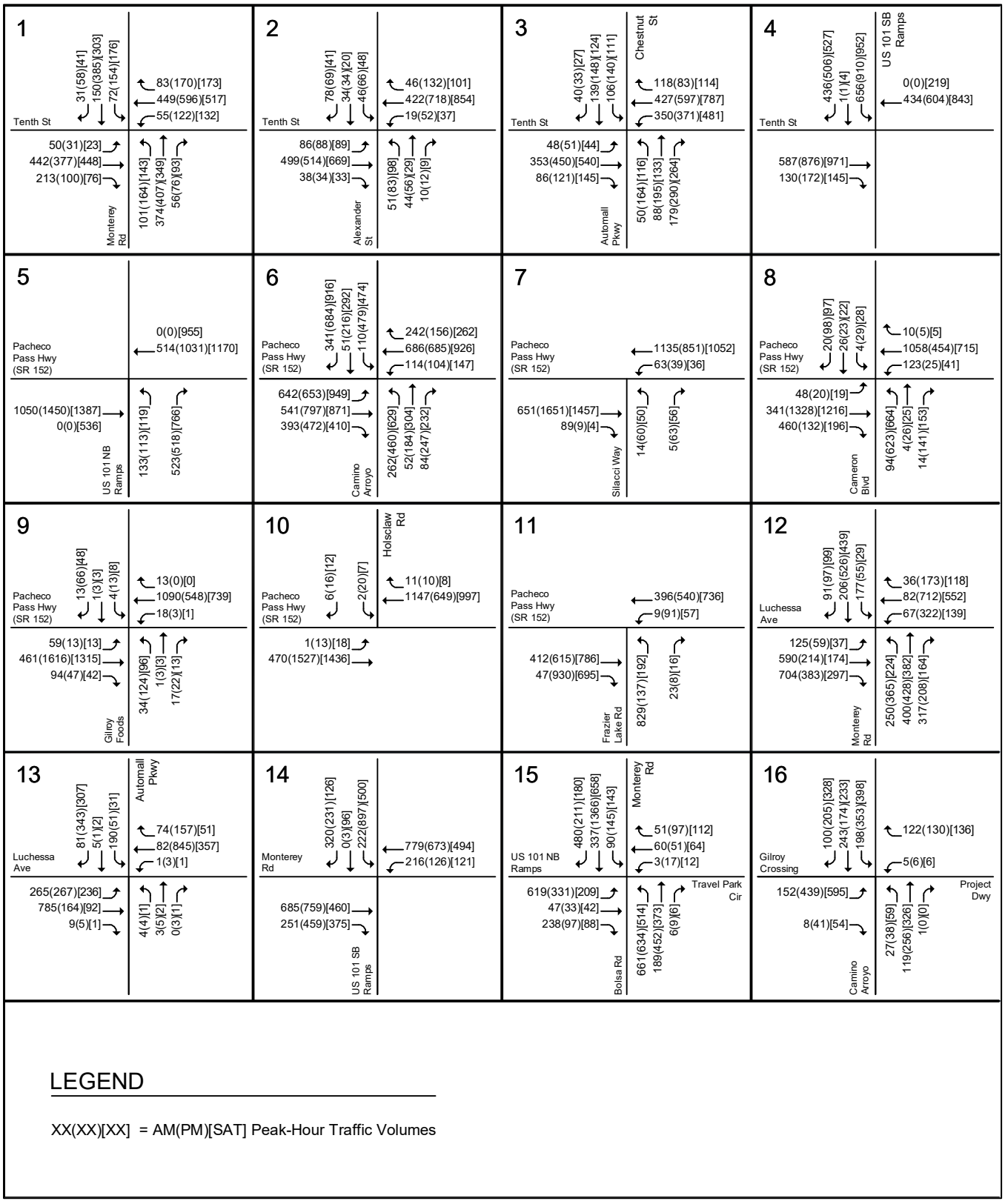


**Figure 17 (continued)**
**Year 2040 General Plan Plus Project Conditions Traffic Volumes– With Luchessa/Holloway Connection**

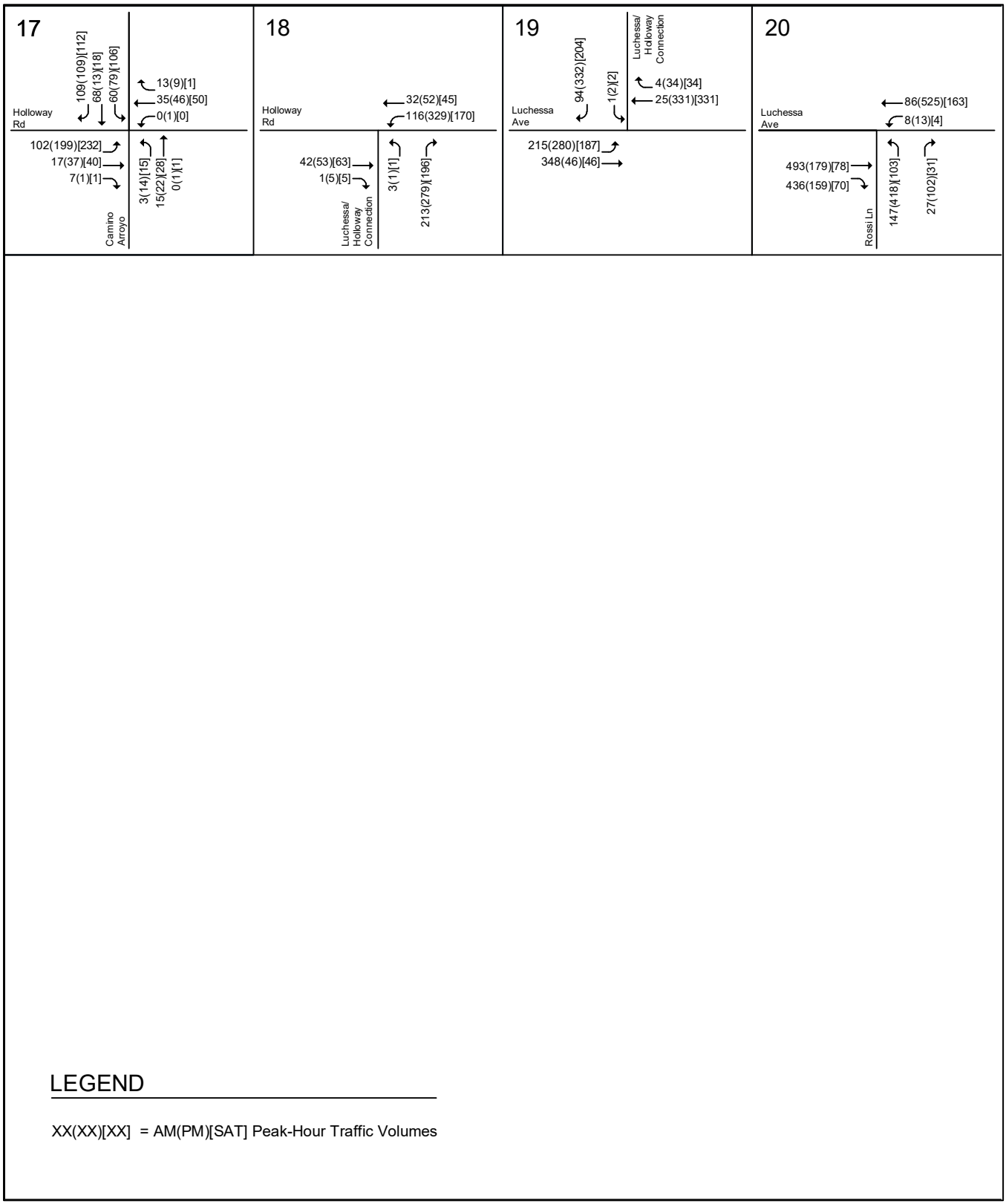


**Table 4**
**Signalized Intersection Level of Service Definition Based on Delay**

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

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

The City of Gilroy level of service standard for most signalized intersections located west of US 101 is LOS C or better, allowing some commercial and industrial areas (e.g., downtown Gilroy, First Street corridor) to operate at LOS D or better. For signalized intersections located east of US 101 and those in the commercial area designated in the City of Gilroy General Plan (LOS D Area), the City standard is LOS D or better. The level of service D area includes all areas east of US 101, the Tenth Street corridor from Monterey Road to US 101, the Luchessa corridor east of Monterey Road, and the Monterey Road corridor from Luchessa Avenue to the Monterey Road/US 101 interchange. The current City of Gilroy LOS D Area is depicted graphically on Figure 6 (Study Intersections).

All of the signalized study intersections are located within the LOS D area.

### City of Gilroy Definition of Operational Deficiencies at Signalized Intersections

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

*LOS D Area*

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

## Unsignalized Intersections

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

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

For the purpose of reporting level of service for stop-controlled intersections, two levels of service are used. For all-way stop-controlled intersections, "overall intersection average" delay and corresponding level of service are used, which is a measure of the average delay incurred by all motorists at the intersection. For one- and two-way stop-controlled intersections, the delay and corresponding level of service for the "highest delay approach", which is a measure of the delay incurred by motorists only on the stop-controlled approach which is most impacted by traffic conditions at the intersection, is used. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 5.

**Table 5**
**Unsignalized Intersection Level of Service Definition Based on Control Delay**

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

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

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

of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

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

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

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

**City of Gilroy Definition of Operational Deficiencies at Unsignalized Intersections**

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

*All-Way Stop-Controlled Intersections:*

*LOS D Area*

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

*One- and Two-Way Stop-Controlled Intersections:*

*LOS D Area*

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

# Intersection Level of Service Analysis Results

The results of the intersection level of service analysis are described below and summarized in Table 6. The level of service calculation sheets are included in Appendix E. The peak-hour signal warrant sheets are contained in Appendix F.

## Existing and Background Intersection Level of Service Analysis

The results of the intersection level of service analysis under existing conditions indicate that the following intersection currently operates deficiently during the Saturday peak-hour:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)

Under background conditions, the above intersection would continue to operate deficiently (LOS E) during the Saturday peak-hour.

The remaining study intersections are projected to operate at acceptable levels of service during all three peak hours analyzed under existing and background conditions.

## Background Plus Project Intersection Level of Service Analysis

Background plus project conditions were evaluated under two roadway scenarios: (1) under the existing roadway network; and (2) assuming implementation of the proposed Luchessa/Holloway connection. The comparison of these two roadway network scenarios demonstrates the effect of providing a second access roadway between the project area and the south and southwest parts of Gilroy.

### Background Plus Project – Existing Roadway Network

The results of the intersection level of service analysis show that the following intersection would operate deficiently during the Saturday peak-hour under background plus project conditions and under the existing roadway network:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)

The addition of project traffic to the intersection of Camino Arroyo/Pacheco Pass Highway (SR 152) is not projected to increase the intersection's average delay by more than the 4-second operational deficiency threshold. Therefore, the proposed project is not projected to create an operational deficiency at any of the study intersections under this scenario.

### Background Plus Project – With Proposed Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the following intersections would operate deficiently under background plus project conditions and assuming the implementation of the proposed Luchessa/Holloway connection:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

**Project Deficiency**: PM peak-hour

## Table 6
## Intersection Level of Service Results

| Study Int. Number | Intersection | Intersection Control | LOS Standard | Peak Hour | Count Date | Existing Conditions | | | Background Conditions | | | Background Plus Project (Existing Roadway Network) | | | | Background Plus Project with Proposed LH Connnection | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Delay | LOS | Warrant Met?[1] | Delay | LOS | Warrant Met?[1] | Delay | LOS | Delay Change[2] | Warrant Met?[1] | Delay | LOS | Delay Change[2] | Warrant Met?[1] |
| 1 | Monterey Road and Tenth Street | Signal | D | AM | 03/24/22 | 22.7 | C+ | -- | 22.6 | C+ | -- | 22.9 | C+ | +0.3 | -- | 22.8 | C+ | +0.2 | -- |
| | | | | PM | 03/24/22 | 28.6 | C | -- | 28.4 | C | -- | 28.6 | C | +0.2 | -- | 28.5 | C | +0.1 | -- |
| | | | | SAT | 03/26/22 | 29.8 | C | -- | 29.4 | C | -- | 29.6 | C | +0.2 | -- | 29.5 | C | +0.1 | -- |
| 2 | Alexander Street and Tenth Street | Signal | D | AM | 03/24/22 | 17.2 | B | -- | 16.7 | B | -- | 16.7 | B | +0.0 | -- | 16.8 | B | +0.1 | -- |
| | | | | PM | 03/24/22 | 16.9 | B | -- | 17.8 | B | -- | 17.9 | B | +0.1 | -- | 17.2 | B | -0.6 | -- |
| | | | | SAT | 03/26/22 | 20.1 | C+ | -- | 18.0 | B- | -- | 17.8 | B | -0.2 | -- | 18.3 | B- | +0.3 | -- |
| 3 | Chestnut Street/Automall Parkway and Tenth Street | Signal | D | AM | 03/24/22 | 29.9 | C | -- | 34.4 | C- | -- | 34.2 | C- | -0.2 | -- | 34.5 | C- | +0.1 | -- |
| | | | | PM | 03/24/22 | 32.5 | C- | -- | 38.0 | D+ | -- | 38.1 | D+ | +0.1 | -- | 37.6 | D+ | -0.4 | -- |
| | | | | SAT | 03/26/22 | 29.4 | C | -- | 37.7 | D+ | -- | 37.8 | D+ | +0.1 | -- | 37.3 | D+ | -0.4 | -- |
| 4 | US 101 SB Ramps and Tenth Street | Signal | D | AM | 03/24/22 | 20.0 | C+ | -- | 21.1 | C+ | -- | 21.4 | C+ | +0.3 | -- | 21.5 | C+ | +0.4 | -- |
| | | | | PM | 03/24/22 | 22.8 | C+ | -- | 26.0 | C | -- | 26.5 | C | +0.5 | -- | 25.7 | C | -0.3 | -- |
| | | | | SAT | 03/26/22 | 27.9 | C | -- | 29.9 | C | -- | 30.5 | C | +0.6 | -- | 30.2 | C | +0.3 | -- |
| 5 | US 101 NB Ramps and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 8.1 | A | -- | 9.0 | A | -- | 9.1 | A | +0.1 | -- | 8.7 | A | -0.3 | -- |
| | | | | PM | 03/24/22 | 8.3 | A | -- | 10.1 | B+ | -- | 10.5 | B+ | +0.4 | -- | 9.8 | A | -0.3 | -- |
| | | | | SAT | 03/26/22 | 9.9 | A | -- | 10.7 | B+ | -- | 11.0 | B+ | +0.3 | -- | 10.6 | B+ | -0.1 | -- |
| 6 | Camino Arroyo and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 21.1 | C+ | -- | 18.2 | B- | -- | 20.4 | C+ | +2.2 | -- | 20.8 | C+ | +2.6 | -- |
| | | | | PM | 03/24/22 | 32.4 | C- | -- | 41.8 | D | -- | 45.1 | D | +3.3 | -- | 38.3 | D+ | -3.5 | -- |
| | | | | SAT | 03/26/22 | **55.4** | **E+** | -- | **59.9** | **E+** | -- | **63.3** | **E** | **+3.4** | -- | **60.5** | **E** | **+0.6** | -- |
| 7 | Silacci Way and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 11/05/20 | 0.2 | A+ | -- | 0.3 | A+ | No | 0.3 | A+ | +0.0 | -- | 0.3 | A+ | +0.0 | -- |
| | | | | PM | 11/05/20 | 0.5 | A+ | -- | 1.5 | A+ | No | 1.6 | A+ | +0.1 | -- | 0.8 | A+ | -0.7 | -- |
| | | | | SAT | 11/05/20 | 0.1 | A+ | -- | 0.1 | A+ | No | 0.1 | A+ | +0.0 | -- | 0.2 | A+ | +0.1 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 11/05/20 | 16.5 | C | No | 36.0 | E | No | 37.0 | E | +1.0 | No | 28.8 | D | -7.2 | No |
| | | | | PM | 11/05/20 | 26.4 | D | No | **>120** | **F** | No | **>120** | **F** | **>120** | No | **51.3** | **F** | **-83.6** | No |
| | | | | SAT | 11/07/20 | 12.4 | B | No | 13.3 | B | No | 13.4 | B | +0.1 | No | 13.5 | B | +0.2 | No |
| 8 | Cameron Boulevard and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 5.4 | A | -- | 7.1 | A | -- | 7.0 | A | -0.1 | -- | 6.7 | A | -0.4 | -- |
| | | | | PM | 11/05/20 | 7.8 | A | -- | 14.6 | B | -- | 14.7 | B | +0.1 | -- | 12.7 | B | -1.9 | -- |
| | | | | SAT | 11/07/20 | 7.3 | A | -- | 8.5 | A | -- | 8.4 | A | -0.1 | -- | 8.1 | A | -0.4 | -- |
| 9 | Gilroy Foods and Pacheco Pass Highway (SR 152) | Signal | D | AM | 11/05/20 | 9.2 | A | -- | 9.1 | A | -- | 9.0 | A | -0.1 | -- | 10.4 | B+ | +1.3 | -- |
| | | | | PM | 11/05/20 | 10.2 | B+ | -- | 10.9 | B+ | -- | 10.9 | B+ | +0.0 | -- | 11.4 | B+ | +0.5 | -- |
| | | | | SAT | 11/07/20 | 5.5 | A | -- | 3.2 | A | -- | 3.2 | A | +0.0 | -- | 7.2 | A | +4.0 | -- |
| 10 | Holsclaw Road and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 03/24/22 | 0.1 | A+ | -- | 0.1 | A+ | No | 0.1 | A+ | +0.0 | -- | 0.1 | A+ | +0.0 | -- |
| | | | | PM | 03/24/22 | 0.8 | A+ | -- | 1.0 | A+ | No | 1.0 | A+ | +0.0 | -- | 0.9 | A+ | -0.1 | -- |
| | | | | SAT | 03/24/22 | 0.4 | A+ | -- | 0.4 | A+ | No | 0.4 | A+ | +0.0 | -- | 0.4 | A+ | +0.0 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 03/24/22 | 17.0 | C | No | 19.2 | C | No | 19.7 | C | +0.5 | No | 19.5 | C | +0.3 | No |
| | | | | PM | 03/24/22 | 35.0 | E | No | **50.4** | **F** | No | **53.1** | **F** | **+2.7** | No | 49.8 | E | -0.6 | No |
| | | | | SAT | 03/26/22 | 33.1 | D | No | 38.7 | E | No | 40.1 | E | +1.4 | No | 37.9 | E | -0.8 | No |
| 11 | Frazier Lake Road and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 14.9 | B | -- | 15.3 | B | -- | 15.4 | B | +0.1 | -- | 15.8 | B | +0.5 | -- |
| | | | | PM | 03/24/22 | 8.2 | A | -- | 7.8 | A | -- | 7.8 | A | +0.0 | -- | 7.8 | A | +0.0 | -- |
| | | | | SAT | 03/26/22 | 10.0 | B+ | -- | 10.2 | B+ | -- | 10.2 | B+ | +0.0 | -- | 10.2 | B+ | +0.0 | -- |
| 12 | Monterey Road and Luchessa Avenue | Signal | D | AM | 03/24/22 | 26.1 | C | -- | 26.6 | C | -- | 26.6 | C | +0.0 | -- | 26.0 | C | -0.6 | -- |
| | | | | PM | 03/24/22 | 35.5 | D+ | -- | 39.5 | D | -- | 39.5 | D | +0.0 | -- | 38.0 | D+ | -1.5 | -- |
| | | | | SAT | 03/26/22 | 22.8 | C+ | -- | 23.7 | C | -- | 23.7 | C | +0.0 | -- | 23.8 | C | +0.1 | -- |
| 13 | Automall Parkway and Luchessa Avenue | One-Way Stop (Average Delay) | D | AM | 03/24/22 | 6.4 | A | -- | 6.9 | A- | -- | 6.9 | A- | +0.0 | -- | 7.0 | A- | +0.1 | -- |
| | | | | PM | 03/24/22 | 7.4 | A- | -- | 7.9 | A- | -- | 7.9 | A- | +0.0 | -- | 8.3 | A- | +0.4 | -- |
| | | | | SAT | 03/24/22 | 7.2 | A- | -- | 7.5 | A- | -- | 7.5 | A- | +0.0 | -- | 6.3 | A | -1.2 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 03/24/22 | 22.2 | C | **Yes** | 25.0 | C | **Yes** | 25.0 | C | +0.0 | **Yes** | 34.7 | D | +9.7 | **Yes** |
| | | | | PM | 03/24/22 | 25.7 | D | **Yes** | 29.4 | D | **Yes** | 29.4 | D | +0.0 | **Yes** | **52.2** | **F** | **+22.8** | **Yes** |
| | | | | SAT | 03/26/22 | 15.8 | C | No | 17.9 | C | **Yes** | 17.9 | C | +0.0 | **Yes** | 18.2 | C | +0.3 | **Yes** |
| 14 | US 101 SB Ramps and Monterey Road | Signal | D | AM | 03/24/22 | 12.0 | B | -- | 12.0 | B+ | -- | 12.0 | B+ | +0.0 | -- | 12.0 | B+ | +0.0 | -- |
| | | | | PM | 03/24/22 | 22.2 | C+ | -- | 22.1 | C+ | -- | 22.1 | C+ | +0.0 | -- | 22.2 | C+ | +0.1 | -- |
| | | | | SAT | 03/26/22 | 20.2 | C+ | -- | 19.9 | B- | -- | 19.9 | B- | +0.0 | -- | 20.2 | C+ | +0.3 | -- |
| 15 | Monterey Road and US 101 NB Ramps | Signal | D | AM | 03/24/22 | 18.9 | B- | -- | 18.8 | B- | -- | 18.8 | B- | +0.0 | -- | 18.7 | B- | -0.1 | -- |
| | | | | PM | 03/24/22 | 23.8 | C | -- | 25.2 | C | -- | 25.2 | C | +0.0 | -- | 25.7 | C | +0.5 | -- |
| | | | | SAT | 03/26/22 | 26.1 | C | -- | 26.4 | C | -- | 26.4 | C | +0.0 | -- | 26.5 | C | +0.1 | -- |
| 16 | Camino Arroyo and Gilroy Crossing | Signal | D | AM | 03/24/22 | 13.4 | B | -- | 13.3 | B | -- | 19.6 | B- | +6.3 | -- | 22.5 | C+ | +9.2 | -- |
| | | | | PM | 03/24/22 | 16.1 | B | -- | 15.8 | B | -- | 24.8 | C | +9.0 | -- | 23.1 | C | +7.3 | -- |
| | | | | SAT | 03/26/22 | 18.1 | B- | -- | 18.3 | B- | -- | 27.6 | C | +9.3 | -- | 26.2 | C | +7.9 | -- |
| 17 | Camino Arroyo and Holloway Road | All-Way Stop | D | AM | 03/24/22 | 7.7 | A | No | 7.7 | A | No | 7.8 | A | +0.1 | No | 8.6 | A | +0.9 | No |
| | | | | PM | 03/24/22 | 7.8 | A | No | 7.8 | A | No | 7.9 | A | +0.1 | No | 11.2 | B | +3.4 | **Yes** |
| | | | | SAT | 03/26/22 | 8.1 | A | No | 8.1 | A | No | 8.1 | A | +0.0 | No | 10.0 | A | +1.9 | No |
| 18 | Luchessa/Holloway Connection and Holloway Road | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 8.5 | A | +8.5 | No |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | +12.2 | **Yes** |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 9.0 | A | +9.0 | No |
| 19 | Luchessa/Holloway Connection and Luchessa Avenue | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 20 | Rossi Lane and Luchessa Avenue | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 9.6 | A | +9.6 | No |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 13.8 | B | +13.8 | **Yes** |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 8.1 | A | +8.1 | No |

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes project deficiency based on City of Gilroy criteria.

## Table 6 (Continued)
## Intersection Level of Service Results

| Study Int. Number | Intersection | Intersection Control | LOS Standard | Peak Hour | 2040 General Plan (No Project) Conditions | | | General Plan Plus Project (GP Roadway Network) | | | | General Plan Plus Project with Proposed LH Connnection | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Delay | LOS | Warrant Met?[1] | Delay | LOS | Delay Change[2] | Warrant Met?[1] | Delay | LOS | Warrant Met?[1] |
| 1 | Monterey Road and Tenth Street | Signal | D | AM | 23.6 | C | -- | 23.6 | C | +0.0 | -- | Same as General Plan Plus Project Conditions (GP Roadway Network) | | |
| | | | | PM | 29.3 | C | -- | 29.5 | C | +0.2 | -- | | | |
| | | | | SAT | 32.6 | C- | -- | 32.9 | C- | +0.3 | -- | | | |
| 2 | Alexander Street and Tenth Street | Signal | D | AM | 20.3 | C+ | -- | 20.3 | C+ | +0.0 | -- | | | |
| | | | | PM | 16.4 | B | -- | 16.4 | B | +0.0 | -- | | | |
| | | | | SAT | 21.5 | C+ | -- | 21.5 | C+ | +0.0 | -- | | | |
| 3 | Chestnut Street/Automall Parkway and Tenth Street | Signal | D | AM | 32.1 | C- | -- | 31.9 | C | -0.2 | -- | | | |
| | | | | PM | 36.2 | D+ | -- | 36.3 | D+ | +0.1 | -- | | | |
| | | | | SAT | 31.5 | C | -- | 31.6 | C | +0.1 | -- | | | |
| 4 | US 101 SB Ramps and Tenth Street | Signal | D | AM | 20.6 | C+ | -- | 20.6 | C+ | +0.0 | -- | | | |
| | | | | PM | 22.4 | C+ | -- | 22.2 | C+ | -0.2 | -- | | | |
| | | | | SAT | 27.6 | C | -- | 27.4 | C | -0.2 | -- | | | |
| 5 | US 101 NB Ramps and Pacheco Pass Highway (SR 152) | Signal | D | AM | 11.5 | B+ | -- | 11.3 | B+ | -0.2 | -- | | | |
| | | | | PM | 12.8 | B | -- | 12.7 | B | -0.1 | -- | | | |
| | | | | SAT | 14.8 | B | -- | 14.7 | B | -0.1 | -- | | | |
| 6 | Camino Arroyo and Pacheco Pass Highway (SR 152) | Signal | D | AM | 21.4 | C+ | -- | 22.5 | C+ | +1.1 | -- | | | |
| | | | | PM | 34.8 | C- | -- | 34.1 | C- | -0.7 | -- | | | |
| | | | | SAT | **80.2** | **F** | -- | **75.2** | **E-** | **-5.0** | -- | | | |
| 7 | Silacci Way and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 0.5 | A+ | -- | 0.5 | A+ | +0.0 | -- | | | |
| | | | | PM | 3.3 | A+ | -- | 8.4 | A- | +5.1 | -- | | | |
| | | | | SAT | 1.5 | A+ | -- | 3.8 | A | +2.3 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | 22.7 | C | No | 23.2 | C | +0.5 | No | | | |
| | | | | PM | **80.9** | **F** | **Yes** | **>120** | **F** | **+96.2** | **Yes** | | | |
| | | | | SAT | 42.5 | E | **Yes** | **91.6** | **F** | **+49.1** | **Yes** | | | |
| 8 | Cameron Boulevard and Pacheco Pass Highway (SR 152) | Signal | D | AM | 17.6 | B | -- | 17.6 | B | +0.0 | -- | | | |
| | | | | PM | 26.6 | C | -- | 26.6 | C | +0.0 | -- | | | |
| | | | | SAT | 22.5 | C+ | -- | 22.6 | C+ | +0.1 | -- | | | |
| 9 | Gilroy Foods and Pacheco Pass Highway (SR 152) | Signal | D | AM | 8.5 | A | -- | 11.4 | B+ | +2.9 | -- | | | |
| | | | | PM | 9.4 | A | -- | 10.3 | B+ | +0.9 | -- | | | |
| | | | | SAT | 5.0 | A | -- | 10.2 | B+ | +5.2 | -- | | | |
| 10 | Holsclaw Road and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 0.1 | A+ | -- | 0.1 | A+ | +0.0 | -- | | | |
| | | | | PM | 1.4 | A+ | -- | 1.4 | A+ | +0.0 | -- | | | |
| | | | | SAT | 0.6 | A+ | -- | 0.6 | A+ | +0.0 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | 24.8 | C | No | 24.9 | C | +0.1 | No | | | |
| | | | | PM | **81.5** | **F** | No | **80.6** | **F** | **-0.9** | No | | | |
| | | | | SAT | **69.0** | **F** | No | **68.6** | **F** | **-0.4** | No | | | |
| 11 | Frazier Lake Road and Pacheco Pass Highway (SR 152) | Signal | D | AM | 36.6 | D+ | -- | 35.2 | D+ | -1.4 | -- | | | |
| | | | | PM | 8.7 | A | -- | 8.5 | A | -0.2 | -- | | | |
| | | | | SAT | 9.9 | A | -- | 10.0 | B+ | +0.1 | -- | | | |
| 12 | Monterey Road and Luchessa Avenue | Signal | D | AM | 29.6 | C | -- | 30.1 | C | +0.5 | -- | | | |
| | | | | PM | 39.2 | D | -- | 38.8 | D+ | -0.4 | -- | | | |
| | | | | SAT | 23.9 | C | -- | 23.8 | C | -0.1 | -- | | | |
| 13 | Automall Parkway and Luchessa Avenue | One-Way Stop (Average Delay) | D | AM | 29.5 | D | -- | 32.8 | D- | +3.3 | -- | | | |
| | | | | PM | 15.0 | B- | -- | 15.3 | C+ | +0.3 | -- | | | |
| | | | | SAT | 6.5 | A | -- | 6.3 | A | -0.2 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | **>120** | **F** | **Yes** | **>120** | **F** | **+24.7** | **Yes** | | | |
| | | | | PM | **86.7** | **F** | **Yes** | **86.9** | **F** | **+0.2** | **Yes** | | | |
| | | | | SAT | 20.8 | C | **Yes** | 21.3 | C | +0.5 | **Yes** | | | |
| 14 | US 101 SB Ramps and Monterey Road | Signal | D | AM | 15.2 | B | -- | 15.0 | B | -0.2 | -- | | | |
| | | | | PM | 31.6 | C | -- | 31.1 | C | -0.5 | -- | | | |
| | | | | SAT | 22.8 | C+ | -- | 22.7 | C+ | -0.1 | -- | | | |
| 15 | Monterey Road and US 101 NB Ramps | Signal | D | AM | **82.7** | **F** | -- | **85.2** | **F** | **+2.5** | -- | | | |
| | | | | PM | **67.9** | **E** | -- | **70.3** | **E** | **+2.4** | -- | | | |
| | | | | SAT | 28.4 | C | -- | 28.6 | C | +0.2 | -- | | | |
| 16 | Camino Arroyo and Gilroy Crossing | Signal | D | AM | 17.7 | B | -- | 22.3 | C+ | +4.6 | -- | | | |
| | | | | PM | 20.7 | C+ | -- | 22.8 | C+ | +2.1 | -- | | | |
| | | | | SAT | 23.8 | C | -- | 26.4 | C | +2.6 | -- | | | |
| 17 | Camino Arroyo and Holloway Road | All-Way Stop | D | AM | 8.4 | A | No | 8.5 | A | +0.1 | No | | | |
| | | | | PM | 9.6 | A | No | 9.6 | A | +0.0 | No | | | |
| | | | | SAT | 10.2 | B | No | 10.3 | B | +0.1 | No | | | |
| 18 | Luchessa/Holloway Connection and Holloway Road | All-Way Stop | D | AM | -- | -- | -- | -- | -- | -- | -- | 8.6 | A | No |
| | | | | PM | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | **Yes** |
| | | | | SAT | -- | -- | -- | -- | -- | -- | -- | 9.1 | A | No |
| 19 | Luchessa/Holloway Connection and Luchessa Avenue | All-Way Stop | D | AM | -- | -- | -- | -- | -- | -- | -- | 9.1 | A | No |
| | | | | PM | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | **Yes** |
| | | | | SAT | -- | -- | -- | -- | -- | -- | -- | 9.8 | A | No |
| 20 | Rossi Lane and Luchessa Avenue | All-Way Stop | D | AM | 12.0 | B | **Yes** | 11.9 | B | -- | **Yes** | 12.0 | B | **Yes** |
| | | | | PM | 29.5 | D | **Yes** | 28.6 | D | -- | **Yes** | 21.8 | C | **Yes** |
| | | | | SAT | 8.7 | A | No | 8.7 | A | -- | No | 8.5 | A | No |

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
▭ - Denotes project deficiency based on City of Gilroy criteria.

The addition of project traffic is projected to increase the worst approach delay at the deficient intersection of Automall Parkway/Luchessa Avenue by more than 4 seconds during the PM peak-hour. Therefore, based on the City of Gilroy definition of operational deficiencies at unsignalized intersections, the project would have an operational deficiency at the Automall Parkway/Luchessa Avenue intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection.

The addition of project traffic to the intersection of Camino Arroyo/Pacheco Pass Highway (SR 152) is not projected to increase the intersection's average delay by more than the 4-second operational deficiency threshold under this scenario.

## Year 2040 General Plan Conditions Intersection Level of Service Analysis

Year 2040 General Plan conditions were evaluated for three scenarios: (1) Year 2040 General Plan conditions, as adopted in November 2020; (2) with the proposed project (replacing the planned land uses on the project site) and planned General Plan roadway network; and (3) with the proposed project and proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension). The change between these scenarios demonstrates the relative effect the proposed project and proposed roadway network change would have on adopted General Plan conditions.

### 2040 General Plan (No Project) Conditions

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently with buildout of the City of Gilroy 2040 General Plan land use growth projections and planned future roadway network:

6. Camino Arroyo and Pacheco Pass Highway (LOS F – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM peak-hour)
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The remaining study intersections are projected to operate at acceptable levels of service during all three peak hours analyzed under 2040 General Plan conditions.

### 2040 General Plan Plus Project Conditions

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently under 2040 General Plan with project conditions and the planned future roadway network:

6. Camino Arroyo and Pacheco Pass Highway (LOS E – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)

   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)

    **Project deficiency**: AM and PM peak hours
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The addition of project traffic is projected to increase the intersection delay (or the worst approach delay) at two of the above four deficient intersections by more than 4 seconds during the noted peak

hours. Therefore, based on the City of Gilroy definition of operational deficiencies at intersections, the project would contribute to an operational deficiency at the two intersections noted above under General Plan plus project conditions.

### 2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

6. Camino Arroyo and Pacheco Pass Highway (LOS E – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)

   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)

    **Project deficiency**: AM and PM peak hours
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The addition of project traffic is projected to increase the intersection delay (or the worst approach delay) at two of the above four deficient intersections by more than 4 seconds during the noted peak hours. Therefore, based on the City of Gilroy definition of operational deficiencies at intersections, the project would contribute to an operational deficiency at the two intersections noted above under General Plan plus project conditions with the Luchessa/Holloway connection.

Based on the intersection level of service results, the proposed Luchessa/Holloway connection would not change projected intersection operations at any of the study intersections, compared to the Rossi Lane extension that is part of the 2040 General Plan roadway network, with the exception of the intersections of the connection with Holloway Road and Luchessa Avenue, which would be created with the proposed Luchessa/Holloway connection but not the planned Rossi Lane extension. Therefore, in terms of intersection operations, both the Holloway/Luchessa connection and the Rossi Lane extension would provide the same benefits.

## Intersection Operations (Queue) Analysis

The analysis of the intersection levels of service was supplemented with an analysis of intersection operations (queuing) for selected intersections. The intersection queuing analysis is an important component of the process to evaluate traffic conditions at an intersection. Although calculated levels of service may appear adequate at some locations, traffic operations problems caused by inadequate storage space for vehicle queues could prevent the intersection from ever realizing the calculated level of service. When inadequate storage space becomes an issue, queues in one turn movement might spill into an adjacent lane and block traffic in that lane from proceeding through the intersection.

### Vehicle Queue Estimate Methodology

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles in the queue for a vehicle movement using the following formula:

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

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
$\lambda$ = average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle (20 feet vehicle length plus 5-foot headway space); and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for identifying locations where potential problems may arise in the future and for estimating future storage requirements at intersections.

*City of Gilroy Definition of Queue Deficiencies*

Based on City of Gilroy guidelines, a queue deficiency at an intersection would occur if:

1. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to be less than the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to exceed the available or planned storage length, or
2. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to exceed the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to grow by at least one vehicle.

Queue deficiencies may be addressed by providing the additional queue storage capacity required to serve the projected queue length.

## Study Intersection Turn-Movements

Key intersections where the project is anticipated to add more than 10 peak-hour trips per lane to the left-turn movement were selected for evaluation. Additionally, locations where the project would add a significant amount of trips to the right-turn movement also were included. The adequacy of the queue storage capacity for the following intersection movements was evaluated in this analysis:

4. US 101 NB Ramps and Tenth Street – Southbound left-turn movement
5. US 101 SB Ramps and SR 152 – Northbound right-turn movement
6. Camino Arroyo and SR 152 – Northbound and Westbound left-turn movements; Northbound and Eastbound right-turn movements
16. Camino Arroyo and Gilroy Crossing – Southbound left-turn and Westbound right-turn movements
17. Camino Arroyo and Holloway Road – Eastbound and Southbound left-turn movements
18. Luchessa/Holloway Connection and Holloway Road - Westbound left-turn movement

The vehicle queue analysis results under background plus project conditions are summarized in Table 7. The intersection queue calculation sheets are included in Appendix G.

## Table 7
## Intersection Vehicle Queue Analysis

| Measurement | US 101 SB Ramps and Tenth Street | | | US 101 NB Ramps and SR 152 | | | Camino Arroyo and SR 152 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Left | | | Northbound Right | | | Northbound Left | | | Westbound Left | | | Northbound Right | | | Eastbound Right | | |
| | SBL AM | SBL PM | SBL SAT | NBR AM | NBR PM | NBR SAT | NBL AM | NBL PM | NBL SAT | WBL AM | WBL PM | WBL SAT | NBR AM | NBR PM | NBR SAT | EBR AM | EBR PM | EBR SAT |
| ***Existing Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 253 | 446 | 476 | 115 | 134 | 212 | 48 | 155 | 199 | 9 | 20 | 37 | 11 | 65 | 59 | 121 | 106 | 206 |
| 95th %. Queue (veh/ln.) | 14 | 22 | 27 | 5 | 6 | 8 | 3 | 8 | 15 | 1 | 2 | 4 | 1 | 4 | 6 | 5 | 6 | 16 |
| 95th %. Queue (ft./ln)[2] | 350 | 550 | 675 | 125 | 150 | 200 | 75 | 200 | 375 | 25 | 50 | 100 | 25 | 100 | 150 | 125 | 150 | 400 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | YES | YES | YES | **NO** | YES | YES | YES |
| ***Background Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 309 | 492 | 474 | 173 | 178 | 223 | 59 | 178 | 216 | 9 | 20 | 37 | 11 | 65 | 59 | 147 | 149 | 239 |
| 95th %. Queue (veh/ln.) | 16 | 24 | 27 | 6 | 7 | 8 | 4 | 9 | 16 | 1 | 2 | 4 | 1 | 4 | 6 | 6 | 8 | 18 |
| 95th %. Queue (ft./ln)[2] | 400 | 600 | 675 | 150 | 175 | 200 | 100 | 225 | 400 | 25 | 50 | 100 | 25 | 100 | 150 | 150 | 200 | 450 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | YES | YES | YES | **NO** | YES | YES | YES |
| ***Background Plus Project (No LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 328 | 509 | 494 | 184 | 188 | 234 | 106 | 228 | 270 | 49 | 60 | 80 | 55 | 116 | 110 | 258 | 251 | 353 |
| 95th %. Queue (veh/ln.) | 17 | 25 | 28 | 7 | 7 | 9 | 5 | 11 | 20 | 3 | 4 | 8 | 3 | 6 | 10 | 9 | 12 | 25 |
| 95th %. Queue (ft./ln)[2] | 425 | 625 | 700 | 175 | 175 | 225 | 125 | 275 | 500 | 75 | 100 | 200 | 75 | 150 | 250 | 225 | 300 | 625 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | **NO** | YES | **NO** | **NO** | YES | YES | YES |
| ***Background Plus Project (With LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 339 | 515 | 500 | 153 | 158 | 219 | 103 | 228 | 274 | 52 | 66 | 83 | 60 | 125 | 119 | 216 | 198 | 295 |
| 95th %. Queue (veh/ln.) | 18 | 25 | 29 | 6 | 7 | 8 | 5 | 11 | 20 | 3 | 4 | 8 | 3 | 7 | 10 | 8 | 10 | 21 |
| 95th %. Queue (ft./ln)[2] | 450 | 625 | 725 | 150 | 175 | 200 | 125 | 275 | 500 | 75 | 100 | 200 | 75 | 175 | 250 | 200 | 250 | 525 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | **NO** | YES | **NO** | **NO** | YES | YES | YES |

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

## Table 7 (Continued)
## Intersection Vehicle Queue Analysis

| Measurement | Camino Arroyo and Gilroy Crossing | | | | | | Camino Arroyo and Holloway Road | | | | | | L/H Connection and Holloway Road (All-way Stop) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Left | | | Westbound Right | | | Eastbound Left | | | Southbound Left | | | Westbound Left | | | Northbound Left | | |
| | SBL AM | SBL PM | SBL SAT | WBR AM | WBR PM | WBR SAT | EBL AM | EBL PM | EBL SAT | SBL AM | SBL PM | SBL SAT | WBL AM | WBL PM | WBL SAT | NBL AM | NBL PM | NBL SAT |
| ***Existing Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | -- | -- | -- | 8.4 | 8.4 | 8.6 | 8.0 | 8.3 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 23 | 178 | 209 | -- | -- | -- | 42 | 49 | 61 | 20 | 47 | 69 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 2 | 6 | 8 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 50 | 150 | 200 | -- | -- | -- | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | -- | -- | -- | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | YES | **NO** | -- | -- | -- | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | -- | -- | -- | 8.4 | 8.4 | 8.6 | 8.0 | 8.3 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 23 | 178 | 209 | -- | -- | -- | 42 | 49 | 61 | 20 | 47 | 69 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 2 | 6 | 8 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 50 | 150 | 200 | -- | -- | -- | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | -- | -- | -- | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | YES | **NO** | -- | -- | -- | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Plus Project (No LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | 60 | 60 | 70 | 8.4 | 8.5 | 8.6 | 8.2 | 8.4 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 221 | 382 | 435 | 64 | 68 | 74 | 42 | 49 | 61 | 42 | 56 | 70 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 7 | 11 | 13 | 3 | 3 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 175 | 275 | 325 | 75 | 75 | 100 | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | Future | Future | Future | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | **NO** | **NO** | | | | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Plus Project (With LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | 60 | 60 | 70 | 9.5 | 12.7 | 11.8 | 9.0 | 10.0 | 9.5 | 9.1 | 14.7 | 10.1 | 8.1 | 8.9 | 8.4 |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 214 | 376 | 426 | 64 | 67 | 73 | 109 | 201 | 215 | 40 | 55 | 70 | 93 | 329 | 170 | 2 | 1 | 1 |
| 95th %. Queue (veh/ln.) | 7 | 11 | 13 | 3 | 3 | 4 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln)[2] | 175 | 275 | 325 | 75 | 75 | 100 | 25 | 50 | 50 | 25 | 25 | 25 | 25 | 75 | 50 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 175 | 175 | 175 | Future | Future | Future | 125 | 125 | 125 | 100 | 100 | 100 | Future | Future | Future | Future | Future | Future |
| Adequate (Y/N) | YES | **NO** | **NO** | | | | YES | YES | YES | YES | YES | YES | | | | | | |

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

## Vehicle Queue Analysis Results

The results of the queue analysis show that projected queue lengths for the following turn movements would exceed the available queue storage capacity during at least one of the study peak hours:

**6. Camino Arroyo and SR 152 –**

**Northbound Left-Turn Movement**

The maximum queue length for the northbound left-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the Saturday peak-hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 16 vehicles per lane under background conditions to 20 vehicles per lane under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 6 vehicles (150 feet) per lane. This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

**Project deficiency**: SAT peak-hour

**Westbound Left-Turn Movement**

The maximum queue length for the westbound left-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the Saturday peak-hour under background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 4 vehicles per lane under background conditions to 8 vehicles per lane under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 2 vehicles (50 feet) per lane. This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

**Project deficiency**: SAT peak-hour

**Northbound Right-Turn Movement**

The maximum queue length for the northbound right-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the PM peak hour under background plus project conditions and during the Saturday peak hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 6 vehicles under background conditions to 10 vehicles under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 5 vehicles (125 feet). This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

**Project deficiency**: PM and SAT peak hours

**16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement**

The maximum queue length for the southbound left-turn movement at the *Camino Arroyo/Gilroy Crossing* intersection is projected to exceed the existing queue storage capacity for this movement during the PM peak-hour under background plus project conditions and during the Saturday peak-hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 8 vehicles under background conditions to 13 vehicles under project conditions (both under the existing roadway

network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 6 vehicles (150 feet). This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

**Project deficiency**: PM and SAT peak hours

## Intersection Deficiencies and Possible Improvements

Described below are deficiencies that are projected to occur with implementation of the proposed project. The project's contribution to the projected deficiencies and/or possible improvements to improve operating conditions also are described below.

### Level of Service Deficiencies – Background Plus Project Conditions

#### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

This City of Gilroy unsignalized intersection is projected to operate acceptably under background conditions and the addition of project traffic (with the Luchessa/Holloway connection) would cause the intersection to operate with average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal during the PM peak-hour. This is considered a project deficiency based on the definition of operational deficiencies at unsignalized intersections identified in the City of Gilroy General Plan Transportation Policies.

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

### Level of Service Deficiencies – General Plan Conditions

#### 7. Silacci Way and Pacheco Pass Highway/SR 152

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

This City of Gilroy unsignalized intersection is projected to operate deficiently (average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal) during the PM and Saturday peak hours under 2040 General Plan conditions. The addition of project traffic to this intersection (under both the GP and GP + Luchessa/Holloway connection roadway networks) would cause the worst approach delay to increase by 4 or more seconds during the PM and Saturday peak hours. The projected deficiency at this intersection is caused cumulatively by the proposed project and buildout of all other development projects included in the City of Gilroy General Plan.

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions. The projected deficiency would be caused cumulatively by the proposed project and all other development projects that are part of the 2040 General Plan buildout conditions. Therefore, the

project is required to pay the applicable traffic impact fee (TIF) as a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels.

### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

This City of Gilroy unsignalized intersection is projected to operate deficiently (average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal) during the AM and PM peak hours under 2040 General Plan conditions. The addition of project traffic to this intersection (under both the GP and GP + Luchessa/Holloway connection roadway networks) would cause the worst approach delay to increase by 4 or more seconds during the AM and PM peak hours. The projected deficiency at this intersection is caused cumulatively by the proposed project and buildout of all other development projects included in the City of Gilroy General Plan.

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions. The projected deficiency would be caused cumulatively by the proposed project and all other development projects that are part of the 2040 General Plan buildout conditions. Therefore, the project is required to pay the applicable traffic impact fee (TIF) as a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels.

## Queue Storage Deficiencies

### 6. Camino Arroyo and Pacheco Pass Highway (SR 152)

**Movement:** Northbound left-turn
**Available queue storage:** 350 feet (14 vehicles) per lane
**Change in queue length:** from 16 vehicles under background conditions to 20 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** SAT peak-hour
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

**Movement:** Westbound left-turn
**Available queue storage:** 150 feet (6 vehicles) per lane
**Change in queue length:** from 4 vehicles under background conditions to 8 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)

**Peak hour:** SAT peak-hour
**Deficiency:** 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

**Movement:** Northbound right-turn
**Available queue storage:** 125 feet (5 vehicles)
**Change in queue length:** from 6 vehicles under background conditions to 10 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** PM and SAT peak hours
**Deficiency:** 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

### 16. Camino Arroyo and Gilroy Crossing

**Movement:** Southbound left-turn
**Available queue storage:** 175 feet (7 vehicles)
**Change in queue length:** from 8 vehicles under background conditions to 13 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** PM and SAT peak hours
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

## Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land-use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies, as outlined in the *VTA Transportation Impact Analysis Guidelines*, were completed. However, this analysis is presented for informational purposes only.

## Study Freeway Segments

The following freeway segments were evaluated:

1. US 101, San Martin Avenue to Masten Avenue
2. US 101, Masten Avenue to Leavesley Road
3. US 101, Leavesley Road to Pacheco Pass Highway
4. US 101, Pacheco Pass Highway to Monterey Road
5. US 101, Monterey Road to SR 25

## Freeway Segment Level of Service Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

D = V / S
Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour per lane (vphpl)
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to the level of service as shown in Table 8. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl should be used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

*CMP Definition of Adverse Operations Effects on Freeway Segments*

An adverse effect on traffic conditions on a freeway segment would occur if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under no project conditions to an unacceptable LOS F under with project conditions, or
2. The level of service on the freeway segment is LOS F and the amount of traffic added to that segment by the proposed project constitutes one percent or more of the capacity on that segment.

## Freeway Segment Level of Service Results

The results of the CMP freeway level of service analysis under existing plus project conditions are summarized in Table 9.

Existing AM and PM peak hour traffic volumes, average speeds, and densities for the subject freeway segments were obtained from the Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018, which was the latest available monitoring report at the time the traffic analysis was prepared. The CMP report only includes freeway count data for the AM and PM peak hours. Traffic Volumes on the study freeway segments under existing plus project conditions were estimated by adding project trips to the existing freeway traffic volumes.

The results of the freeway segment level of service analysis show that the following study freeway segment currently operates at an unacceptable LOS F during the PM peak-hour:

11. US 101, Southbound from Monterey Road to Bloomfield Avenue (SR 25) (PM peak-hour)

The proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segment, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

**Table 8**
**Freeway Levels of Service Based on Density**

| Level of Service | Description | Density (vehicles/mile/lane) |
|---|---|---|
| A | Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. | 0-11 |
| B | Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. | >11-18 |
| C | Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver. | >18-26 |
| D | Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. | >26-46 |
| E | At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream. | >46-58 |
| F | Vehicular flow breakdowns occur. Large queues form behind breakdown points. | >58 |

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

**Table 9**
**Freeway Segment Level of Service Results**

| # | Freeway | Segment | Direction | Peak Hour | Existing Plus Project | | | | | | Project Trips (Existing Roadway Network) | | Project Trips (w/ Luchessa-Holloway Connection) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Speed[1] (mi/hr) | # of Lanes[1] | Capacity (vph) | Volume[1] (pc/h) | Density (pc/mi/ln) | LOS | Volume (vph) | % of Capacity | Volume (vph) | % of Capacity |
| 1 | US 101 | from Betabel Road to Bloomfield Avenue (SR 25) | NB | AM | 38 | 2 | 4,400 | 3,770 | 50 | E | 11 | 0.25 | 11 | 0.25 |
| | | | NB | PM | 58 | 2 | 4,400 | 3,769 | 33 | D | 10 | 0.23 | 10 | 0.23 |
| 2 | US 101 | from Bloomfield Avenue (SR 25) to Monterey Road | NB | AM | 36 | 2 | 4,400 | 3,713 | 51 | E | 22 | 0.50 | 22 | 0.50 |
| | | | NB | PM | 42 | 2 | 4,400 | 3,901 | 46 | D | 20 | 0.45 | 20 | 0.45 |
| 3 | US 101 | from Monterey Road to Pacheco Pass Highway | NB | AM | 64 | 3 | 6,900 | 4,318 | 23 | C | 22 | 0.32 | 22 | 0.32 |
| | | | NB | PM | 63 | 3 | 6,900 | 4,558 | 24 | C | 20 | 0.29 | 20 | 0.29 |
| 4 | US 101 | from Pacheco Pass Highway to Leavesley Road | NB | AM | 59 | 3 | 6,900 | 5,596 | 32 | D | 35 | 0.51 | 35 | 0.51 |
| | | | NB | PM | 59 | 3 | 6,900 | 5,494 | 31 | D | 38 | 0.55 | 38 | 0.55 |
| 5 | US 101 | from Leavesley Road to Masten Avenue | NB | AM | 40 | 3 | 6,900 | 5,779 | 48 | E | 24 | 0.34 | 24 | 0.34 |
| | | | NB | PM | 57 | 3 | 6,900 | 5,772 | 34 | D | 26 | 0.37 | 26 | 0.37 |
| 6 | US 101 | from Masten Avenue to San Martin Avenue | NB | AM | 34 | 3 | 6,900 | 5,431 | 53 | E | 20 | 0.29 | 20 | 0.29 |
| | | | NB | PM | 52 | 3 | 6,900 | 5,979 | 38 | D | 22 | 0.32 | 22 | 0.32 |
| 7 | US 101 | from San Martin Avenue to Masten Avenue | SB | AM | 60 | 3 | 6,900 | 5,369 | 30 | D | 22 | 0.32 | 22 | 0.32 |
| | | | SB | PM | 38 | 3 | 6,900 | 5,647 | 50 | E | 20 | 0.28 | 20 | 0.28 |
| 8 | US 101 | from Masten Avenue to Leavesley Road | SB | AM | 67 | 3 | 6,900 | 2,626 | 13 | B | 26 | 0.37 | 26 | 0.37 |
| | | | SB | PM | 66 | 3 | 6,900 | 5,533 | 28 | D | 23 | 0.33 | 23 | 0.33 |
| 9 | US 101 | from Leavesley Road to Pacheco Pass Highway | SB | AM | 64 | 3 | 6,900 | 4,419 | 23 | C | 38 | 0.55 | 38 | 0.55 |
| | | | SB | PM | 59 | 3 | 6,900 | 5,504 | 31 | D | 34 | 0.49 | 34 | 0.49 |
| 10 | US 101 | from Pacheco Pass Highway to Monterey Road | SB | AM | 64 | 3 | 6,900 | 4,225 | 22 | C | 19 | 0.28 | 19 | 0.28 |
| | | | SB | PM | 30 | 3 | 6,900 | 5,154 | 57 | E | 22 | 0.32 | 22 | 0.32 |
| 11 | US 101 | from Monterey Road to Bloomfield Avenue (SR 25) | SB | AM | 62 | 2 | 4,400 | 3,315 | 27 | D | 19 | 0.43 | 19 | 0.43 |
| | | | SB | PM | 21 | 2 | 4,400 | 2,804 | **67** | **F** | 22 | 0.50 | 22 | 0.50 |
| 12 | US 101 | from Bloomfield Avenue (SR 25) to Betabel Road | SB | AM | 62 | 2 | 4,400 | 3,212 | 26 | C | 10 | 0.22 | 10 | 0.22 |
| | | | SB | PM | 58 | 2 | 4,400 | 3,726 | 32 | D | 11 | 0.25 | 11 | 0.25 |

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program (CMP) Monitoring Study, 2018.
Although the CMP Monitoring report does not include count data for the Saturday peak-hour, for informational purposes, the Saturday peak-hour project traffic on the freeway is included.
**Bold** indicates unacceptable LOS, or project traffic exceeding one percent (1%) of the segments capacity.
**Bold** and boxed indicate adverse effect.

# 5.
# Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Site access and on-site circulation
- A review of the required on-site parking
- Freeway ramp analysis
- Potential impacts to bicycle, pedestrian, transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Any recommended transportation improvements identified as part of the review may be included as part of the project's Conditions of Approval. However, the improvements are not required to mitigate project impacts per CEQA guidelines.

## Project Site Access and On-Site Circulation

This analysis is based on a review of the various project site plans, dated September 2022, produced by ACE Design LLC. The site plan is presented on Figure 2 of this report.

### Site Access

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway curb cuts and one proposed new driveway) and one along Holloway Road (existing). The project trip assignment at the project site driveways under the existing roadway network and with the proposed Luchessa/Holloway connection are shown on Figures 18 and 19.

The three northernmost driveways along Camino Arroyo (labeled as Driveways 1 through 3 on Figure 19) would provide access to the fast-food restaurant, gas station/convenience store, and hotels, with all three of the proposed land uses being accessible from each of the three driveways. The warehouse buildings would be accessible via the southernmost driveway along Camino Arroyo (labeled as Driveway 4) and the driveway along Holloway Road (labeled as Driveway 5). Although the site plan shows a fence and gates separating the two warehouse buildings, as directed by the project applicant, it was assumed that these gates would remain open during regular business hours, providing a connection between the two buildings. However, no direct connection would be provided between the fast-food restaurant/gas station/hotel sites (northern project site) and the warehouse sites (southern project site).

**Figure 18**
**Project Traffic at the Project Site Driveways (Without Luchessa/Holloway Connection)**

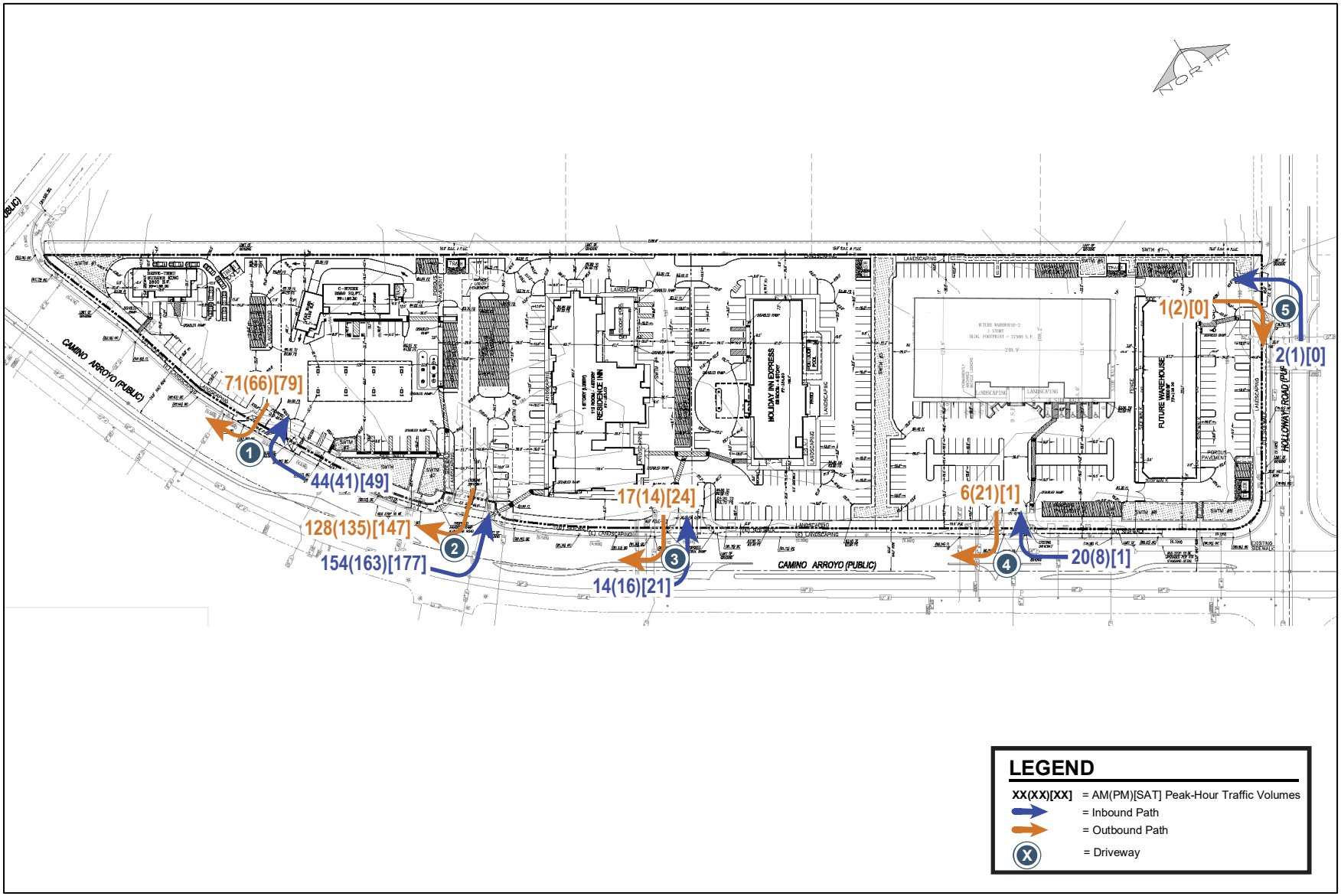
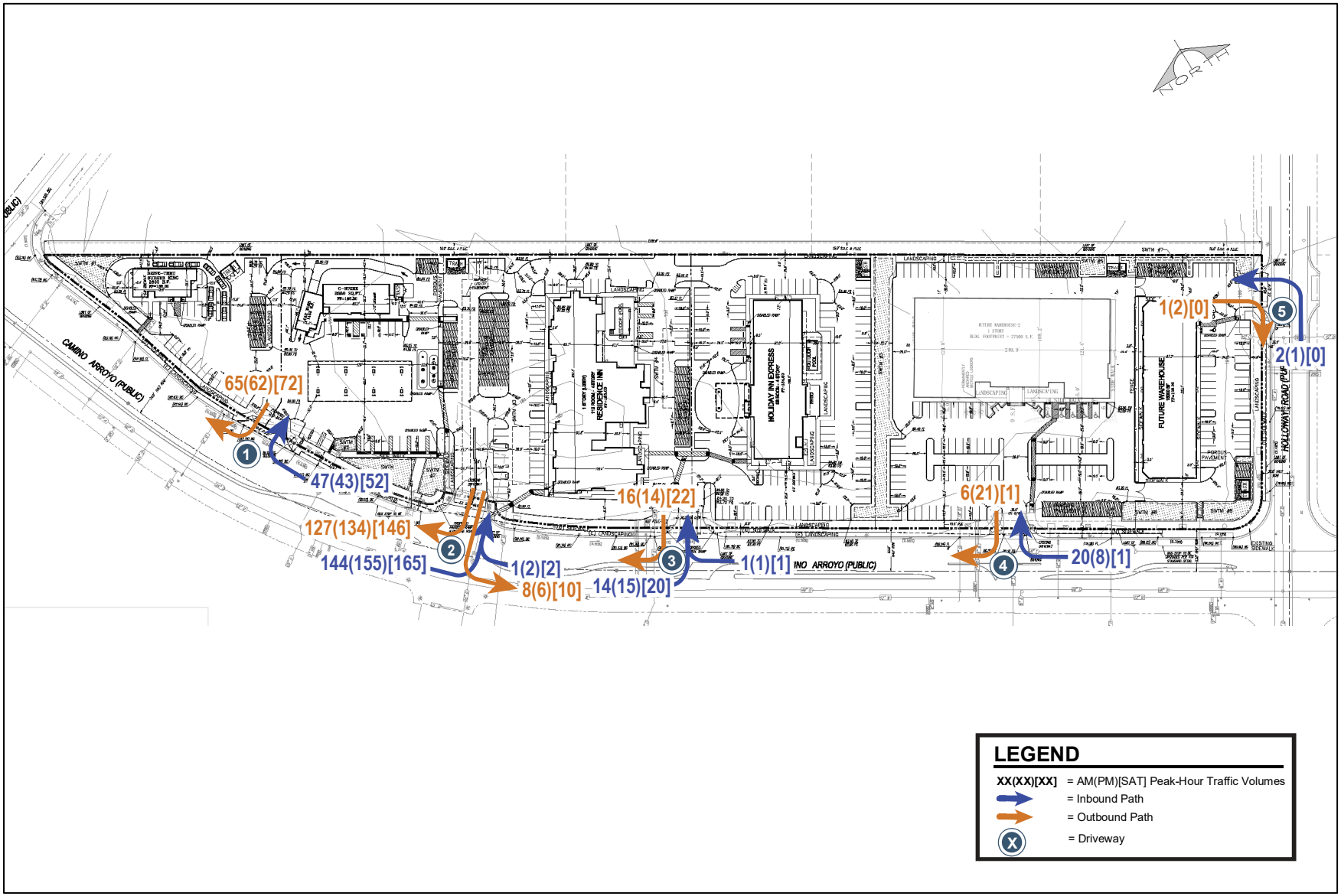


**Figure 19**
**Project Traffic at the Project Site Driveways (With Luchessa/Holloway Connection)**



## Operations at the Project Driveways

The proposed project is projected to add approximately 500 trips (inbound and outbound combined) during the highest peak hour (Saturday peak-hour) to all five driveways serving the project site. Project traffic at the driveways was assigned based on its origin/destination, the existing and proposed roadway networks, site layout, and project driveway locations and turn restrictions. Following this method, it is estimated that approximately 64 percent (%) of the total project traffic would utilize the Camino Arroyo/Gilroy Crossing project driveway (Driveway 2), and the remainder would use all other driveways, as illustrated on Figures 18 and 19.

### *Driveway 1*

Driveway 1 is a proposed new driveway located approximately 325 feet south of Pacheco Pass Highway and would consist of an approximately 33.8-foot wide right-in/right-out access-only driveway. Driveway 1 would provide direct access to the fast-food restaurant and gas station/convenience store. It is estimated that Driveway 1 would serve a maximum of 49 inbound and 79 outbound trips during the Saturday peak-hour (or approximately 25% of the total project traffic), with slightly fewer trips during the AM and PM peak hours.

Traffic operations at Driveway 1 would be greatly dictated by the operations along northbound Camino Arroyo at Pacheco Pass Highway. The level of service calculations at the intersection of Camino Arroyo/Pacheco Pass Highway show that during the Saturday peak-hour under background conditions, the northbound through queue length is projected to be approximately 14 vehicles per lane, or 350 feet per lane assuming a vehicle length of 25 feet. A queue of this length would extend to the proposed Driveway 1 causing outbound access at Driveway 1 to potentially be momentarily blocked. The projected delay along northbound Camino Arroyo at Pacheco Pass Highway is approximately 59 seconds during the Saturday peak-hour under background plus project conditions. A similar delay would be experienced by outbound traffic at Driveway 1, resulting in a maximum queue length of 3 vehicles at Driveway 1 (outbound direction) during the Saturday peak-hour. Alternatively, drivers could utilize Driveway 2 to exit the site. During the AM and PM peak hours, the northbound queue length along Camino Arroyo is not projected to affect operations at Driveway 1.

Driveway 1 would provide direct access to the fast-food restaurant and gas station/convenience store, the two highest trip generators of the proposed uses. Providing direct inbound/outbound access to these land uses would allow the traffic associated with these uses, in particular the outbound traffic, to bypass the main access intersection (Driveway 2) to exit the site.

### *Driveway 2*

Driveway 2 would consist of the east leg of the existing signalized intersection of Camino Arroyo/Gilroy Crossing and would provide full access to the northern side of the project site. Driveway 2 is shown on the site plan to be 40 feet wide and provide one inbound lane and two outbound lanes. Driveway 2 would be adjacent to the gas station and northern hotel and is projected to serve approximately 64% of the total project traffic, or approximately 300 (inbound and outbound) peak-hour project trips.

The level of service calculations show that the Driveway 2 intersection is projected to operate at acceptable LOS C or better during all three peak hours analyzed under background plus project conditions. It is also projected that a maximum queue length of 4 vehicles would be formed by outbound traffic making a right-turn at Driveway 2. The project site plan shows approximately 100 feet of queue storage capacity at Driveway 2, which would accommodate approximately 4 vehicles per lane, adequately serving the projected queue length.

*Driveways 3 and 4*

Driveway 3 would provide direct access to the two proposed hotels and is shown on the site plan to be 30 feet wide. This existing driveway (curb cut) is located across from, although not aligning with, one of the Gilroy Crossing shopping center driveways. The offset location of these driveways, along with a raised center median along Camino Arroyo, allow for partial left-turn access only while reducing conflicting movements at the driveways. For example, at Driveway 3, right-in and out access, as well as left-turn in access, is provided to both the project site and the Gilroy Crossing shopping center, but no left-turn out access is provided from either driveway. It is estimated that a maximum of 21 vehicles would make a left-turn into the project site at Driveway 3, and a maximum of 24 vehicles would make a right turn out of Driveway 3 during the Saturday peak-hour. Approximately 7% of the total project traffic is estimated to utilize Driveway 3 during the peak hours.

Driveway 4, like Driveway 3, would be located across from but just south of the southernmost Gilroy Crossing shopping center driveway, providing limited access to the warehouse buildings. The offset location and raised center median along Camino Arroyo provide full-access to the shopping center driveway, but only right-in and out access to Driveway 4. The full-access shopping center driveway provides direct access to the rear of the retail buildings, facilitating outbound access for larger truck traffic delivering goods to the stores. Traffic accessing Driveway 4 from the Camino Arroyo/SR 152 intersection would have to complete a U-turn at the intersection of Camino Arroyo/Holloway Road or access the site via Holloway Road. It is estimated that a maximum of 1 inbound vehicle and 1 outbound vehicle would access Driveway 4 during the Saturday peak-hour. Approximately 4% of the total project traffic is estimated to utilize Driveway 4 during the peak hours. Driveway 4 is shown on the site plan to be 30 feet wide.

Driveway 3 is located approximately 200 feet south of Driveway 2 and approximately 350 feet north of Driveway 4. Driveway 4 is located approximately 260 feet north of Holloway Road. The segment of Camino Arroyo between Gilroy Crossing and Holloway Road consists of a four-lane roadway with a raised center median and is projected to carry approximately 350 vehicles (both directions combined) during the AM peak-hour, 550 vehicles during the PM peak-hour, and 650 vehicles during the Saturday peak-hour under background plus project conditions.

Ideally, when designing site access, opposing driveways along a roadway segment should align to form an intersection, providing full access and concentrating all turn-movements of the intersection to a single location. However, both Driveways 3 and 4 and their opposing driveways across the street were designed to provide limited access by off-setting the driveways and with the use of a raised center median. Providing limited access is typically done to reduce conflicting movements along roadway segments where physical traffic controls (such as stop signs or traffic signal) are not desired. In order to provide full access at Driveways 3 and 4, these site driveways would need to be realigned with the opposing shopping center driveways, the center media would need to be removed, and the intersections may need to be either stop-controlled or signalized, depending on the traffic demand. Alternatively, a two-way left-turn (TWLT) lane also could be provided. Left-turn outbound access from a driveway onto an uncontrolled four-lane roadway is typically not recommended. However, since these driveways are located less than 500 feet from the Camino Arroyo intersections with Gilroy Crossing and Holloway Road, it is not recommended that an all-way stop-control or traffic signal be installed at either one of these two locations.

Based on the project trip assignment, potential left-turn outbound demand from Driveways 3 and 4 would be minimal. Therefore, with the limited access and relatively low traffic volume projections at Driveways 3 and 4, operations at these two driveways are anticipated to be adequate.

*Driveway 5*

Driveway 5 is located along Holloway Road and consists of a full-access driveway. Driveway 5 would provide access to the warehouse sites. Minimal traffic is estimated to utilize Driveway 5 during the Saturday peak hour. Driveway 5 is shown on the site plan to be 42 feet wide.

With the relatively low traffic volumes along Holloway Road under background plus project conditions, Driveway 5 is anticipated to operate adequately.

## Driveway Geometrics

The City of Gilroy *General Guidelines* document, dated August 18, 2014, specifies that industrial and commercial driveways should have a minimum and maximum approach width of 35 and 45 feet, respectively. Although Driveways 1, 3, and 4 do not satisfy the City's minimum width requirements for commercial/industrial driveways, these driveways would provide two 15-foot-wide lanes, which is adequate for the proposed limited-access operations.

Driveway 2 is shown on the site plan to provide one inbound lane and two outbound lanes. However, as it was shown on the intersection operations analysis presented in the previous chapter, in order to serve the projected southbound left-turn movement queue demand, two southbound left-turn lanes are required, which would also require providing two inbound lanes at Driveway 2.

## Sight Distance

Adequate sight distance should be provided at the project driveways. Outbound traffic at the driveways must be able to see opposing traffic in order to safely complete a turn out of the site. All project site driveways, with the exception of Driveway 1, are located along a straight roadway segment with minimal visual obstruction. Driveway 1 is located along a slightly curved segment of Camino Arroyo. Additionally, a bus stop is currently located along the project site frontage approximately 150 feet south of Driveway 1.

The posted speed limit on Camino Arroyo along the project site frontage is 35 miles per hour (mph). According to the Caltrans *Highway Design Manual*, the minimum required stopping sight distance for a roadway with a posted speed limit of 35 mph is 250 feet. The sight distance from Driveways 3, 4, and 5 is well beyond the 250 feet minimum distance requirement. The sight distance from Driveway 1 would be to the intersection of Camino Arroyo/Gilroy Crossing, just above the 250 feet of minimal distance required. However, this sight distance also assumes that the existing bus stop would not interfere with the driver's line of sight from Driveway 1 to the Camino Arroyo/Gilroy Crossing intersection. Objects such as bus stop shelters or signage could potentially interfere with drivers' line of sight from Driveway 1.

Providing a clear line of sight from Driveway 1, the available sight distance at all project site driveways would be adequate, based on Caltrans requirements.

***Recommendation:*** The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

## Emergency Vehicle Access

Project site driveways must be designed with adequate width to allow emergency vehicles access in and out of the site. Per City design guidelines, a fire access roadway greater than or equal to 20 feet in width is applicable to all commercial, industrial, and residential buildings. The fire access roadway should be provided within 150 feet of structures.

The site plan shows most drive aisles within the project site to range in width from 24 to 26 feet, with a couple of locations with a greater width. All project driveways are a minimum of 30 feet wide, providing the minimum width requirement for emergency vehicle access and circulation. However, the main access driveway (Driveway 2) is proposed to provide a single 11.6-foot-wide inbound lane, in addition to two outbound lanes and raised center median. Therefore, the width of the inbound access lane at Driveway 2 does not meet the 20-foot minimum width requirement for emergency vehicle access.

An emergency vehicle access and circulation plan was prepared as part of the site design (see Figure 20). Emergency vehicle access plans typically show the wheel travel path of a fire engine (or any other larger vehicle) entering, traveling through, and exiting the project site and are used to demonstrate that the proposed site plan layout, drive aisle widths, and corner radii would provide adequate emergency vehicular access and circulation. The fire truck circulation plan shows the wheel travel path of a 40-foot-long fire truck entering and traveling through the site. Emergency vehicle wheel travel paths are shown entering Driveways 3, 4 and 5, circulating the hotels and warehouse sites, and exiting the site via the same or an adjacent driveway. However, no access or circulation within the fast-food restaurant and gas station sites (Driveway 1) are shown on the plan. Additionally, the wheel travel path from Driveway 2 appears to depict outbound access but is not correctly shown as making a right-turn out of the site. The plan also shows emergency vehicles accessing the project site from westbound Holloway Road (Driveway 5) and northbound Camino Arroyo (Driveways 3 and 4).

Although the circulation plan shows adequate site access and on-site circulation for a 40-foot long or smaller emergency vehicle from/to Driveways 3, 4, and 5, at some locations, mainly around turns, the wheel travel paths appear to be close to parking islands, fences, or structures. Additionally, as mentioned above, no access or circulation within the fast-food restaurant/gas station sites and Driveway 1 are shown on the plan.

The project site is served by the Chestnut Fire Station, located at the northeast corner of the Chestnut Street/Tenth Street intersection, less than one mile west of the project site. Emergency vehicles accessing the project site would travel eastbound on Pacheco Pass Highway to Camino Arroyo to enter the site. Since Driveway 2 consists of a signalized full-access driveway, this driveway would provide access to the northern part of the project site emergency vehicles coming from the Camino Arroyo/Pacheco Pass Highway intersection. However, due to the existing raised center median along Camino Arroyo, access to Driveways 3 and 4 from southbound Camino Arroyo would not be possible. Instead, access to Driveways 3 and 4 would be provided via the Silacci Way/Pacheco Pass Highway intersection, heading westbound on Holloway Road and northbound on Camino Arroyo. This longer access route would result in increased emergency vehicle's response times. Alternatively, all emergency access to the north part of the project site could be provided via Driveway 2 (southbound left-turn) while all emergency access to the south part of the project site could be provided via Driveway 5 (eastbound left-turn). This, however, may also result in increased response time to some of the parts of the project site as the fire truck travels through the site.

Inbound access to Driveway 1 from southbound Camino Arroyo would not be possible either, since this would require emergency vehicles to complete a U-turn at Driveway 2, which due to the width of Camino Arroyo (40 feet in the northbound direction), is not possible. Therefore, inbound emergency access to the fast-food restaurant and gas station areas should be provided via Driveway 2.

The fastest emergency access route to the project site would be making a southbound left-turn into each of the project site driveways from Camino Arroyo. This, however, would require the removal of the raised center median, and consequently, the realignment of Driveways 3 and 4 with the opposing driveways across the roadway. Additionally, Driveway 2 may need to be widened to provide the 20-foot minimum width requirement for emergency vehicle access, or two inbound lanes.

Although the emergency vehicle access and circulation plan shows adequate on-site circulation, site access as shown on the site plan may not represent the best access route in terms of response times. Ultimately, City staff, in consultation with the Fire Department, will determine the required improvements to provide adequate emergency response to the project site.

***Recommendation:*** The project should widen the inbound lane at Driveway 2 (Camino Arroyo/Gilroy Crossing intersection) to meet the minimum width requirement for emergency access (20 feet), or provide a second inbound lane to provide adequate inbound emergency vehicle access at this signalized intersection.

***Recommendation:*** The project must work with the City and the Fire Department to identify the best access route for emergency vehicles to provide access to the entire project site and adequate response times.

### Fuel Delivery Truck Access and Circulation

Fuel delivery trucks also would access the site on a regular basis. The site plan shows fuel delivery trucks entering the project site from northbound Camino Arroyo at both Driveways 1 and 2, access the underground storage tanks (located south of the row of fuel pumps), and exit the site via Driveway 1. This access and circulation pattern would require delivery trucks to access the site via the Cameron Boulevard/Pacheco Pass Highway intersection, travel southbound on Cameron Boulevard to Venture Way and to northbound Camino Arroyo.

The site plan shows the wheel travel path for the fuel delivery trucks adequately entering, circulating, and exiting the project site. Therefore, the proposed site plan layout and driveway/drive aisle width dimensions would be adequate for fuel delivery truck access (from northbound Camino Arroyo) and on-site circulation.

### Solid Waste Collection Trucks Access

A solid waste handling plan was prepared as part of the site design (see Figure 21). The plan shows waste collector trucks entering the project site via each of the project driveways, access the trash enclosure for each of the proposed buildings, and exit the site via the same driveway. As with the emergency vehicle access, because of the limited access at the project driveways along Camino Arroyo, waste collector trucks access would be provided by completing a southbound left-turn movement at Driveway 2 and via Silacci Way or Cameron Boulevard to Holloway Road and Camino Arroyo at the rest of the driveways.

Trash enclosures are shown on the site plan to be located adjacent to or in the immediate vicinity (less than 100 feet) of each of the proposed buildings, with the exception of the north hotel (Residence Inn), which shows the nearest trash enclosure to be located more than 100 feet northeast of the building.

All internal drive aisles are proposed to be a minimum of 24 feet wide, providing adequate on-site circulation for waste collector trucks. Therefore, as shown on the solid waste handling plan, the proposed site plan layout and driveway/drive aisle width dimensions would be adequate for trash collector trucks to access and circulate the project site.

**Figure 20**
**Proposed Fire Truck Circulation Plan**

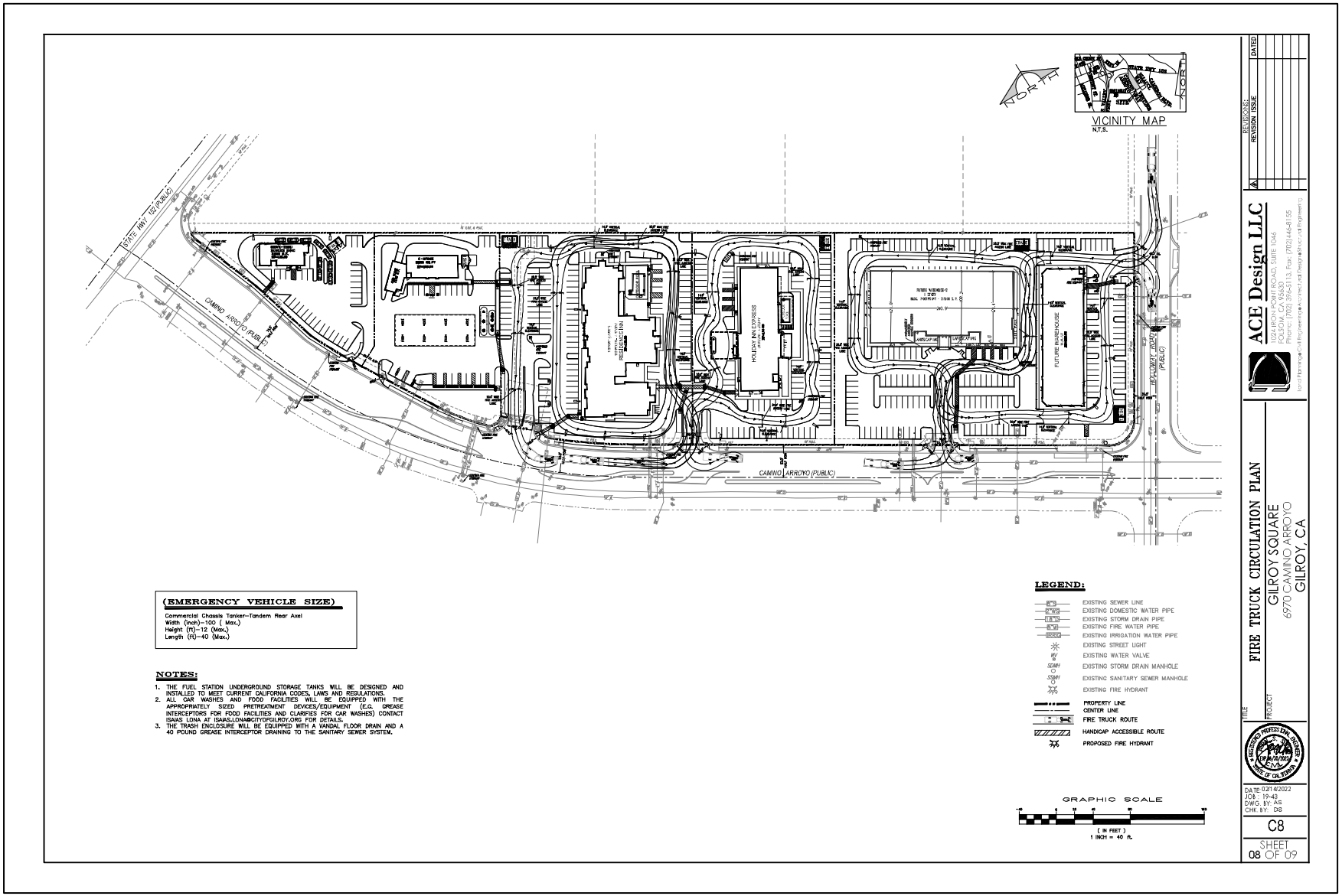
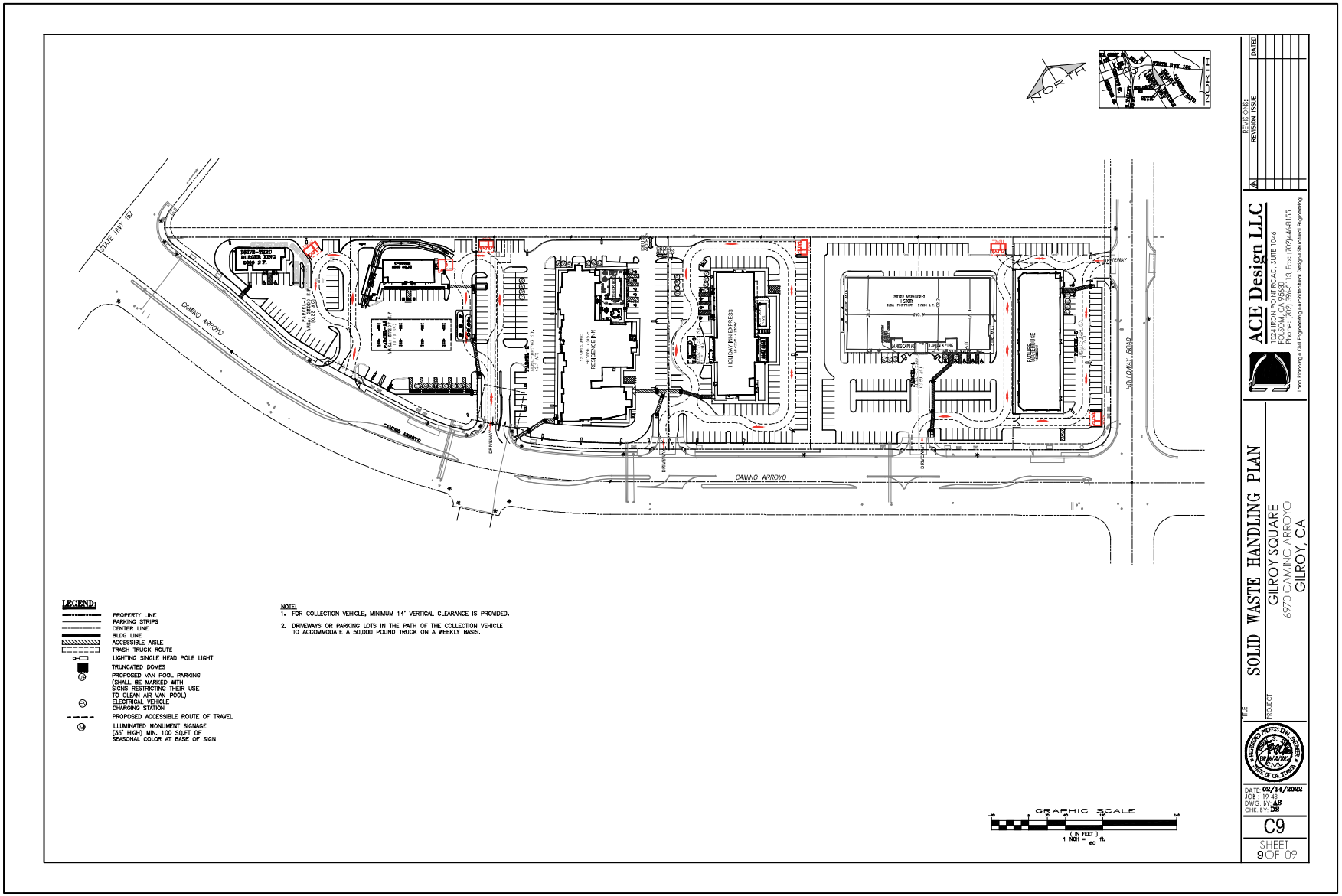


**Figure 21**
**Proposed Solid Waste Truck Collector Circulation Plan**



### Pedestrian Access

Pedestrian traffic to/from the project site would be able to utilize the existing pedestrian facilities (sidewalks, crosswalks, pedestrian signal phasing at signalized intersections) along the adjacent streets to access the project site. Sidewalks are found along all developed areas within the project area, including along the west side of Camino Arroyo, the north side of Holloway Road (west of Camino Arroyo), the south side of Pacheco Pass Highway (from US 101 to Camino Arroyo and along the McCarthy Business Park, located approximately 1,000 feet east of Camino Arroyo), and along both sides of Camino Arroyo, north of the project site. However, as described earlier in this report, most undeveloped parcels have missing sidewalks, including along the entire project site frontage on Camino Arroyo and Holloway Road, and along most of Pacheco Pass Highway, creating an incomplete pedestrian network.

The project site is required to implement full site frontage improvements, including driveways, curb ramps, and sidewalks. City guidelines require minimum sidewalk width of 10 feet in commercial areas. City guidelines also requires development projects to install (or upgrade existing) pedestrian crossings and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections. By implementing these requirements, additional pedestrian facilities are provided to improve the pedestrian network as part of the city's normal growth process.

The site plan shows new sidewalks along the entire project site frontage, along with curb ramps at all project driveways. With implementation of the proposed sidewalks and curb ramps, pedestrian access between the project site and all adjacent pedestrian destinations, including shopping, dining, and bus stops, would be provided. However, various adjacent roadway segments would continue to have missing sidewalks, which will be installed as undeveloped parcels develop.

## On-Site Circulation

The site plan shows 90-degree parking spaces throughout the project served by manly 24- to 26-foot-wide drive aisles. The fast-food restaurant, gas station, and hotels (2) would all be accessible via Driveways 1, 2, and 3. The warehouse sites would be accessible via Driveways 4 and 5, however, no direct vehicular connection would be provided between these sites and the rest of the site.

### Fast-Food Restaurant

Direct access to the fast-food restaurant (and drive-through window) would be provided via Driveway 1. Driveway 1 is anticipated to serve fast-food restaurant and gas station traffic only. Drivers would enter the site, park, or access the drive-through window, and exit the site, or would access the fast-food restaurant after (or prior) to accessing the gas station. Overall, on-site circulation within the fast-food restaurant area is anticipated to be adequate.

#### Drive-Through Window Operations

The proposed drive-through lane entrance would be located along the south side of the building and would wrap around the building in a counter-clockwise direction, ending in front of the building next to the Camino Arroyo project site frontage.

The site plan shows queuing capacity for approximately 9 vehicles within the restaurant's drive-through lane. The queue length at drive-through windows is dependent of the type of establishment and its service rate. For example, drive-through lane lengths for other restaurants in town range from approximately 100 feet/4 vehicles (Wienerschnitzel restaurant on First Street), 250 feet/10 vehicles (McDonald's restaurant on First Street), 170 feet/7 vehicles and 190 feet/7-8 vehicles (Starbucks on Camino Arroyo and Renz Lane, respectively), to approximately 300 feet/12 vehicles (Sonic restaurant

on Pacheco Pass Highway). The City of Gilroy Zoning Ordinance, under section 30.31.20 (Parking Spaces Requirements), states that restaurants with drive-up windows must provide 8 auto waiting spaces for each exterior service window.

Limited published information regarding drive-through window operations and queue lengths is available. However, a study completed by CountingCars.com, a transportation data collection equipment manufacturer located in Minneapolis, Minnesota, provides some information on drive-through window operations for common land uses. "*Drive-Through Queue Generation"*, dated February 2012, provides queuing data for different land uses with drive-through service, based on video recordings conducted at a minimum of six sites per use. All sites surveyed were located in Minneapolis, Minnesota or Kansas City, Kansas and include fast-food restaurants and coffee shops. The report does not provide information on the size of the coffee shops or the fast-food restaurants. Based on the data collected, the report concludes that the 85$^{th}$ percentile maximum queue length for coffee shops is 13 vehicles and 12 vehicles for fast-food restaurants. This information, however, is based on a limited number of studies, none of which were conducted in California, and unknown coffee shop/restaurant size. Thus, the maximum queue length information presented in the study can only be used for comparison purposes. Based on the above queue length information, the proposed queue storage capacity for the proposed restaurant could be exceeded by three vehicles.

Although the anticipated queue length within the proposed drive-through lane cannot be estimated without further research on similar land uses in the area, the proposed length of the drive-through lane would exceed the 8-vehicle waiting spaces required by the City's Zoning Ordinance, and would be in line with the storage capacity provided at similar land use drive-through lanes in town. If the drive-through lane capacity would be exceeded by two to four vehicles, this queue would extend within the restaurant parking area, which although not ideal, would not extend to or create operation issues at Driveway 1 or the gas station.

### Gas Station with Convenience Store and Car Wash

The gas station would be directly accessible via Driveways 1 and 2. Drivers would enter the site, access the gas station and/or convenience store, proceed to the car wash, the fast-food restaurant, or exit the site. The entrance to the car wash would be located along the south side of the convenience store and would wrap around behind the building to the car wash tunnel, located along the north side of the store. The gas station area includes wide drive aisles (from 31 to 45 feet wide) that would provide adequate circulation and additional queuing space at the gas pumps without blocking access to adjacent parking spaces. Overall, adequate circulation between the different services within the gas station site and between the gas station and other uses on site would be provided.

### Hotels

Direct access to the hotels would be provided via Driveway 3. A row of parking spaces extending directly from Driveway 3 would separate the two hotel buildings, with the main entrance to both hotels facing this row of parking. Circulation within the hotel area would be circular around the proposed buildings, with parking for the south hotel (Holiday Inn Express) located along most sides of the building and parking for the north hotel (Residence Inn) located mainly behind the building. Based on the proposed drive aisle widths (mainly 26 feet wide), circulation within the hotels area would be adequate.

### Warehouses

Direct access to the warehouse sites would be provided primarily via Driveway 4, with additional access provided via Driveway 5. Most drive aisles within the warehouse sites parking areas are shown on the site plan to be 26 feet wide. The majority of parking spaces would be located in front of the proposed northerly warehouse building (labeled Warehouse-2 on the site plan), with additional parking spaces

behind the building. Additional parking for the proposed southerly warehouse building (labeled Warehouse-1 on the site plan) would be located adjacent to Holloway Road and the eastern project site boundary. Circulation within the warehouse sites would be continuous allowing drivers to circulate the site and exit via one of the two access driveways. Based on the proposed drive aisle widths and site layout, circulation within the warehouse area would be adequate.

### Pedestrian On-Site Circulation

The site plan shows marked pedestrian pathways connecting the parking areas to the proposed buildings and proposed sidewalks along the project site frontage on Camino Arroyo and Holloway Road. However, with the exception of the two hotels, no direct pedestrian connection is shown between adjacent uses. Pedestrians traveling between on-site buildings would have to do so via the sidewalks along the project site frontage. Additionally, some of the north hotel parking spaces would be located next to the gas station, along the Driveway 2 drive aisle, however, a direct pedestrian connection is not shown between these parking spaces and the hotel.

***Recommendation:*** A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

## Parking

The projected parking demand for the proposed project was estimated based on the City of Gilroy parking requirements contained within the City of Gilroy Zoning Ordinance (Section 30, Article 31, Off-street parking requirements) and project information.

### City of Gilroy Parking Requirements

The City of Gilroy parking code has the following off-street parking requirements for the proposed land uses:

Convenience market (general retail): 1 stall per 250 s.f. of gross floor area
Fast-food restaurant with drive-up window: 1 parking stall for every 100 s.f. of gross floor area plus 1 stall for each shift employee
Hotel: 1 stall for each guest room, plus 6 stalls
Warehouses over 10,000 square feet of gross floor area: 1 stall per five 5,000 square feet of gross floor area; minimum 10 stalls per parcel

It should be noted that City staff requested that the number of parking spaces required to serve the warehouse use be estimated based on a parking rate of 1 parking space per 350 square feet of gross floor area, which is the City's parking rate for industrial land uses. Additionally, the parking rates for the convenience store do not include additional parking requirements for the car wash, which would be part of the gas station.

Based on the City of Gilroy adopted parking rates, the size of the proposed project, information contained on the site plan, and the above assumptions, the proposed project is estimated to require a total of 385 parking spaces (see Table 10), not including the parking spaces required for the gas station car wash. The site plan shows a total of 515 parking stalls on site, which would exceed the City parking requirements.

**Table 10**
**Parking Evaluation**

| Land Use | Size [1] | Parking Rate [2] | Required Parking Spaces | Provided Parking Spaces | Required ADA Parking[3] |
|---|---|---|---|---|---|
| Convenience Store/Gas Station[4] | 2,880 s.f. | 1 stall per 250 s.f. | 12 | 24 | 1 |
| Fast-Food Restaurant with Drive-Through Window[5] | 2,600 s.f. | 1 stall per 100 s.f. + 1 stall per employee | 31 | 30 | 2 |
| Hotels (2) | 200 rooms | 1 stall per room + 6 stalls (per hotel) | 212 | 208 | 7 |
| Warehouses(2)[6] | 45,500 s.f. | 1 stall per 350 s.f. | 130 | 131 | 5 |
| | | **Total:** | **385** | **515** | **20** |

[1] Information obtained from the project site plan dated February 14, 2022 by ACE Design LLC.
[2] Source: City of Gilroy Zoning Ordinance Section 30.31.
[3] The required number of Americans with Disabilities Act (ADA) parking spaces are based on the number of parking spaces provided.
[4] The parking rates for the convenience store land use do not include additional parking requirements for the car wash, which would be part of the gas station.
[5] The fast-food restaurant would include 5 employees based on information provided by the project applicant.
[6] City staff requested that the number of parking spaces required for the warehouse use be estimated based on a parking rate of 1 parking space per 350 square feet of gross floor area, which is the City's parking rate for industrial land uses.

### Americans with Disabilities Act Requirements

The Americans with Disabilities Act (ADA) requires developments to provide one accessible parking space for every 25 parking spaces provided for the first 100 parking spaces, and one additional parking space for every 50 parking spaces provided from 100 up to 200 total parking spaces. Accessible parking spaces shall be at least 96 inches (8 feet) wide and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In addition, one in every 8 accessible spaces, but no less than one, shall be served by an access aisle at least 96 inches wide and shall be designated as "van accessible". It should be noted that the accessible parking spaces are not additional parking spaces but are part of the minimum parking spaces required.

The site plan shows a total of 20 accessible parking spaces are proposed. These consists of two accessible parking spaces at each of the restaurant and gas station sites, a total of nine accessible parking spaces to serve the hotel uses, and a total of seven accessible parking spaces to serve the warehouse uses. Therefore, the proposed project satisfies the minimum ADA parking requirements.

## Freeway Ramp Analysis

A freeway ramp analysis was conducted at two freeway interchanges that provides access to the project site. The analysis is based on calculated volume-to-capacity (V/C) ratios and includes freeway ramps that provide access to/from the project site area. The study freeway interchanges include:

1. US 101 at Tenth Street/Pacheco Pass Highway (SR 152)
2. US 101 at Monterey Road

### Freeway Interchange Ramp Analysis Methodology

The freeway ramp analysis was performed to evaluate projected interchange operations with implementation of the proposed project and supplements the intersection level of service analysis at the freeway ramp intersections. The study freeway ramps are under the jurisdiction of Caltrans.

The analysis is based on calculated ramp capacity (volume-to-capacity (V/C) ratios) at the study freeway ramps. Evaluation of the ramps' operating levels is based on Caltrans level of service

standards (LOS C or better). The correlation between V/C ratio and level of service for freeway ramps is shown in Table 11.

**Table 11**
**Freeway Ramp Levels of Service Based on Volume-to-Capacity Ratio**

| Level of Service | V/C Ratio |
|---|---|
| A | Less than 0.600 |
| B | 0.600-0.699 |
| C | 0.700-0.799 |
| D | 0.800-0.899 |
| E | 0.900-0.999 |
| F | 1.000 and Greater |

Source: Transportation Research Board, *2000 Highway Capacity Manual* . (Washington, D.C., 2000)

*Definition of Adverse Operations Effects on Freeway Ramps*

The Caltrans level of service standard for freeway ramps is LOS C or better. An adverse effect on traffic conditions on a freeway ramp would occur if for either peak hour:

1. The level of service at the study facility degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under background plus project conditions, or
2. The level of service on the freeway ramp is deficient under background conditions and the project adds traffic to the ramp.

## Freeway Ramp Volumes

Peak-hour ramp volumes were interpolated from turning-movement traffic volumes at the adjacent ramp intersections.

## Freeway Ramp Capacities

The study freeway off-ramps consist of one or two lanes at the point where they diverge from the freeway mainline and some widen to multiple lanes at the off-ramp intersection. For this ramp analysis, the ramp capacity for the off-ramps is dictated by the number of lanes at the ramps' diverging point from the freeway mainline, since this is the location that dictates how much traffic exits the freeway.

The study on-ramps consist of one or two mixed-flow lanes with or without a separate HOV lane and are controlled by a ramp meter during the peak hours in the peak commute direction only (northbound in the morning and southbound in the evening). All multiple-lane on-ramps studied narrow to a single lane after the ramp meter before the freeway merge point. For metered on-ramps, the constraint point

is at the meter. For non-metered on-ramps, the constraint point is at the ramps' merging point with the freeway.

The typical capacity for a diagonal freeway ramp is 1,800 vehicles per hour per lane (vphpl). Loop ramps have a typical capacity of 1,600 vphpl. For metered on-ramps, the capacity depends on the ramp meter rate. Freeway ramp meter rates for the study on-ramps were assumed to be 900 vph (maximum allowable rate per ramp in Caltrans District 4).

## Freeway Ramp Configurations

The *US 101 at Monterey Road* interchange provides full-access to/from US 101 and includes the following ramps:

- US 101 southbound diagonal off-ramp (SB off-ramp) – this ramp is controlled by a traffic signal on Monterey Road and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.
- US 101 southbound diagonal on-ramp (SB on-ramp) – this ramp is controlled by a ramp meter during the PM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (unmetered) – 1,800 vph
  - PM peak hour (metered) – 900 vph
  - SAT peak hour (unmetered) – 1,800 vph
- US 101 northbound diagonal off-ramp (NB off-ramp) – this ramp is controlled by a traffic signal on Monterey Road and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.
- US 101 northbound loop on-ramp (NB on-ramp) – this ramp is controlled by a ramp meter during the AM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (metered) – 900 vph
  - PM peak hour (unmetered) – 1,600 vph
  - SAT peak hour (unmetered) – 1,600 vph

The *US 101 at Tenth Street/Pacheco Pass Highway (SR 152)* interchange consists of a full-access partial cloverleaf interchange and includes the following ramps:

- US 101 southbound diagonal off-ramp (SB off-ramp) – this ramp is controlled by a traffic signal on Tenth Street and consists of two lanes where it diverges from the freeway mainline, for a total capacity of 3,600 vph.
- US 101 southbound loop on-ramp (SB loop on-ramp) – this ramp is controlled by a ramp meter during the PM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (unmetered) – 1,600 vph
  - PM peak hour (metered) – 900 vph
  - SAT peak hour (unmetered) – 1,600 vph
- US 101 northbound diagonal off-ramp (NB off-ramp) – this ramp is controlled by a traffic signal on Pacheco Pass Highway and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.

- US 101 northbound diagonal on-ramp (NB on-ramp) – this ramp is controlled by a ramp meter during the AM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (metered) – 900 vph
  - PM peak hour (unmetered) – 1,800 vph
  - SAT peak hour (unmetered) – 1,800 vph

### Freeway Ramp Analysis Results

The results of the freeway ramp analysis under existing and background plus project conditions are summarized in Table 12.

Based on the calculated V/C ratios, all of the study freeway ramps currently operate at acceptable levels. Under background plus project conditions, based on the ramp capacities and traffic volume projections, it is projected that all of the study freeway ramps would continue to operate at acceptable levels.

## Bicycle Circulation

Various bicycle facilities exist in the vicinity of the project site, including bike lanes (Class II bikeways) along Camino Arroyo, Sixth Street, Venture Way, and Cameron Boulevard.

The Bicycle Transportation Plan contained in the City of Gilroy General Plan, the City of Gilroy Bicycle/Pedestrian Transportation Plan, and the City of Gilroy Trails Master Plan indicate that a variety of bicycle facilities are planned in the City of Gilroy, some of which would serve the study area.

Of the planned facilities, those relevant to the project include:

Planned Class I multi-use trail:

Along the Miller Slough (Llagas Creek) – between the Sixth Street trailhead west of US 101 to Pacheco Pass Highway/SR 152.

Planned Class II bikeways:

- SR 152 – between the US 101 interchange and Holsclaw Road
- Gilman Road – between Camino Arroyo and Holsclaw Road
- Cameron Boulevard extension – both north and south extensions
- Luchessa Avenue extension – between Monterey Road and Cameron Boulevard
- Holsclaw Road – between SR 152 and Leavesley Road

### Project's Effect on Bicycle Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. The potential demand could be served by the various bicycle facilities available in the vicinity of the project site, including the existing bike lanes along Camino Arroyo and Sixth Street, which would provide a connection between the project site and the residential areas on the west side of US 101. Although there are no plans to provide bikeway facilities along Tenth Street between US 101 and Monterey Road, there are planned Class II bikeways along the future Cameron Boulevard extension and Luchessa Avenue extension which would provide a more direct route to residential areas within the southwestern part of Gilroy. Therefore, potential project-generated bicycle traffic could be accommodated by the existing/proposed bicycle facilities in the project area.

## Table 12
## Freeway Ramps Analysis Results

| Interchange/Ramp | Peak Hour | Ramp Type | | Constraint Point[1] | Control | Capacity[2] (vph) | Existing Conditions Volume[3] (vph) | Existing Conditions V/C | Existing Conditions LOS[4] | Background Conditions Volume (vph) | Background Conditions V/C | Background Conditions LOS[4] | Background Plus Proj (Existing Roadway Network) Volume (vph) | Background Plus Proj (Existing Roadway Network) V/C | Background Plus Proj (Existing Roadway Network) LOS[4] | Background Plus Proj (Luchessa/Holloway Connection) Volume (vph) | Background Plus Proj (Luchessa/Holloway Connection) V/C | Background Plus Proj (Luchessa/Holloway Connection) LOS[4] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **US 101 at Monterey Road** | | | | | | | | | | | | | | | | | | |
| Southbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 242 | 0.134 | A | 244 | 0.136 | A | 244 | 0.136 | A | 244 | 0.136 | A |
| | PM | | | | Signal | 1,800 | 662 | 0.368 | A | 685 | 0.381 | A | 685 | 0.381 | A | 701 | 0.389 | A |
| | SAT | | | | Signal | 1,800 | 429 | 0.238 | A | 455 | 0.253 | A | 455 | 0.253 | A | 466 | 0.259 | A |
| Southbound On-Ramp | AM | Diagonal | On | 1 | Meter-Off | 1,800 | 334 | 0.186 | A | 339 | 0.188 | A | 339 | 0.188 | A | 352 | 0.196 | A |
| | PM | | | | Meter-On | 900 | 536 | 0.596 | A | 564 | 0.627 | B | 564 | 0.627 | B | 638 | 0.709 | C |
| | SAT | | | | Meter-Off | 1,800 | 517 | 0.287 | A | 549 | 0.305 | A | 549 | 0.305 | A | 564 | 0.313 | A |
| Northbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 499 | 0.277 | A | 538 | 0.299 | A | 538 | 0.299 | A | 596 | 0.331 | A |
| | PM | | | | Signal | 1,800 | 373 | 0.207 | A | 469 | 0.261 | A | 469 | 0.261 | A | 512 | 0.284 | A |
| | SAT | | | | Signal | 1,800 | 319 | 0.177 | A | 403 | 0.224 | A | 403 | 0.224 | A | 412 | 0.229 | A |
| Northbound On-Ramp | AM | Loop | On | 1 | Meter-On | 900 | 437 | 0.486 | A | 438 | 0.487 | A | 438 | 0.487 | A | 413 | 0.459 | A |
| | PM | | | | Meter-Off | 1,600 | 292 | 0.183 | A | 321 | 0.201 | A | 321 | 0.201 | A | 223 | 0.139 | A |
| | SAT | | | | Meter-Off | 1,600 | 340 | 0.213 | A | 372 | 0.233 | A | 372 | 0.233 | A | 303 | 0.190 | A |
| **US 101 at Tenth Street/Pacheco Pass Highway (SR 152)** | | | | | | | | | | | | | | | | | | |
| Southbound Off-Ramp | AM | Diagonal | Off | 2 | Signal | 3,600 | 839 | 0.233 | A | 1,104 | 0.307 | A | 1,142 | 0.317 | A | 1,141 | 0.317 | A |
| | PM | | | | Signal | 3,600 | 1,434 | 0.398 | A | 1,712 | 0.476 | A | 1,746 | 0.485 | A | 1,748 | 0.486 | A |
| | SAT | | | | Signal | 3,600 | 1,483 | 0.412 | A | 1,691 | 0.470 | A | 1,730 | 0.481 | A | 1,732 | 0.481 | A |
| Southbound On-Ramp | AM | Loop | On | 1 | Meter-Off | 1,600 | 101 | 0.063 | A | 130 | 0.081 | A | 149 | 0.093 | A | 135 | 0.084 | A |
| | PM | | | | Meter-On | 900 | 277 | 0.308 | A | 432 | 0.480 | A | 454 | 0.504 | A | 380 | 0.422 | A |
| | SAT | | | | Meter-Off | 1,600 | 219 | 0.137 | A | 255 | 0.159 | A | 277 | 0.173 | A | 262 | 0.164 | A |
| Northbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 325 | 0.181 | A | 520 | 0.289 | A | 542 | 0.301 | A | 482 | 0.268 | A |
| | PM | | | | Signal | 1,800 | 385 | 0.214 | A | 550 | 0.306 | A | 570 | 0.317 | A | 510 | 0.283 | A |
| | SAT | | | | Signal | 1,800 | 536 | 0.298 | A | 656 | 0.364 | A | 677 | 0.376 | A | 648 | 0.360 | A |
| Northbound On-Ramp | AM | Diagonal | On | 1 | Meter-On | 900 | 592 | 0.658 | B | 617 | 0.686 | B | 652 | 0.724 | C | 652 | 0.724 | C |
| | PM | | | | Meter-Off | 1,800 | 869 | 0.483 | A | 1,038 | 0.577 | A | 1,076 | 0.598 | A | 1,076 | 0.598 | A |
| | SAT | | | | Meter-Off | 1,800 | 955 | 0.531 | A | 977 | 0.543 | A | 1,017 | 0.565 | A | 1,017 | 0.565 | A |

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
4. The ramp level of service corresponds to the calculated ramp V/C ratios.

Although the City of Gilroy currently does not have requirements for bicycle parking, VTA recommends bicycle-parking rates for new developments in their *Bicycle Technical Guidelines*, revised in February 2022. The recommended bicycle parking rates are shown in Table 13 below. The standards distinguish between Class I (long-term) bicycle parking and Class II (short-term) bicycle parking.

**Table 13**
**Recommended Bicycle Parking**

| Land Use | Size [1] | Minimum Bicycle Parking Rate [2] | | Recommended Bicycle Parking | |
|---|---|---|---|---|---|
| | | Class I | Class II | Class I | Class II |
| Convenience Store/Gas Station[3] | 2,880 s.f. | 1 per 20 employees | | 1 | 0 |
| Fast-Food Restaurant with Drive-Through Window[4] | 2,600 s.f. | 1 per 20 employees | 1 per 4ksf | 1 | 1 |
| Hotel[5] | 200 rooms | 1 per 20 rooms + 1 per 20 employees | 1 per 20 rooms | 11 | 10 |
| Warehouse | 45,500 s.f. | 1 per 10ksf | 1 per 5 ksf | 5 | 10 |
| | | | **Total:** | **18** | **21** |

[1] Information obtained from the project site plan dated September, 2022 by ACE Design LLC.
[2] Source: VTA's Bicycle Parking Supply Recommendations (*Bicycle Technical Guidelines*, February 2022)
[3]The convenience store/gas station use would be served by 3 employees based on information provided by the applicant.
[4]The fast-food use would be served by 5 employees based on information provided by the applicant.
[5]The hotel uses would be served by a maximum of 7 employees per shift based on information provided by the applicant.

Based on the recommended rates for the proposed land uses and the size of the project, a minimum of 18 long-term and 21 short-term bicycle parking spaces should be provided on-site.

The project site plan shows bicycle parking near the convenience store and bicycle lockers near the south hotel. However, the site plan does not specify how many total bicycle parking spaces are being provided.

***Recommendation:*** It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTA's recommended bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

## Pedestrian Circulation

Pedestrian traffic between the project site and the surrounding commercial areas would be able to utilize the existing pedestrian facilities (sidewalks, crosswalks, pedestrian signal phasing at signalized intersections) along the adjacent streets. Sidewalks are found along both sides of the street within all commercial areas north, west, and south of the project site.

### Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The project is proposing 5-foot sidewalks along its entire frontage on Camino Arroyo and Holloway Road, connecting to the existing sidewalks along these roadways.

The project site is located within walking distance (within a half-mile radius) of various restaurants, retail, and service uses. Existing bus stops are located along the project's Camino Arroyo frontage (discussed further below). These existing uses potentially could attract pedestrian traffic from the project site. The existing and proposed sidewalks, along with the crosswalks and pedestrian push buttons, would provide a pedestrian connection between all shopping centers in the study area,

(including those located along the west side of Camino Arroyo and north of SR 152), the bus stops along the project frontage, and the project site.

City guidelines require minimum sidewalk width of 10 feet in commercial areas. They also require development projects to install (or upgrade existing) pedestrian crossings and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections. The existing sidewalks along Camino Arroyo and SR 152 (as well as all proposed sidewalks along the project site frontage) are 5 feet wide.

The northwest corner of the intersection of Camino Arroyo/SR 152 was recently modified to include a pedestrian signal phase to cross the southbound right-turn movement lane (segment between the northwest corner of the intersection and the adjacent pork chop island). The improvement includes ADA-compliant wheelchair access within the pork chop island. However, none of the corners of the intersection currently include ADA-complaint curb ramps.

***Recommendation:*** It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

***Recommendation:*** It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

## Transit Service

The project site is directly served by Local Bus Route 84, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital, with bus stops at the intersections of Camino Arroyo/Gilroy Crossing and Camino Arroyo/Holloway Road.

Additional transit services are provided at the Gilroy Transit Center, located in Downtown Gilroy, just over one mile northwest of the project site.

### Project's Effect on Transit Services

Although no reduction to the project trip generation estimates was applied due to transit services, it can be assumed that some of the project trips could be made by public transportation. Applying an estimated three percent transit mode share, which is probably the highest that could be expected for the project, to the project trips equates to approximately 6 new transit riders added to the local transit service during the busiest peak-hour. The estimated number of new transit riders to the proposed project could be served by the existing bus line currently serving the project site. However, the limited-service area covered by the existing transit route and the hour-long headways could discourage potential transit users from using public transportation to access the site.

# 6. Conclusions

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In adherence to SB 743, the effects and impacts on the transportation network as the result of the proposed project were evaluated based on VMT. In addition to the evaluation of VMT, this transportation study also includes level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. The determination of project impacts per CEQA requirements is based solely on the VMT analysis.

## CEQA VMT Evaluation Results

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPR's small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

## Roadway Capacity Analysis Results

### Intersection Level of Service Analysis Results

#### Background Plus Project – With Proposed Luchessa/Holloway Connection

The project would have an operational deficiency at the following intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection:

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

**Project Deficiency**: PM peak-hour

### 2040 General Plan Plus Project Conditions

The project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and the planned future roadway network:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   **Project deficiency**: AM and PM peak hours

### 2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   **Project deficiency**: AM and PM peak hours

## Intersection Operations Analysis Results

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies for the following turn-movements:

**6. Camino Arroyo and SR 152 –**
**Northbound Left-Turn Movement**
**Westbound Left-turn movement**
**Northbound Right-Turn Movement**

**16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement**

## Projected Deficiencies and Possible Improvements

Described below are possible improvements to improve operating conditions for the projected deficiencies.

### Level of Service Deficiencies – Background Plus Project Conditions

### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

## Level of Service Deficiencies – General Plan Conditions

### 7. Silacci Way and Pacheco Pass Highway/SR 152

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

## Queue Storage Deficiencies

### 6. Camino Arroyo and Pacheco Pass Highway (SR 152)

**Movement:** Northbound left-turn
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

**Movement:** Westbound left-turn
**Deficiency:** 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

**Movement:** Northbound right-turn
**Deficiency:** 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

### 16. Camino Arroyo and Gilroy Crossing

**Movement:** Southbound left-turn
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

## Freeway Segment Evaluation

The proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segments, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

# Project Plans

A

APPENDIX

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




NORTH

60 0 30 60

SCALE 1" = 60'

## LEGEND:

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

Date: JULY 17, 2021

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

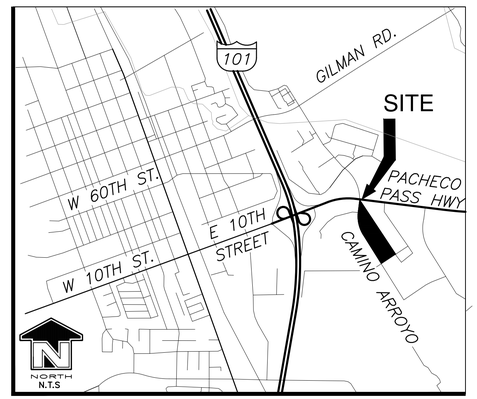
Site Address: 6970 CAMINO ARROYO

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

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

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

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




VICINITY MAP

REVISIONS

| NO. | DESCRIPTION | DATE | BY |
|---|---|---|---|
| | | | |

BENCH MARK BM 965 ELEV. 219.83' (NAVD88)

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

FIELD BOOK

SCALE: 1" = 60'

CITY OF GILROY

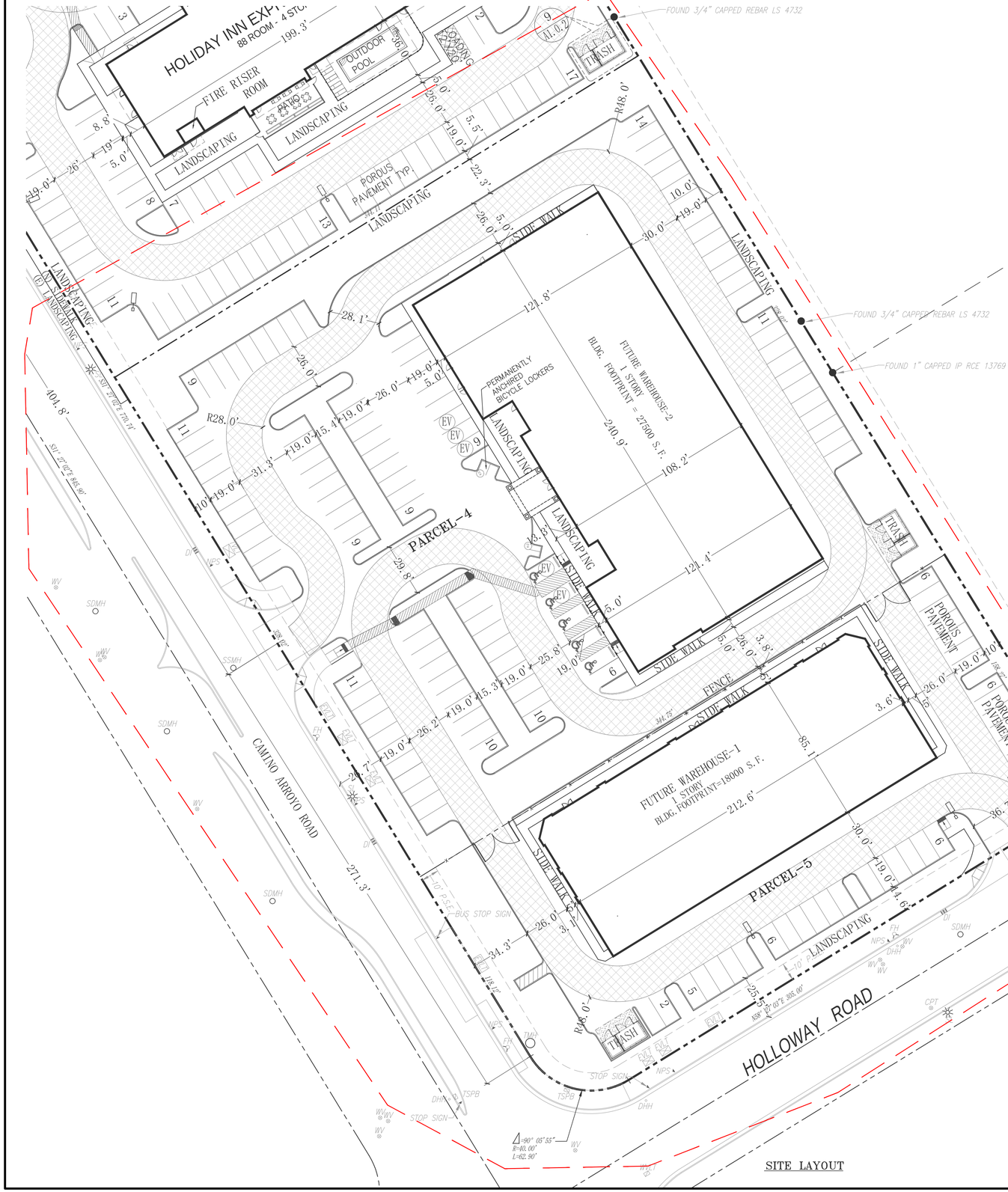
DRAWN BY: J.L./DH DATE 7/17/2022 | DESIGNED BY: DATE | PROJECT MANAGER B.L. | R.C.E. 55812 DATE 7/17/2022

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

CALL BEFORE YOU DIG 800-227-2600

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

SHEET 1




## PROJECT DATA(FUTURE WAREHOUSE-1)

ASSESSOR'S PARCEL NUMBER : 841-70-049
ADDRESS: FUTURE WAREHOUSE-1, 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION: FUTURE WAREHOUSE
ZONING : COMMERCIAL
JURISDICTION : CITY OF GILROY
DESIGNATION : COMMERCIAL

## CODE ANALYSIS

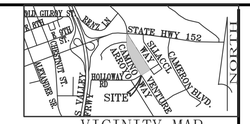
1. OCCUPANCY CLASSIFICATION: M OCCUPANCY
2. TYPE OF CONSTRUCTION: VA
3. FIRE SPRINKLERS: YES(NFPA 13)
4. HEIGHT (MAXIMUM)
   ACTUAL : 29'-10" (TOP OF RIDGE)
   ALLOWABLE: 70' M TABLE 504.3
5. STORIES (MAXIMUM)
   ACTUAL : 1 ALLOWABLE: 4
6. PARCEL-5 AREA:
   PARCEL-5 SITE AREA 54228 S.F. (1.245 AC)
7. LOT COVERAGE (FUTURE WAREHOUSE)
   PARCEL-5 SITE AREA 54228 S.F. (1.245 AC)
   PROVIDED LANDSCAPE AREA 13637 S.F. (25.15%)
   BUILDINGS FOOTPRINT 18000 S.F. (33.19%)
   TOTAL PAVED AREA 22591 S.F. (41.66%)
   BUILDING AREA BREAKDOWN
   FUTURE WAREHOUSE FLOOR AREA 18000 S.F.
8. EXIT ON 1ST FLOOR:
   REQUIRED: 2 PROVIDED: 6 (FOR PRIMARY OCCUPANTS)
9. REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY: NO (TABLE 602)
10. FIRE RESISTIVE CONSTRUCTION REQUIREMENTS: YES
11. SPECIAL INSPECTIONS REQUIRED: YES
12. CODE YEAR/TYPE : 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
13. PROPOSED BUILDING USE: FUTURE WAREHOUSE
14. HOURS OF OPERATION: 24 HOURS
15. F.A.R REQUIRED FOR FUTURE WAREHOUSE-1 : 2
    F.A.R PROVIDED FOR FUTURE WAREHOUSE-1 : GROSS FLOOR AREA/SITE AREA 18000/54228=0.33

## PARKING ANALYSIS FOR FUTURE WAREHOUSE:

PARKING REQUIRED FOR FUTURE WAREHOUSE-1 : 1 SPACE PER 350 SQ FT AREA @18000 SQ FT GROSS FLOOR AREA — 52 SPACES
PROPOSED CAR PARKING SPACES — 31 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: — = 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: — = 2 SPACES

## LEGEND:

- PROPERTY LINE
- PARKING STRIPS
- CENTER LINE
- BLDG LINE
- ACCESSIBLE AISLE
- FIRE ACCESS ROUTE
- LIGHTING SINGLE HEAD POLE LIGHT
- FDC — FIRE DEPARTMENT CONNECTION
- TRUNCATED DOMES
- TRUCK ROUTE
- VP — PROPOSED VAN POOL PARKING (SHALL BE MARKED WITH SIGNS RESTRICTING THEIR USE TO CLEAN AIR VAN POOL)
- EV — ELECTRICAL VEHICLE CHARGING STATION
- PROPOSED ACCESSIBLE ROUTE OF TRAVEL
- FIRE HYDRANT AS PER CIVIL PLANS
- BOLLARD
- M — ILLUMINATED MONUMENT SIGNAGE (35' HIGH) MIN. 100 S.F.OF SEASONAL COLOR AT BASE OF SIGN




## PROJECT DATA(FUTURE WAREHOUSE-2)

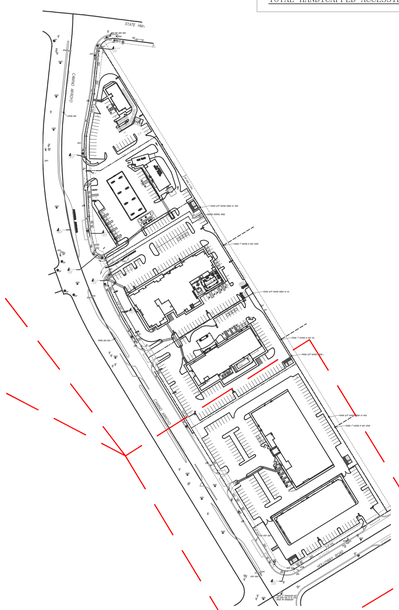
ASSESSOR'S PARCEL NUMBER : 841-70-049
ADDRESS: FUTURE WAREHOUSE-2, 6970 CAMINO ARROYO, GILROY, CA
PROJECT DESCRIPTION: FUTURE WAREHOUSE
EXISTING AND PROPOSED ZONING: COMMERCIAL
JURISDICTION : CITY OF GILROY

## CODE ANALYSIS

1. OCCUPANCY CLASSIFICATION: M OCCUPANCY
2. TYPE OF CONSTRUCTION: VA
3. FIRE SPRINKLERS: YES(NFPA 13)
4. HEIGHT (MAXIMUM)
   ACTUAL : 29'-10" (TOP OF RIDGE)
   ALLOWABLE: 70' M TABLE 504.3
5. STORIES (MAXIMUM)
   ACTUAL : 1 ALLOWABLE: 4
6. AREA BREAKDOWN
   PARCEL-4 AREA 112979 S.F. (2.594 AC)
7. LOT COVERAGE
   REQD. LANDSCAPE AREA 5422.8 SQ.FT. (10% OF PARCEL AREA)
   PROVIDED LANDSCAPE AREA 26814 S.F. (23.73%)
   TOTAL BUILDING FOOTPRINT 27500 S.F. (24.32%)
   TOTAL PAVED AREA 58665 S.F. (51.95%)
   BUILDING AREA BREAKDOWN
   FUTURE WAREHOUSE FLOOR AREA 27500 S.F.
8. REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY: YES
9. FIRE RESISTIVE CONSTRUCTION REQUIREMENTS: YES
10. SPECIAL INSPECTIONS REQUIRED: NO
11. CODE YEAR/TYPE : 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72)
12. PROPOSED BUILDING USE: FUTURE WAREHOUSE
13. HOURS OF OPERATION: 24 HOURS
14. F.A.R REQUIRED FOR FUTURE WAREHOUSE-2: 2
    F.A.R PROVIDED FOR FUTURE WAREHOUSE-2: GROSS FLOOR AREA/SITE AREA 27500/112979=0.24

## PARKING ANALYSIS FOR FUTURE WAREHOUSE:

PARKING REQUIRED FOR FUTURE WAREHOUSE-2 — 79 SPACES
1 SPACE PER 350 SQ FT AREA @ 27500 S.F.GROSS FLOOR AREA
PROPOSED CAR PARKING SPACES — 100 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: — = 2 SPACES
TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: — = 5 SPACES



KEY PLAN

NORTH

GRAPHIC SCALE
-30 0 15 30 60 120
( IN FEET )
1 INCH = 30 ft.

REVISIONS:
| NO. | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |

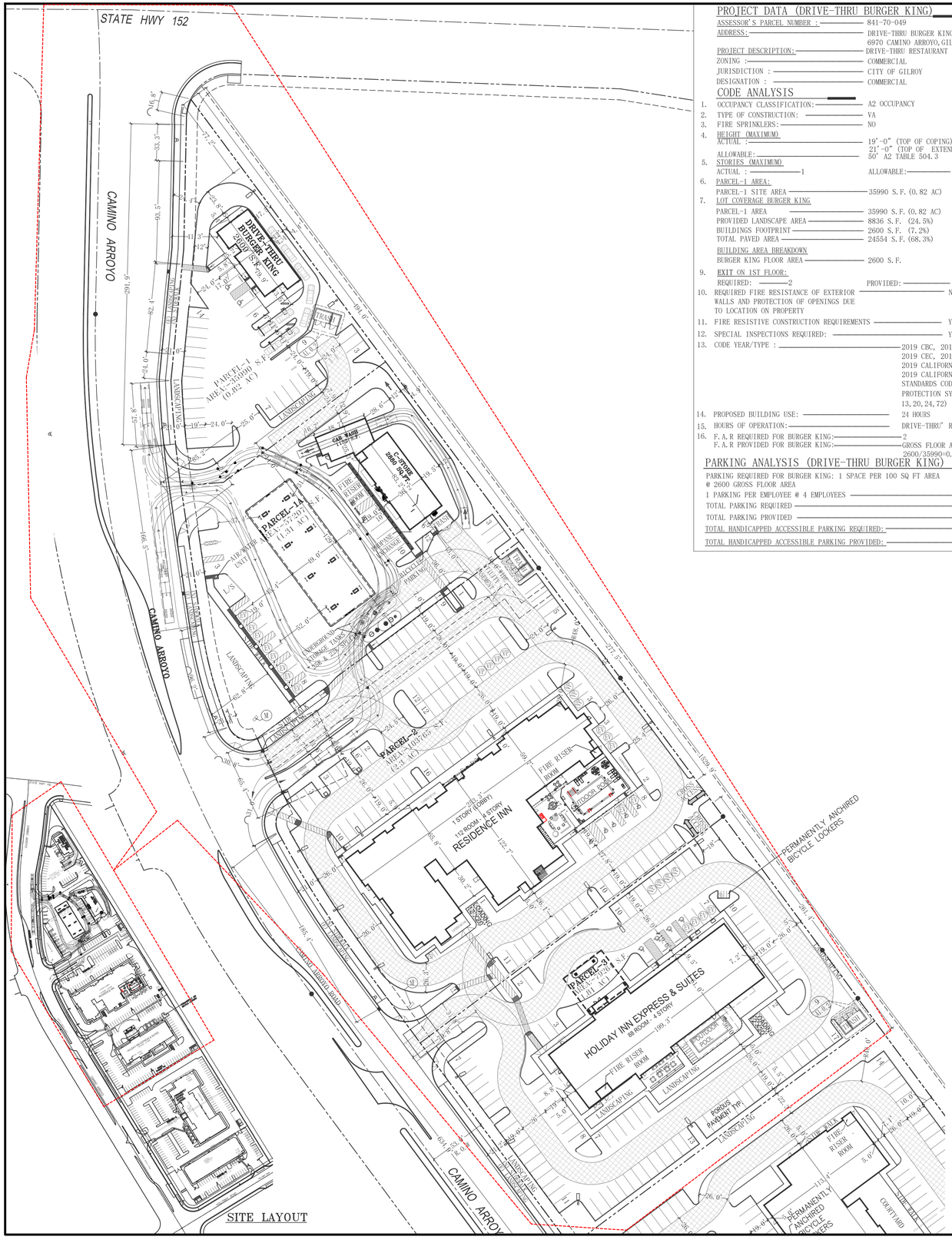
ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
SITE PLAN
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HASSAN S. SHAFIQ
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 10/01/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A1.0.0A
SHEET
1 OF 39




## PROJECT DATA (DRIVE-THRU BURGER KING)

| | |
|---|---|
| ASSESSOR'S PARCEL NUMBER : | 841-70-049 |
| ADDRESS: | DRIVE-THRU BURGER KING 6970 CAMINO ARROYO, GILROY, CA |
| PROJECT DESCRIPTION: | DRIVE-THRU RESTAURANT |
| ZONING : | COMMERCIAL |
| JURISDICTION : | CITY OF GILROY |
| DESIGNATION : | COMMERCIAL |

## CODE ANALYSIS

| | | |
|---|---|---|
| 1. | OCCUPANCY CLASSIFICATION: | A2 OCCUPANCY |
| 2. | TYPE OF CONSTRUCTION: | VA |
| 3. | FIRE SPRINKLERS: | NO |
| 4. | HEIGHT (MAXIMUM) | |
| | ACTUAL : | 19'-0" (TOP OF COPING) 21'-0" (TOP OF EXTENDED COPING) |
| | ALLOWABLE: | 50' A2 TABLE 504.3 |
| 5. | STORIES (MAXIMUM) | |
| | ACTUAL : 1 | ALLOWABLE: 2 |
| 6. | PARCEL-1 AREA: | |
| | PARCEL-1 SITE AREA | 35990 S.F. (0.82 AC) |
| 7. | LOT COVERAGE BURGER KING | |
| | PARCEL-1 AREA | 35990 S.F. (0.82 AC) |
| | PROVIDED LANDSCAPE AREA | 8836 S.F. (24.5%) |
| | BUILDINGS FOOTPRINT | 2600 S.F. (7.2%) |
| | TOTAL PAVED AREA | 24554 S.F. (68.3%) |
| | BUILDING AREA BREAKDOWN | |
| | BURGER KING FLOOR AREA | 2600 S.F. |
| 9. | EXIT ON 1ST FLOOR: | |
| | REQUIRED: 2 | PROVIDED: 3 (FOR PRIMARY OCCUPANTS) |
| 10. | REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY | NO (TABLE 602) |
| 11. | FIRE RESISTIVE CONSTRUCTION REQUIREMENTS | YES |
| 12. | SPECIAL INSPECTIONS REQUIRED: | YES |
| 13. | CODE YEAR/TYPE : | 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72) |
| 14. | PROPOSED BUILDING USE: | 24 HOURS |
| 15. | HOURS OF OPERATION: | DRIVE-THRU" RESTAURANT |
| 16. | F.A.R REQUIRED FOR BURGER KING:<br>F.A.R PROVIDED FOR BURGER KING: | 2<br>GROSS FLOOR AREA/SITE AREA 2600/35990=0.072 |

## PARKING ANALYSIS (DRIVE-THRU BURGER KING)

| | |
|---|---|
| PARKING REQUIRED FOR BURGER KING: 1 SPACE PER 100 SQ FT AREA @ 2600 GROSS FLOOR AREA | = 26 SPACES |
| 1 PARKING PER EMPLOYEE @ 4 EMPLOYEES | = 4 SPACES |
| TOTAL PARKING REQUIRED | = 30 SPACES |
| TOTAL PARKING PROVIDED | = 30 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: | = 2 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: | = 2 SPACES |

## PROJECT DATA (C-STORE)

| | |
|---|---|
| ASSESSOR'S PARCEL NUMBER : | 841-70-049 |
| ADDRESS: | C-STORE 6970 CAMINO ARROYO, GILROY, CA |
| PROJECT DESCRIPTION: | C-STORE |
| ZONING : | COMMERCIAL |
| JURISDICTION : | CITY OF GILROY |
| DESIGNATION : | COMMERCIAL |

## CODE ANALYSIS

| | | |
|---|---|---|
| 1. | OCCUPANCY CLASSIFICATION: | M OCCUPANCY |
| 2. | TYPE OF CONSTRUCTION: | VA |
| 3. | FIRE SPRINKLERS: | YES(NFPA 13) |
| 4. | HEIGHT (MAXIMUM) | |
| | ACTUAL : | 19'-6" (TOP OF PARAPET) 21'-10" (TOP OF PARAPET) |
| | ALLOWABLE: | 70' M TABLE 504.3 |
| 5. | STORIES (MAXIMUM) | |
| | ACTUAL : 1 | ALLOWABLE: 4 |
| 6. | PARCEL-1A AREA: | |
| | PARCEL-1A SITE AREA | 57207 S.F. (1.31 AC) |
| 7. | LOT COVERAGE C-STORE | |
| | PARCEL 1A SITE AREA | 57207 S.F. (1.31 AC) |
| | PROVIDED LANDSCAPE AREA | 12154 S.F. (21.20%) |
| | BUILDINGS FOOTPRINT | 4242 S.F. (7.41%) |
| | TOTAL PAVED AREA | 40811 S.F. (71.39%) |
| | BUILDING AREA BREAKDOWN | |
| | C-STORE FLOOR AREA | 2880 S.F. |
| | CAR WASH AREA | 1152 S.F. |
| | CANOPY AREA | 6679 S.F. |
| 9. | EXIT ON 1ST FLOOR: | |
| | REQUIRED: 2 | PROVIDED: 2 (FOR PRIMARY OCCUPANTS) |
| 10. | REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY | YES (TABLE 602) |
| 11. | FIRE RESISTIVE CONSTRUCTION REQUIREMENTS | YES |
| 12. | SPECIAL INSPECTIONS REQUIRED: | YES |
| 13. | CODE YEAR/TYPE : | 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72) |
| 14. | PROPOSED BUILDING USE: | C-STORE |
| 15. | HOURS OF OPERATION: | 24 HOURS |
| 16. | F.A.R REQUIRED FOR C-STORE:<br>F.A.R PROVIDED FOR C-STORE: | 2<br>GROSS FLOOR AREA/SITE AREA 2880/57207=0.05 |

## PARKING ANALYSIS {(N)C-STORE}

| | |
|---|---|
| PARKING REQUIRED FOR C-STORE: 1 SPACE PER 250 SQ FT AREA @ 2880 SQ FT GROSS FLOOR AREA | = 12 SPACES |
| PARKING REQUIRED FOR CAR WASH: 1 SPACE PER 250 SQ FT AREA @ 1152 SQ FT GROSS FLOOR AREA | = 5 SPACES |
| GROSS PARKING REQUIRED | = 17 SPACES |
| TOTAL PARKING PROVIDED | = 24 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: | = 2 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: | = 2 SPACES |

## PROJECT DATA (RESIDENCE INN)

| | |
|---|---|
| ASSESSOR'S PARCEL NUMBER : | 841-70-049 |
| ADDRESS: | RESIDENCE INN 6970 CAMINO ARROYO, GILROY, CA |
| PROJECT DESCRIPTION: | 112 ROOM 4 STORY HOTEL |
| ZONING : | COMMERCIAL |
| JURISDICTION : | CITY OF GILROY |
| DESIGNATION : | COMMERCIAL |

## CODE ANALYSIS

| | | |
|---|---|---|
| 1. | OCCUPANCY CLASSIFICATION: | R1 |
| 2. | TYPE OF CONSTRUCTION: | VA |
| 3. | FIRE SPRINKLERS: | YES(NFPA 13) |
| 4. | HEIGHT (MAXIMUM) | |
| | ACTUAL : | 40'-10" (TOP OF PARAPET) 47'-9" (TOP OF TOWER ) |
| | ALLOWABLE: | 70' R1, 70' A3 TABLE 504.3 |
| 5. | STORIES (MAXIMUM) | |
| | ACTUAL : 4 | ALLOWABLE: 5 |
| 6. | PARCEL-2 AREA: | |
| | PARCEL-2 SITE AREA | 103765 S.F. (2.3 AC) |
| 7. | LOT COVERAGE (HOTEL) | |
| | PARCEL-2 SITE AREA | 103765 S.F. (2.3 AC) |
| | PROVIDED LANDSCAPE AREA | 13210 S.F. (12.73%) |
| | BUILDINGS FOOTPRINT | 20642 S.F. (19.90%) |
| | TOTAL PAVED AREA | 69913 S.F. (67.37%) |
| | BUILDING AREA BREAKDOWN | |
| | 1ST FLOOR AREA | 20642 S.F. |
| | 2ND FLOOR AREA | 20642 S.F. |
| | 3RD FLOOR AREA | 20642 S.F. |
| | 4TH FLOOR AREA | 20642 S.F. |
| | TOTAL BUILDING AREA | 82568 S.F. . |
| 9. | EXIT ON 1ST FLOOR: | |
| | REQUIRED: 2 | PROVIDED: 7 (FOR PRIMARY OCCUPANTS) |
| 10. | REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY | NO (TABLE 602) |
| 11. | FIRE RESISTIVE CONSTRUCTION REQUIREMENTS | YES |
| 12. | SPECIAL INSPECTIONS REQUIRED: | YES |
| 13. | CODE YEAR/TYPE : | 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72) |
| 14. | PROPOSED BUILDING USE: | HOTEL |
| 15. | HOURS OF OPERATION: | A. HOURS OF OPERATION FOR THE BREAKFAST BUFFET WILL BE FROM 6:00 A.M. TO 10:00 P.M. DAILY.<br>B. HOURS OF OPERATION FOR THE POOL SHALL BE 8:00 A.M. TO 9:00 P.M. SUNDAY THROUGH THURSDAY AND 8:00 A.M. TO 10:00 P.M. ON FRIDAY AND SATURDAY. |
| 16. | F.A.R FOR RESIDENCE INN :<br>F.A.R FOR RESIDENCE INN : | 4<br>GROSS FLOOR AREA/SITE AREA 82568/103765=0.79 |

## PARKING ANALYSIS (RESIDENCE INN)

| | |
|---|---|
| a) PARKING FOR 112 ROOMS 4 STORY HOTEL | (1 SPACE:1 ROOM) |
| TOTAL PARKING REQUIRED | = 112 SPACES |
| 1 PARKING PER EMPLOYEE @ 6 EMPLOYEES | = 6 SPACES |
| TOTAL PARKING REQUIRED | = 118 SPACES |
| STANDARD PARKING PROVIDED | = 111 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: (INCLUDING ONE VAN ACCESSIBLE SPACES) | = 5 SPACES |

NORTH

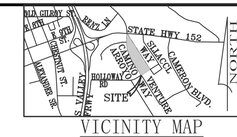
GRAPHIC SCALE

-50 0 25 50 100 200

( IN FEET )
1 INCH = 50 ft.

## LEGEND:

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




VICINITY MAP

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**CIVIL**

| | |
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## PROJECT DATA (HOLIDAY INN EXPRESS & SUITES)

| | |
|---|---|
| ASSESSOR'S PARCEL NUMBER : | 841-70-049 |
| ADDRESS: | HOLIDAY INN EXPRESS 6970 CAMINO ARROYO, GILROY, CA |
| PROJECT DESCRIPTION: | 88 ROOMS 4 STORY HOTEL |
| ZONING : | COMMERCIAL |
| JURISDICTION : | CITY OF GILROY |
| DESIGNATION : | COMMERCIAL |

## CODE ANALYSIS

| | | |
|---|---|---|
| 1. | OCCUPANCY CLASSIFICATION: | R1 |
| 2. | TYPE OF CONSTRUCTION: | VA |
| 3. | FIRE SPRINKLERS: | YES(NFPA 13) |
| 4. | HEIGHT (MAXIMUM) | |
| | ACTUAL : | 47'-0" (TOP OF PARAPET) 49'-6" (TOP OF PARAPET) |
| | ALLOWABLE: | 70' R1, 70' A3 TABLE 504.3 |
| 5. | STORIES (MAXIMUM) | |
| | ACTUAL : 4 | ALLOWABLE: 4 |
| 6. | AREA: | |
| | PARCEL-3 SITE AREA | 79264 S.F. (1.81 AC) |
| 7. | LOT COVERAGE (HOTEL) | |
| | PARCEL-3 SITE AREA | 79264 S.F. (1.81 AC) |
| | PROVIDED LANDSCAPE AREA | 14185 S.F. (17.90%) |
| | BUILDINGS FOOTPRINT | 12592 S.F. (15.89%) |
| | TOTAL PAVED AREA | 52487 S.F. (66.21%) |
| 8. | BUILDING AREA BREAKDOWN | |
| | 1ST FLOOR AREA | 16772 S.F. |
| | 2ND FLOOR AREA | 16772 S.F. |
| | 3RD FLOOR AREA | 16772 S.F. |
| | 4TH FLOOR AREA | 16772 S.F. |
| | PORTE COCHERE AREA | 692 S.F. |
| | TOTAL BUILDING AREA | 67780 S.F. . |
| 9. | EXIT ON 1ST FLOOR: | |
| | REQUIRED: 2 | PROVIDED: 8 (FOR PRIMARY OCCUPANTS) |
| 10. | REQUIRED FIRE RESISTANCE OF EXTERIOR WALLS AND PROTECTION OF OPENINGS DUE TO LOCATION ON PROPERTY | NO (TABLE 602) |
| 11. | FIRE RESISTIVE CONSTRUCTION REQUIREMENTS | NO |
| 12. | SPECIAL INSPECTIONS REQUIRED: | NO (TABLE 602) |
| 13. | CODE YEAR/TYPE : | 2019 CBC, 2019 CPC, 2019 CMC, 2019 CEC, 2019 CFC, 2019 CALIFORNIA ENERGY CODE, 2019 CALIFORNIA GREEN BUILDING STANDARDS CODE & ALL APPROPRIATE FIRE PROTECTION SYSTEM STANDARDS (e.g NFPA 13,20,24,72) |
| 14. | PROPOSED BUILDING USE: | HOTEL |
| 15. | HOURS OF OPERATION: | A. HOURS OF OPERATION FOR THE BREAKFAST BUFFET WILL BE FROM 6:00 A.M. TO 10:00 P.M. DAILY.<br>B. HOURS OF OPERATION FOR THE POOL SHALL BE 8:00 A.M. TO 9:00 P.M. SUNDAY THROUGH THURSDAY AND 8:00 A.M. TO 10:00 P.M. ON FRIDAY AND SATURDAY. |
| 16. | F.A.R REQUIRED FOR HOLIDAY INN EXPRESS & SUITES :<br>F.A.R PROVIDED FOR HOLIDAY INN EXPRESS & SUITES : | 4<br>GROSS FLOOR AREA/SITE AREA 67780/79264=0.85 |

## PARKING ANALYSIS (HOLIDAY INN EXPRESS & SUITES)

| | |
|---|---|
| PARKING FOR 88 ROOM 4 STORY HOTEL | (1 SPACE:1 ROOM) |
| TOTAL PARKING REQUIRED | = 88 |
| 1 PARKING PER EMPLOYEE @ 6 EMPLOYEES | = 6 SPACES |
| TOTAL PARKING REQUIRED | = 94 SPACES |
| | = 97 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING REQUIRED: | = 4 SPACES |
| TOTAL HANDICAPPED ACCESSIBLE PARKING PROVIDED: | = 4 SPACES |
| TOTAL ELECTRICAL VEHICLE (EV) PARKING PROVIDED: | = 4 SPACES |
| VAN POOL PARKING PROVIDED | = 4 SPACES |
| LONG TERM BICYCLE PARKING PROVIDED | = 4 SPACES |

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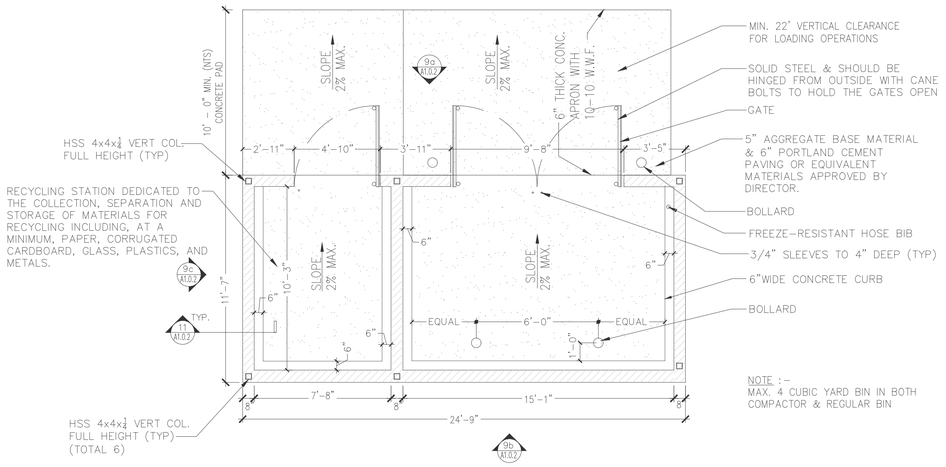
ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
SITE PLAN
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

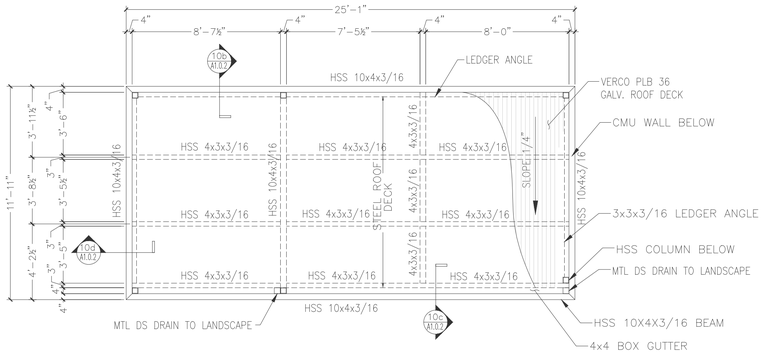
REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. GUMPAD
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

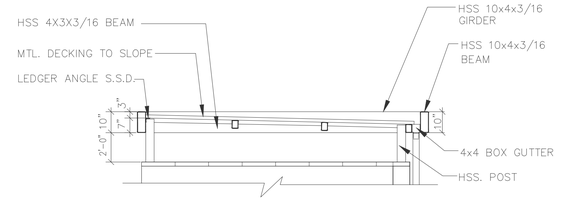
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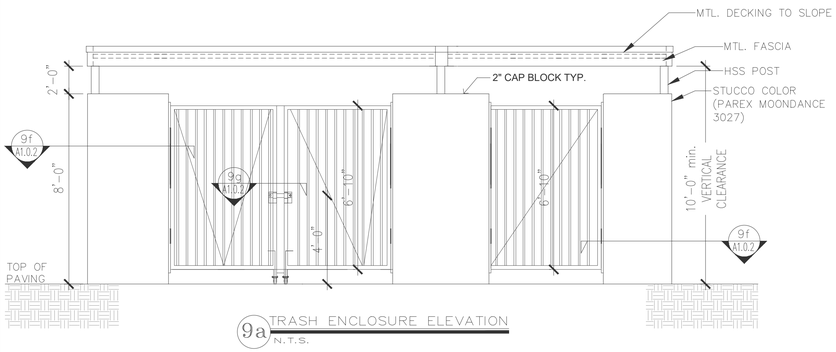

9 TRASH ENCLOSURE PLAN
N.T.S. REF:-A1.0.0



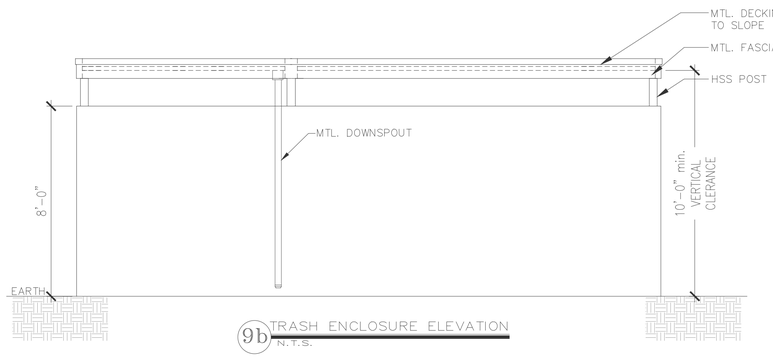

10 ROOF PLAN
N.T.S.



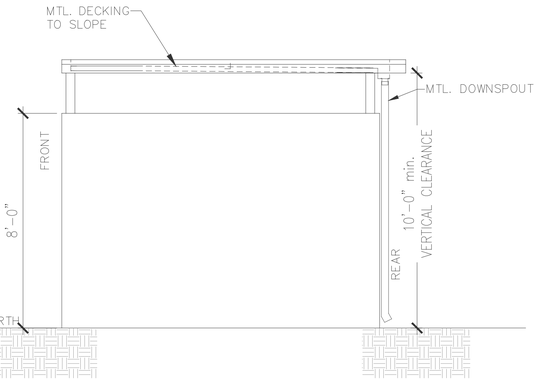

10a ROOF CROSS SECTION
N.T.S.



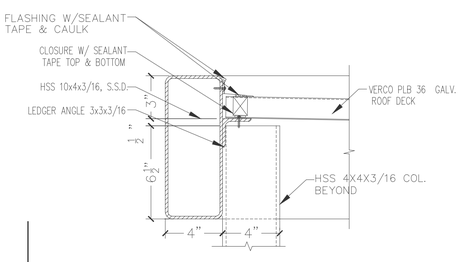

9a TRASH ENCLOSURE ELEVATION
N.T.S.



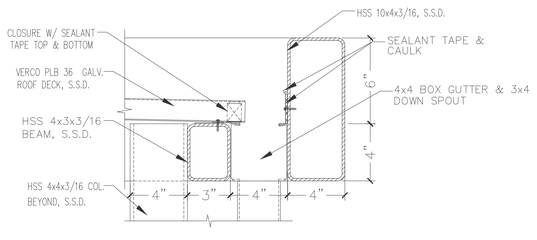

9b TRASH ENCLOSURE ELEVATION
N.T.S.



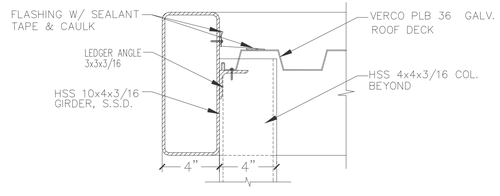

9c TRASH ENCLOSURE ELEVATION
N.T.S.



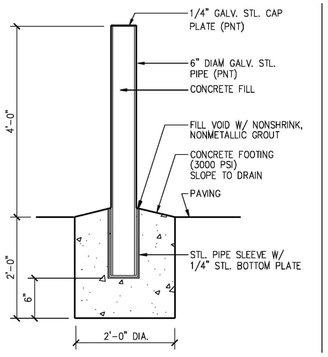

10b DETAIL
3"=1'-0"



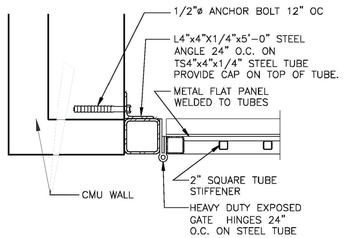

10c DETAIL
3"=1'-0"



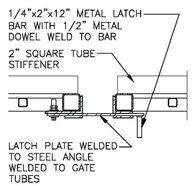

10d DETAIL
3"=1'-0"




9e PIPE BOLLARD DETAIL
N.T.S.

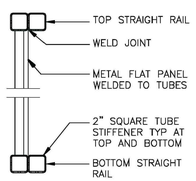



9f GATE HINGE DETAIL
N.T.S.

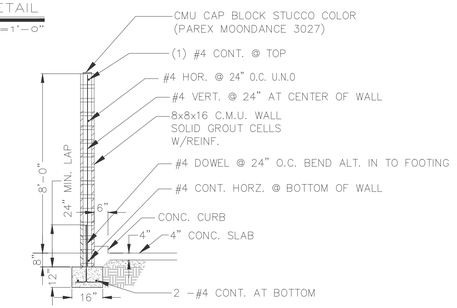



9g HINGE DETAIL
N.T.S.

NOTE: ALL STEEL SHALL BE CLEAN AND RUST FREE. GRIND ALL EDGES SMOOTH TO 1/4" RADIUS CORNER. ALL STEEL MEMBERS PRIMED AND PAINTED.




9h GATE DETAIL
N.T.S.




11 TRASH ENCLOSURE CMU WALL SECTION
N.T.S.

REVISIONS:

| # | REVISION ISSUE | DATED |
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| 1 | | |
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ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TRASH DETAILS

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MARK S. GRIFFIN
No. 58524
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A1.0.2
SHEET
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## REQUIREMENTS FOR ASSISTIVE LISTENING SYSTEM

(GENERAL CONTRACTOR SHALL PROVIDE FOLLOWING FACILITIES)

RECEIVER JACKS: RECEIVERS REQUIRED FOR USE WITH AN ASSISTIVE LISTENING SYSTEM SHALL INCLUDE A ¼" STANDARD MONO JACK.
receiver HEARING-AID COMPATIBILITY: RECEIVERS REQUIRED TO BE HEARING-AID COMPATIBLE SHALL INTERFACE WITH TELECOILS IN HEARING AIDS THROUGH THE PROVISION OF NECKLOOPS.
SOUND PRESSURE LEVEL: ASSISTIVE LISTENING SYSTEMS SHALL BE CAPABLE OF PROVIDING A SOUND PRESSURE LEVEL OF 110 dB MINIMUM AND 118 dB MAXIMUM WITH A DYNAMIC RANGE ON THE VOLUME CONTROL OF 50 dB.
SIGNAL-TO-NOISE RATIO: THE SIGNAL-TO-NOISE RATIO FOR INTERNALLY GENERATED NOISE IN ASSISTIVE LISTENING SYSTEMS SHALL BE 18 dB MINIMUM.
PEAK CLIPPING LEVEL: PEAK CLIPPING SHALL NOT EXCEED 18 dB OF CLIPPING RELATIVE TO THE PEAKS OF SPEECH.

NOTE:
ASSISTIVE LISTENING SYSTEM IS TO BE OPERABLE AT THE TIME OF FINAL INSPECTION.

## FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

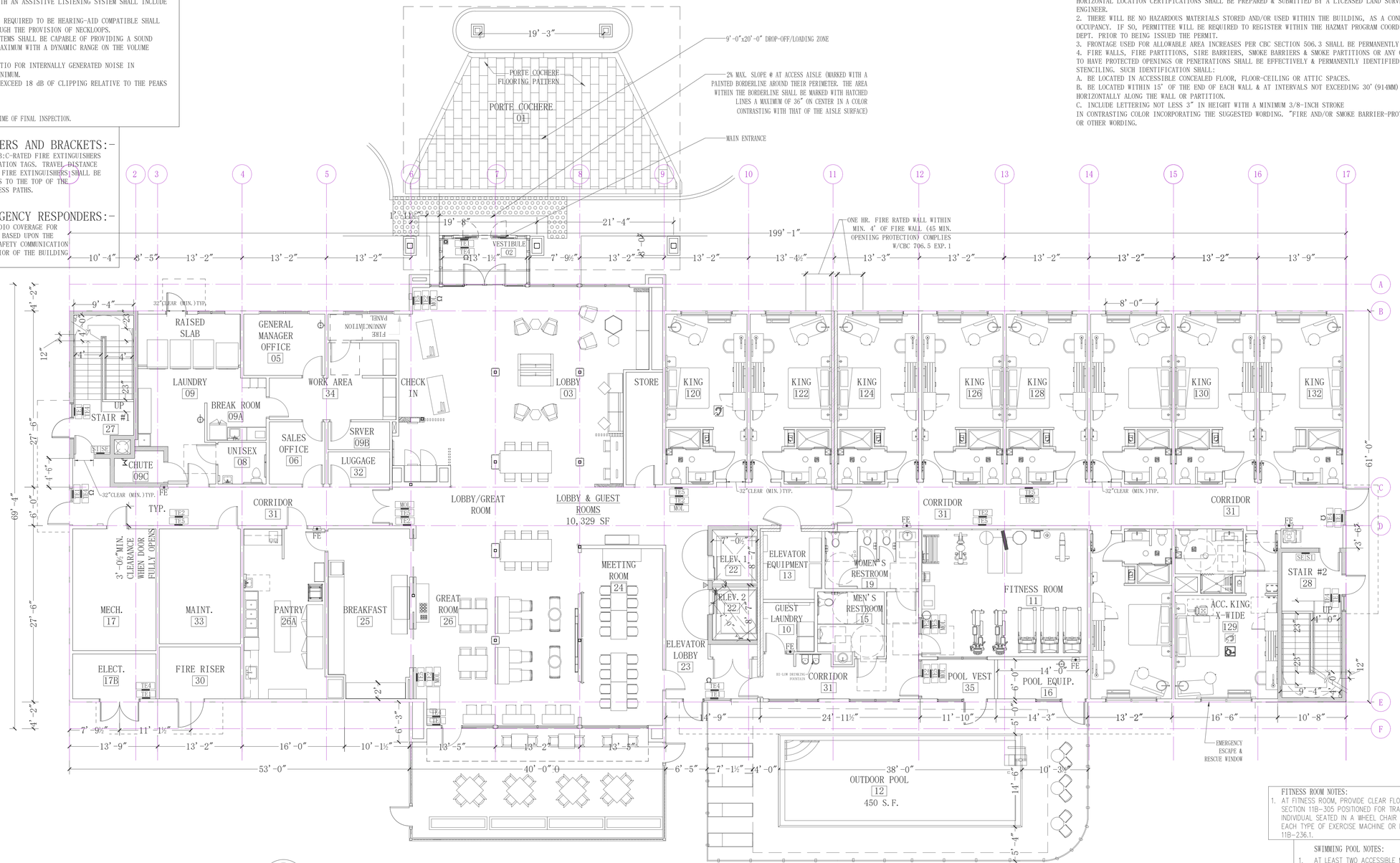
1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

## RADIO COVERAGE FOR EMERGENCY RESPONDERS:-

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

## Notes to contractor:

1. 27.12.190 TOP OF FORM HEIGHT & HORIZONTAL LOCATION CERTIFICATION
NO INSPECTION OR APPROVAL ON THE BUILDING OR STRUCTURES FOUNDATION SYSTEM SHALL BE GIVEN BY THE BUILDING OFFICIAL UNTIL THE CITY ENGINEER HAS RECEIVED, REVIEWED & APPROVED A CERTIFICATION THAT THE PROPOSED TOP OF FORM HEIGHT & HORIZONTAL LOCATION CONFORM TO THE APPROVED GRADING PLAN. THE REQUIRED TOP OF FORM HEIGHT & HORIZONTAL LOCATION CERTIFICATIONS SHALL BE PREPARED & SUBMITTED BY A LICENSED LAND SURVEYOR OR CIVIL ENGINEER.
2. THERE WILL BE NO HAZARDOUS MATERIALS STORED AND/OR USED WITHIN THE BUILDING, AS A CONDITION OF OCCUPANCY. IF SO, PERMITTEE WILL BE REQUIRED TO REGISTER WITHIN THE HAZMAT PROGRAM COORDINATOR IN THE FIRE DEPT. PRIOR TO BEING ISSUED THE PERMIT.
3. FRONTAGE USED FOR ALLOWABLE AREA INCREASES PER CBC SECTION 506.3 SHALL BE PERMANENTLY MAINTAINED.
4. FIRE WALLS, FIRE PARTITIONS, SIRE BARRIERS, SMOKE BARRIERS & SMOKE PARTITIONS OR ANY OTHER WALL REQUIRED TO HAVE PROTECTED OPENINGS OR PENETRATIONS SHALL BE EFFECTIVELY & PERMANENTLY IDENTIFIED WITH SIGNS & STENCILING. SUCH IDENTIFICATION SHALL:
A. BE LOCATED IN ACCESSIBLE CONCEALED FLOOR, FLOOR-CEILING OR ATTIC SPACES.
B. BE LOCATED WITHIN 15' OF THE END OF EACH WALL & AT INTERVALS NOT EXCEEDING 30' (914MM) MEASURED HORIZONTALLY ALONG THE WALL OR PARTITION.
C. INCLUDE LETTERING NOT LESS 3" IN HEIGHT WITH A MINIMUM 3/8-INCH STROKE
IN CONTRASTING COLOR INCORPORATING THE SUGGESTED WORDING. "FIRE AND/OR SMOKE BARRIER-PROTECT ALL OPENINGS", OR OTHER WORDING.




## FIRST FLOOR PLAN

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

FITNESS ROOM NOTES:
1. AT FITNESS ROOM, PROVIDE CLEAR FLOOR SPACE COMPLYING WITH SECTION 11B-305 POSITIONED FOR TRANSFER OR FOR USE BY AN INDIVIDUAL SEATED IN A WHEEL CHAIR AT A MINIMUM OF ONE OF EACH TYPE OF EXERCISE MACHINE OR EQUIPMENT PER SECTION 11B-236.1.

SWIMMING POOL NOTES:
1. AT LEAST TWO ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SWIMMING POOLS COMPLYING PER SECTION 11B-242.2.
2. AT LEAST ONE ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SPA COMPLYING PER SECTION 11B-242.4.

## FIRE ALARMS & DETECTION SYSTEMS (CFC SECTION 907):

INITIATION:- INITIATION OF THE FIRE ALARM SYSTEM SHALL BE BY AUTOMATIC MEANS. APPROVED AUTOMATIC FIRE DETECTORS SHALL BE PROVIDED IN BOILER AND FURNACE ROOMS, SHOPS, LAUNDRY ROOMS, MECHANICAL AND ELECTRICAL ROOMS, TRASH-COLLECTION ROOMS, STORAGE ROOMS, GIFT SHOPS, LOCKER ROOMS AND SIMILAR AREAS. AUTOMATIC SMOKE DETECTORS SHALL BE PROVIDED IN ALL COMMON AREAS AND INTERIOR CORRIDORS SERVING SLEEPING UNITS AS REQUIRED MEANS OF EGRESS.
NOTIFICATION:- ACTIVATION OF THE FIRE ALARM SYSTEM OR AUTOMATIC SPRINKLER SYSTEM SHALL INITIATE A GENERAL EVACUATION SIGNAL.

1. A FIRE COMMUNICATION AND CONTROL CIRCUIT IS NEEDED AT THE LOBBY, EACH ELEVATOR LOBBY AND STAIRWELL FLOOR LANDING FOR EMERGENCY OPERATIONS.
2. A FIRE ALARM ENUNCIATOR PANEL SHALL BE LOCATED NEAR THE FRONT ENTRANCE. THIS PANEL WILL CONNECT AND INDICATE ALARM FUNCTIONS, ZONE INDICATIONS, AND FIRE SPRINKLER SYSTEM STATUS WITH ALPHA/NUMERIC MESSAGING TO INDICATE SPECIFIC ZONES, LOCATIONS, OR ALARMS
3. A RADIO SIGNAL BOOSTER SYSTEM FOR FIRE AND PD RADIOS SHALL BE INSTALLED FOR SEND AND RECEIVE. A BDA (BI-DIRECTIONAL AMPLIFIER) SYSTEM IS AN IN-BUILDING COMMUNICATION SYSTEM THAT BRINGS WIRELESS SIGNALS INTO A STRUCTURE FROM OUTSIDE, AMPLIFIES THOSE SIGNALS WITH A SIGNAL BOOSTER, AND THEN EVENLY DISTRIBUTES THE AMPLIFIED SIGNALS THROUGHOUT A STRUCTURE VIA A DISTRIBUTED ANTENNA SYSTEM (DAS). CA FIRE CODE 907.2.13.2 DIGITAL ANTENNA SYSTEM (DAS)/BI-DIRECTIONAL AMPLIFICATION (BDA). SYSTEMS.

## ELECTRICAL EQUIPMENT, WIRING AND HAZARDS

ABATEMENT OF ELECTRICAL HAZARDS: IDENTIFIED ELECTRICAL HAZARDS SHALL BE ABATED. ELECTRICAL WIRING, DEVICES, APPLIANCES AND OTHER EQUIPMENT THAT IS MODIFIED OR DAMAGED AND CONSTITUTES AN ELECTRICAL SHOCK OR FIRE HAZARD SHALL NOT BE USED.
ILLUMINATION: ILLUMINATION SHALL BE PROVIDED FOR SERVICE EQUIPMENT AREAS, MOTOR CONTROL CENTERS AND ELECTRICAL PANEL BOARDS.
WORKING SPACE AND CLEARANCE: A WORKING SPACE OF NOT LESS THAN 30 INCHES IN WIDTH, 36 INCHES IN DEPTH AND 78 INCHES IN HEIGHT SHALL BE PROVIDED IN FRONT OF ELECTRICAL SERVICE EQUIPMENT. THE WORKING SPACE SHALL NOT BE LESS THAN THE WIDTH OF THE EQUIPMENT. NO STORAGE OF ANY MATERIALS SHALL BE LOCATED WITHIN THE DESIGNATED WORKING SPACE.
LABELING: DOORS INTO ELECTRICAL CONTROL PANEL ROOMS SHALL BE MARKED WITH A PLAINLY VISIBLE AND LEGIBLE SIGN STATING ELECTRICAL ROOM OR SIMILAR APPROVED WORDING. THE DISCONNECTING MEANS FOR EACH SERVICE, FEEDER OR BRANCH CIRCUIT ORIGINATING ON A SWITCHBOARD OR PANELBOARD SHALL BE LEGIBLY AND DURABLY MARKED TO INDICATE ITS PURPOSE UNLESS SUCH PURPOSE IS CLEARLY EVIDENT.
MULTIPLUG ADAPTERS: MULTIPLUG ADAPTERS, SUCH AS CUBE ADAPTERS, UNFUSED PLUG STRIPS OR ANY OTHER DEVICE NOT COMPLYING WITH NFPA 70 SHALL BE PROHIBITED.

SAFETY GLAZING ADJACENT TO DOORS:
* - GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE OF THE GLAZING IS WITHIN A 24" ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 18" ABOVE THE WALKING SURFACE SHALL BE CONSIDERED A HAZARDOUS LOCATION.

LEGEND
- PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL
- Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR
- Ω A SIGN SHALL BE POSTED INDICATING "THIS DOOR TO REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED".(CFC 1010.1.9.3)
- GUEST ROOMS WITH COMMUNICATIONS FEATURES
- GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

SI - STAIRWAY IDENTIFICATION TACTILE SIGN
SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.
MOL- MAXIMUM OCCUPANT LOAD

FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING FLANS.

FE FIRE EXTINGUISHER
P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

TE1- INDICATES TACTILE 'EXIT' SIGN
TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN
TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN)
TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN
TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

REVISIONS:
| NO. | REVISION / ISSUE | DATED |
|---|---|---|
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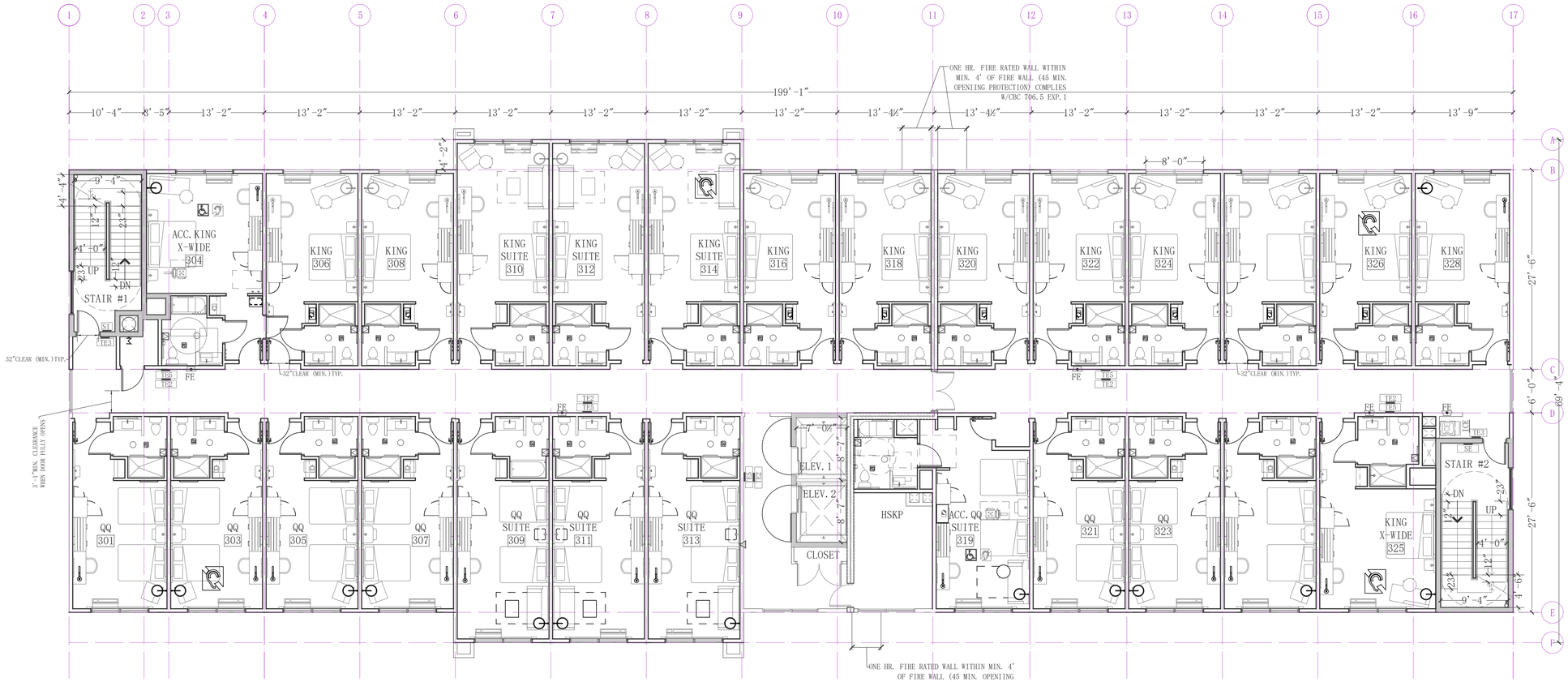

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Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering


PROJECT
FIRST FLOOR PLAN (HOLIDAY-INN & SUITES)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — RAJESH S. PATEL — No. 73214 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.0
SHEET 4 OF 39




## THIRD FLOOR PLAN

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

### FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

▷ TWO WAY COMMUNICATION (TELEPHONE OUTLET)

GUEST ROOMS WITH COMMUNICATIONS FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

LEGEND

PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL

Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR

| |
|---|
| SI - STAIRWAY IDENTIFICATION TACTILE SIGN<br>SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.<br>MOL- MAXIMUM OCCUPANT LOAD |
| FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING PLANS. |
| FE FIRE EXTINGUISHER<br>P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR. |
| TE1- INDICATES TACTILE 'EXIT' SIGN<br>TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN<br>TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN)<br>TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN<br>TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN |

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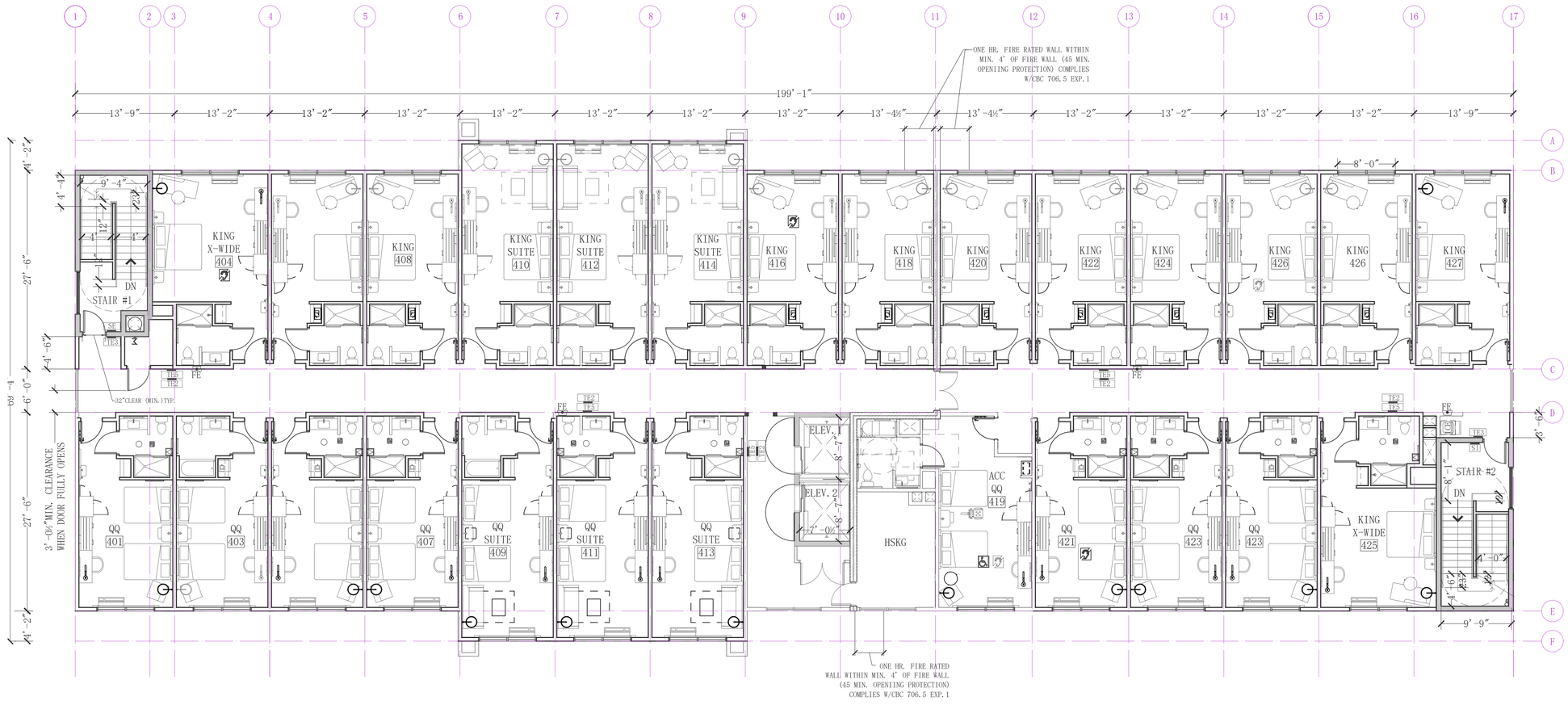
THIRD FLOOR PLAN(HOLIDAY-INN EXPRESS & SUITES)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JASPAL S. SIDHU
56924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.2
SHEET
6 OF 39




## FOURTH FLOOR PLAN

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

### FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. THE EXTINGUISHER SHALL BE RATED 2-A: 10-B:C-RATED FIRE EXTINGUISHERS WITH CURRENT STATE FIRE MARSHAL CERTIFICATION TAGS. TRAVEL DISTANCE TO FIRE EXTINGUISHERS CANNOT EXCEED 75'. FIRE EXTINGUISHERS SHALL BE MOUNTED NEAR THE EXITS AT 48" ELEVATIONS TO THE TOP OF THE EXTINGUISHERS IN VISIBLE LOCATION IN EGRESS PATHS.

NOTE:THE BUILDING SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS WITHIN THE BUILDING BASED UPON THE EXISTING COVERAGE LEVELS OF THE PUBLIC SAFETY COMMUNICATION SYSTEMS OF THE JURISDICTION AT THE EXTERIOR OF THE BUILDING

▷ TWO WAY COMMUNICATION (TELEPHONE OUTLET)

☐ ☒ ⊠ POST & COLUMNS PER STR. PLANS

GUEST ROOMS WITH COMMUNICATION FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

LEGEND

PROVIDE STAND PIPE PER CBC SEC SECTION 905.1 PER FIRE DEPT. APPROVAL

Σ 90 MIN. FIRE RATED W/SELF CLOSING DOOR

SI - STAIRWAY IDENTIFICATION TACTILE SIGN
SE - STAIR EXIT SIGN. REFER A4.2.0 SHEET.
MOL- MAXIMUM OCCUPANT LOAD

FS- INDICATES FLOOR SINK. LOCATION PER PLUMBING PLANS.

FE FIRE EXTINGUISHER

P.H. - INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

TE1- INDICATES TACTILE 'EXIT' SIGN
TE2- INDICATES TACTILE 'EXIT ROUTE' SIGN
TE3- INDICATES TACTILE 'EXIT STAIR DOWN' SIGN. (INCLUDING LOW LEVEL SIGN)
TE4- INDICATES LOW LEVEL TACTILE 'EXIT' SIGN
TE5- INDICATES LOW LEVEL TACTILE 'EXIT ROUTE' SIGN

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PROJECT

FOURTH FLOOR PLAN(HOLIDAY-INN EXPRESS & SUITES)

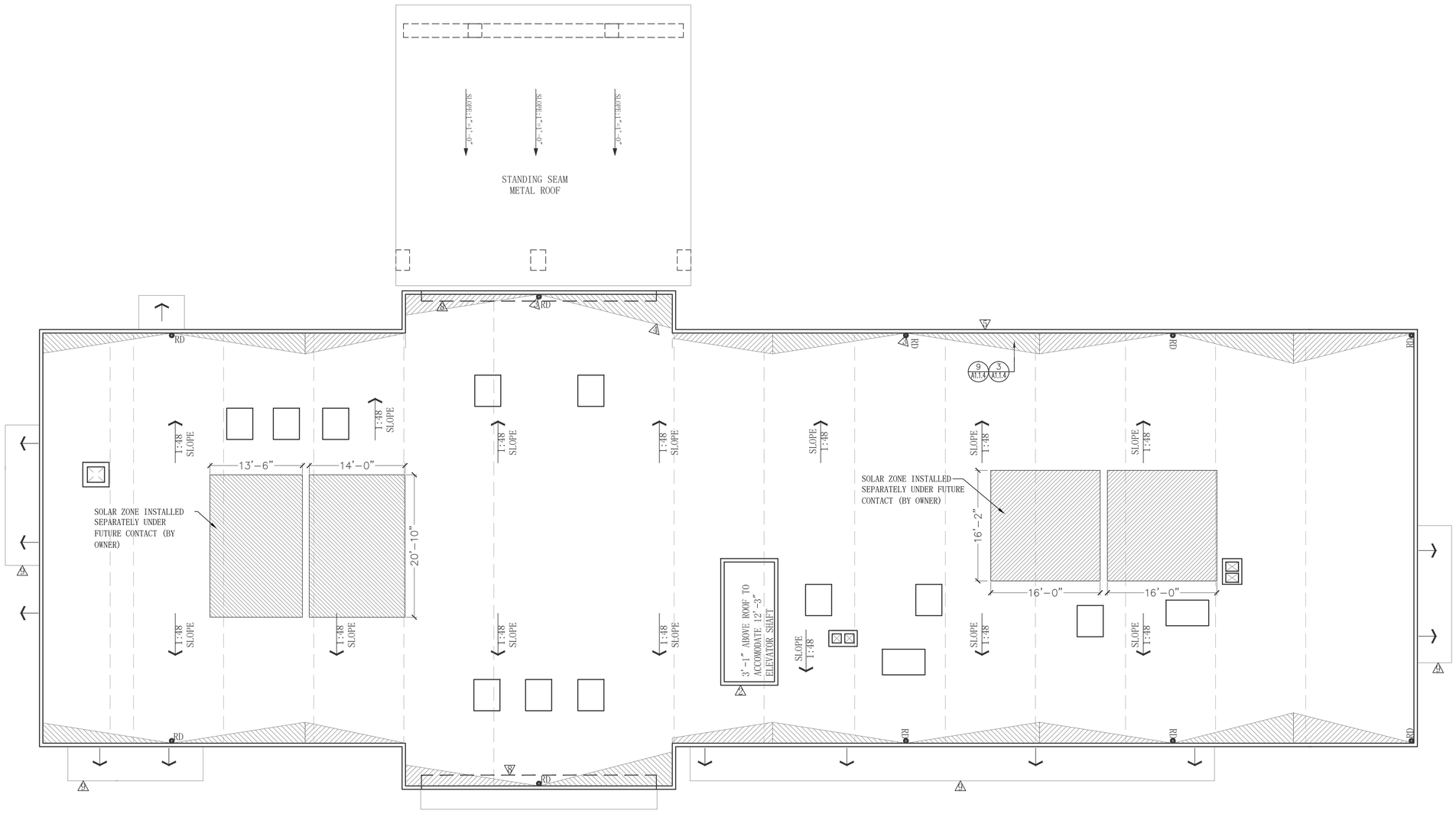
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER JASPAL S. HERER 56924 EXP.06/30/2023 C/V/L STATE OF CALIFORNIA

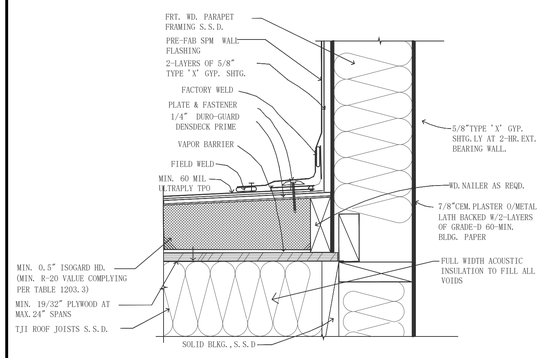
DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.3

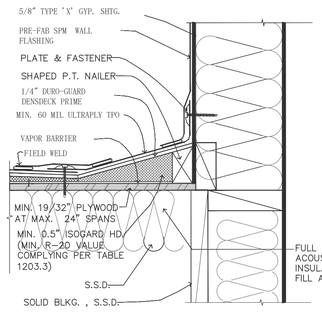
SHEET 7 OF 39



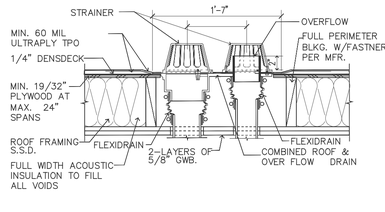

## ROOF PLAN
SCALE: 1/8" = 1'-0"



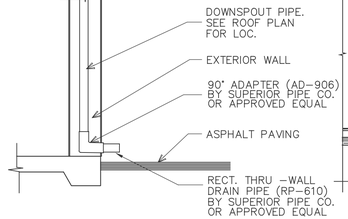

## 1 ROOF PARAPET FLASHING
SCALE: NTS.



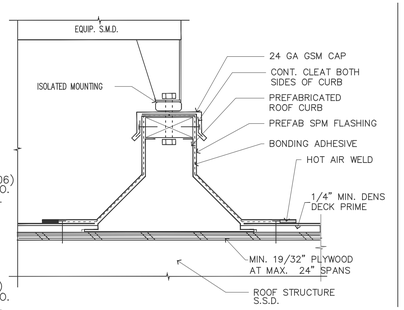

## 2 CRICKET FLASHING
SCALE: NTS.




## 3 ROOF DRAIN/OVERFLOW
SCALE: NTS.




## 9 DOWN SPOUT
SCALE: NTS.




## 6 MECH. EQUIPMENT SUPPORT
SCALE: NTS.

## KEY NOTES

1. LOWER LEVEL ROOF @ FIRST FLOOR. SLOPE TO DOWNSPOUT / OVERFLOW SCUPPER.
2. ELEVATOR OVER RUN ENCLOSURE. SLOPE TO ROOF DRAIN @ 1/2" : 1'-0".
3. 3" ROOF DRAIN & OVER FLOW PIPE (TYP.)
4. 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL
5. PREFINISHED METAL COPING.
6. DRAFT STOP SHALL BE PROVIDED IN FLOOR/CEILING SPACES, ATTICS, MANSARDS, OVERHANGS OR OTHER CONCEALED ROOF SPACES. DRAFT STOPPING SHALL BE INSTALLED ABOVE, AND IN LINE WITH WALLS SEPARATING GUESTROOMS FROM EACH OTHER AND FROM OTHER AREAS. DRAFT STOP ALONG WALLS SHALL EXTEND TO THE OTHER SIDE OF CORRIDOR. DRAFT STOP SHALL BE PROVIDED ALONG ONE OF THE CORRIDOR WALLS.
7. REFER TO ROOF DETAILS #6, #7, #8 ON A1.1.4 SHEET FOR EQUIPMENT PLATFORM REQUIREMENT. (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION.
8. BUILDING LINE BELOW.
9. SUN SCREEN.

NOTE FOR GENERAL CONTRACTOR AND SPRINKLER CONTRACTOR:
THE GENERAL CONTRACTOR AND THE SPRINKLER CONTRACTOR SHALL COORDINATE THE PROTECTION OF ROOF "CRICKETS" OR OTHER CONCEALED COMBUSTIBLE SPACES (WHERE APPLICABLE).

NOTE:
ROOF TO BE CEC CERTIFIED COOL ROOF BY MANSVILLE EPDM.

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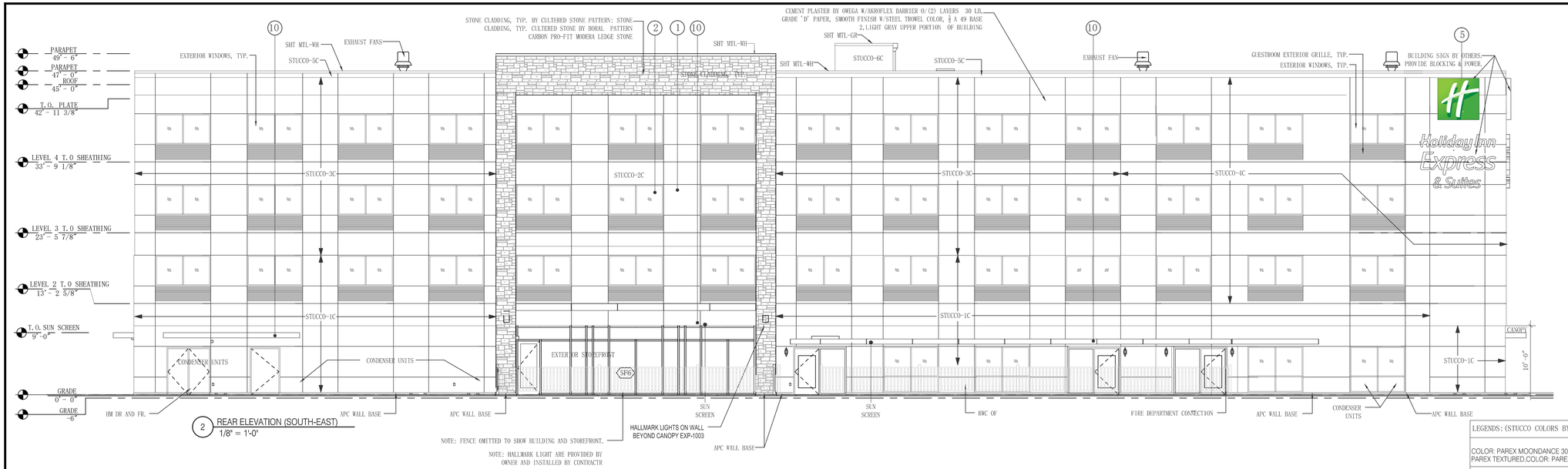
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PROJECT
ROOF PLAN(HOLIDAY-INN EXPRESS & SUITES)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

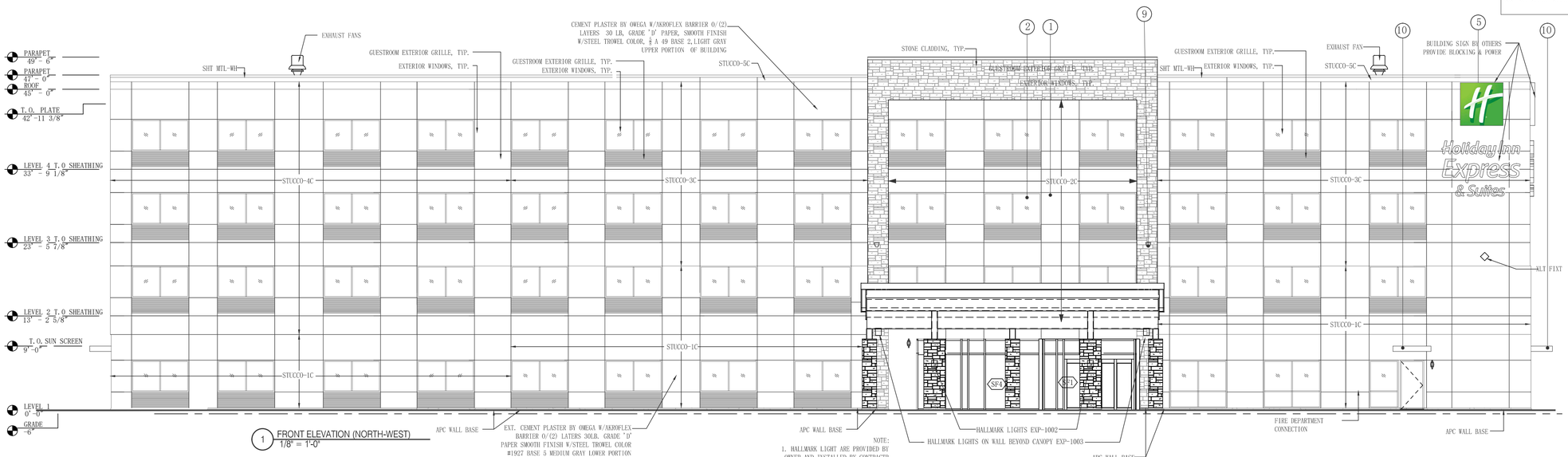
REGISTERED PROFESSIONAL ENGINEER JASPREET S. SINGH 56924 EXP.06/30/2023 CIVIL STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.4
SHEET 8 OF 39




2 REAR ELEVATION (SOUTH-EAST)
1/8" = 1'-0"




1 FRONT ELEVATION (NORTH-WEST)
1/8" = 1'-0"

## KEY NOTES:

| # | |
|---|---|
| 1 | (3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THEEXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND |
| 2 | WINDOW VINYL (OWNER TO SELECT FINISH.) |
| 5 | ILLUMINATED BUILDING SIGN N.I.C. |
| 9 | FRONT ENTRY FACADE - HOLIDAY INN EXPRESS BRAND HALLMARK UPLIGHTING (MANDATORY) OWNER PROVIDED THROUGH IHG. . |
| 10 | SUN SCREEN. |

ABBREVIATIONS
HM :- HOLLOW METAL
DR :- DOOR
FR :- FRAME

LEGENDS: (STUCCO COLORS BY PAREX)

| | |
|---|---|
| COLOR: PAREX MOONDANCE 3027L.<br>PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH | |
| STUCCO-2C.<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. | |
| STUCCO-3C<br>PAREX MEDNUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: PAREX TWIG 3021L. | |
| STUCCO-4C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: SUN DRIED 3011L . | |
| STUCCO-5C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: PAREX SNOWBALL 10400L. | |
| STUCCO-6C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH<br>COLOR:PAREX BASALT 3015L | |
| STONE CLADDING, LEDGESTONE SOUTHWEST BLEND | |
| SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING.<br>PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA.<br>COLOR: BONE WHITE. | |
| SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT.<br>PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA.<br>COLOR: SLATE GRAY. | |

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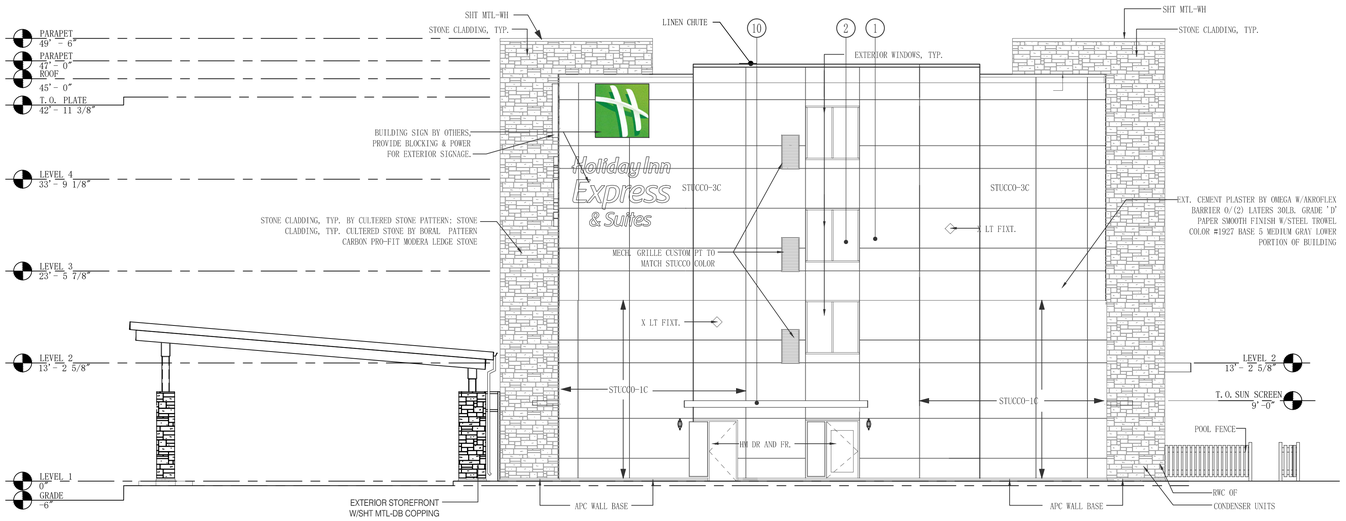
EXTERIOR ELEVATIONS (HOLIDAY-INN EXPRESS & SUITES)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

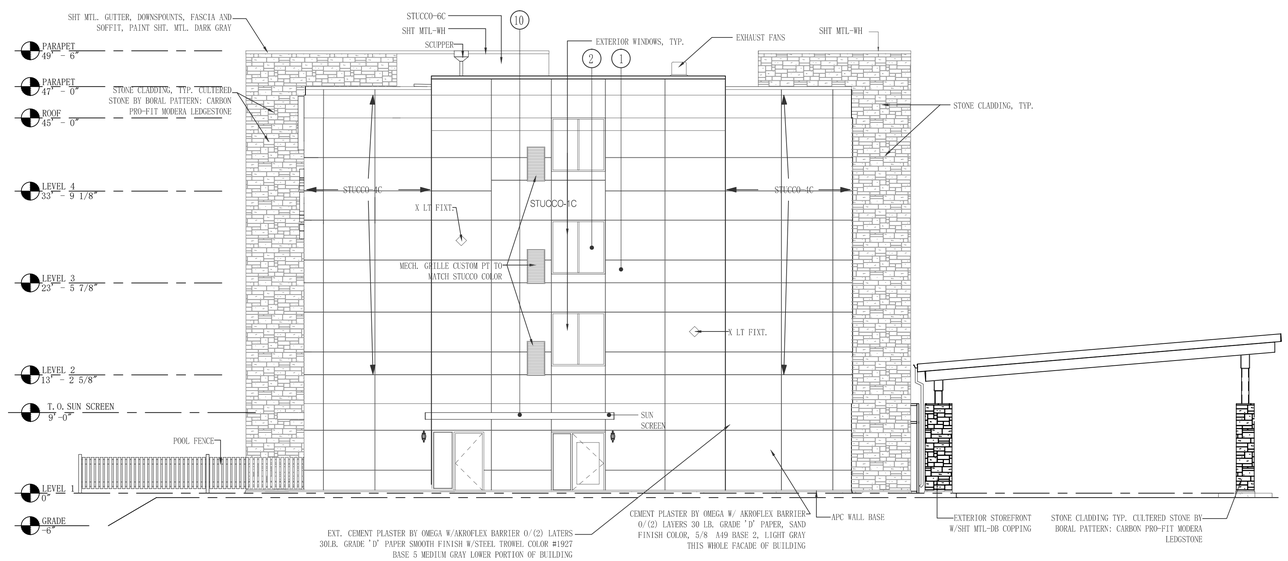
REGISTERED PROFESSIONAL ENGINEER
JASPAL S. HANSPAL
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.5
SHEET
9 OF 39




2 RIGHT ELEVATION (NORTH-EAST)
1/8" = 1'-0"




1 LEFT ELEVATION (SOUTH-WEST)
1/8" = 1'-0"

| # | KEY NOTES: |
|---|---|
| 1 | (3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THEEXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND |
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| 9 | FRONT ENTRY FACADE - HOLIDAY INN EXPRESS BRAND HALLMARK UPLIGHTING (MANDATORY) OWNER PROVIDED THROUGH IHG. . |
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EXTERIOR ELEVATIONS (HOLIDAY-INN EXPRESS & SUITES)
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JASSAL S. SIDHU
56924
EXP.06/30/2023
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DATE: 02/16/2022
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DWG. BY: HS
CHK. BY:

A1.1.6
SHEET
10 OF 39




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EXTERIOR VIEW (HOLIDAY-INN EXPRESS & SUITES)

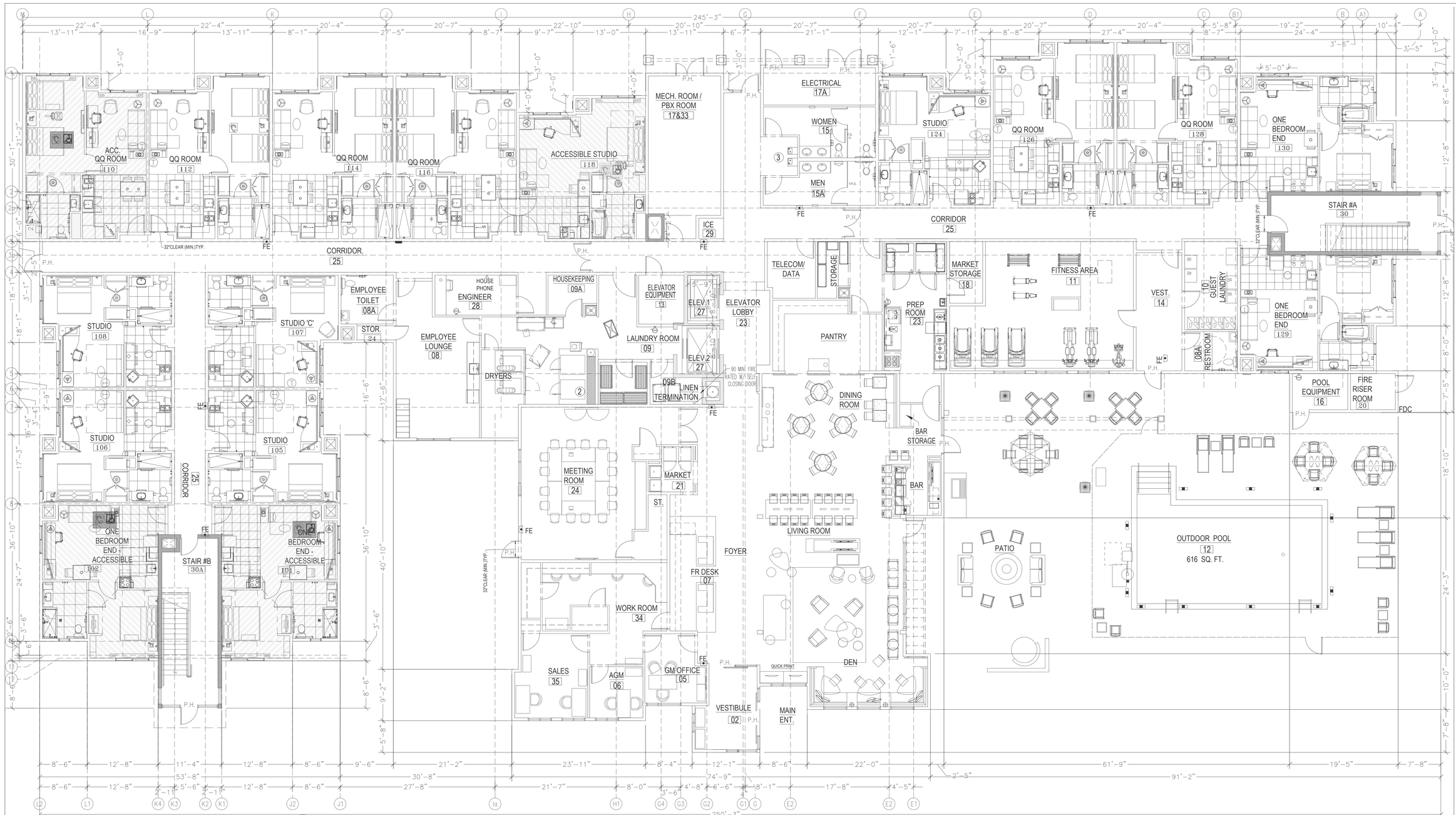
PROJECT
GILROY SQUARE
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GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. STEVENS
66924
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY:

A1.1.7

SHEET
11 OF 39




# FIRST FLOOR PLAN

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

## ELECTRICAL EQUIPMENT, WIRING AND HAZARDS

ABATEMENT OF ELECTRICAL HAZARDS: IDENTIFIED ELECTRICAL HAZARDS SHALL BE ABATED. ELECTRICAL WIRING, DEVICES, APPLIANCES AND OTHER EQUIPMENT THAT IS MODIFIED OR DAMAGED AND CONSTITUTES AN ELECTRICAL SHOCK OR FIRE HAZARD SHALL NOT BE USED.
ILLUMINATION: ILLUMINATION SHALL BE PROVIDED FOR SERVICE EQUIPMENT AREAS, MOTOR CONTROL CENTERS AND ELECTRICAL PANEL BOARDS.
WORKING SPACE AND CLEARANCE: A WORKING SPACE OF NOT LESS THAN 30 INCHES IN WIDTH, 36 INCHES IN DEPTH AND 78 INCHES IN HEIGHT SHALL BE PROVIDED IN FRONT OF ELECTRICAL SERVICE EQUIPMENT. THE WORKING SPACE SHALL NOT BE LESS THAN THE WIDTH OF THE EQUIPMENT. NO STORAGE OF ANY MATERIALS SHALL BE LOCATED WITHIN THE DESIGNATED WORKING SPACE.
LABELING: DOORS INTO ELECTRICAL CONTROL PANEL ROOMS SHALL BE MARKED WITH A PLAINLY VISIBLE AND LEGIBLE SIGN STATING ELECTRICAL ROOM OR SIMILAR APPROVED WORDING. THE DISCONNECTING MEANS FOR EACH SERVICE, FEEDER OR BRANCH CIRCUIT ORIGINATING ON A SWITCHBOARD OR PANELBOARD SHALL BE LEGIBLY AND DURABLY MARKED TO INDICATE ITS PURPOSE UNLESS SUCH PURPOSE IS CLEARLY EVIDENT.
MULTIPLUG ADAPTERS: MULTIPLUG ADAPTERS, SUCH AS CUBE ADAPTERS, UNFUSED PLUG STRIPS OR ANY OTHER DEVICE NOT COMPLYING WITH NFPA 70 SHALL BE PROHIBITED.

## REQUIREMENTS FOR ASSISTIVE LISTENING SYSTEM

(GENERAL CONTRACTOR SHALL PROVIDE FOLLOWING FACILITIES)

RECEIVER JACKS: RECEIVERS REQUIRED FOR USE WITH AN ASSISTIVE LISTENING SYSTEM SHALL INCLUDE A ⅛" STANDARD MONO JACK.
receiver HEARING-AID COMPATIBILITY: RECEIVERS REQUIRED TO BE HEARING-AID COMPATIBLE SHALL INTERFACE WITH TELECOILS IN HEARING AIDS THROUGH THE PROVISION OF NECKLOOPS.
SOUND PRESSURE LEVEL: ASSISTIVE LISTENING SYSTEMS SHALL BE CAPABLE OF PROVIDING A SOUND PRESSURE LEVEL OF 110 dB MINIMUM AND 118 dB MAXIMUM WITH A DYNAMIC RANGE ON THE VOLUME CONTROL OF 50 dB.
SIGNAL-TO-NOISE RATIO: THE SIGNAL-TO-NOISE RATIO FOR INTERNALLY GENERATED NOISE IN ASSISTIVE LISTENING SYSTEMS SHALL BE 18 dB MINIMUM.
PEAK CLIPPING LEVEL: PEAK CLIPPING SHALL NOT EXCEED 18 dB OF CLIPPING RELATIVE TO THE PEAKS OF SPEECH.

NOTE:
ASSISTIVE LISTENING SYSTEM IS TO BE OPERABLE AT THE TIME OF FINAL INSPECTION.

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

P.H.- INDICATES PANIC HARDWARE REQUIRED MOUNT BETWEEN 34 INCHES & 44 INCHES ABOVE THE FINISH FLOOR.

## SAFETY GLAZING ADJACENT TO DOORS: *

GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE OF THE GLAZING IS WITHIN A 24" ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 18" ABOVE THE WALKING SURFACE SHALL BE CONSIDERED A HAZARDOUS LOCATION.

## SWIMMING POOL NOTES:

1. AT LEAST TWO ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SWIMMING POOLS COMPLYING PER SECTION 11B-242.2.
2. AT LEAST ONE ACCESSIBLE MEANS OF ENTRY SHALL BE PROVIDED FOR SPA COMPLYING PER SECTION 11B-242.4.

## FITNESS ROOM NOTES:

1. AT FITNESS ROOM, PROVIDE CLEAR FLOOR SPACE COMPLYING WITH SECTION 11B-305 POSITIONED FOR TRANSFER OR FOR USE BY AN INDIVIDUAL SEATED IN A WHEEL CHAIR AT A MINIMUM OF ONE OF EACH TYPE OF EXEROISE MACHINE OR EQUIPMENT PER SECTION 11B-236.1.

## FIRE ALARMS & DETECTION SYSTEMS (IFC SECTION 907):

INITIATION:- INITIATION OF THE FIRE ALARM SYSTEM SHALL BE BY AUTOMATIC MEANS. APPROVED AUTOMATIC FIRE DETECTORS SHALL BE PROVIDED IN BOILER AND FURNACE ROOMS, SHOPS, LAUNDRY ROOMS, MECHANICAL AND ELECTRICAL ROOMS, TRASH-COLLECTION ROOMS, STORAGE ROOMS, GIFT SHOPS, LOCKER ROOMS AND SIMILAR AREAS. AUTOMATIC SMOKE DETECTORS SHALL BE PROVIDED IN ALL COMMON AREAS AND INTERIOR CORRIDORS SERVING SLEEPING UNITS AS REQUIRED MEANS OF EGRESS.
NOTIFICATION:- ACTIVATION OF THE FIRE ALARM SYSTEM OR AUTOMATIC SPRINKLER SYSTEM SHALL INITIATE A GENERAL EVACUATION SIGNAL.

## FIRE EXTINGUISHERS-HANGERS AND BRACKETS:-

1. HAND-HELD PORTABLE FIRE EXTINGUISHERS, NOT HOUSED IN CABINETS, SHALL BE INSTALLED ON THE HANGERS OR BRACKETS SUPPLIED. HANGERS OR BRACKETS SHALL BE SECURELY ANCHORED TO THE MOUNTING SURFACE IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
2. THE EXTINGUISHER SHALL BE RATED 4-A COMPLYING PER IFC SECTION 906.3.

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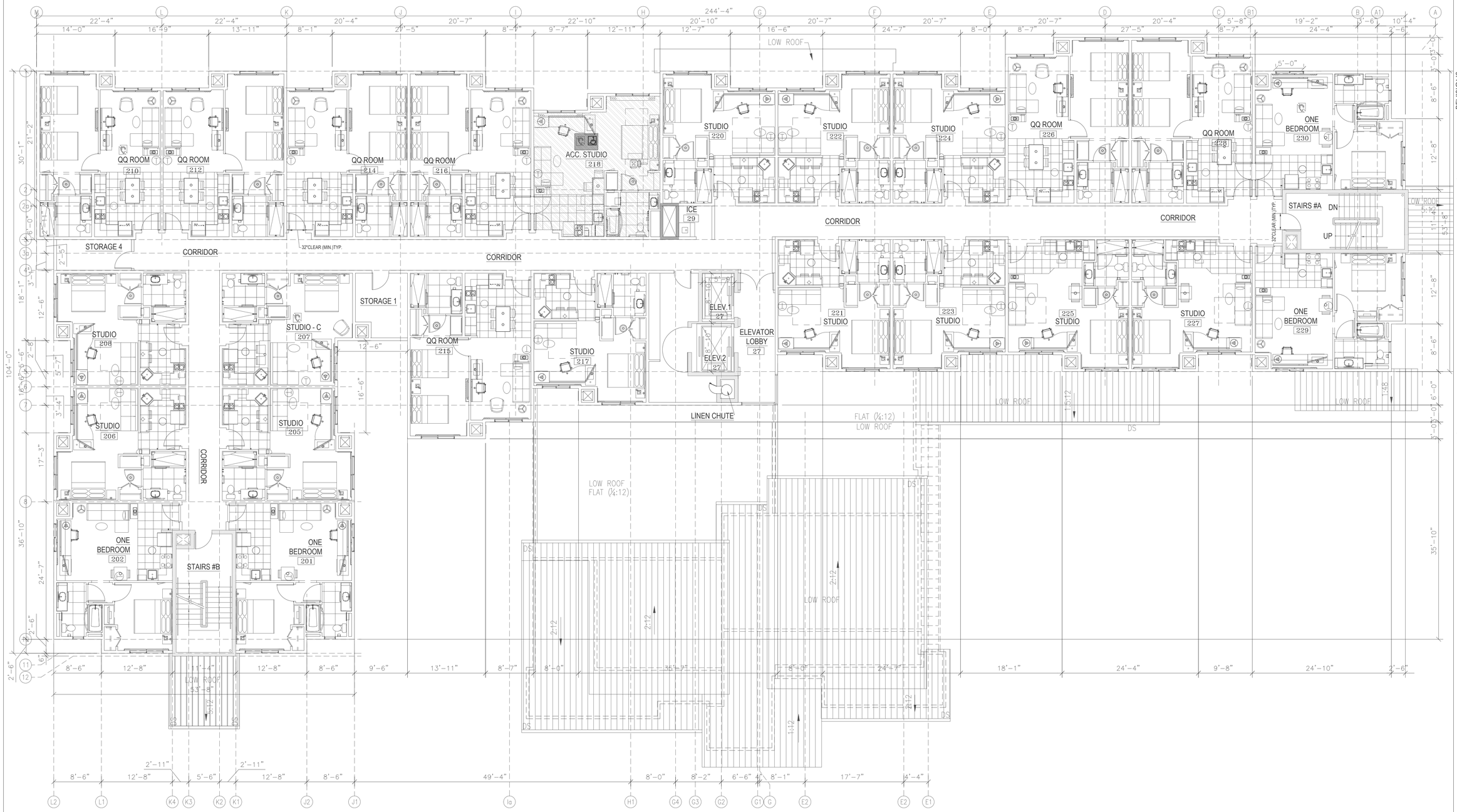
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PROJECT
FIRST FLOOR PLAN (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — MARK S. GOLDEN — No. 58924 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.0
SHEET
12 OF 39




SECOND FLOOR PLAN

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

GUEST ROOMS WITH COMMUNICATIONS FEATURES

GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

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# SECOND FLOOR PLAN (RESIDENCE-INN)

PROJECT

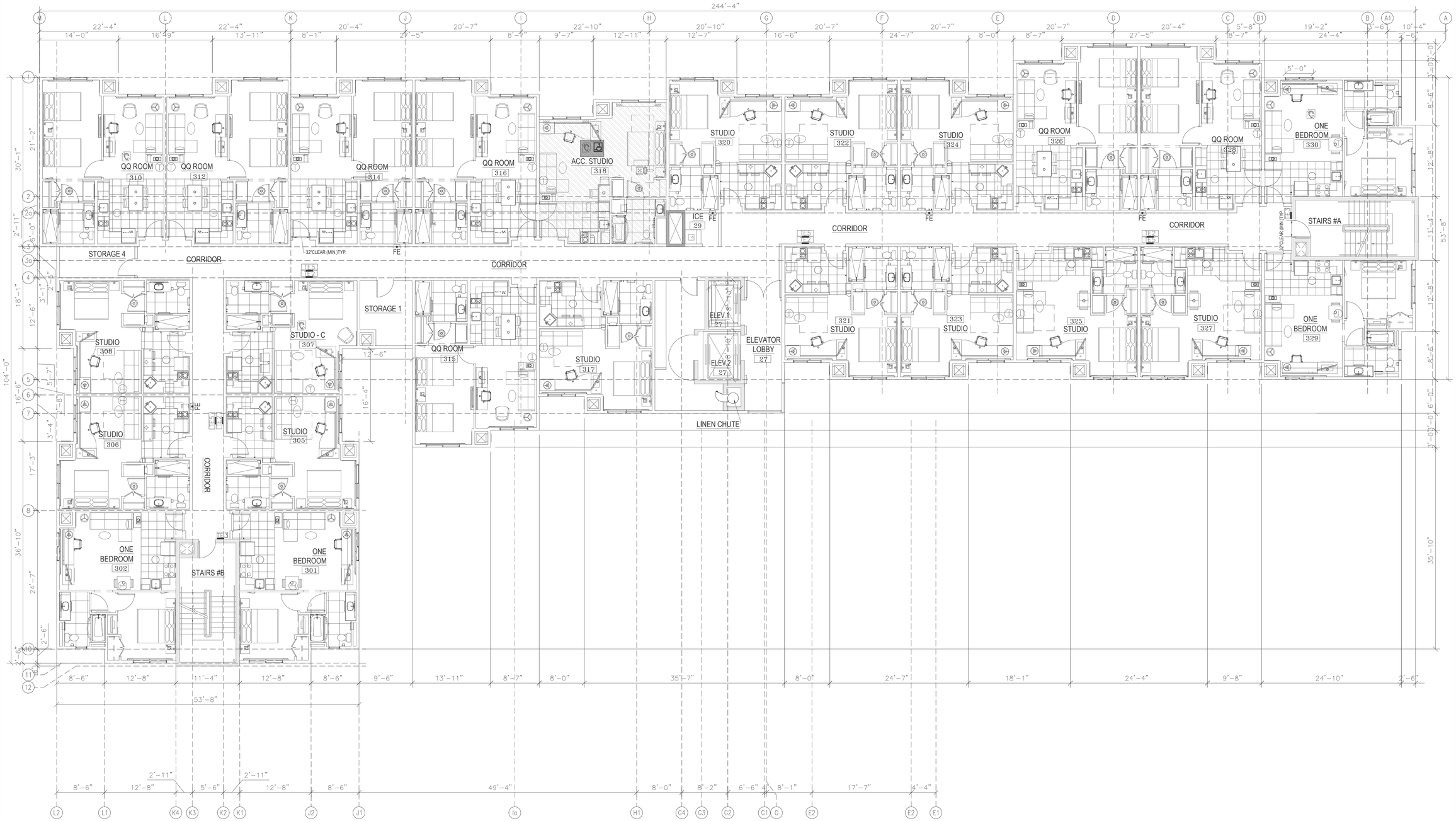
GILROY SQUARE
6970 CAMINO ARROYO
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STATE OF CALIFORNIA

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DWG. BY: HS
CHK. BY: MG

A2.1.1

SHEET
13 OF 39




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

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

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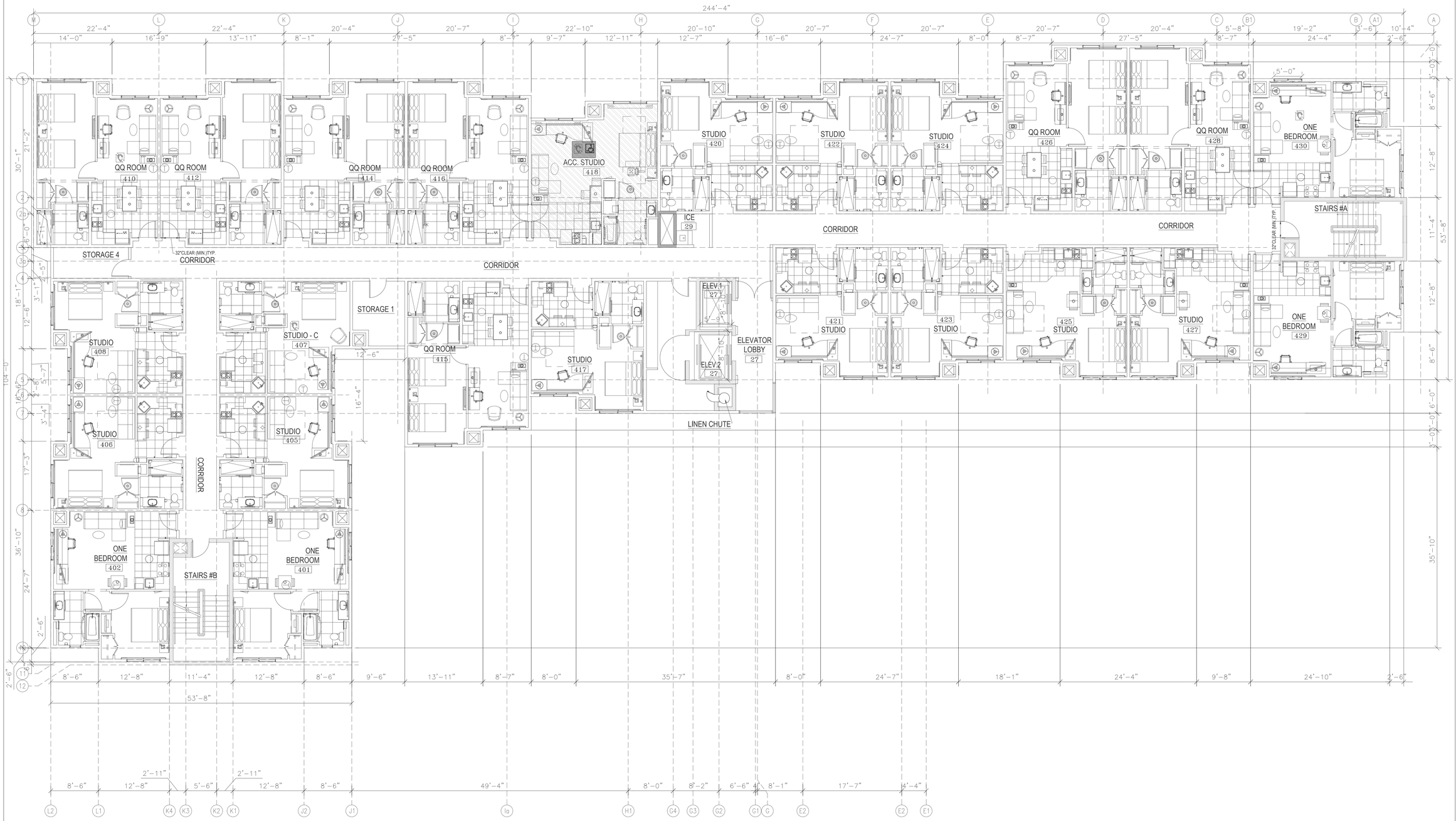
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CHK. BY: MG

A2.1.2
SHEET
14 OF 39




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

GUEST ROOMS WITH COMMUNICATIONS FEATURES
GUEST ROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

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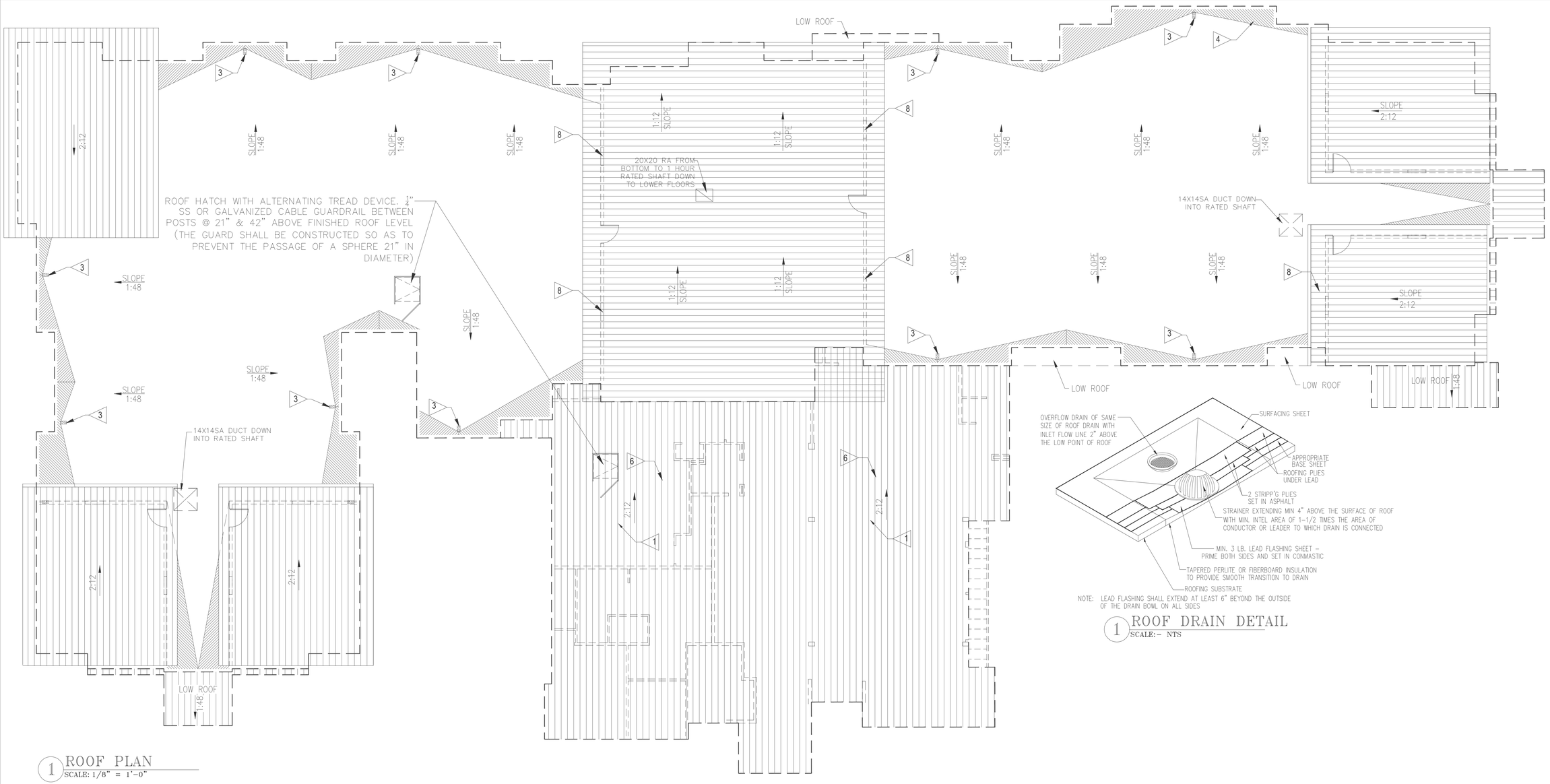
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PROJECT
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SHEET
15 OF 39

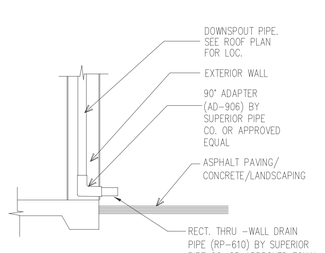



1 ROOF PLAN
SCALE: 1/8" = 1'-0"

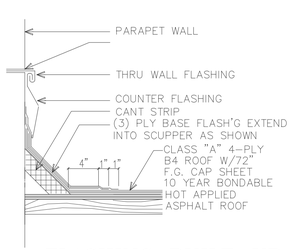



NOTE: LEAD FLASHING SHALL EXTEND AT LEAST 6" BEYOND THE OUTSIDE OF THE DRAIN BOWL ON ALL SIDES

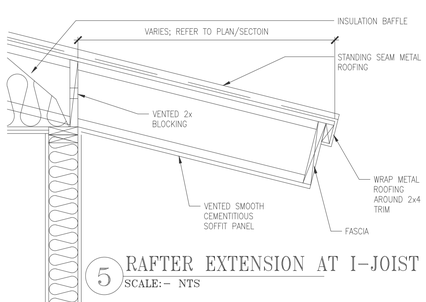
1 ROOF DRAIN DETAIL
SCALE:- NTS




3 DOWN SPOUT
SCALE: NTS.




4 FLASHING BUILT-UP
SCALE: NTS.




5 RAFTER EXTENSION AT I-JOIST
SCALE:- NTS

## GENERAL NOTES

REQUIRED R-VALUE OF ROOFS SHALL BE R-30, 2'-0" OVERHANG AT EAVES, TYPICAL.
2. 24 GA. G.I. 'PAINT-LOCK' FLASHING AT ALL BREAKS IN ROOF PLANE. PAINT TO MATCH ROOF TILE.
3. 24 GA. G.I. 'PAINT-LOCK' FLASHING AND COUNTER FLASHING AT ALL ROOF TO WALL CONNECTIONS. PAINT TO MATCH WALL.
4. FIRE SPRINKLER SYSTEM IS REQUIRED THROUGHOUT THE ENTIRE HOTEL, INCLUDING THE ATTIC AREAS (NFPA 13)
5. DRAFT STOPPING SHALL BE INSTALLED ABOVE, AND IN LINE WITH, SLEEPING UNIT AND DWELLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE ROOF SHEATHING ABOVE. DRAFTS SHALL ONLY BE REQUIRED ABOVE ONE OF THE CORRIDOR WALLS AS PER SECTION 718.4.2.EXCP.1.

## PARAPET NOTES

1. WHEN THE ROOF/CEILING FRAMING ELEMENTS ARE PARALLEL TO THE WALLS, SUCH FRAMING AND ELEMENTS SUPPORTING SUCH FRAMING SHALL NOT BE OF LESS THAN 1 HOUR-FIRE RESISTANCE-RATED CONSTRUCTION FOR A WIDTH OF 4' MEASURED FROM THE INTERIOR SIDE OF WALL.
2. WHERE ROOF-CEILING FRAMING ELEMENTS ARE NOT PARALLEL TO THE WALL, THE ENTIRE SPAN OF SUCH FRAMING AND ELEMENTS SUPPORTING SUCH FRAMING SHALL NOT BE PF LESS THAN 1-HOUR FIRE-RESISTANCE-RATED CONSTRUCTION.
3. OPENINGS IN THE ROOF SHALL NOT BE LOCATED WITHIN 5' OF THE 1 HOUR FIRE RESISTANCE-RATED EXTERIOR WALL MEASURED FROM THE INTERIOR SIDE OF WALL.

## KEY NOTES

| # | DESCRIPTION |
|---|---|
| 1 | LOWER LEVEL ROOF @ FIRST FLOOR. SLOPE TO DOWNSPOUT / OVERFLOW SCUPPER. |
| 2 | ELEVATOR OVER RUN ENCLOSURE. SLOPE TO ROOF DRAIN @ 1/2":1'-0". |
| 3 | 3" ROOF DRAIN & OVER FLOW PIPE (TYP.) |
| 4 | 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL |
| 5 | PREFINISHED METAL COPING. |
| 6 | METAL STANDING SEAM ROOFING |
| 7 | SHINGLES OVER 15# FELT OVER SHEATHING |
| 8 | 2'x3' LOUVER VENT. REFER DETAIL #1/A3.4.0 |

## NOTE:

PROVIDE WATER/WEATHER PROOF WALL ACCESS TO CONCEALED SPACE AT VERTICAL WALL FOR EACH CONCEALED SPACE PER DETAIL #6/A1.6.0.

OPENINGS FOR VENTILATION ARE TO BE COVERED WITH CORROSION RESISTANT METAL MESH. MESH OPENINGS @ ¼".

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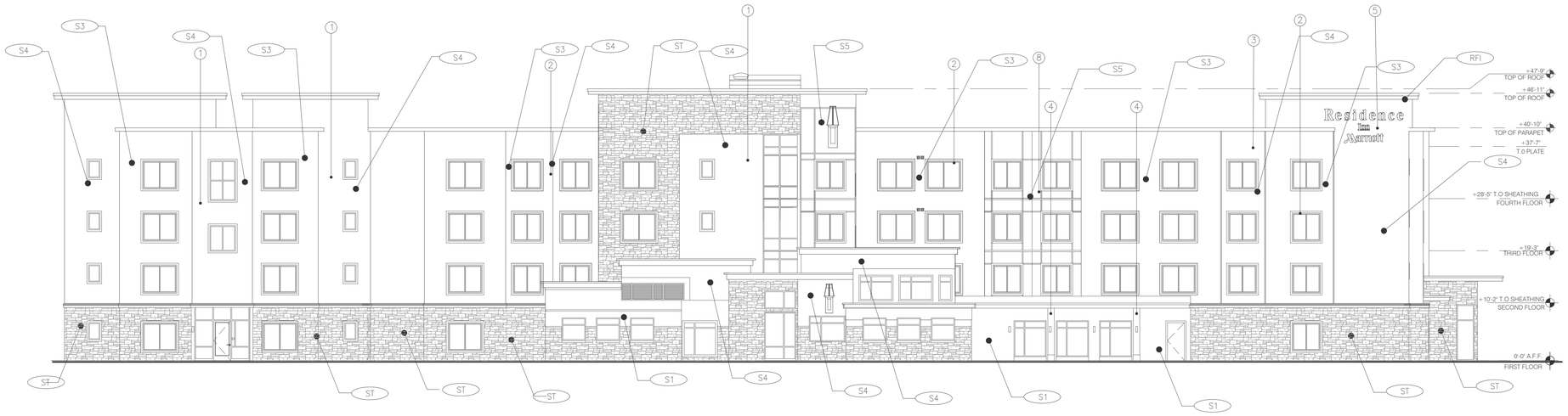
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PROJECT
ROOF PLAN (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

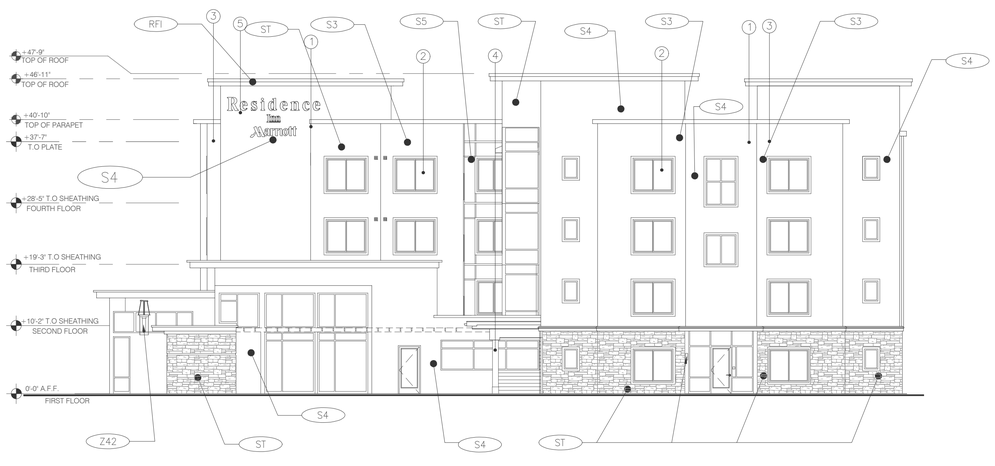
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No. 56924
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CIVIL
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JOB : 19-43
DWG. BY: HS
CHK. BY: MG

A2.1.4
SHEET 16 OF 39




FRONT ELEVATION
SCALE: 3/32" = 1'-0"




RIGHT ELEVATION
SCALE: 3/32" = 1'-0"

## FINISH LEGEND

S1
S2
STUCCO COLOR
SHERWIN WILLIAMS "HAMMERED SILVER" SW2840

S3
STUCCO COLOR
SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054

S4
STUCCO COLOR
SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054

S5
STUCCO COLOR
MATCH BEHR PAINTS "ROCKY CREEK" PPF-37

S6
STUCCO COLOR
MATCH BEHR PAINTS "ROCKY CREEK" PPF-37

ST
STONE VENEER
"ELDRADO STONE"
PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL"

RF1
Sheet Metal Roofing
ATAS, color: "Antique Patina" (SRI = 25)

NOTE:
STREET NUMBERS OF THE BUILDINGS SHALL BE EASILY VISIBLE FROM THE STREET AT ALL TIMES, DAY & NITE.

### NOTES:

1. ROOF COLORS ARE BASED ON "BERRIDGE MFG." COLORS
2. PROVIDE BLOCKING AND POWER FOR EXTERIOR SIGNAGE

### (#) KEY NOTES:

| | |
|---|---|
| 1 | (3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THE EXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND |
| 2 | WINDOW VINYL (OWNER TO SELECT FINISH.) |
| 3 | 25 GA. G.I. MTL. CAP FLASHING. |
| 4 | STUCCO COVERED COLUMN |
| 5 | ILLUMINATED BUILDING SIGN N.I.C. |
| 6 | "SHUNT TRIP" FOR SECONDARY POWER SUPPLY. |
| 7 | RED TRIANGLE TO BE PAINTED AROUND "SHUNT TRIP" ON ADJACENT WALL. |
| 8 | 1" EXPANSION JOINT |

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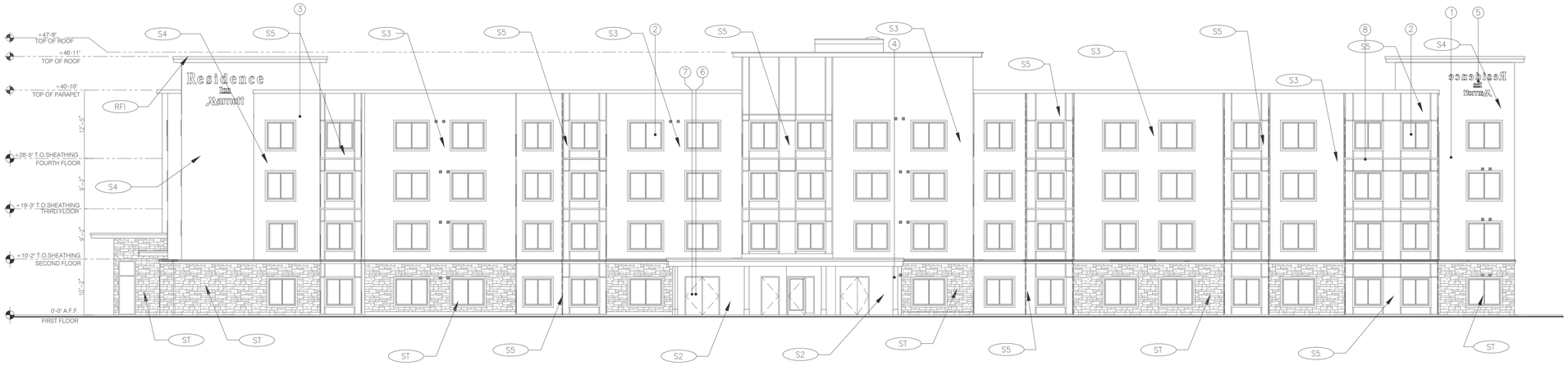
PROJECT
EXTERIOR ELEVATIONS (RESIDENCE-INN)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
HEIDI S. SHIU
No. 18924
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CIVIL
STATE OF CALIFORNIA

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CHK. BY: MG

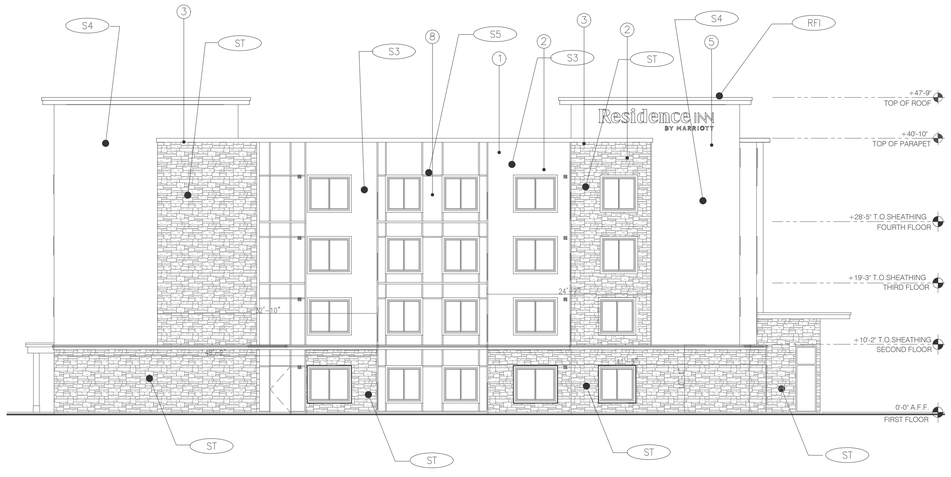
A2.1.5

SHEET
17 OF 39




REAR ELEVATION

SCALE: 3/32" = 1'-0"




LEFT ELEVATION

SCALE: 3/32" = 1'-0"

## FINISH LEGEND

| | | |
|---|---|---|
| S1<br>S2 | | STUCCO COLOR<br>SHERWIN WILLIAMS "HAMMERED SILVER" SW2840 |
| S3 | | STUCCO COLOR<br>SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054 |
| S4 | | STUCCO COLOR<br>SHERWIN WILLIAMS "TWILIGHT GRAY" SW0054 |
| S5 | | STUCCO COLOR<br>MATCH BEHR PAINTS "ROCKY CREEK" PPF-37 |
| S6 | | STUCCO COLOR<br>MATCH BEHR PAINTS "ROCKY CREEK" PPF-37 |
| ST | | STONE VENEER<br>"ELDRADO STONE"<br>PATTERN: BIRCH LEDGE CUT, COLOR: "CARAMEL" |
| RF1 | | Sheet Metal Roofing<br>ATAS, color: "Antique Patina" (SRI = 25) |

NOTE:
STREET NUMBERS OF THE BUILDINGS SHALL BE EASILY VISIBLE FROM THE STREET AT ALL TIMES, DAY & NITE.

NOTES:

1. ROOF COLORS ARE BASED ON "BERRIDGE MFG." COLORS
2. PROVIDE BLOCKING AND POWER FOR EXTERIOR SIGNAGE.

| # | KEY NOTES: |
|---|---|
| 1 | (3) COLOR COAT STUCCO (a) IS A 3-COAT, 7/8 INCH MINIMUM THICK (b) HAS TWO LAYERS OF GRADE D PAPER UNDER STUCCO WERE OCCURS OVER PLYWOOD SHEATHING; AND (c) HAS 26 ga GALVANIZED WEEP SCREED AT FOUNDATION PLATE LINE AT LEAST 4" ABOVE GRADE (OR 2 INCH ABOVE CONCRETE OR PAVING) 2"x6" WOOD STUDS 16" ON CENTER WITH 7/8" CEMENT PLASTER (MEASURED FROM THE FACE OF STUDS) ON THE EXTERIOR SURFACE WITH INTERIOR SURFACE TREATMENT AS REQUIRED FOR INTERIOR WOOD STUD PARTITIONS. PLASTER MIX 1:4 FOR SCRATCH COAT AND 1:5 FOR BROWN COAT, BY VOLUME, CEMENT TO SAND |
| 2 | WINDOW VINYL (OWNER TO SELECT FINISH.) |
| 3 | 25 GA. G.I. MTL. CAP FLASHING. |
| 4 | STUCCO COVERED COLUMN |
| 5 | ILLUMINATED BUILDING SIGN N.I.C. |
| 6 | "SHUNT TRIP" FOR SECONDARY POWER SUPPLY. |
| 7 | RED TRIANGLE TO BE PAINTED AROUND "SHUNT TRIP" ON ADJACENT WALL. |
| 8 | 1" EXPANSION JOINT |

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PROJECT

EXTERIOR ELEVATIONS (RESIDENCE-INN)

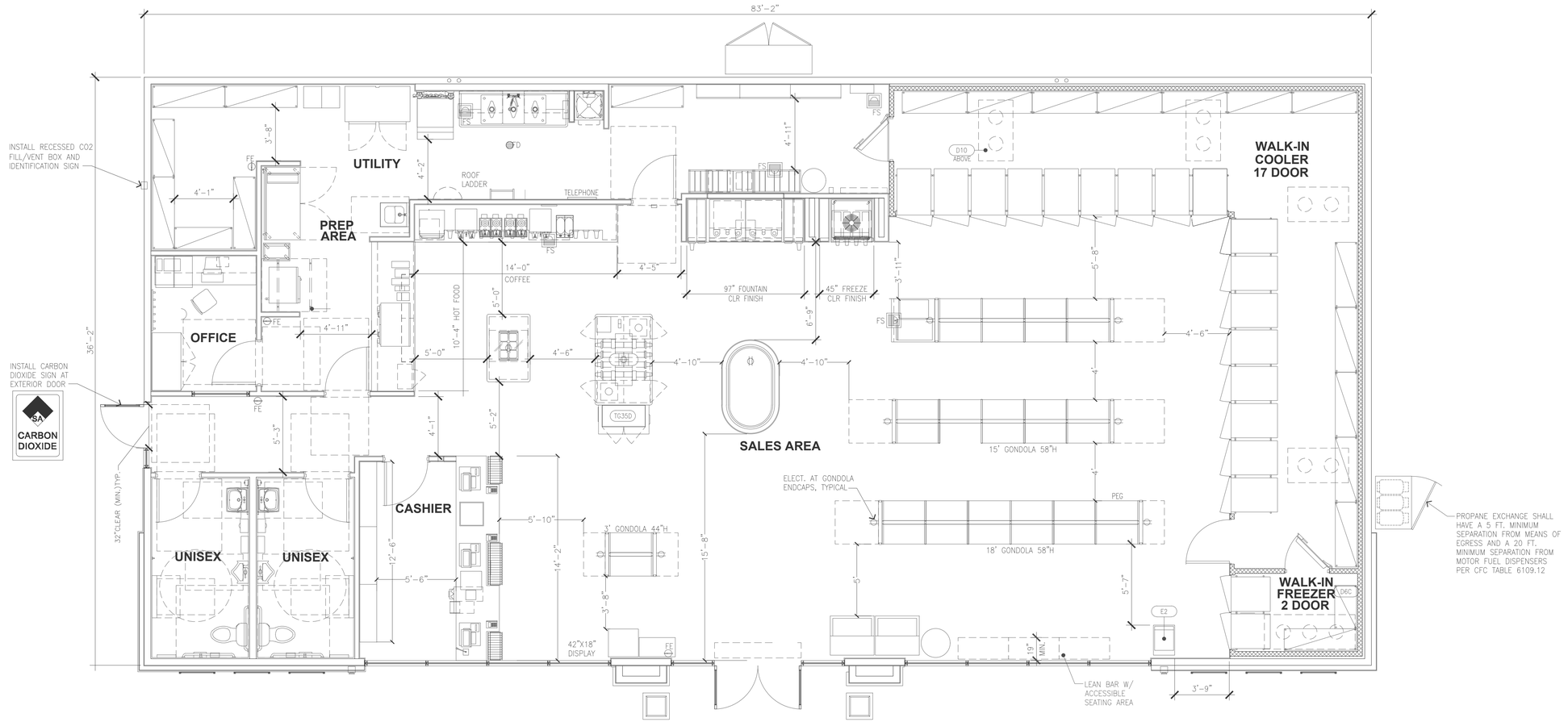
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DATE: 02/16/2022
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A2.1.6

SHEET
18 OF 39




01 – **EQUIPMENT FLOOR PLAN - SIDE EXIT OPTION**
SCALE: 1/4"=1'-0"

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# FLOOR PLAN (C-STORE)

PROJECT
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6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MATTHEW GRIFFIN
No. 89324
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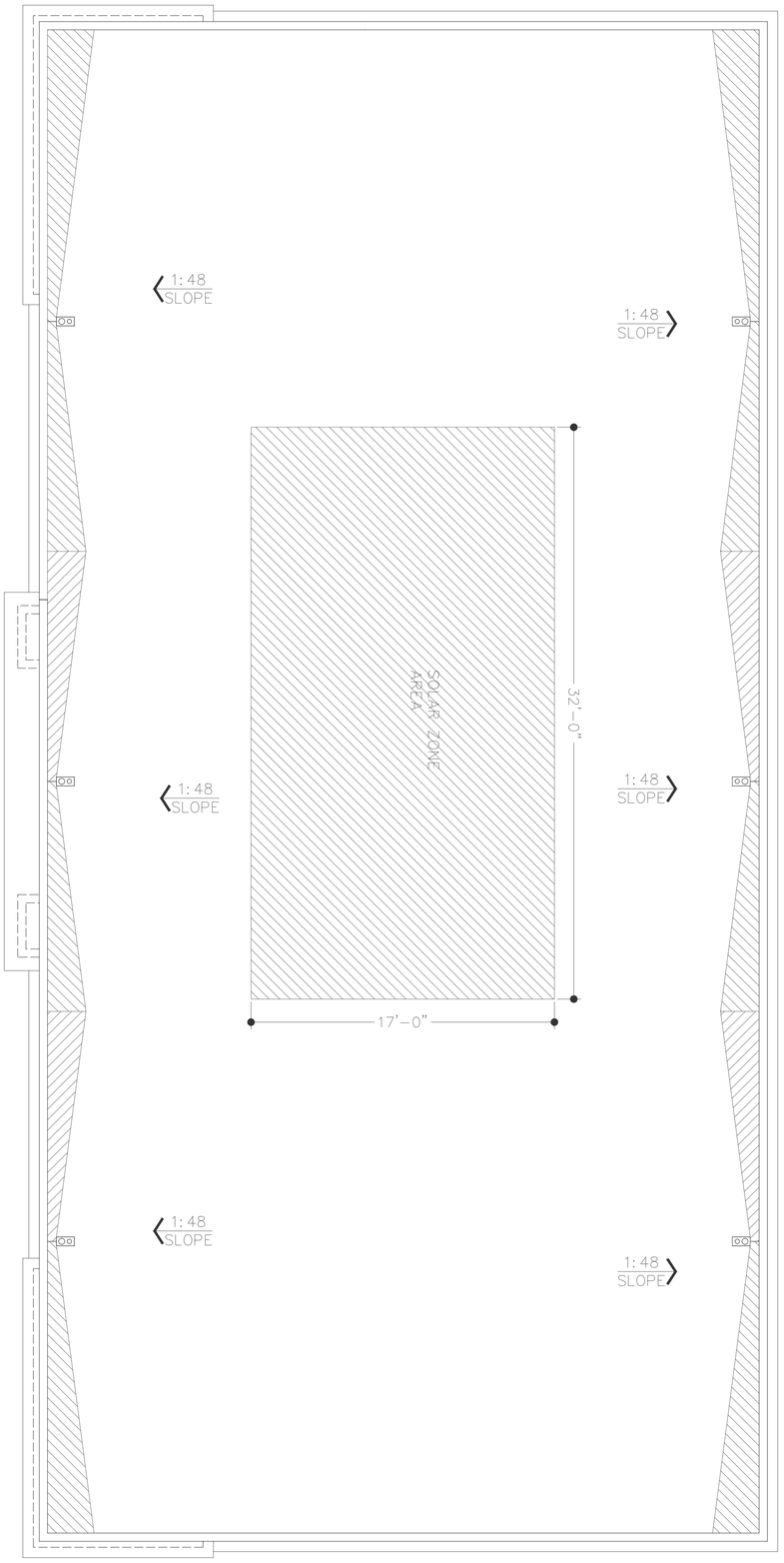
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JOB : 19-43
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CHK. BY: MG

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SHEET
19 OF 39

ROOF PLAN (C-STORE)

SCALE : 1/4"=1'-0"




A3.1.1

SHEET 20 OF 39

DATE: 02/16/2022
JOB #: 19-A-03
DWG. BY: HS
CHK. BY: MG

PROJECT

# ROOF PLAN (C-STORE)

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GILROY, CA


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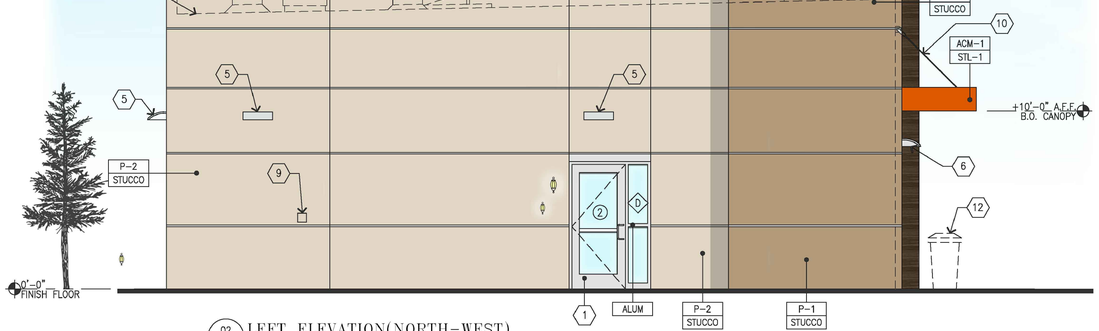
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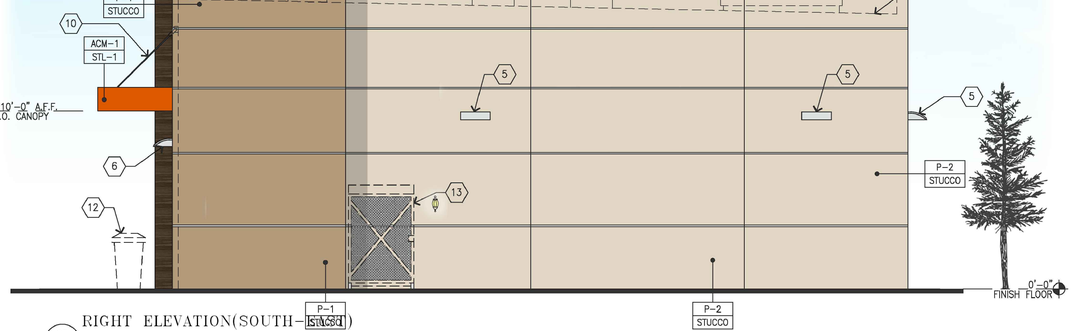
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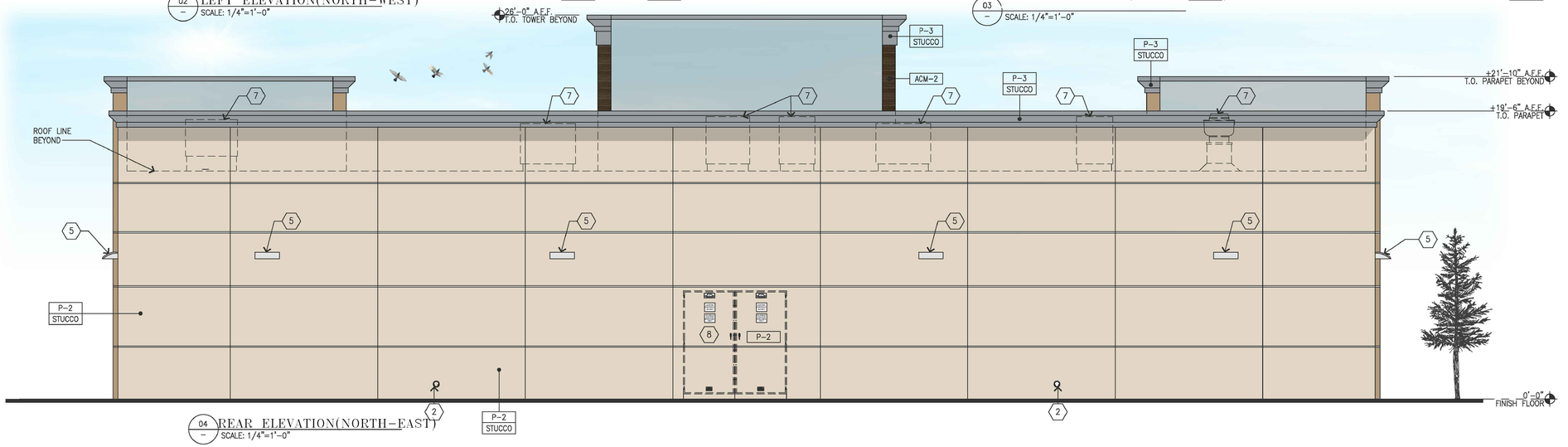

01 RIGHT ELEVATION(SOUTH-WEST)
SCALE: 1/4"=1'-0"




02 LEFT ELEVATION(NORTH-WEST)
SCALE: 1/4"=1'-0"




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




04 REAR ELEVATION(NORTH-EAST)
SCALE: 1/4"=1'-0"

## GENERAL NOTES

A. REVEAL LOCATIONS IN FINISH SYSTEM SHOWN ARE TO ALIGN AS CLOSELY AS POSSIBLE TO ELEVATIONS.

## KEYED NOTES

1. ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO SHEET A5.1 FOR SPECIFICATION
2. OVERFLOW DRAIN
3. WALL POSTER
4. LARGE INTERNALLY ILLUMINATED SURFACE MOUNTED WALL SIGN
5. WALL MOUNTED LED FIXTURE
6. WALL MOUNTED SIGN LIGHTING
7. ROOFTOP EQUIPMENT BEYOND
8. MAIN SWITCHGEAR
9. CO2 FILL/VENT BOX, VERIFY LOCATION PRIOR TO INSTALLATION
10. AWNING ROD AND CLEVIS. REFER TO SHEET A1.4 AND STRUCTURAL PLANS FOR DETAILS
11. CANOPY DOWNSPOUT FINISH TO MATCH STOREFRONT, REFER TO CIVIL PLANS FOR CONTINUATION
12. TRADITIONAL CEMENT TRASH RECEPTACLE, REFER TO SHEET Q2.1 FOR SPECIFICATION
13. PORTABLE PROPANE TANK DISPLAY, REFER TO SHEET Q2.1 FOR SPECIFICATION
14. EMERGENCY SHUT OFF SWITCH, VERIFY LOCATION PRIOR TO INSTALLATION. REFER TO ELECTRICAL SHEETS FOR SPECIFICATIONS
15. AIR CURTAIN BEYOND, REFER TO SHEET A2.3 AND MECHANICAL PLANS

## COLOR LEGEND

- P-1 BENJAMIN MOORE, 1077 "GREAT PLAINS GOLD", SATIN FINISH
- P-2 BENJAMIN MOORE, 1030 "BRANDY CREAM", SATIN FINISH
- P-3 BENJAMIN MOORE, 2121-30 "PEWTER", HIGH GLOSS FINISH

## MATERIAL LEGEND

- ACM-1 ALUMINUM COMPOSITE MATERIAL, PANTONE PMS 166c, "ORANGE"
- ACM-2 ALUMINUM COMPOSITE MATERIAL, ALUCOBOND, "RUSTIC WALNUT"
- STUCCO ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH
- ALUM CLEAR ANODIZED ALUMINUM
- STL-1 STEEL AWNING

REVISIONS:

| # | REVISION ISSUE | DATED |
|---|---|---|
| A | | |

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EXTERIOR ELEVATION (C-STORE)

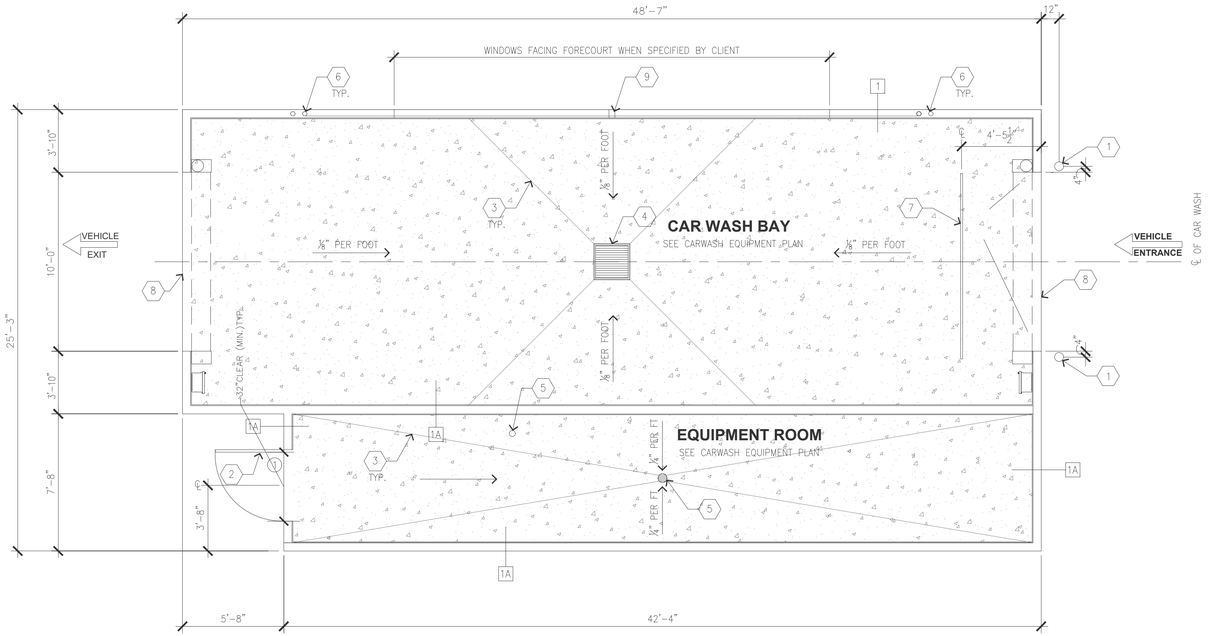
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
M. GRIGSBY
No. 69524
CIVIL
EXP. 06/30/2023
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB: 19-43
DWG. BY: HS
CHK. BY: MG

A3.1.2

SHEET 21 OF 39




01 — **CONSTRUCTION FLOOR PLAN**
SCALE: 1/4"=1'-0"

# DOOR SCHEDULE

| TYPE | SIZE | QTY | MFR/MODEL | MATERIAL | FRAME | RATING | HARDWARE | REMARKS |
|---|---|---|---|---|---|---|---|---|
| (1) | 4'-0"x7'-0"x1-3/4" | 1 | | 18 GA. INSULATED METAL | 16 GA. INSULATED METAL | N/A | 1 | DOOR AND FRAME FACTORY PRIMED |

## DOOR NOTES / HARDWARE

(1) EQUIPMENT EXTERIOR DOOR:

- 1-1/2 PAIR FULL MORTISED STAINLESS STEEL BUTT HINGES (4-1/2"x4-1/2" NRP)
- HEAVY DUTY OVERHEAD CLOSER, LCN 4040
- KICK DOWN DOOR HOLDER, HAGER 270C S1
- 12"x40" EXTERIOR STAINLESS STEEL KICK PLATE
- 30"x40" INTERIOR STAINLESS STEEL KICK PLATE
- LEVER HANDLE WITH KEY OUTSIDE AND PUSH BUTTON INSIDE LOCKSET (ANSI F82/SCHLAGE D50BD LESS CORE, RHODES LEVER 625, BEST CORE W/ 625 FINISH

## WALL LEGEND

WOOD FRAMED WALL

1 — 2x6 STUDS @ 16"o.c.

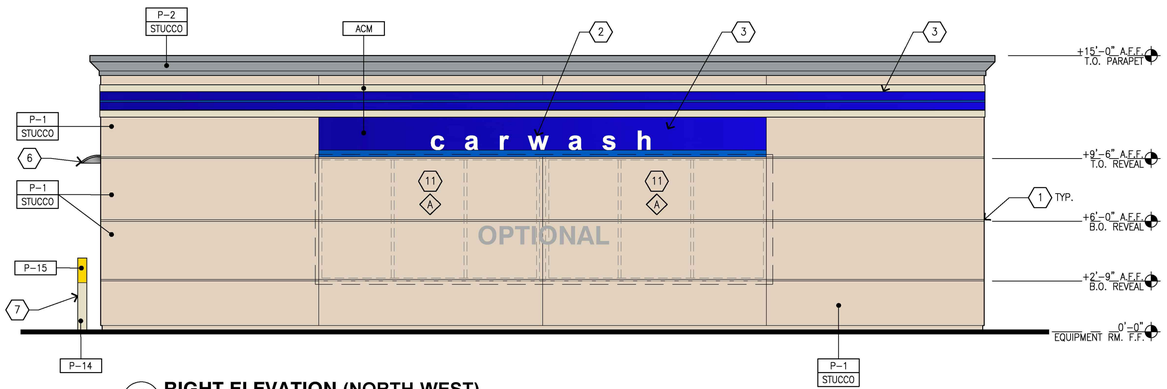
1A — 2x6 STUDS @ 16"o.c. W/ R-21 BATT INSULATION

## GENERAL NOTES

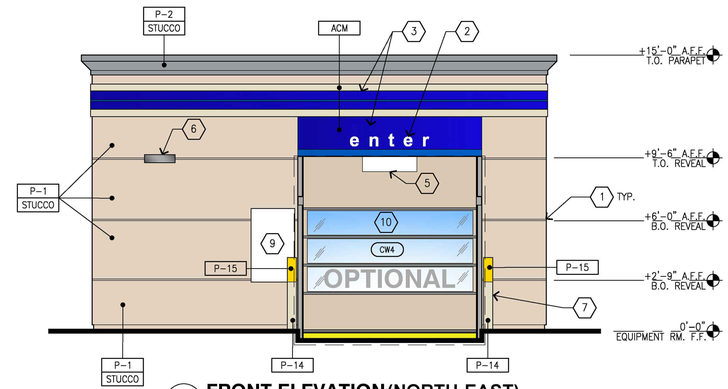
A. ALL DIMENSIONS ARE TO FACE OF STUD UNLESS NOTED OTHERWISE.
B. ALL DENOTED DIMENSIONS ARE TO BE USED. PLANS SHALL NOT BE SCALED.
C. EXTERIOR WALL ARE 2x6, SEE STRUCTURAL PLANS FOR FRAMING REQUIREMENTS.
D. FLAME SPREAD CLASSIFICATIONS FOR INTERIOR WALLS SHALL COMPLY WITH LOCAL CODES.
E. FIRE EXTINGUISHERS (2A:10B:C) SHALL BE INSTALLED AT CAR WASH BAY AND MECHANICAL ROOM. CONFIRM FINAL DETAILS WITH LOCAL FIRE INSPECTOR.

## KEYED NOTES

1. 6"ø x 48" HIGH BOLLARD FILLED WITH CONCRETE, REFER TO DETAIL 05/CWA4.2
2. EQUIPMENT ROOM DOOR, REFER TO DOOR SCHEDULE
3. DEPRESSED SLAB, REFER TO STRUCTURAL SLAB PLAN
4. CATCH BASIN, REFER TO PLUMBING PLANS
5. FLOOR DRAIN, REFER TO PLUMBING PLANS
6. ROOF DRAINS, REFER TO PLUMBING PLANS
7. TRENCH BY GC FOR UNDER CAR MANIFOLD, REFER TO EQUIPMENT & STRUCTURAL PLANS
8. CAR WASH BAY DOOR, REFER TO EQUIPMENT SCHEDULE ON CWQ1.1
9. STEEL COLUMN, WHEN WASH BAY WINDOWS SPECIFIED



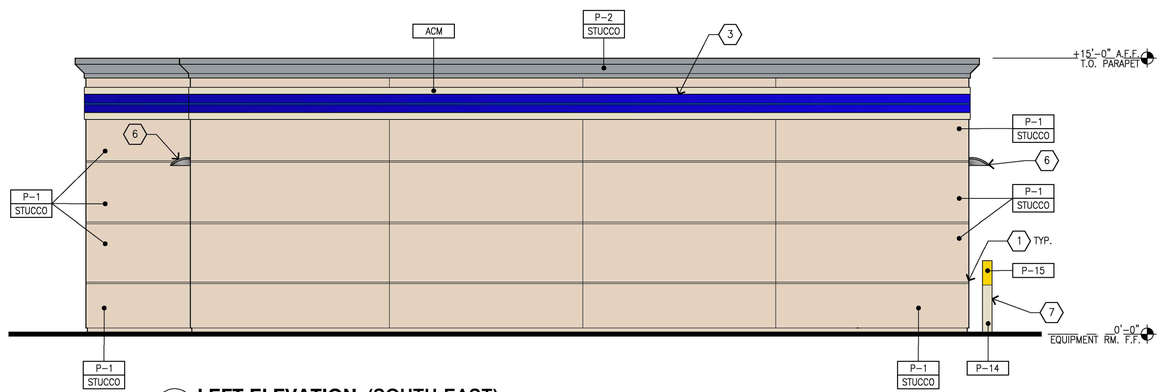

01 — **RIGHT ELEVATION (NORTH-WEST)**
SCALE: 1/4"=1'-0"



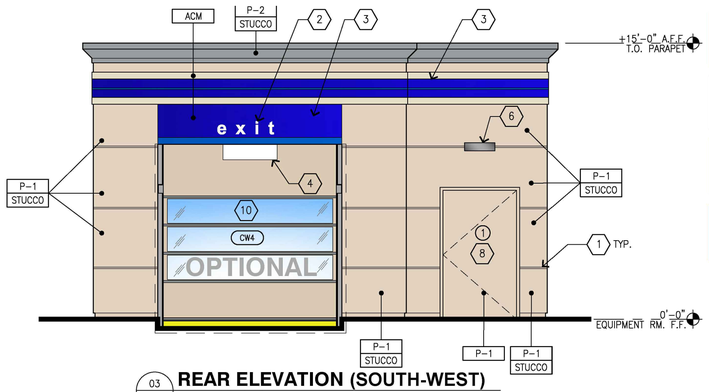

02 — **FRONT ELEVATION (NORTH-EAST)**
SCALE: 1/4"=1'-0"

## KEYED NOTES

1. 1" REVEAL
2. VINYL LETTERS APPLIED TO ACM
3. VINYL DECAL APPLIED TO ACM
4. "NO ENTRY" SIGN
5. OVERHEAD CLEARANCE BAR
6. WALL MOUNTED LED FIXTURE
7. CONCRETE FILLED BOLLARD, REFER TO DETAIL 5/CWA4.2
8. METAL DOOR & FRAME
9. INSTRUCTIONAL SIGN PANEL
10. VINYL ROLL UP DOOR, COLOR: BEIGE, REFER TO SHEET CWQ1.1
11. WASH BAY WINDOWS




04 — **LEFT ELEVATION (SOUTH-EAST)**
SCALE: 1/4"=1'-0"




03 — **REAR ELEVATION (SOUTH-WEST)**
SCALE: 1/4"=1'-0"

## COLOR LEGEND

P-1 — BENJAMIN MOORE, 1030, "BRANDY CREAM", SATIN FINISH

P-2 — BENJAMIN MOORE, 2121-30, "PEWTER", HIGH GLOSS

P-14 — BP PEARL – BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"

P-15 — BP YELLOW – BENJAMIN MOORE, 2022-10, "YELLOW"

## MATERIAL LEGEND

STUCCO — ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH

ACM — ALUMINUM COMPOSITE MATERIAL

REVISIONS:

| # | REVISION ISSUE | DATED |
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| 1 | | |
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FLOOR PLAN & EXTR. ELEVATIONS (CAR WASH)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER — HARRY SIDHU — 18924 — CIVIL — EXP 06/30/2023 — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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SHEET
22 OF 39

# EQUIPMENT SCHEDULE

| NO. | ITEM / DESCRIPTION | REMARKS |
|---|---|---|
| CW1 | ENTRANCE ARCH WITH CLEARANCE BAR | REFER TO SITE PLAN FOR LOCATION |
| CW2 | UNITEC PORTAL TI ACTIVATION | |
| CW3 | 3 MESSAGE LIGHTED ENTRANCE SIGN | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW4 | OPTIONAL (NOT REQUIRED FOR VINYL ROLL UP DOOR LOCATIONS) | ELECTRIC OPERATOR, COLOR: BEIGE IF REQUIRED |
| CW5 | UNDERCAR ENTRANCE ACTIVATION FLOOR MOUNT PHOTOEYE | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW6 | HIGH PRESSURE TRENCH MOUNTED UNDERCAR MANIFOLD | TRENCH MEASURES 1-1/2" WIDE x 2" DEEP x 10'-2" LENGTH BY G.C. |
| CW7 | UNDERCAR ENTRANCE ACTIVATION BOX WITH FLOOR MOUNT PHOTOEYE | |
| CW8 | SOFTGLOSS FLOOR TRACKS | |
| CW9 | SOFTGLOSS FLOOR MOUNT BOOM STAND | |
| CW10 | SOFTGLOSS CABLE MOUNT BRACKET | |
| CW11 | REMOTE BAY BUZZER KIT | |
| CW12 | LOW PROFILE GUIDE RAILS (2 PLCS) | |
| CW13 | SOFTGLOSS WASH MACHINE | |
| CW14 | WALL MOUNTED 8 SEGMENT LIGHTED SIGN | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW15 | SLIMLINE DRYER PNEUMATIC CONTROL BOX | |
| CW16 | SLIMLINE DRYER ELECTRICAL CONTROL BOX | |
| CW17 | SLIMLINE DRYER (3 FAN) | |
| CW18 | COMMUNICATION INTERFACE BOX (WITH TOUCH SCREEN AND E-STOP) | |
| CW19 | OPTIONAL | |

| NO. | ITEM / DESCRIPTION | REMARKS |
|---|---|---|
| CW20 | AUTO DOOR PHOTOEYE W/ BRACKET | |
| CW21 | OPTIONAL<br>AUTO DOOR PHOTOEYE W/ BRACKET | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW22 | DUAL THERMOSTAT ASSY | LOCATE THE THERMOSTAT BULBS ON THE OUTSIDE OF THE NORTH WALL OUT OF DIRECT SUNLIGHT. THIS WILL THEN LOCATE THE POSITION OF THE POSITION OF THE THERMOSTAT ASSY APPROXIMATELY 4 FT AWAY. TAKE CARE NOT TO CRIMP CAPILLARY TUBES LEADING TO THE THERMOSTAT BULBS. |
| CW23 | SLIMLINE DRYER COUNT DOWN TIMER SIGN | |
| CW24 | FRESH WATER BACKUP VALVE ASSY | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW25 | EV ULTRACLEAR RECLAIM SYSTEM 40 GPM W/ OZONE | |
| CW26 | OFFBOARD CHEMICAL INJECTION PUMP/ WITH CHEMICAL CONTAINERS | |
| CW27 | ONBOARD HP PUMP W/ CONTROL BOX | |
| CW28 | HP DIVERTER VALVES | |
| CW29 | WASH BAY TERMINAL BOX | |
| CW30 | OFFBOARD RINSE VALVE/R.O. | J-BOX FURNISHED AND INSTALLED BY G.C. |
| CW31 | OPTIONAL<br>BOOSTER PUMP | IF REQUIRED |
| CW32 | 165 GALLON R.O. STORAGE TANK | |
| CW33 | CARBON FILTER | |
| CW34 | RAINMAKER III R.O. SYSTEM | |
| CW35 | AIR COMPRESSOR, 5 HP, 3 PH | |
| CW36 | UNITEC P.O.S. INTERFACE | ACTUAL LOCATION OF ITEM WILL BE NEAR POINT OF SALE IN C-STORE. |
| CW37 | UNDERGROUND RECLAIM TANKS | REFER TO SITE PLAN FOR LOCATION |

1. CONTRACTOR SHALL RESPONSIBLE TO HARD PIPE PLUMBING AND ELECTRICAL TO ALL CAR WASH EQUIPMENT. VERIFY SCOPE OF WORK WITH RYKO PRIOR TO CONSTRUCTION.

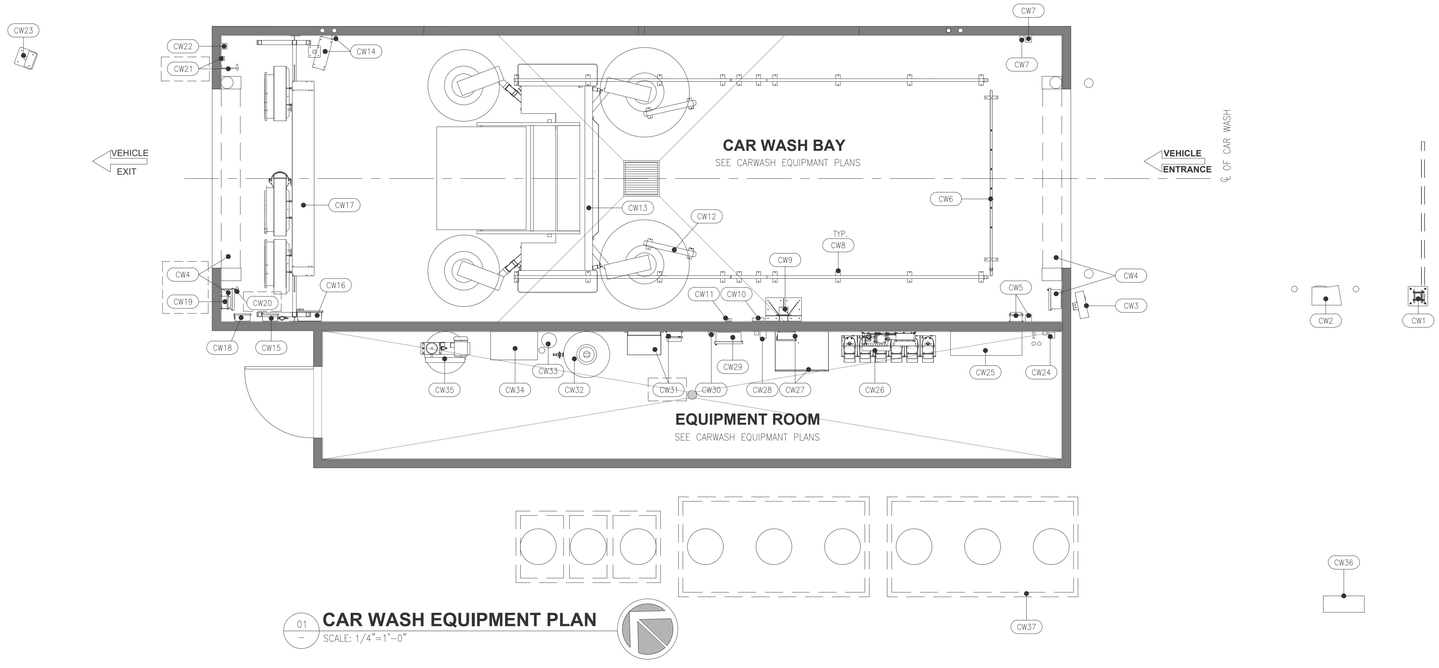
2. VINYL ROLL UP DOORS NOT REQUIRED IN CALIFORNIA, UNLESS REQUIRED BY THE AUTHORITY HAVING JURISDICTION OR, IF NEEDED FOR SECURITY PURPOSES.

3. BOOSTER PUMP IS ONLY REQUIRED WHEN THE WATER PRESSURE TO THE SITE IS LESS THAN 40 PSI. CONFIRM WATER PRESSURE WITH WATER DISTRICT PRIOR TO REQUESTING PLANS FROM RYKO. REFER TO THE WATER REQUIREMENTS NOTED ON THIS SHEET AND PLUMBING SHEET CWP2.0

## WATER REQUIREMENTS

MINIMUM 1" SERVICE AT 40 PSI WITH 35 GPM FLOW RATE.

MAXIMUM 1" SERVICE AT 150 PSI WITH 40 GPM FLOW RATE.




01 — CAR WASH EQUIPMENT PLAN
SCALE: 1/4"=1'-0"

REVISIONS:

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PROJECT

EQUIPMENT PLAN (CAR WASH)

GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

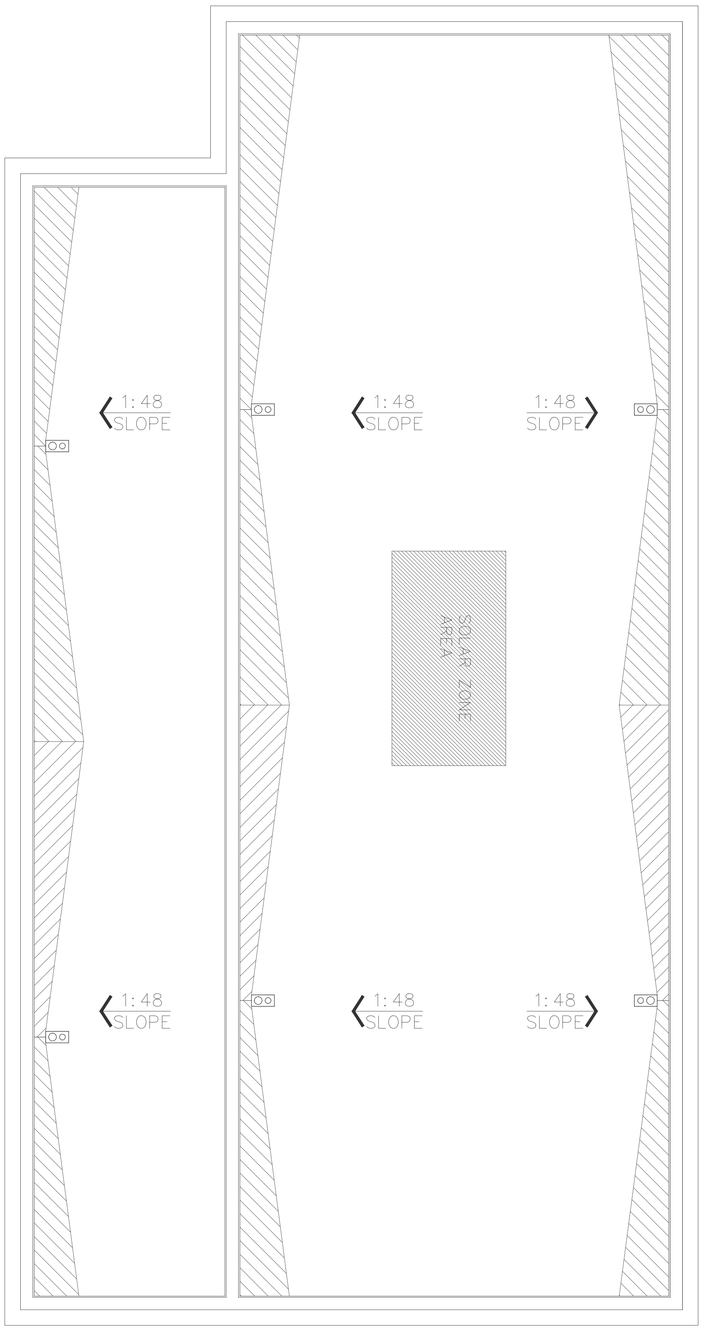
REGISTERED PROFESSIONAL ENGINEER — MARK GREGORY — No. 69934 — EXP. 06/30/2023 — CIVIL — STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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SHEET
23 OF 39

ROOF PLAN (CAR WASH)
SCALE : 1/4"=1'-0"






DATE: 19.43
JOB#:
DWG. BY: HS
CHK. BY: MG

PROJECT

# ROOF PLAN (CAR WASH)

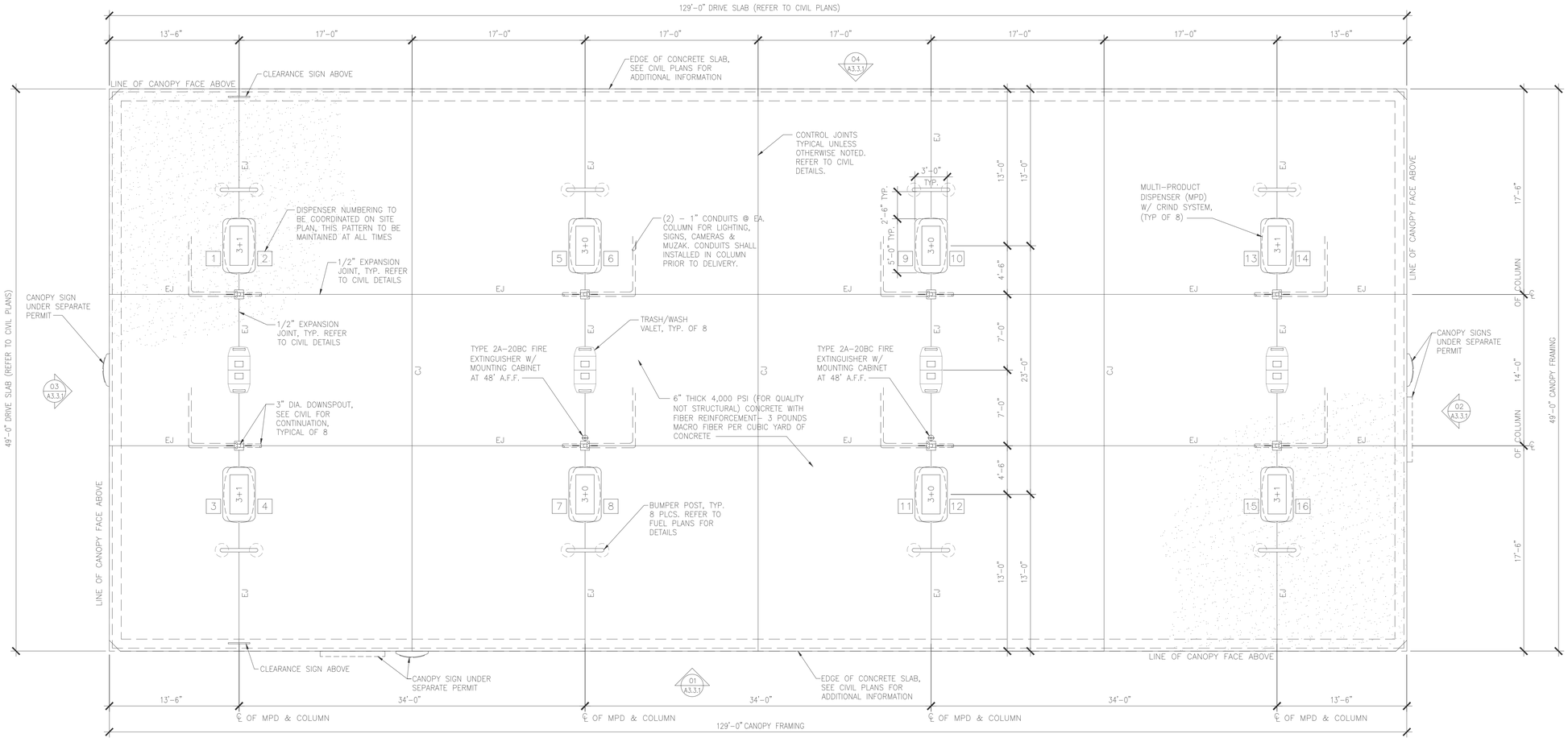
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GILROY, CA


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## BUILDING SIDE




01 – **CANOPY SLAB PLAN**
SCALE: 3/16"=1'-0"

NOTES:

1. DOWNSPOUTS ARE DESIGNED TO BE TIGHTLINED TO THE SITES UNDERGROUND STORM DRAINAGE SYSTEM.
2. REINFORCED CONCRETE DRIVE SLAB SHALL BE OVER 6" CRUSHED ROCK OR AS SPECIFIED IN SOILS REPORT. FINISH SHALL BE A MEDIUM BROOM PERPENDICULAR TO ISLAND LAYOUT w/ EXPANSION AND CONTROL JOINTS AS SHOWN.
3. CANOPY FABRICATOR SHALL PROVIDE DOWNSPOUTS AND CONDUITS FOR LIGHTING, SIGN, MUSIC SYSTEM, CCTV AND SOLAR IN COLUMNS WHERE SPECIFIED. COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION OF CONDUITS, AND HAND HOLES PRIOR TO FABRICATION. SEE ELECTRICAL DRAWINGS.
4. ISLAND FUEL SHALL BE PAINTED GRAY.
5. SEE SHEET CA-3 AND ELECTRICAL DRAWINGS FOR ADDITIONAL NOTES AND IN COLUMN ELECTRICAL CONDUIT AND LIGHTING INFORMATION.
6. GRADE BREAKS AT CONCRETE DRIVE SLAB SHALL OCCUR WITHIN DRIPLINE OF CANOPY. SEE GRADING PLAN FOR SLAB DRAINAGE ISOLATION AND OIL/WATER SEPARATOR.
7. TRASH/WASH VALET ORDERS- BIG RED ROOSTER FLOW: 847-866-0761.

REVISIONS:

| # | REVISION ISSUE | DATED |
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FLOOR PLAN (CANOPY)

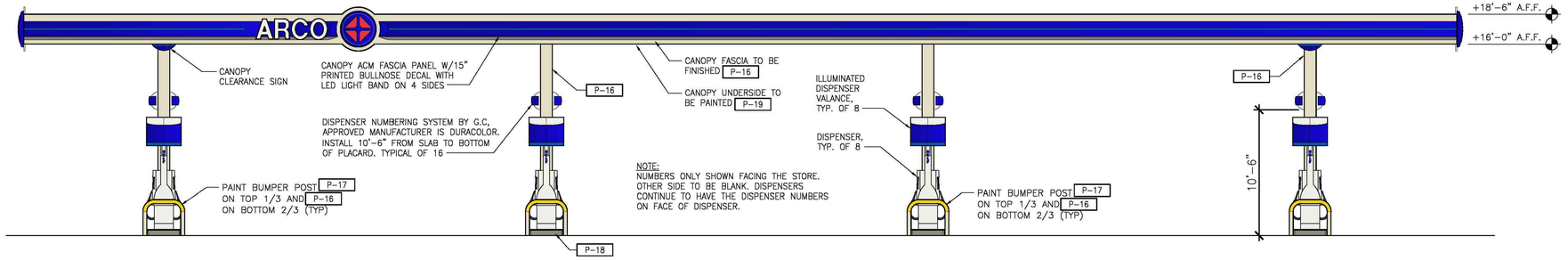
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MICHAEL S. GIANG
No. 69324
EXP. 06/30/2023
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STATE OF CALIFORNIA

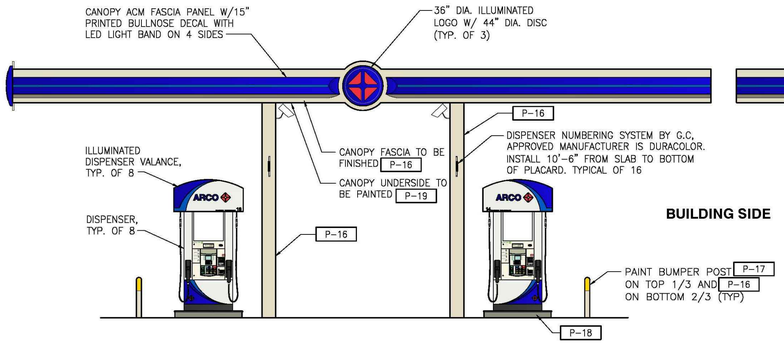
DATE: 02/16/2022
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CHK. BY: MG

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SHEET
25 OF 39

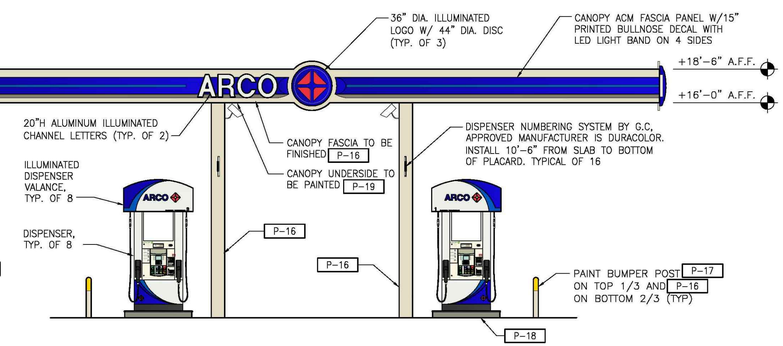



01 — **FRONT ELEVATION**
SCALE: 3/16"=1'-0"




02 — **RIGHT SIDE ELEVATION**
SCALE: 3/16"=1'-0"

**BUILDING SIDE**




03 — **LEFT SIDE ELEVATION**
SCALE: 3/16"=1'-0"

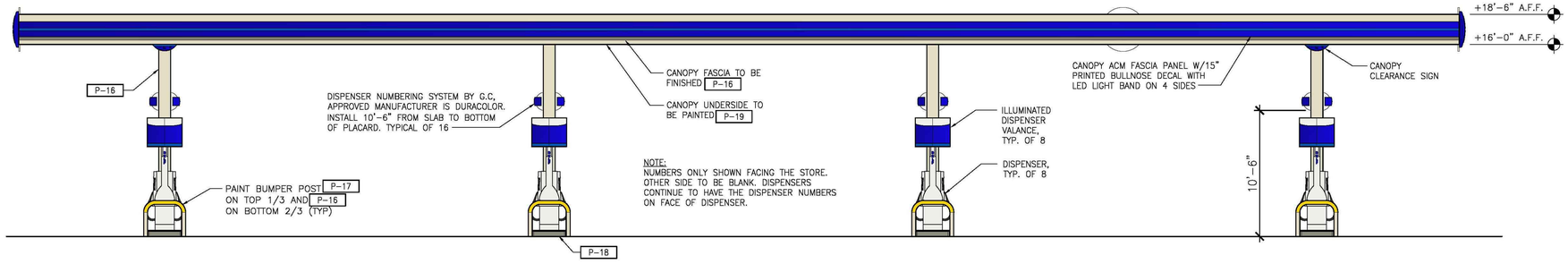
## EXTERIOR PAINTS

P-16 BP PEARL
- -BENJAMIN MOORE, OC-8, "ELEPHANT TUSK"
- -SHERWIN WILLIAMS, SW6119, "ANTIQUE WHITE"
- -ICI PAINTS, #A00B3- 38YY 72/117, "INDIAN LEGEND"

P-17 BP YELLOW
- -BENJAMIN MOORE, 2022-10, "YELLOW"
- -SHERWIN WILLIAMS, SW6903, "CHEERFUL"
- -ICI PAINTS, #A0775- 37YY 61/867, "OMEGA YELLOW"

P-18 BP WARM GRAY
- -BENJAMIN MOORE, 2137-40, "DESERT TWILIGHT"
- -SHERWIN WILLIAMS, SW7053, "ADAPTIVE SHADE"
- -ICI PAINTS, #A1860- 40YY 25/074, "GRAY MOUNTAIN"

P-19 HIGH HIDING WHITE
- -BENJAMIN MOORE, OC-67, "ICE MIST"
- -SHERWIN WILLIAMS, SW7006, "EXTRA WHITE"
- -ICI PAINTS, #A0128- 50GY 83/010, "WHITE WING"




04 — **REAR ELEVATION**
SCALE: 3/16"=1'-0"
**FACING BUILDING**

REVISIONS:

| # | REVISION | ISSUE DATED |
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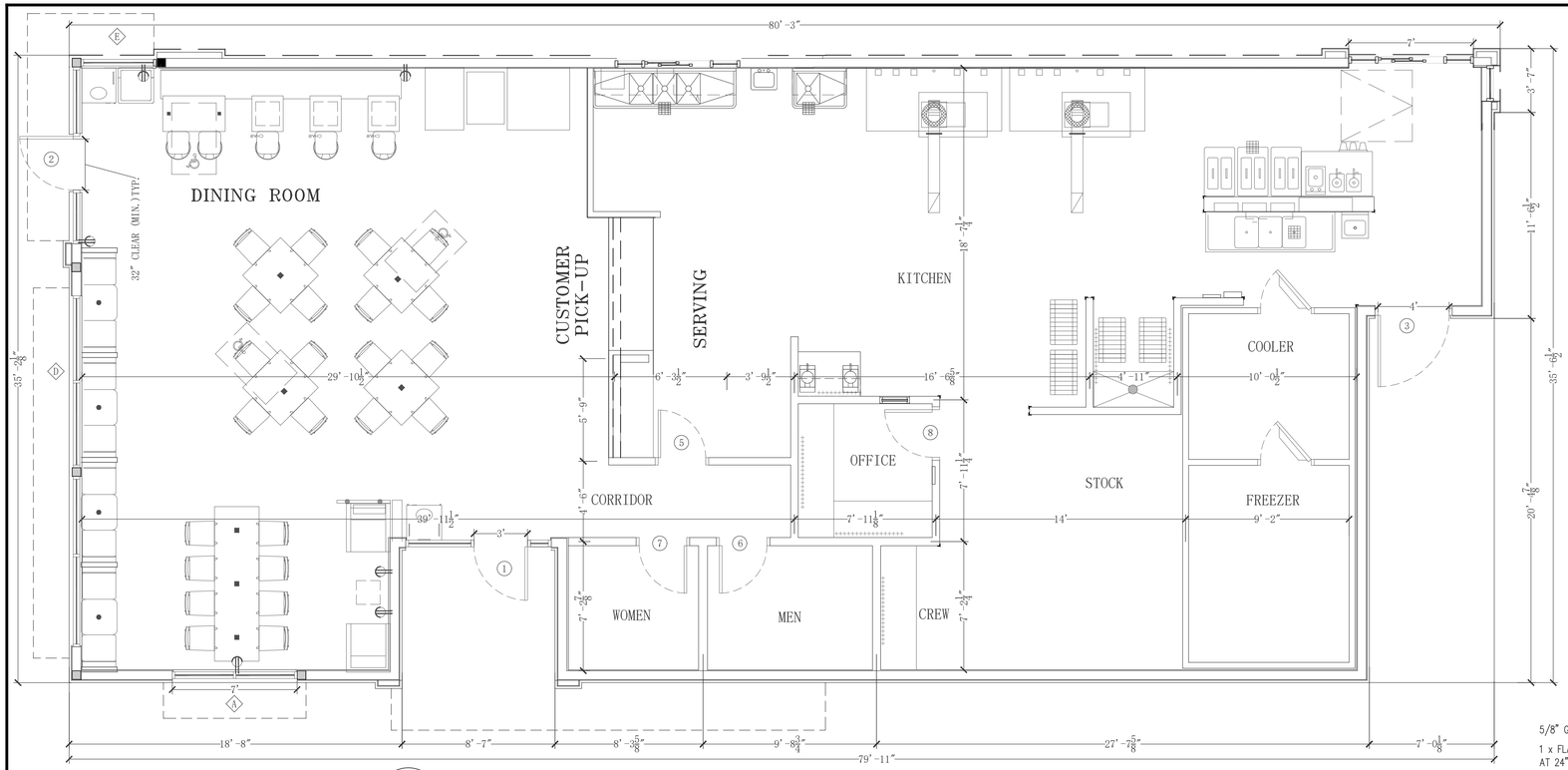

EXTERIOR ELEVATIONS (CANOPY)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

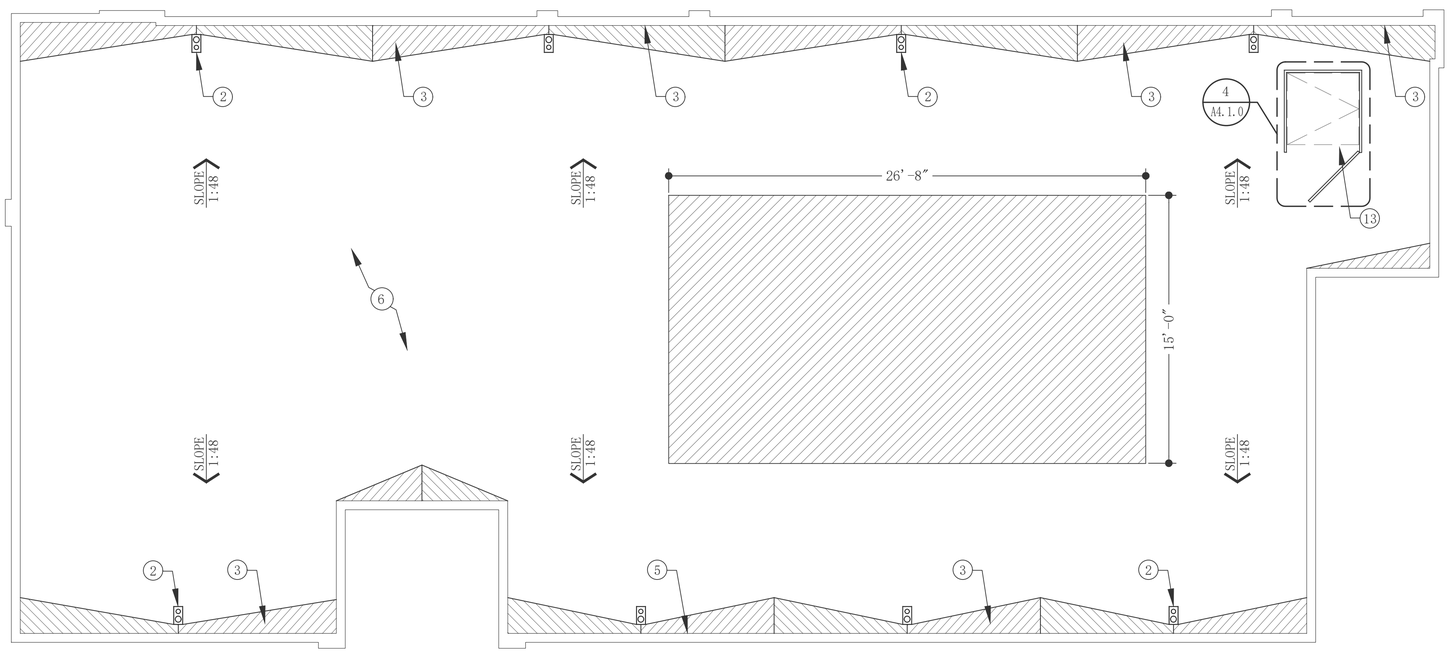
REGISTERED PROFESSIONAL ENGINEER
MICHAEL S. GIBSON
58924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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SHEET
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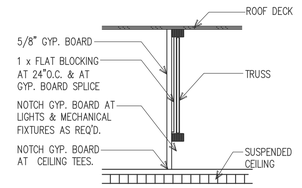



1 FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"




2 ROOF PLAN
SCALE: 1/4"=1'-0"

| # | KEY NOTES |
|---|---|
| 1. | REFER TO ROOF DETAILS ON AD-1 SHEET FOR EQUIPMENT PLATFORM REQUIREMENTS (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION. |
| 2. | 3" ROOF DRAIN & OVER FLOW PIPE (TYP.) |
| 3. | 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL |
| 4. | DASHED LINE INDICATES BUILDING LINE BELOW |
| 5. | AT JUNCTION OF ROOF AND VERTICAL SURFACE, FLASHING AND COUNTER FLASHING SHALL BE PROVIDED PER ROOFING MANUFACTURER'S INSTRUCTIONS. ALL METAL SHALL BE NOT LESS THAN #26 GAUGE CORROSION-RESISTANT METAL. |
| 6. | ROOFING 4GNC BY JOHN MANSVILLE OR APPROVED EQUAL |
| 7. | DRAFT STOPPING SHALL BE INSTALLED IN ATTICS AND CONCEALED ROOF SPACES, SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 3,000 S.F. |
| 8. | CONCRETE TILE (OWNER TO SELECT) OVER 1/2" PLYWOOD OVER PRE-MANUFACTURED ROOF TRUSSES @ 24"O.C. VERIFY ATTACHMENT WITH TRUSS MANUFACTURER. PROVIDE CONTINUOS STUCCO SCREEN. (#ESR-1647) |
| 9. | LV24RD ROUND LOUVER VENT. |
| 10. | 3"x22" EAVE VENT |
| 11. | SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER. VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION. |
| 12. | CLOAKED VENT TILE-INSTALL PER MANUFACTURER'S SPECIFICATIONS. |
| 13. | ROOF HATCH WITH ALTERNATING TREAD DEVICE. 1/4" SS OR GALVANIZED CABLE GUARDRAIL BETWEEN POSTS @ 21" & 42" ABOVE FINISHED ROOF LEVEL (THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21" IN DIAMETER) |

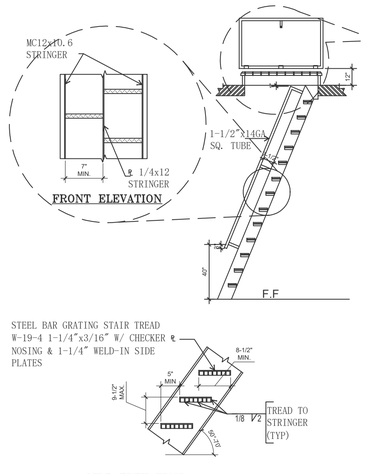


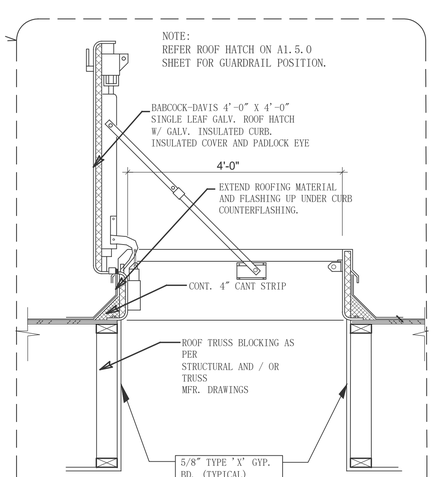

3 DRAFT STOP DETAIL
SCALE: N.T.S.

NOTE:-
1. DRAFT STOPPING MATERIALS SHALL NOT BE LESS THAN 0.5-INCH GYPSUM BOARD, 0.375-INCH WOOD STRUCTURAL PANEL, 0.375-INCH PARTICLEBOARD OR OTHER APPROVED MATERIALS.

NOTES FOR CONTRACTOR:

1. CBC 1015.6/7 - GUARDS SHALL BE PROVIDED WHERE APPLIANCES, EQUIPMENT, FANS, ROOF HATCH OPENINGS OR OTHER ITEMS THAT REQUIRE SERVICE ARE LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR, ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER. THE GUARD SHALL EXTEND NOT LESS THAN 30 INCHES BEYOND EACH END OF SUCH APPLIANCE, EQUIPMENT, FAN, ROOF HATCH OR COMPONENT.
2. AUTOMATIC SHUTOFFS - AIR-MOVING SYSTEMS SUPPLYING IN EXCESS OF 2000 CUBIC FEET PER MINUTE TO ENCLOSED SPACES WITHIN BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC SHUTOFF. SHUTOFFS SHALL STOP THE AIR-MOVING EQUIPMENT WHEN SMOKE IS DETECTED IN ROOMS SERVED BY THE SYSTEM. EXCEPTIONS: (1) ROOMS HAVE A DIRECT EXIT TO THE EXTERIOR OF THE BUILDING, OR (2) SYSTEMS ARE DESIGNED FOR SMOKE CONTROL. CMC § 608.1
3. CMC 604.1.2 - INSULATION APPLIED TO THE EXTERIOR SURFACE OF DUCTS SHALL HAVE A FLAME-SPREAD RATING OF NOT MORE THAN 25 AND A SMOKE-DENSITY RATING OF NOT MORE THAN 50 WHEN TESTED AS A COMPOSITE ASSEMBLY INCLUDING INSULATION, FACING MATERIALS, TAPES AND ADHESIVES AS NORMALLY APPLIED.




4 ROOF HATCH W/ALTERNATING TREAD DEVISE
SCALE: N.T.S.

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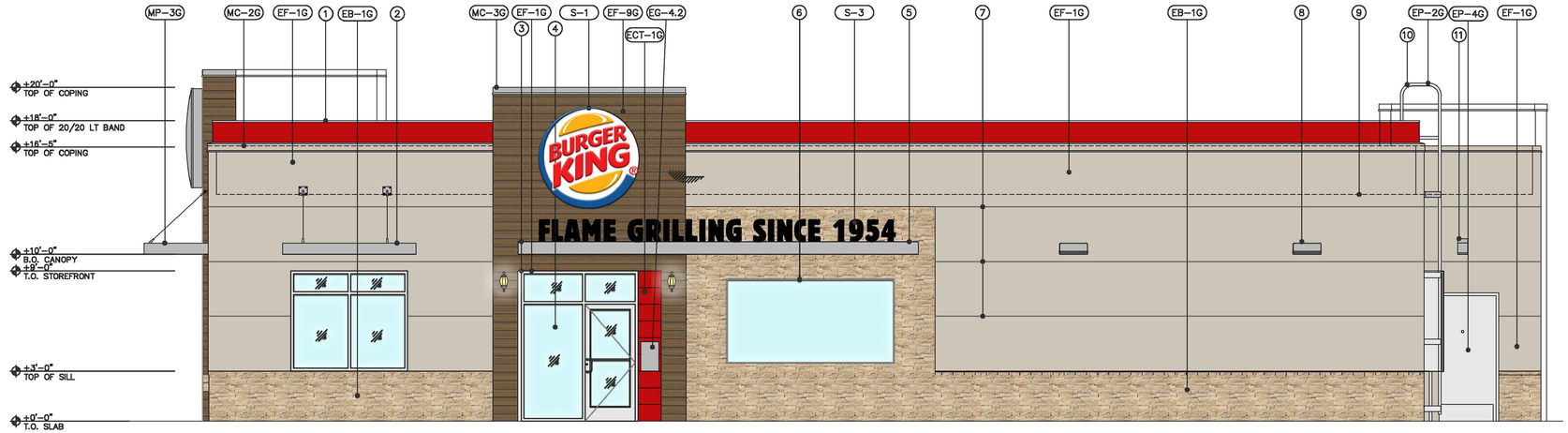
ACE Design LLC
1024 Iron Point Road, Suite 1046
Folsom, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

PROJECT
FLOOR & ROOF PLAN (BURGER KING)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

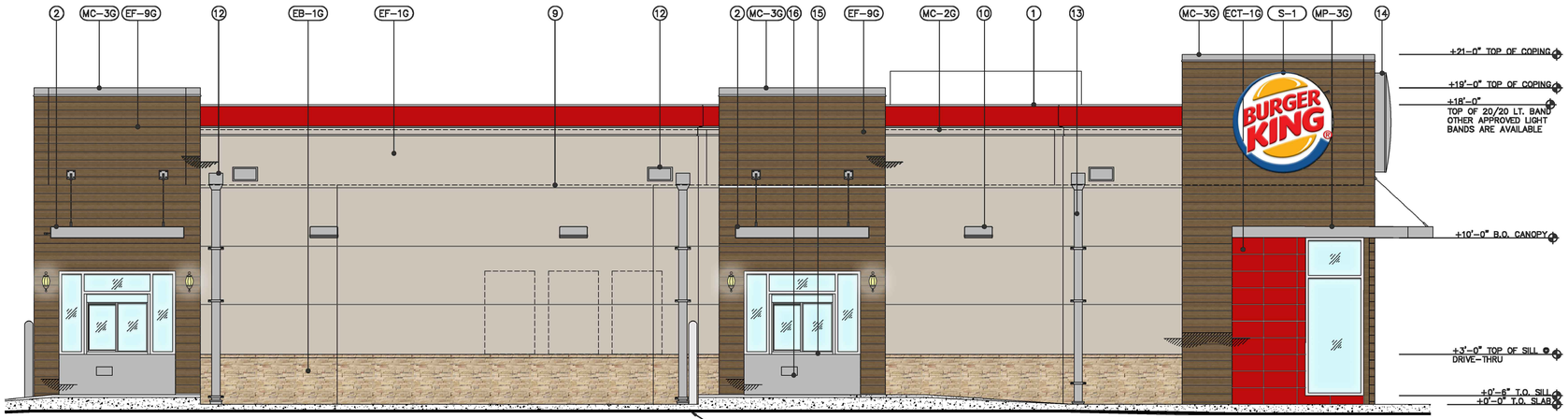
REGISTERED PROFESSIONAL ENGINEER
JOSEPH S. GAGE
No. 56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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SHEET
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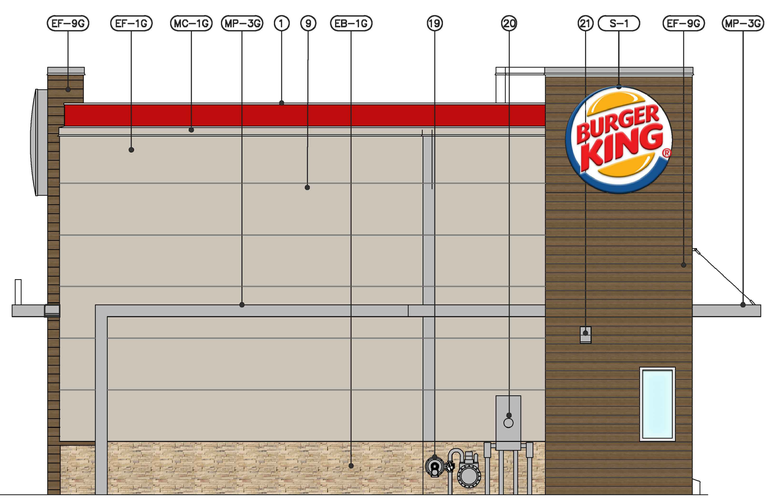

1 FRONT ELEVATION (SOUTH-WEST)
SCALE: 1/4"=1'-0"




2 REAR ELEVATION (NORTH-EAST)
SCALE: 1/4"=1'-0"




3 LEFT ELEVATION (NORTH-WEST)
SCALE: 1/4"=1'-0"




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

## # KEY NOTES:-

1. LIGHT BAND BY SIGN MANUFACTURER.
2. AWNINGS MAY BE USED AT THIS LOCATION.
3. ALIGN CANOPY.
4. REFERENCE SHEET A-1 FOR VESTIBULE OPTION.
5. CANOPY LENGTH 24'±: COORDINATE WITH "FGS 1954" SIGN.
6. MERCHANDISING.
7. (3) REVEALS EQUALLY SPACED FROM BOTTOM OF COPING TO TOP OF BRICK (TYPICAL ALL SIDES) REFER TO DETAIL 'A', THIS SHEET.
8. BOTTOM OF FIXTURES @ 10'-0" A.F.F. (TYPICAL).
9. LINE OF ROOF DECK.
10. PAINTED STEEL LADDER – REFERENCE SECTION 10/A-5.
11. SECURITY LIGHT.
12. OVERFLOW SCUPPER AND DOWNSPOUT. PAINT TO MATCH EP-2G (TYP.).
13. ROOF DRAIN: CONNECT TO CATCH BASIN. COORDINATE WITH CIVIL DRAWINGS. (TYP.).
14. 72"ø LOGO SIGN(TYP.).
15. SELF-CLOSING DRIVE-THRU WINDOW: REFERENCE WINDOW SCHEDULE, SHEET A-10 (TYP.).
16. OPTION PASS-THRU OPENING FOR BURGER KING McLAMORE FOUNDATION COLLECTION BOX. REFER TO DETAIL, SHEET A-1.1 (TYP.).
17. STEEL COLUMN CLAD WITH BRAKE METAL TO MATCH STOREFRONT.
18. ALUMINUM AND GLASS STOREFRONT.
19. GAS SERVICE ENTRANCE.
20. ELECTRICAL SERVICE ENTRANCE.
21. SECURITY LIGHT @ 9'-0" AFF.

EXTERIOR FINISH SCHEDULE

| CALLOUT | MATERIAL | MANUFACTURER | PRODUCT | COLOR |
|---|---|---|---|---|
| EB1G | LEDGESTONE SOUTHWEST | BORAL | CULTURED STONE | MOJAVE |
| ECT-1G | EXTERIOR CERAMIC TILE | GRANITE/FIANDRE EURO | SENSIBLE STONE ED5052 | RED NATURAL |
| EF-1G | STUCCO | STO OR APPRD EQUAL | STO POWERWALL, FINE | TWILIGHT GRAY |
| EP-2G | EXTERIOR PAINT | SHERWIN WILLIAMS | SW 7633 LRV 36 | TANNER TAUPE |
| EP-4G | EXTERIOR PAINT | PPG | 6-2045XI | MONTEREY CLIFFS |
| EF-9G | EXTERIOR FIBER CEMENT | NACHIHA FIBER CEMENT PANELS | VINTAGE WOOD EF762 | CEDAR |
| MC-3G | METAL CANOPY | CANOPY SUPPLIER | WP HICKMAN SYSTEMS | SILVER |
| MP-3G | METAL CANOPY | CANOPY SUPPLIER | CUSTOM METAL CANOPY | CLEAR ANODIZED |
| MC-2G | METAL COPING | SEE DETAIL OF LIGHT BAND ABOVE | | TWILIGHT GRAY |

REVISIONS:
| REVISION ISSUE | DATED |
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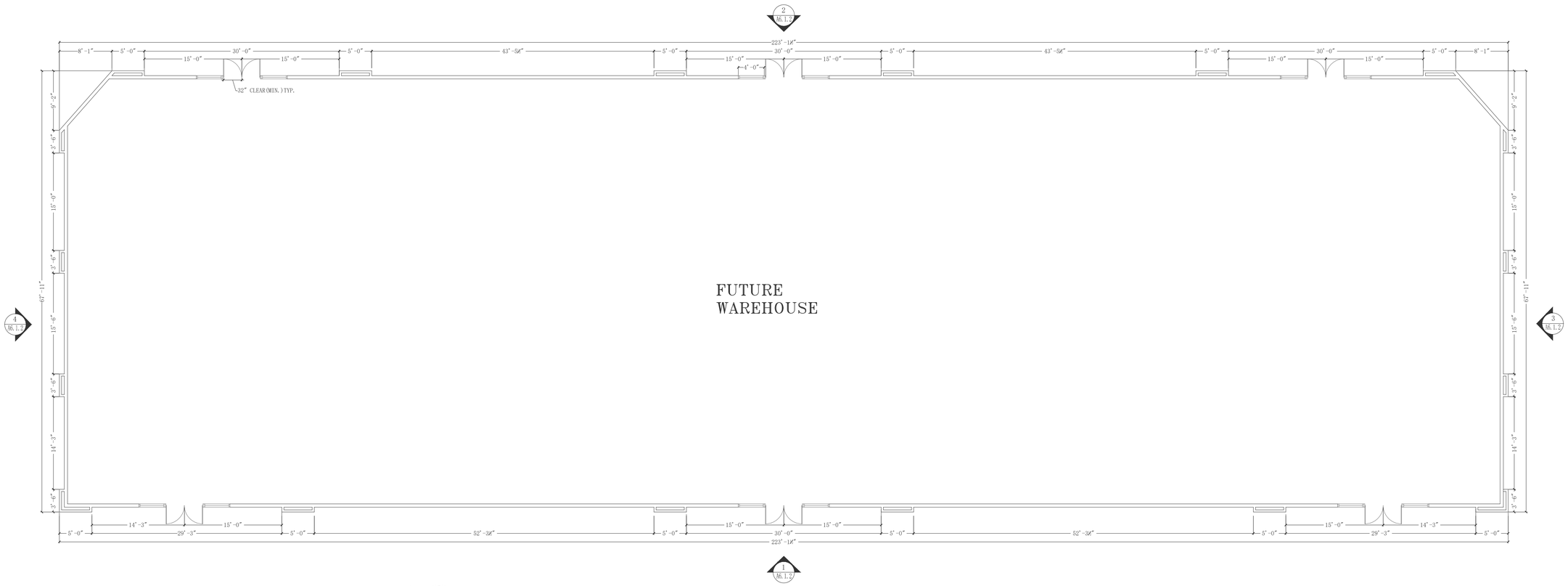
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PROJECT
EXTERIOR ELEVATIONS (BURGER KING)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JASSAL S. SIDHU
56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB: 19-43
DWG. BY: HS
CHK. BY: MG

A4.1.1
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## FLOOR PLAN (FUTURE WAREHOUSE)

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

REVISIONS:

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|---|---|---|
| 1 | | |
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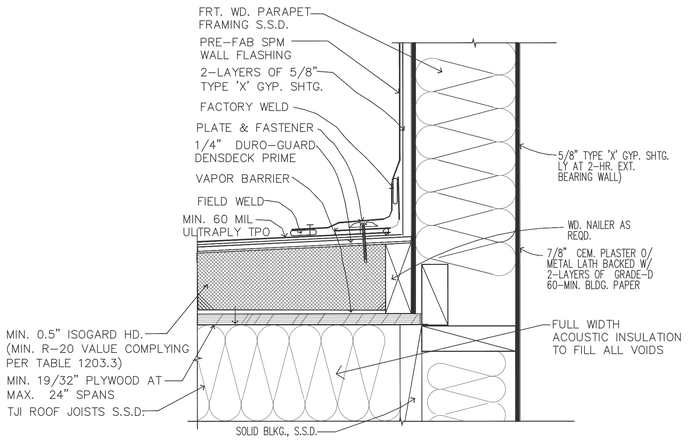

FIRST FLOOR PLAN (FUTURE WAREHOUSE)

PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

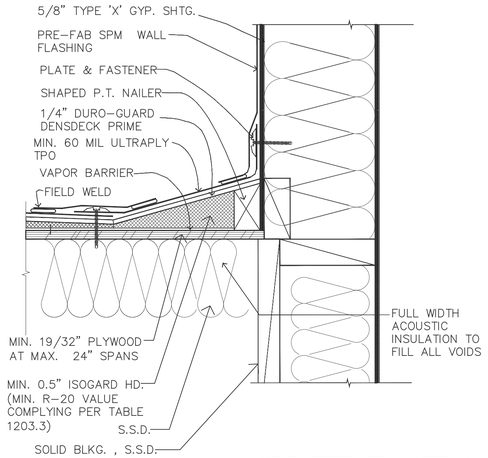
REGISTERED PROFESSIONAL ENGINEER
KASEM S. SHEIKH
56924
CIVIL
EXP.06/30/2023
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB: 19-43
DWG. BY: HS
CHK. BY: MG

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## 2 ROOF PARAPET FLASHING
SCALE: NTS.

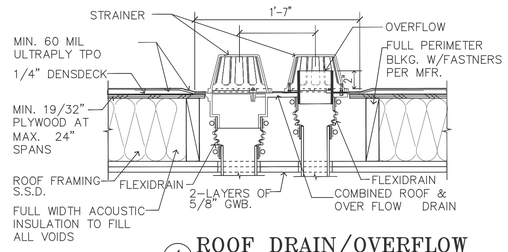



## 3 CRICKET FLASHING
SCALE: NTS.

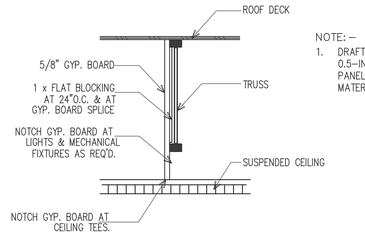
NOTES FOR CONTRACTOR:

1. CBC 1015.6/7 – GUARDS SHALL BE PROVIDED WHERE APPLIANCES, EQUIPMENT, FANS, ROOF HATCH OPENINGS OR OTHER ITEMS THAT REQUIRE SERVICE ARE LOCATED WITHIN 10 FEET OF A ROOF EDGE OR OPEN SIDE OF A WALKING SURFACE AND SUCH EDGE OR OPEN SIDE IS LOCATED MORE THAN 30 INCHES ABOVE THE FLOOR, ROOF OR GRADE BELOW. THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21 INCHES IN DIAMETER. THE GUARD SHALL EXTEND NOT LESS THAN 30 INCHES BEYOND EACH END OF SUCH APPLIANCE, EQUIPMENT, FAN, ROOF HATCH OR COMPONENT.
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3. CMC 604.1.2 – INSULATION APPLIED TO THE EXTERIOR SURFACE OF DUCTS SHALL HAVE A FLAME-SPREAD RATING OF NOT MORE THAN 25 AND A SMOKE-DENSITY RATING OF NOT MORE THAN 50 WHEN TESTED AS A COMPOSITE ASSEMBLY INCLUDING INSULATION, FACING MATERIALS, TAPES AND ADHESIVES AS NORMALLY APPLIED.

| # | KEY NOTES |
|---|---|
| 1. | REFER TO ROOF DETAILS ON AD-1 SHEET FOR EQUIPMENT PLATFORM REQUIREMENTS (SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER). VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION. |
| 2. | 3" ROOF DRAIN & OVER FLOW PIPE (TYP.) |
| 3. | 1/2" PLYWOOD CRICKET O/2X6 KICKERS @ 16"O.C. W/ 6":12" MAX. SLOPE TYPICAL |
| 4. | DASHED LINE INDICATES BUILDING LINE BELOW |
| 5. | AT JUNCTION OF ROOF AND VERTICAL SURFACE, FLASHING AND COUNTER FLASHING SHALL BE PROVIDED PER ROOFING MANUFACTURER'S INSTRUCTIONS. ALL METAL SHALL BE NOT LESS THAN #26 GAUGE CORROSION-RESISTANT METAL. |
| 6. | ROOFING 4GNC BY JOHN MANSVILLE OR APPROVED EQUAL |
| 7. | DRAFT STOPPING SHALL BE INSTALLED IN ATTICS AND CONCEALED ROOF SPACES, SUCH THAT ANY HORIZONTAL AREA DOES NOT EXCEED 3,000 S.F. |
| 8. | CONCRETE TILE (OWNER TO SELECT) OVER 1/2" PLYWOOD OVER PRE-MANUFACTURED ROOF TRUSSES @ 24"O.C. VERIFY ATTACHMENT WITH TRUSS MANUFACTURER. PROVIDE CONTINUOS STUCCO SCREEN. **(#ESR-1647)** |
| 9. | LV24RD ROUND LOUVER VENT. |
| 10. | 3"x22" EAVE VENT |
| 11. | SEE MECHANICAL PLAN TO VERIFY SIZES & NUMBER. VERIFY LOCATION W/ TRUSS MANUFACTURER FOR LOAD DISTRIBUTION. |
| 12. | CLOAKED VENT TILE-INSTALL PER MANUFACTURER'S SPECIFICATIONS. |
| 13. | ROOF HATCH WITH ALTERNATING TREAD DEVICE. 1" SS OR GALVANIZED CABLE GUARDRAIL BETWEEN POSTS @ 21" & 42" ABOVE FINISHED ROOF LEVEL (THE GUARD SHALL BE CONSTRUCTED SO AS TO PREVENT THE PASSAGE OF A SPHERE 21" IN DIAMETER) |




## 4 ROOF DRAIN/OVERFLOW
SCALE: NTS.

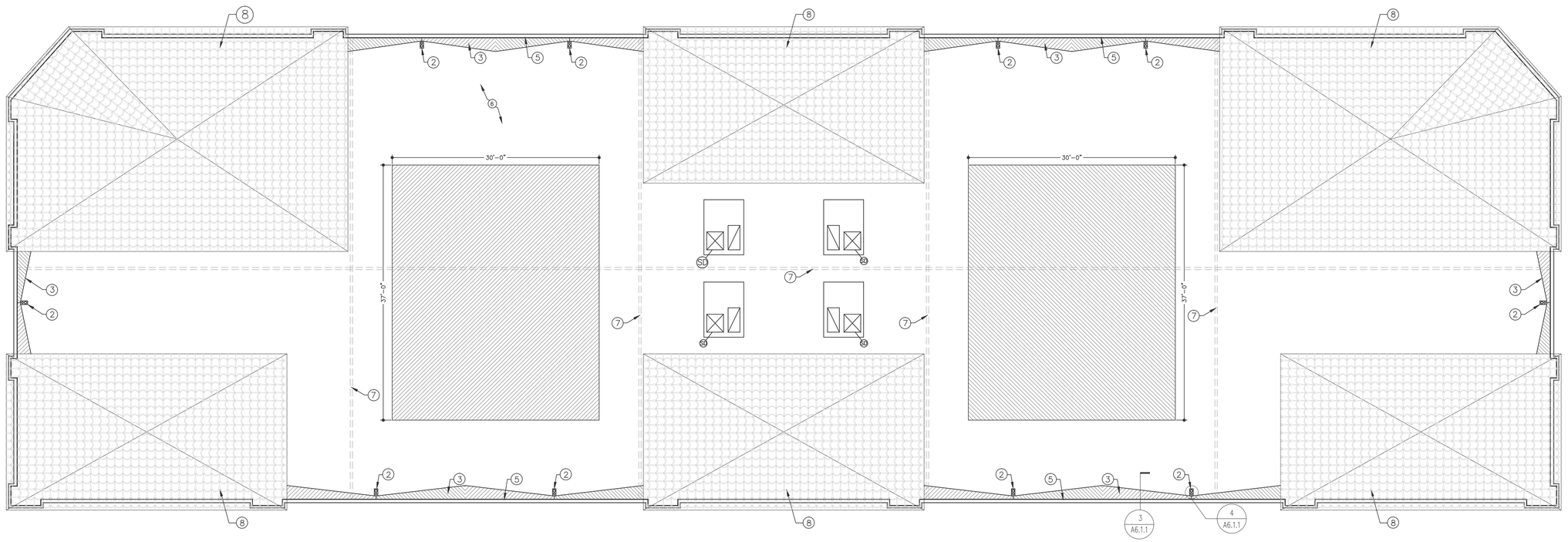



NOTE: –

1. DRAFT STOPPING MATERIALS SHALL NOT BE LESS THAN 0.5-INCH GYPSUM BOARD, 0.375-INCH WOOD STRUCTURAL PANEL, 0.375-INCH PARTICLEBOARD OR OTHER APPROVED MATERIALS.

## 1 DRAFT STOP DETAIL
SCALE: NTS.

SOLAR ZONE CALCULATION:
GROSS ROOF AREA = 15160 sq.ft
SOLAR ZONE SHOULD BE MIN. 15% OF GROSS ROOF AREA
SO, 15160 X 15/100 = 2274 sq.ft (REQUIRED)
= 2220 SQ.FT. (PROVIDED)
SOLAR ZONE AREA




## ROOF PLAN (FUTURE WAREHOUSE)
SCALE: 1/8" = 1'-0"

REVISIONS:

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PROJECT
ROOF PLAN (FUTURE WAREHOUSE)
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
MUKESH S. GUPTA
56924
EXP. 06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

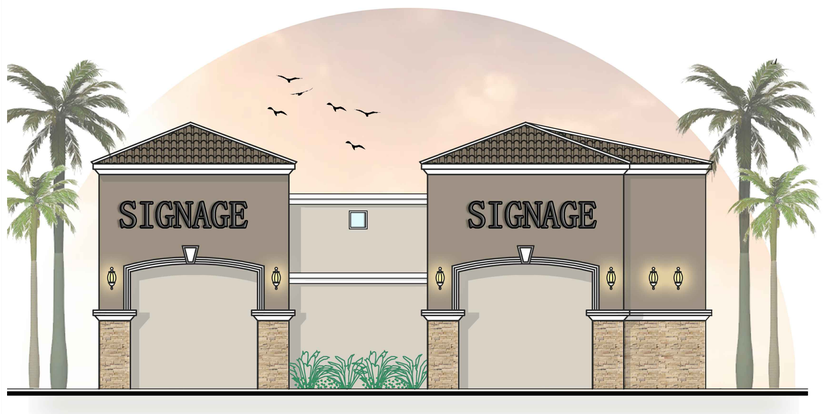
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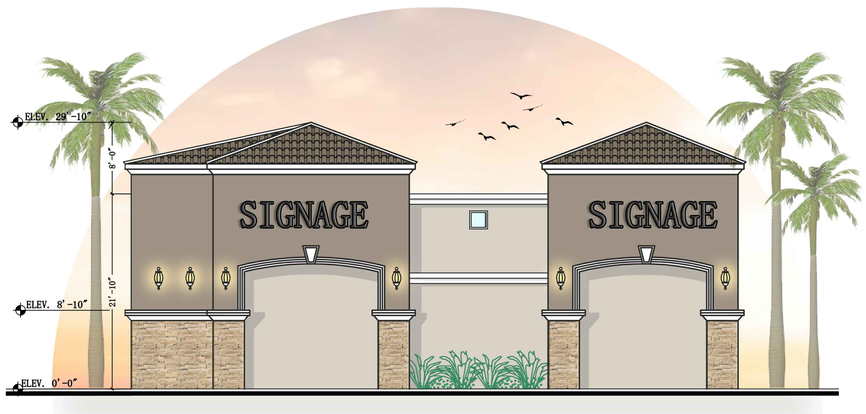

1 FRONT ELEVATION (NORTH-WEST)
SCALE:- 1/8" = 1'-0"




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




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



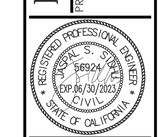

4 LEFT ELEVATION (NORTH-EAST)
SCALE:- 1/8" = 1'-0"

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

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EXTERIOR ELEVATIONS (FUTURE WAREHOUSE)
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA




DATE: 02/16/2022
JOB : 19-43
DWG. BY: HS
CHK. BY: MG

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SHEET
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1 LOOKING TOWARDS OPPOSITE BUILDING FROM SOUTH-WEST DIRECTION OF THE PROJECT SITE




2 LOOKING TOWARDS SOUTH-EAST DIRECTION FROM THE DRIVEWAY ALONG THE PROJECT SITE




3 LOOKING TOWARDS PROJECT SITE FROM THE NORTH-EAST ENTRANCE




4 LOOKING TOWARDS OPPOSITE BUILDING FROM SOUTH-WEST CORNER OF THE PROJECT SITE

REVISIONS:

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SITE PHOTOS

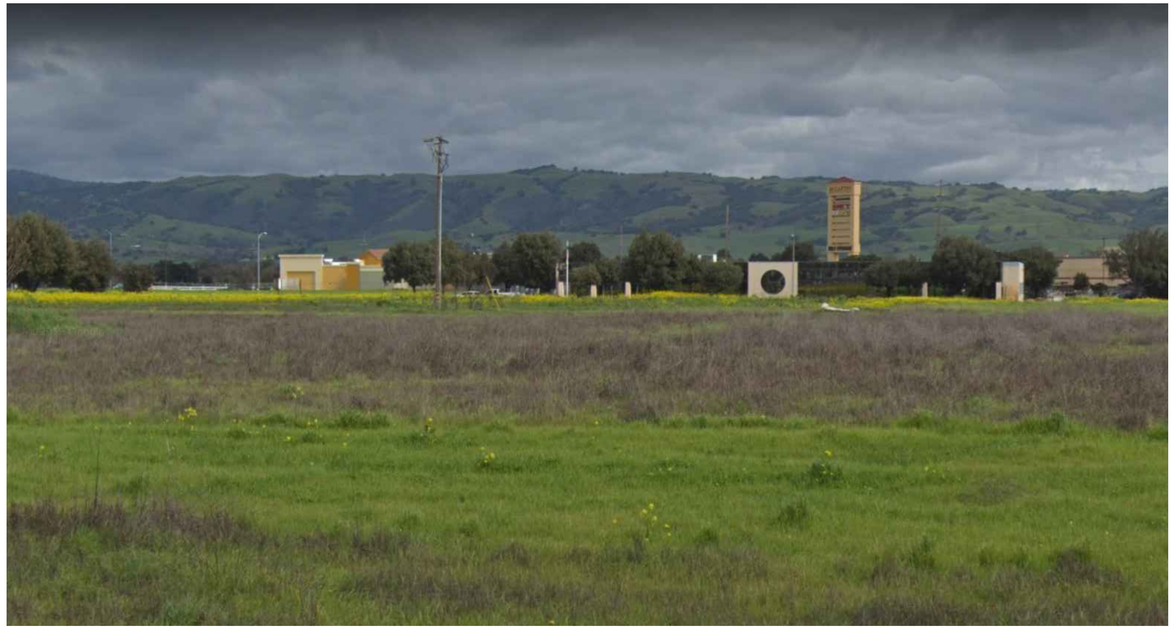
PROJECT
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6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
JAGDEEP S. SIDHU
66924
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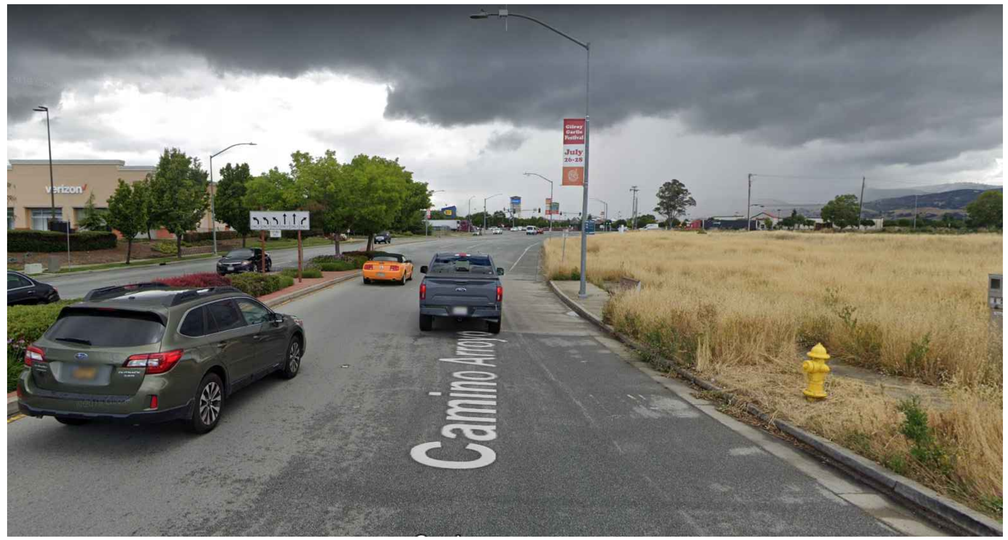
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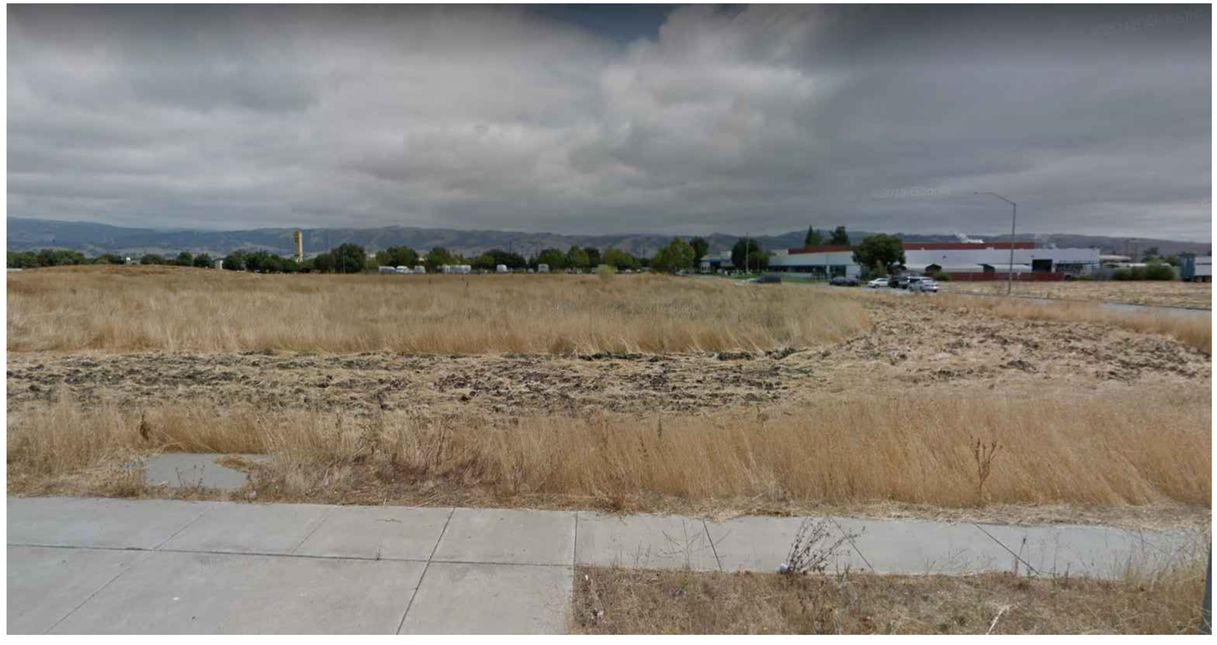
SHEET
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5 LOOKING TOWARDS PROJECT SITE FROM THE NORTH-EAST CORNER OF SITE




6 LOOKING TOWARDS CAMINO ARROYO DRIVEWAY ALONG NORTH-WEST DIRECTION OF THE PROJECT SITE.



5 LOOKING TOWARDS NORTH-EAST DIRECTION OF THE PROJECT SITE FROM CAMINO ARROYO

REVISIONS:

| | REVISION | ISSUE | DATED |
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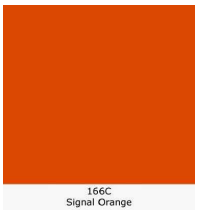
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GILROY, CA

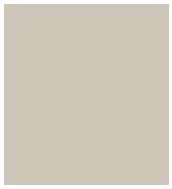
REGISTERED PROFESSIONAL ENGINEER
HARSH S. GUPTA
No. 56924
EXP. 06/30/2023
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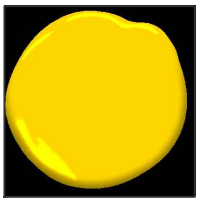
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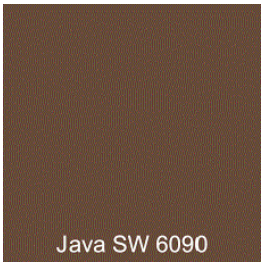
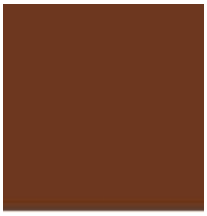
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SHEET
39 OF 39

| Gilroy Square at City of Gilroy Commercial Zoning Regulations Comparison<br>Commercial District Requirements | | |
|---|---|---|
| **Regulations** | **Requirements** | **Proposed** |
| Lot | none | 443343 SF |
| Yard Requirements (Minimum in Feet) | | |
| Front (Measured from FOC) | 41' | Min. 41'-3" at burger king from Camino Arroyo street |
| Side (Adjacent to Street from FOC) | 31' | Min. 93.7' at Warehouse from Holloway Road |
| Side (All other Side Yards) | 0 | N/A |
| Rear | 0 | Min. 17.5' from Burger King |
| Height Requirements (Maximum) | 55' | Max. 55' (top of tower) |
| **Additional Regulations** | | |
| Off-Street Parking, Article XXXI | Parking required for hotel 1 space= 1room, for drive thru 1 space=100 sq.ft , for C store 1 space = 250 sq.ft, warehouse 1 space=350 sq.ft. | . Parking provided for hotel 1 space= 1room, for drive thru 1 space=100 sq.ft , for C store 1 space = 250 sq.ft, warehouse 1 space=350 sq.ft. |
| Fences , Article XXXIV | None | None |
| Landscaping, Article XXXVIII ( from FOC) | Min. 8% of gross site area | 15.66% of gross site area |
| Perimeter Landscaping Required (from FOC) | 21' required | 21' provided |
| Screen Outdoor Areas | | Landscape plans will provide a visual screen from less pleasing features of development. |
| | | |
| Meet Water Efficiency & Stormwater Management Standards | | Refer to Landscape plans for Preliminary SWCP. |
| Landscaping Areas Located Adjacent to the Street Right-Of-Way | 21' Wide Minimum (Measured from FOC) | 21' Minimum |

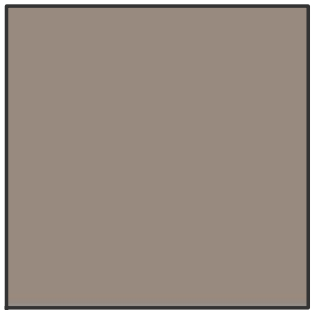
| EXTERIOR MATERIAL BOARD (C-STORE) | COLOR |
| --- | --- |
| P-1<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: 1077 GREAT PLAINS GOLD (SATIN FINISH)<br>LRV: 31.67 |  |
| P-2<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: 1030 BRANDY CREAM (SATIN FINSH)<br>LRV: 67.51 |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

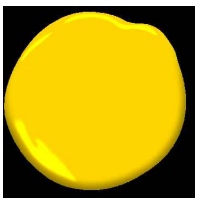
| EXTERIOR MATERIAL BOARD (BURGER KING) | COLOR |
|---|---|
| EB1G<br>MATERIAL: LEDGESTONE SOUTHWEST<br>MANUFACTURER: BORAL<br>COLOR: MOJAVE<br>PRODUCT: CULTURED STONE |  |
| ECT-1G<br>MATERIAL: EXTERIOR CERAMIC TILE<br>COLOR: RED NATURAL<br>MANUFACTURER: GRANITE/FIANDRE EURO<br>PRODUCT: SENSIBLE STONE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

| EXTERIOR MATERIAL BOARD (CANOPY) | COLOR |
| --- | --- |
| P-16<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: OC-8 ELEPHANT TUSK (BP-PEARL)<br>LRV: 69.99 |  |
| P-17<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: 2022-10 YELLOW<br>LRV: 63.74 |  |
| P-18<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: 2137-40 DESERT TWILIGHT<br>LRV: 25.48 |  |
| P-19<br>MATERIAL: STUCCO<br>MANUFACTURER: BENJAMIN MOORE<br>COLOR: OC-67 ICE MIST<br>LRV: 89.65 |  |
| | |
| | |

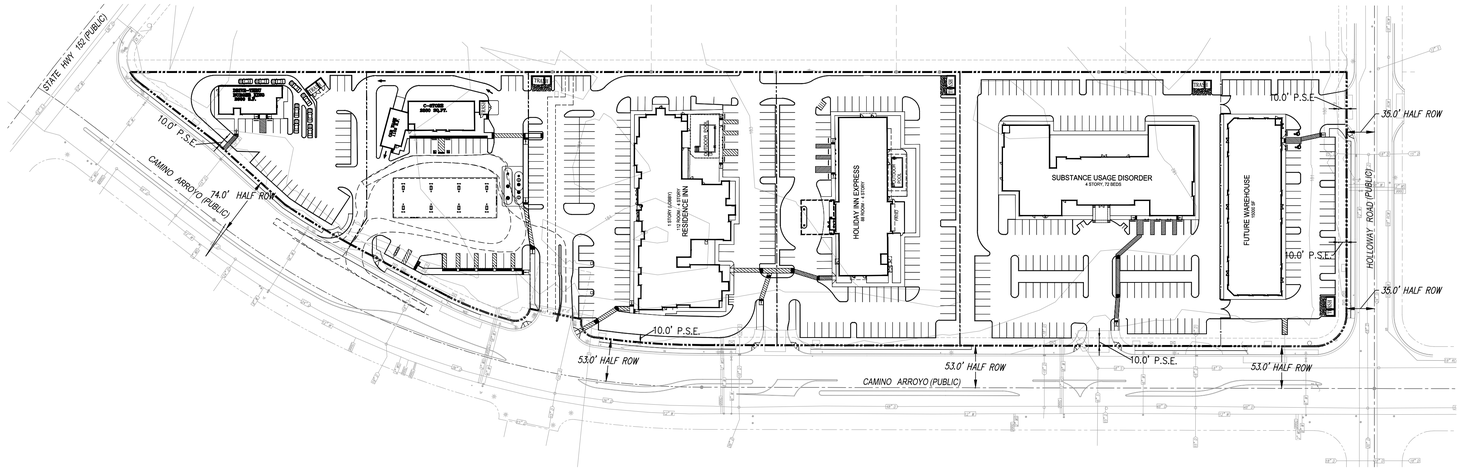
| EXTERIOR MATERIAL BOARD (FUTURE WAREHOUSE) | COLOR |
|---|---|
| EF1<br>MATERIAL: STUCCO<br>MANUFACTURER: SHERWIN WILLIAMS<br>COLOR: "INCREDIBLE WHITE" SW 7028<br>TEXTURE: FINE<br>LRV: 73.38 |  |
| EF2<br>MATERIAL: STUCCO<br>MANUFACTURER: SHERWIN WILLIAMS<br>COLOR: "INDIGO BATIK" SW 7602<br>W/STRATOTONE COLORANT<br>TEXTURE: SANDPEBBLE FINE<br>LRV: 6 |  |
| EF5<br>MATERIAL: STUCCO<br>MANUFACTURER: DRYVIT<br>COLOR: "JAVA" SW 6090<br>TEXTURE: SANDPEBBLE FINE<br>LRV: 8.10 |  |
| ST1<br>MATERIAL: LEDGESTONE SOUTHWEST<br>MANUFACTURER: BORAL<br>COLOR: MOJAVE<br>PRODUCT: CULTURED STONE |  |
| E3<br>MATERIAL: ALUMINIUM-F-FRAMED<br>CONTROL COLOR: AAMA 2604(CUSTOM COLOR TO MATCH ALUMINUM WINDOW COLOR, AS APPROVED BY MARRIOTT REPRESENTATIVE)<br>POWDER COAT: AAMA 2605 |  |
| G<br>MATERIAL-ASHPHALT SHINGLE<br>TIMBERLINE 30,GAF<br>MATERIALS CORP-BARKWOOD |  |

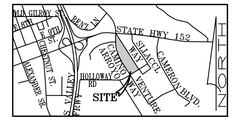
| LEGENDS:(STUCCO COLORS BY PAREX) | |
|---|---|
| COLOR: PAREX MOONDANCE 3027L.<br>PAREX TEXTURED,COLOR: PAREX MOONDANCE 3027L MULTI-TEXTURE SURFACE WITH | |
| STUCCO-2C,<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH. | |
| STUCCO-3C<br>PAREX MEDIUM, SAND FINE SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: PAREX TWIG 3021L. | |
| STUCCO-4C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: SUN DRIED 3011L . | |
| STUCCO-5C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH.<br>COLOR: PAREX SNOWBALL 10400L. | |
| STUCCO-6C<br>PAREX SMOOTH, SAND SMOOTH SURFACE WITH PDR ACRYLIC FINISH<br>COLOR:PAREX BASALT 3015L | |
| STONE CLADDING, LEDGESTONE SOUTHWEST BLEND |  |
| SHT MTL-WH, SHEET METAL GRAVEL STOP TYPE COPPING.<br>PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA.<br>COLOR: BONE WHITE. | |
| SHT MTL-GR, ELEVATOR OVERRUN GRAVEL STOP TYPE COPPING, SCUPPER AND DOWNSPOUT.<br>PAC-CLAD CUSTOM FABRICATED ROOF EDGE FLASHING AND FASCIA.<br>COLOR: SLATE GRAY. | |

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

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

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




VICINITY MAP
N.T.S.

SHEET INDEX:


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


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

BENCHMARK:

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

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

FLOOD ZONE INFORMATION:

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

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

ZONING:
COMMERCIAL

ASSESSOR PARCEL NUMBER:
APN: 841-70-049

PROJECT AREA:
TOTAL PROJECT SITE AREA : 10.11 ACRE

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

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

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

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

**UTILITY REPRESENTATIVES**

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

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

NAME & DATE _____ SIGNATURE _____

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

NAME & DATE _____ SIGNATURE _____

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

NAME & DATE _____ SIGNATURE _____

GRAPHIC SCALE

-90 0 45 90 180 360

( IN FEET )
1 INCH = 90 ft.

REVISIONS:
REVISION ISSUE DATED


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


TITLE
COVER SHEET

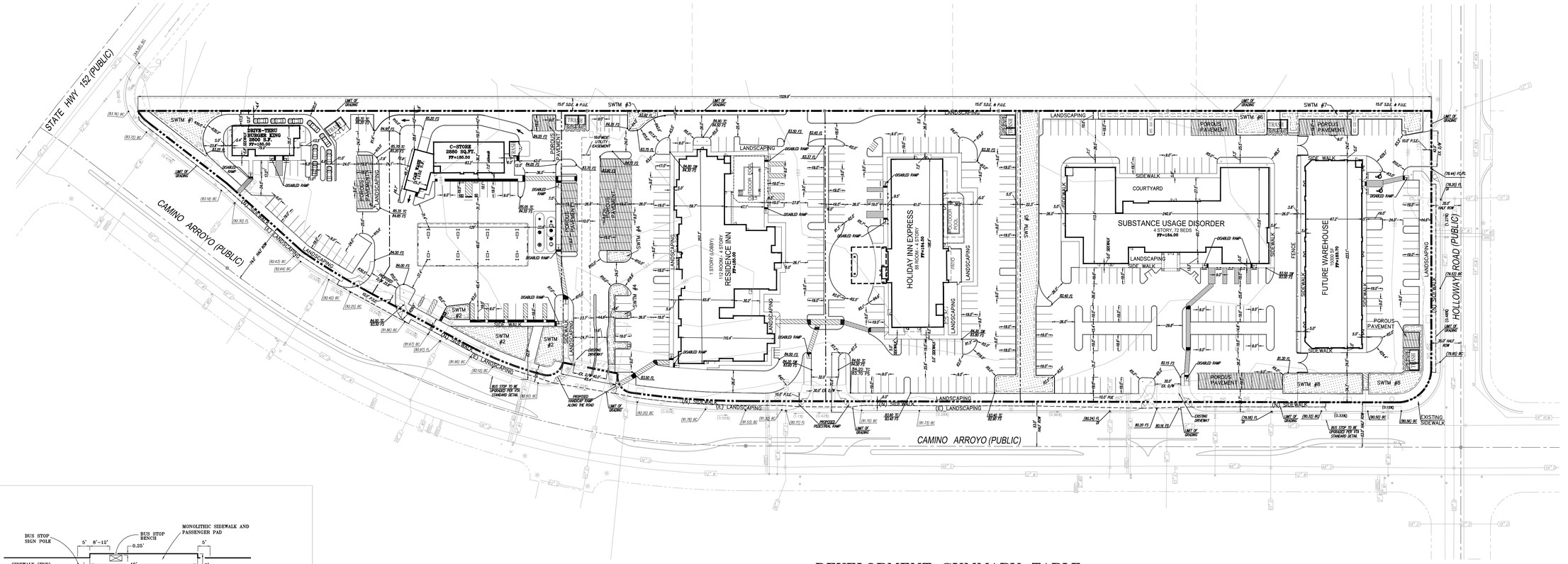
PROJECT
GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

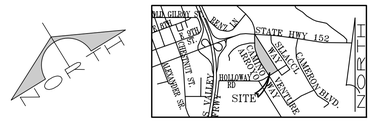
REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/14/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

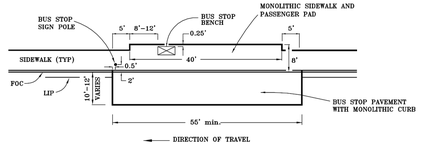
C1

SHEET
01 OF 09

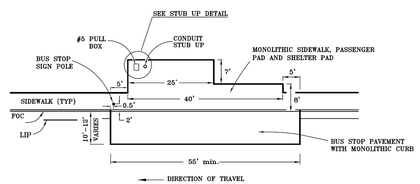


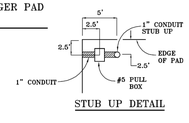

VICINITY MAP
N.T.S.




BUS STOP AND PASSENGER PAD
WITHOUT SHELTER



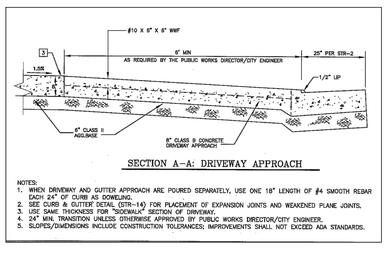

BUS STOP AND PASSENGER PAD
WITH SHELTER




STUB UP DETAIL

**BUS STOP AND PASSENGER FACILITIES STANDARD DETAILS**

| | | |
|---|---|---|
| Valley Transportation Authority | BUS STOP CONFIGURATION | FIGURE 3 |
| CAD FILE NAME 2008_FSD0301.DWG | | DATE AUG 2008 |




SECTION A–A: DRIVEWAY APPROACH

NOTES:
1. WHEN DRIVEWAY AND GUTTER APPROACH ARE POURED SEPARATELY, USE ONE 18" LENGTH OF #4 SMOOTH REBAR EACH 24" OF CURB AS DOWELING.
2. SEE CURB & GUTTER DETAIL (STR-14) FOR PLACEMENT OF EXPANSION JOINTS AND WEAKENED PLANE JOINTS.
3. USE SAME THICKNESS FOR "SIDEWALK" SECTION OF DRIVEWAY.
4. 24" MIN. TRANSITION UNLESS OTHERWISE APPROVED BY PUBLIC WORKS DIRECTOR/CITY ENGINEER.
5. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERANCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

## TYPICAL DRIVEWAY DETAIL
N.T.S.

NOTE:

1. EXISTING PEDESTRIAN RAMPS ADJACENT TO THE PROJECT SITE WILL BE VERIFIED AND AS REQUIRED, UPGRADED TO COMPLY WITH CURRENT TITLE 24 REQUIREMENTS.

## DEVELOPMENT SUMMARY TABLE:

| # | DESCRIPTION | DRIVE - THRU BURGER KING | C-STORE | RESIDNCE INN | HOLIDAY INN EXPRESS | SUBSTANCE USAGE DISORDER | FUTURE WAREHOUSE |
|---|---|---|---|---|---|---|---|
| 1 | OCCUPANCY CLASSIFICATION | A2 | M | R1 | R1 | M | I-3 |
| 2 | TYPE OF CONSTRUCTION | VA | VA | VA | VA | VA | VA |
| 3 | FIRE SPRINKLER | NO | YES | YES | YES | YES | YES |
| 4 | HEIGHT OF BUILDING | 21.0' (TOP OF EXTENDED COPING) | 21'-10" (TOP OF PARAPET) | 47'-9" (TOP OF TOWER) | 49'-6" (TOP OF TOWER) | 29'-10" (TOP OF RIDGE) | 46'-0" TOP OF PARAPET |
| 5 | STORIES | 1 | 1 | 4 | 4 | 1 | 4 |
| 6 | BUILDING FOOTPRINT IN SF | 2600 | 4242 | 20642 | 12592 | 14807 | 19857 |
| 7 | GROSS BUILDING AREA IN SF | 2600 | 4242 | 82568 | 67780 | 15000 | 79928 |
| 8 | TOTAL NO. OF UNITS/ROOMS/BEDS | 1 | 1 | 112 | 88 | 72 | |
| 9 | PROVIDED PARKING SPACES | 30 | 24 | 116 | 97 | 49 | 122 |
| 10 | FLOOR AREA RATIO (F.A.R.) | 0.072 | 0.05 | 0.79 | 0.85 | 0.7 | 0.27 |

## LEGEND:

| | |
|---|---|
| | CENTER LINE |
| | EASEMENT LINE |
| | LIMIT OF GRADING |
| | PROPERTY LINE |
| | HANDICAP ACCESSIBLE ROUTE |
| | POROUS PAVEMENT (SDM) |
| 84.00 SW | SIDE WALK |
| 84.00 FS | FINISHED SURFACE ELEVATION |
| 84.00 FL | FLOW LINE ELEVATION |
| 84.00 TC | TOP OF CURB ELEVATION |
| | HANDICAP PARKING SIGN |
| SWTM | STORM WATER TREATMENT MEASURE |
| SDE | STORM DRAIN EASEMENT |
| PSE | PUBLIC SERVICE EASEMENT |
| SDM | SITE DESIGN MEASURE |
| 184 | EXISTING CONTOUR |
| 8"S | EXISTING SEWER LINE |
| 2"WS | EXISTING DOMESTIC WATER PIPE |
| 18"D | EXISTING STORM DRAIN PIPE |
| 8"W | EXISTING FIRE WATER PIPE |
| IRRIG | EXISTING IRRIGATION WATER PIPE |
| (0.96%) | EXISTING SLOPE |
| | EXISTING STREET LIGHT |

GRAPHIC SCALE

-60 0 30 60 120 240

( IN FEET )
1 INCH = 60 ft.

REVISIONS:

| | REVISION | ISSUE | DATED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

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

TITLE: CIVIL SITE PLAN

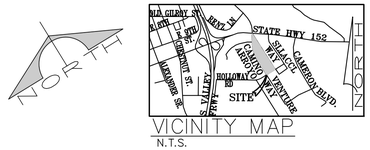
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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

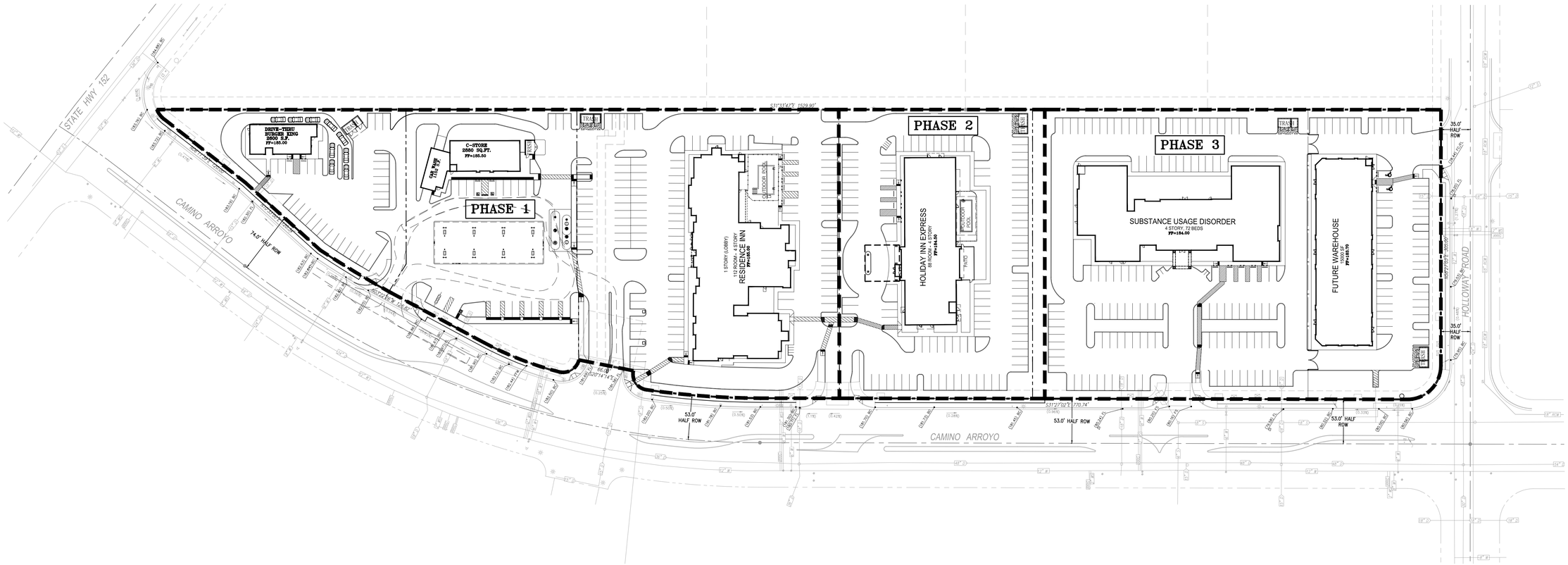
DATE: 07/15/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

C2

SHEET
02 OF 09




VICINITY MAP
N.T.S.




**LEGEND:**

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

GRAPHIC SCALE

-50 0 25 50 100 200

( IN FEET )
1 INCH = 50 ft.

REVISIONS:

| | REVISION | ISSUE | DATED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |

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Phone: (702) 396-5113, Fax: (702)446-8155
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TITLE: PHASING PLAN

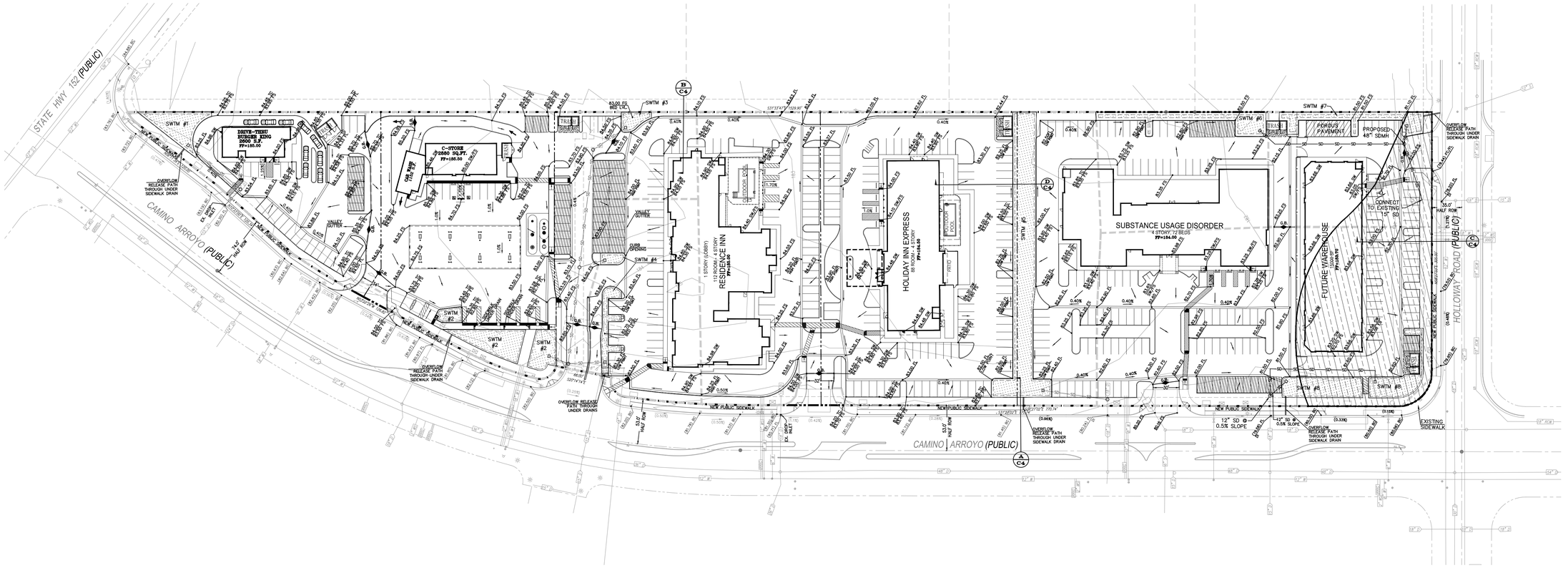
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

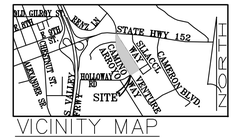
REGISTERED PROFESSIONAL ENGINEER
DAVID S. SMITH
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C3

SHEET
03 OF 09




VICINITY MAP
N.T.S.

## LEGEND:

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

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

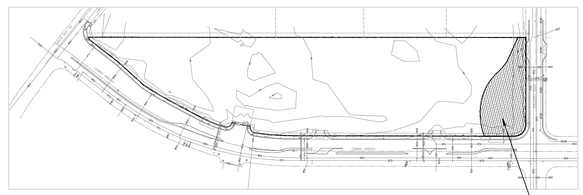
## CUT/FILL QUANTITIES:

CUT – 6605 CY
FILL – 6285 CY

## FLOOD ZONE INFORMATION:

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

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




FLOOD ZONE AREA

GRAPHIC SCALE

–60 0 30 60 120 240

( IN FEET )
1 INCH = 60 ft.

REVISIONS:

| | REVISION | ISSUE | DATED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
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| 6 | | | |

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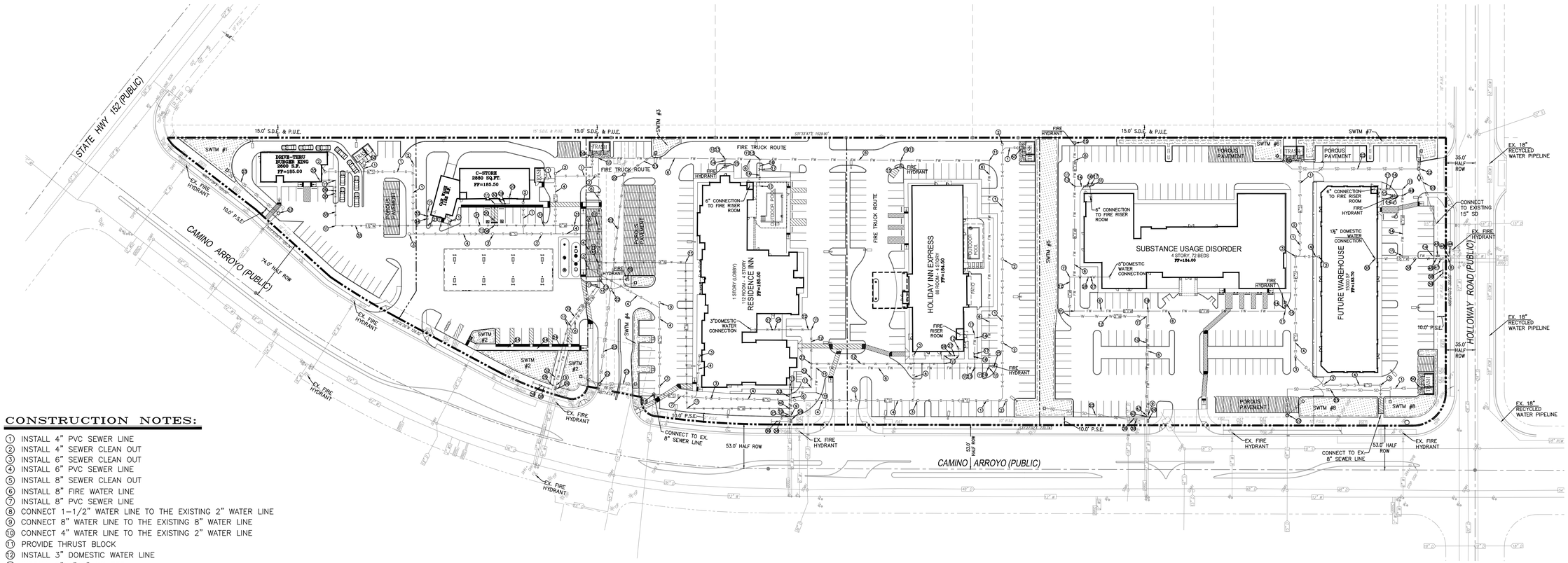
TITLE: GRADING PLAN
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

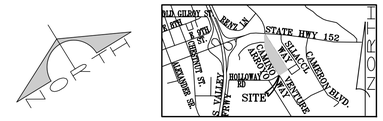
REGISTERED PROFESSIONAL ENGINEER
DANIEL S. SHIN
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C4

SHEET
04 OF 09




VICINITY MAP
N.T.S.

## CONSTRUCTION NOTES:

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

### FIRE FLOW CALCULATIONS: (FOR RESIDENCE INN)

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

BASED ON;

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

### (FOR HOLIDAY INN EXPRESS)

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

BASED ON;

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

### APPROVED FOR CONSTRUCTION

BY _____

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

## LEGEND:

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

## NOTES:

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

GRAPHIC SCALE

-60 0 30 60 120 240

( IN FEET )
1 INCH = 60 ft.

REVISIONS:

| | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |
| 2 | | |
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1024 IRON POINT ROAD, SUITE 1046
FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
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TITLE: UTILITY PLAN

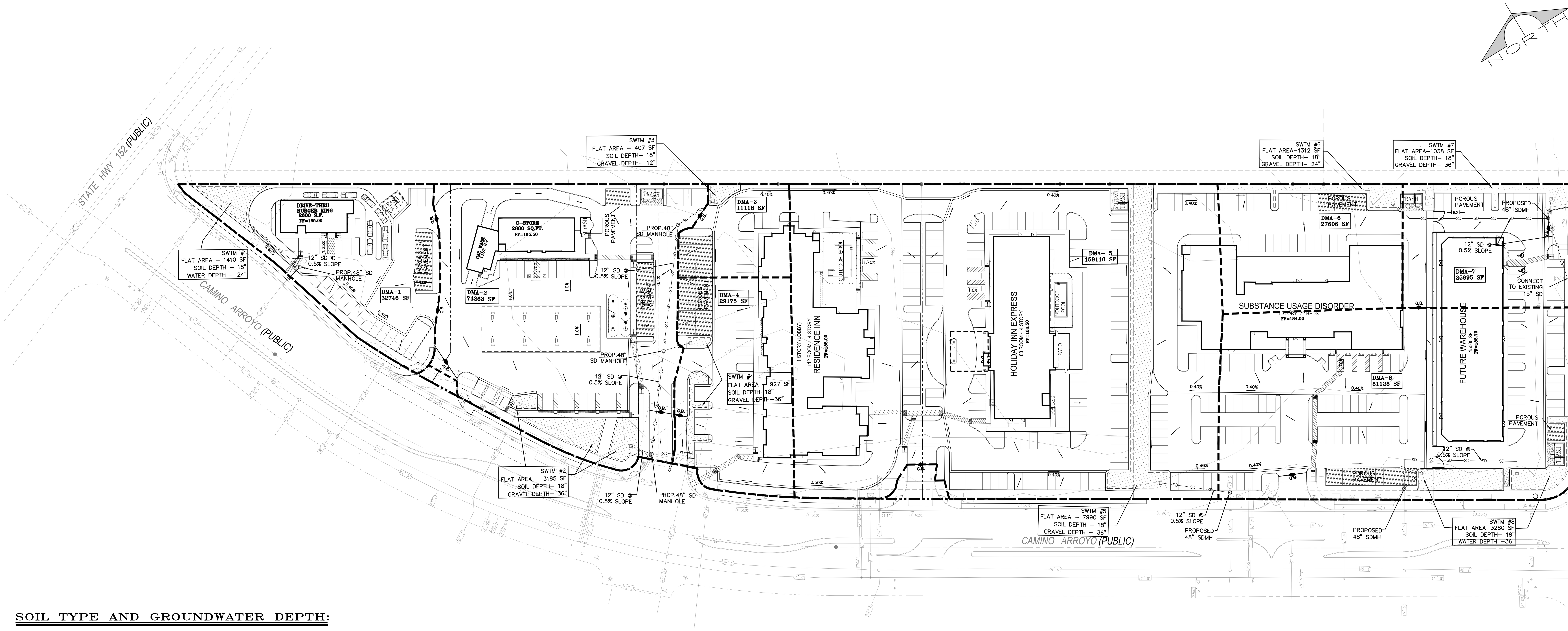
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

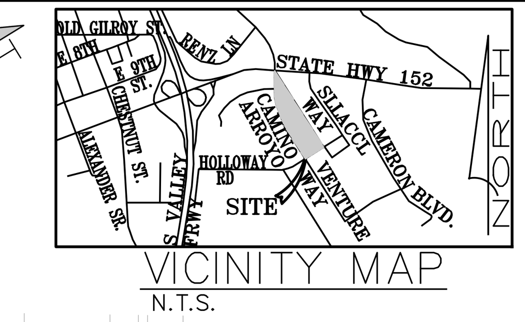
REGISTERED PROFESSIONAL ENGINEER
EXP. 6/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

C5

SHEET 05 OF 09




VICINITY MAP
N.T.S.

## SOIL TYPE AND GROUNDWATER DEPTH:

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

## PROJECT INFORMATION:

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

## PROJECT AREA:

TOTAL PROJECT SITE AREA: 10.12 AC
SITE TO BE DEVELOPED: 10.12 AC
TOTAL REPLACED IMPERVIOUS SURFACE AREA: NILL
TOTAL NEW PERVIOUS AREA (LANDSCAPE AREA+POROUS PAVEMENT) : 2.26 AC (1.99+0.27)
CALCULATION OF NET IMPERVIOUS AREA: 7.86 AC

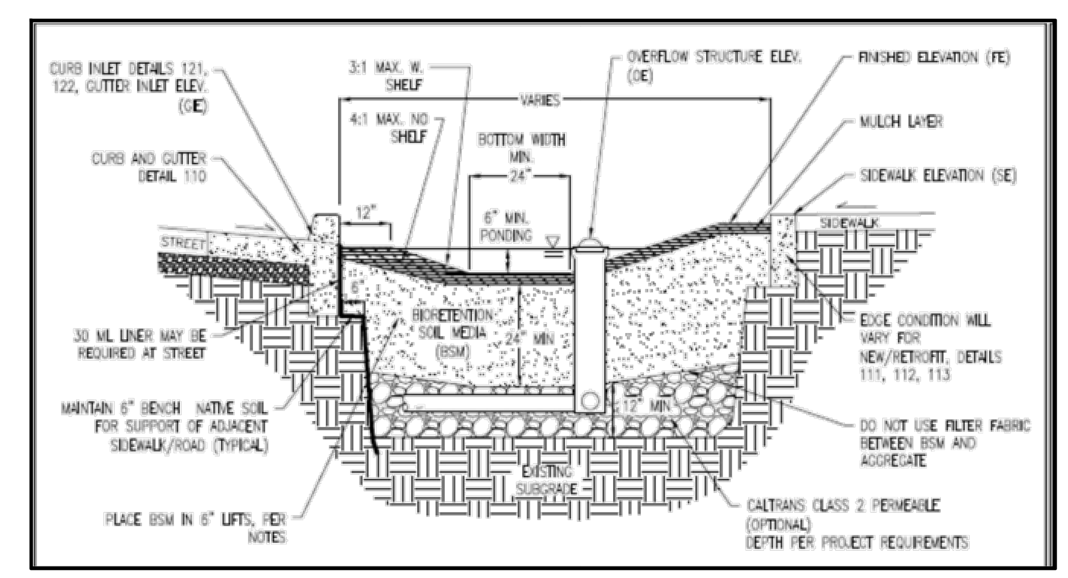
## RESPONSIBLE PARTY FOR MAINTENANCE:

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

## MAINTENANCE ACTIVITIES FOR BIO–RETENTION AREA:

**ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREAS**

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




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

## LEGEND:

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

## SWTM SUMMARY TABLE:

**SUMMARY TABLE - CALIFORNIA PHASE II LID SIZING CALCULATIONS**

| DMA # | Total area in SF | Impervious area in SF | Pervious area in SF | Site Design Measures – Proposed Porous Pavement in SF | Net impervious area in SF | Storm Water Treatment Measure: Bioretention Cell - 18" soil & 12" Gravel Storage – Provided Area in SF | Bioretention Cell - 18" soil & 24" Gravel Storage – Provided Area in SF | Bioretention Cell - 18" soil & 36" Gravel Storage – Provided Area in SF | Provided Storage Volume in percentage (%) |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 32746 | 24149 | 8597 | 1197 | 22952 | | 1410 | | 102 |
| 2 | 74263 | 61050 | 13213 | 2052 | 58998 | | | 3185 | 103 |
| 3 | 11118 | 9412 | 1706 | 1710 | 7702 | 407 | | | 122 |
| 4 | 29175 | 24968 | 4207 | 2394 | 22574 | | | 927 | 102 |
| 5 | 159110 | 128748 | 30362 | 0 | 128748 | | | 7990 | 108 |
| 6 | 27606 | 20664 | 6942 | 912 | 19752 | | 1312 | | 108 |
| 7 | 25895 | 21422 | 4473 | 1159 | 20263 | | | 1038 | 106 |
| 8 | 81128 | 63797 | 17331 | 2223 | 61574 | | | 3280 | 103 |

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

**SUMMARY TABLE - PEAK MANAGEMENT FOR 25-YR RETURN PERIOD**

| DMA # | Total area in SF | Impervious area in SF | Pervious area in SF | Porous Pavement in SF | Net impervious area in SF | Weighted Runoff Coefficient | Peak Discharge for 25 year return period ($Q_{25-year}$) in CFS | Required Retention Volume (in CU FT) | Provided Retention Volume (in CU FT) | Check |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 32746 | 24149 | 8597 | 1197 | 22952 | 0.76 | 2.02 | 1073 | 2327 | YES |
| 2 | 74263 | 61050 | 13213 | 2052 | 58998 | 0.84 | 4.62 | 2054 | 6370 | YES |
| 3 | 11118 | 9412 | 1706 | 1710 | 7702 | 0.86 | 0.64 | 225 | 529 | YES |
| 4 | 29175 | 24968 | 4207 | 2394 | 22574 | 0.87 | 1.78 | 701 | 1854 | YES |
| 5 | 159110 | 128748 | 30362 | 0 | 128748 | 0.83 | 11.66 | 7262 | 15980 | YES |
| 6 | 27606 | 20664 | 6942 | 912 | 19752 | 0.77 | 1.38 | 459 | 2165 | YES |
| 7 | 25895 | 21422 | 4473 | 1159 | 20263 | 0.84 | 1.52 | 594 | 2076 | YES |
| 8 | 81128 | 63797 | 17331 | 2223 | 61574 | 0.81 | 5.29 | 2786 | 6560 | YES |

## NOTES:

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

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

APN : 841–70–049

REVISIONS:

| # | REVISION ISSUE | DATED |
|---|---|---|


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1024 IRON POINT ROAD, SUITE 1046
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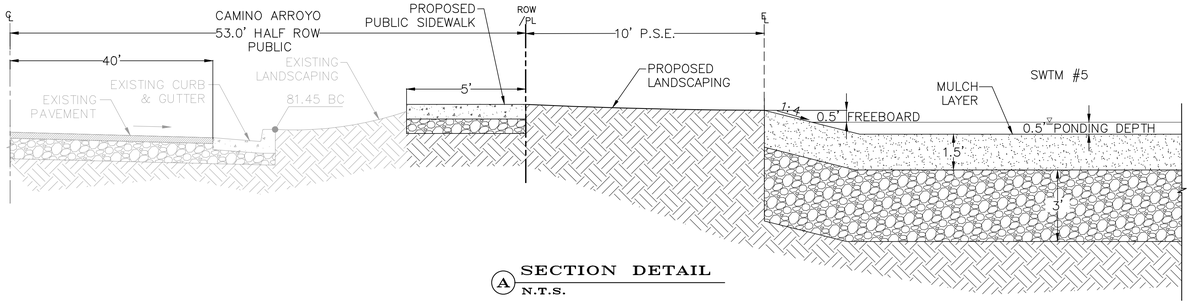

TITLE: STORM WATER QUALITY CONTROL PLAN
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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

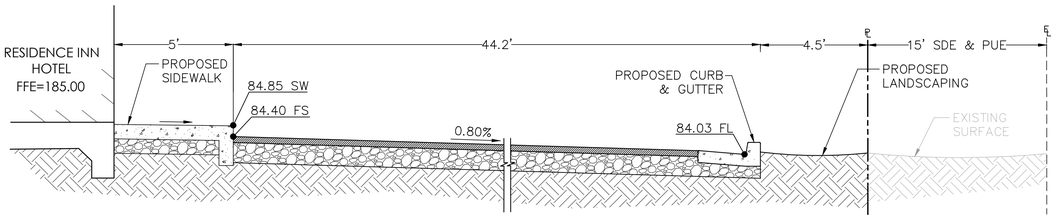
DATE: 07/15/2022
JOB : 19-43
DWG. BY: PK
CHK. BY: DS

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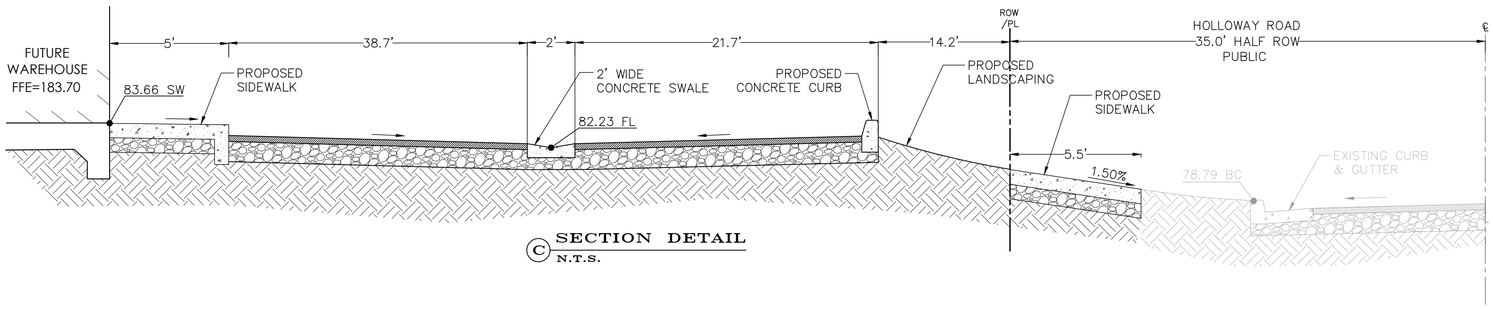
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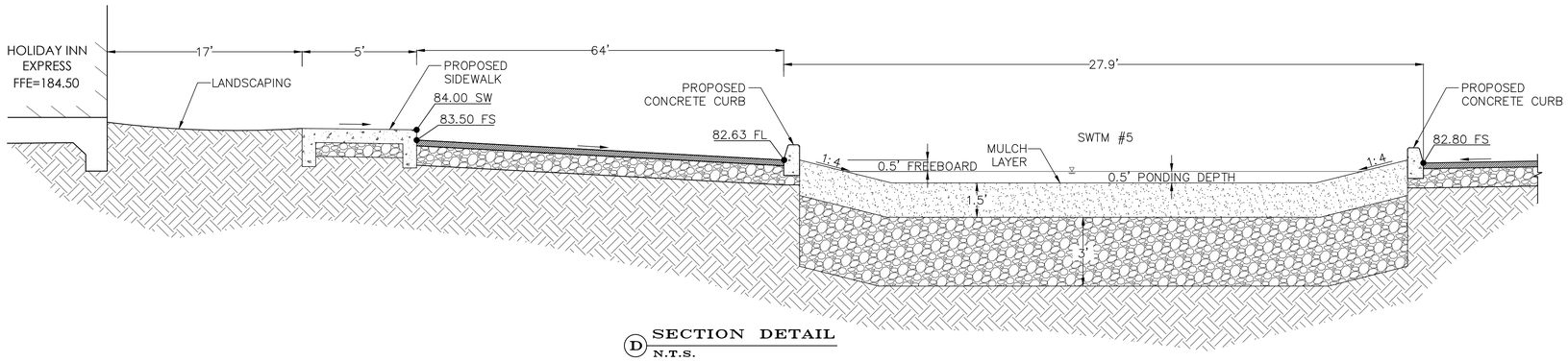

Ⓐ SECTION DETAIL
N.T.S.



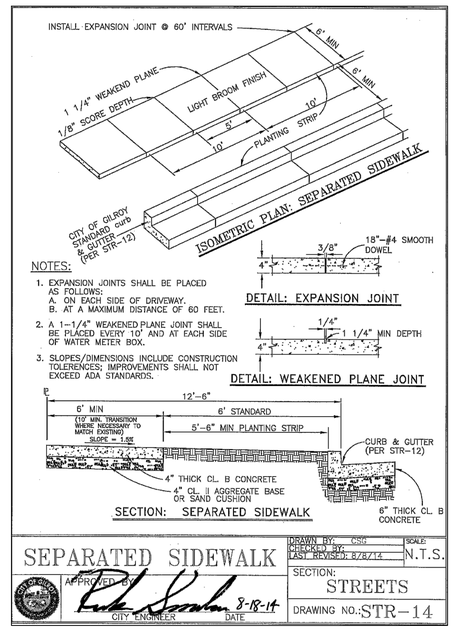

Ⓑ SECTION DETAIL
N.T.S.




Ⓒ SECTION DETAIL
N.T.S.




Ⓓ SECTION DETAIL
N.T.S.




NOTES:

1. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. ON EACH SIDE OF DRIVEWAY.
   B. AT A MAXIMUM DISTANCE OF 60 FEET.
2. A 1-1/4" WEAKENED PLANE JOINT SHALL BE PLACED EVERY 10' AND AT EACH SIDE OF WATER METER BOX.
3. SLOPES/DIMENSIONS INCLUDE CONSTRUCTION TOLERENCES; IMPROVEMENTS SHALL NOT EXCEED ADA STANDARDS.

SEPARATED SIDEWALK

CITY OF GILROY

APPROVED BY: 8-18-14
CITY ENGINEER DATE

DRAWN BY: CSG
CHECKED BY:
LAST REVISED: 8/8/14
SCALE: N.T.S.
SECTION: STREETS
DRAWING NO.: STR-14

REVISIONS:

| NO. | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |

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TITLE: GRADING SECTIONS & DETAILS

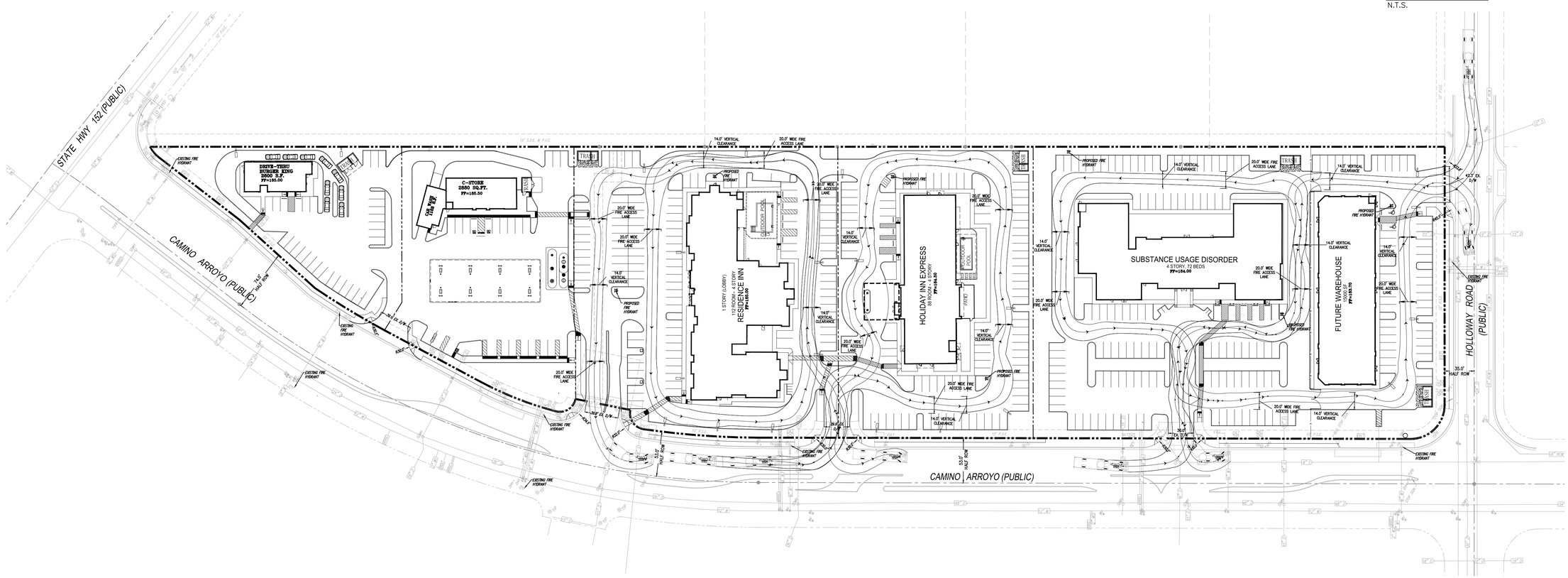
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

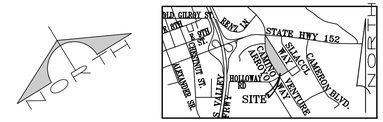
REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C7

SHEET
07 OF 09




VICINITY MAP
N.T.S.

## (EMERGENCY VEHICLE SIZE)

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

## NOTES:

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

## LEGEND:

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

GRAPHIC SCALE

-40 0 20 40 80 160

( IN FEET )
1 INCH = 40 ft.

REVISIONS:

| NO. | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |

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

TITLE: FIRE TRUCK CIRCULATION PLAN

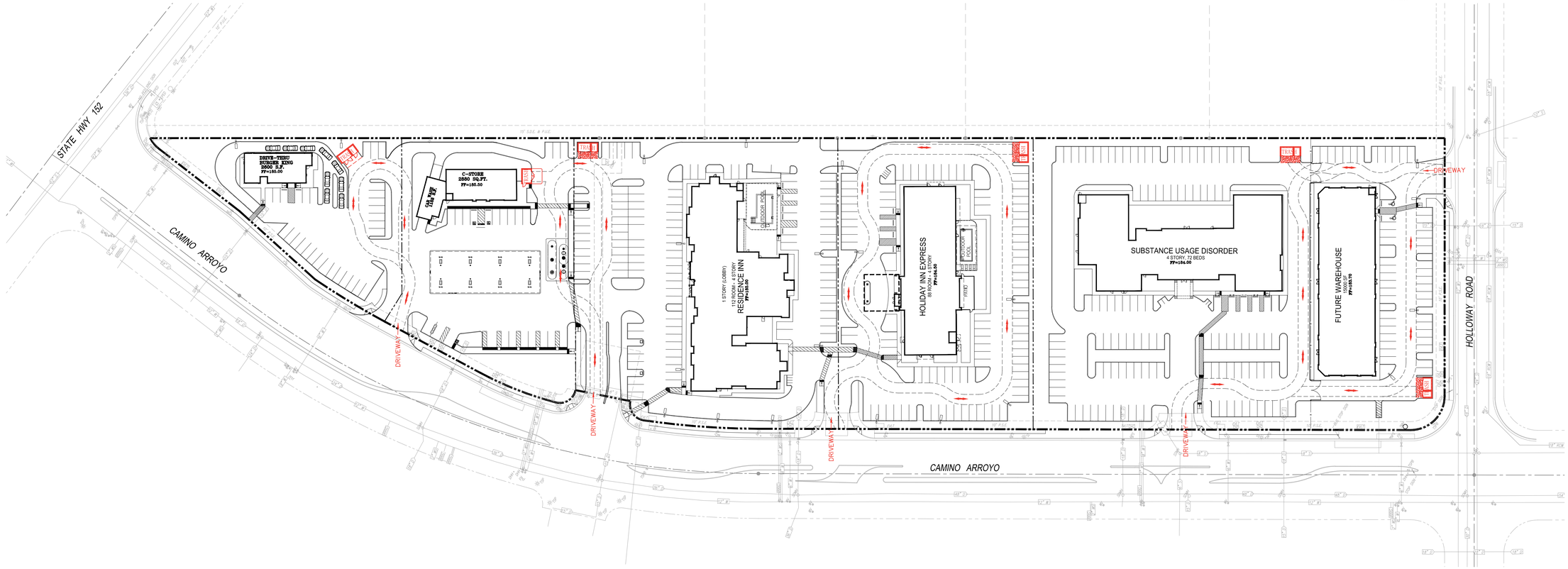
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

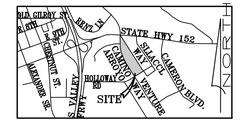
REGISTERED PROFESSIONAL ENGINEER
EXP.06/30/2023
CIVIL
STATE OF CALIFORNIA

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C8

SHEET
08 OF 09




VICINITY MAP
N.T.S.

**LEGEND:**

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

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

GRAPHIC SCALE

-40 0 20 40 80 160

( IN FEET )
1 INCH = 40 ft.

REVISIONS:

| | REVISION | ISSUE | DATED |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |

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FOLSOM, CA 95630
Phone: (702) 396-5113, Fax: (702)446-8155
Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: SOLID WASTE HANDLING PLAN

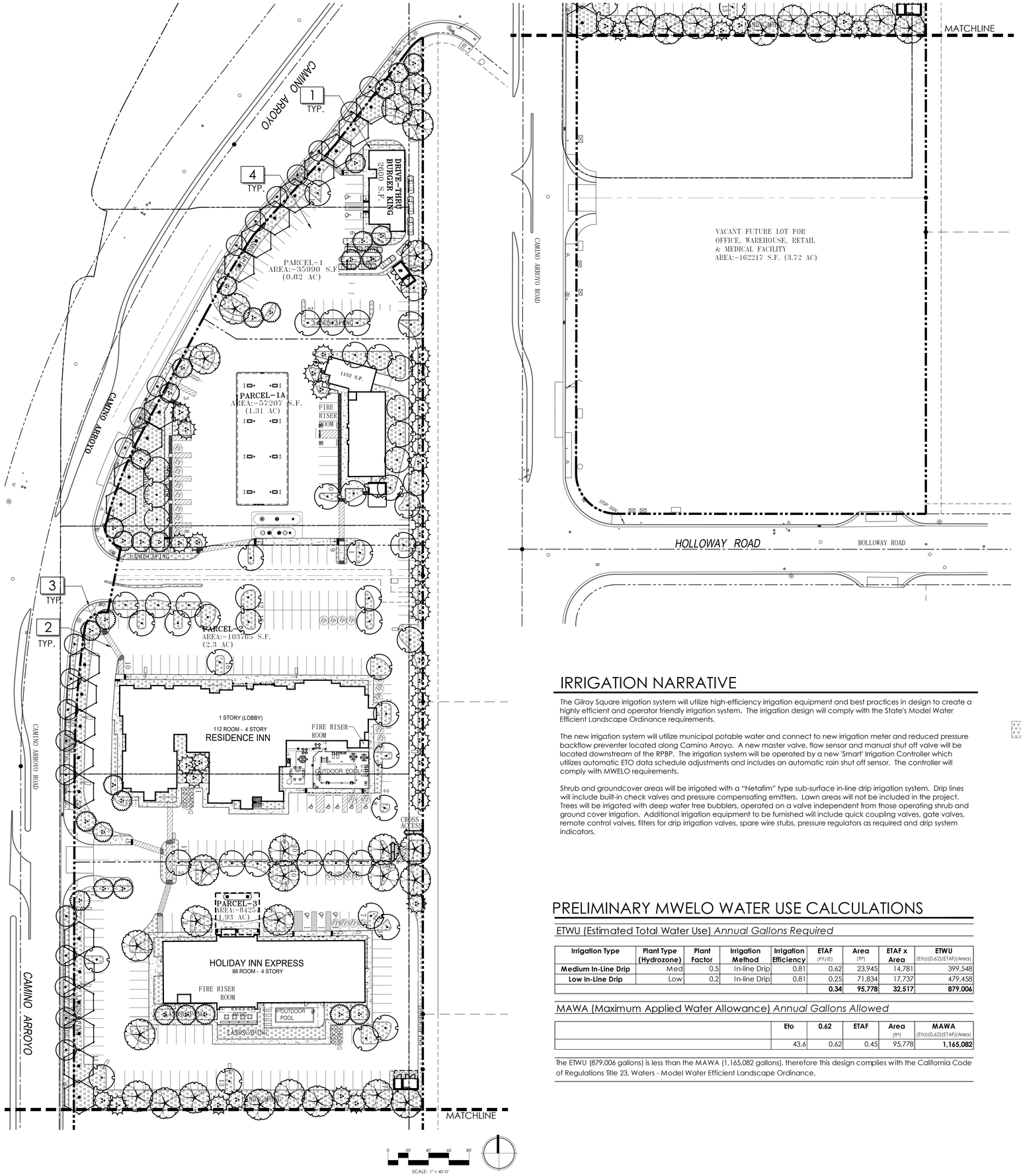
PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

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

DATE: 07/15/2022
JOB : 19-43
DWG. BY: AS
CHK. BY: DS

C9

SHEET
9 OF 09




## REFERENCE_NOTES_SCHEDULE

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

## CANDIDATE TREE SCHEDULE

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

## CANDIDATE PLANT SCHEDULE

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

## IRRIGATION NARRATIVE

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

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

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

## PRELIMINARY MWELO WATER USE CALCULATIONS

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

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

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

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

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

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

# Gilroy Square Development

Schematic Design

6970 Camino Arroyo
Gilroy, CA 95020

Stamp

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Issuances & Revisions

| No. | Description | Date |
|---|---|---|

Key Plan/Consultant Stamp

SCHEMATIC SITE PLAN

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

L1.00




| GENERAL PHOTOMETRIC SCHEDULE | |
|---|---|
| AVERAGE FOOT-CANDLES | 3.62 |
| MAXIMUM FOOT-CANDLES | 9.4 |
| MINIMUM FOOT-CANDLES | 1.0 |
| MINIMUM TO MAXIMUM FC RATIO | 0.10 |
| MAXIMUM TO MINIMUM FC RATIO | 9.76 |
| AVERAGE TO MINIMUM FC RATIO | 3.74 |

## LUMINAIRE SCHEDULE

| SYMBOL | QTY | CATALOG NUMBER | DESCRIPTION | LAMP | FILE | LUMENS | LLF | WATTS |
|---|---|---|---|---|---|---|---|---|
| | 44 | KAX2 LED P3 30K R5 MVOLT | KAX AREA SERIES SIZE 2, PERFORMANCE PACKAGE 3, 3000 K, TYPE 5 | LED | KAX2_LED_P3_30K_R5_MVOLT.IES | 20312.5 | 1.00 | 150 |

# PHOTOMETRIC PLAN

SCALE:- 1"= 40'-0"

REVISIONS:

| | REVISION ISSUE | DATED |
|---|---|---|
| 1 | | |

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Folsom, CA 95630
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Land Planning • Civil Engineering • Architectural Design • Structural Engineering

TITLE: SITE PHOTOMETRIC PLAN

PROJECT: GILROY SQUARE
6970 CAMINO ARROYO
GILROY, CA

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER M. HANK ACE
No. 7300
Exp. 09/30/22
ELECTRICAL
STATE OF CALIFORNIA

DATE: 07/12/2021
JOB : 19-43
DWG. BY:
CHK. BY:

E-1

SHEET
1 OF 1

# CalEEMod Memo and Results

APPENDIX B

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM
601 Abrego Street, Monterey,CA 93940
Tel: 831-649-1799 / Fax: 831-649-8399
www.emcplanning.com

**To:** **Teri Wissler Adam, Principal in Charge**

**From:** **Zane Mortensen, Assistant Planner**

**Cc:** **File**

**Date:** **September 27, 2022**

---

**Re:** **Camino Arroyo Development Project – Emissions Modeling Methodology, Assumptions, and Results**

---

# PRO ECT DESCRIPTION

This memorandum describes the methodology and assumptions used in the emissions modeling prepared for the Camino Arroyo Development Project. The project site is located at the intersection of Pacheco Pass Highway (State Route 152) and Camino Arroyo Road, in the City of Gilroy, California. The proposed development is within the San Francisco Bay Area Air Basin, which is under the jurisdiction of the Bay Area Air Quality Management District ("air district"). As shown on the project plans (ACE Design 2022) the proposed project intends to subdivide the 10.07-acre property into five lots to be developed in three phases:

- Phase 1a – a 2,600 square-foot drive-thru Burger King and 4,242 square-foot convenience store gas station with car wash on approximately 2.1 acres;
- Phase 1b – an 82,568 square-foot Residence Inn and 67,780 square-foot Holiday Inn on approximately 4.1 acres; and
- Phase 2 – two industrial warehouse buildings with a combined footprint of 46,000 square-feet on 3.8 acres;

The project site is vacant and consists of unmaintained grasslands.

# SCOPE OF ASSESSMENT

This assessment provides methodology, assumptions and an estimate of the proposed project construction and operational criteria air pollutant emissions and construction and operational greenhouse gas (GHG) emissions at buildout of all three phases. Emissions are quantified using the California Emissions Estimator Model (CalEEMod) version 2020.4 software, a modeling platform recommended by the California Air Resources Board (CARB) and accepted by the air district. Model results are attached to this assessment.

# METHODOLOG

## Emissions Model

CalEEMod estimates construction emissions associated with land use development projects and allows for the input of project-specific construction information including phasing and equipment information. CalEEMod was used to estimate annual emissions for on-site and off-site construction activity. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The CalEEMod software utilizes emissions models USEPA AP-42 emission factors, CARB vehicle emission models studies and studies commissioned by other California agencies.

The CalEEMod platform allows calculations of both construction and operational criteria pollutant and GHG emissions from land use projects. The model also calculates indirect emissions from processes "downstream" of the proposed project such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

CalEEMod is capable of estimating changes in the carbon sequestration potential of a site based on changes in natural vegetation communities and the net number of new trees that would be planted as part of the project. The model calculates a one-time only loss in the carbon sequestration potential of the site that would result from changes in land use such as converting vegetation to built or paved surfaces, and can provide an estimate of the change in the carbon sequestration potential that would result from planting new trees in an amount that is greater than the number of trees to be removed (net number of new trees).

## Project Characteristics

For modeling purposes, data inputs to the model take into account the type and size of proposed uses utilizing CalEEMod default land uses based on the size metrics shown on the project plans, construction data information provided by the project applicant and trip generation provided by the traffic engineer. Model results are attached to this memorandum. The three proposed project phases were modeled separately.

The size and type of proposed sources of criteria air pollutant and GHG emissions during construction and operations of Phase 1a, Phase 1b, and Phase 2 are categorized by the CalEEMod land use default categories as shown in Table 1, Project Characteristics. Unless otherwise noted, model inputs are derived from project designs and specifications (ACE Design 2022). Construction and operational criteria air pollutant and operational GHG emissions estimates are modeled for each phase based on the project characteristics information presented in Table 1.

## Modeling Scenario

Unmitigated modeling scenarios were prepared for each of the three phases of the proposed project to estimate the potential criteria air pollutant and GHG emissions.

### Unmitigated Emissions Scenario

The "unmitigated" emissions scenario provides an estimate of operational emissions that would be generated by the proposed land uses in compliance with uniformly applied regulatory measures that reduce GHG emissions and have criteria air emission reduction co-benefits. This scenario shows modeled operational criteria air pollutant emissions and GHG emissions that would be generated during construction and operational activities. Regulatory compliance consistent with California Pollution Control Officers Association (CAPCOA) emissions reduction measures already included in the model are referenced here parenthetically.

**Table 1 Project Characteristics**

| Project Components | CalEEMod Default Land Use[1] | Proposed[2,3] |
|---|---|---|
| **Phase 1a** | | |
| Drive-thru Fast Food | Fast Food Restaurant with Drive-thru | 2,600 |
| Convenience Store Gas Station with Carwash | Convenience Market with Gas Pumps | 4,242<br>8 pumps |
| Parking Lot | Parking Lot | 54 spaces |
| Concrete/paving | Other Asphalt Surfaces | 46,436 |
| Landscaping | City Park | 20,990 |
| **Phase 1b** | | |
| Hotel | Hotel | 82,568<br>112 rooms |
| Hotel | Hotel | 67,780<br>88 rooms |
| Parking Lot | Parking Lot | 208 spaces |
| Concrete/paving | Other Asphalt Surfaces | 63,158 |
| Landscaping | City Park | 27,395 |
| **Phase 2 (Future Development)** | | |
| Industrial Warehouse | Unrefrigerated Warehouse – No Rail | 46,000 |
| Parking Lot | Parking Lot | 52,400<br>131 spaces |
| Concrete/paving | Other Asphalt Surfaces | 28,860 |
| Landscaping | City Park | 39,951 |

SOURCE: Ace Design LLC, 2022
NOTES:
1. CalEEMod default land use subtype. Descriptions of the model default land use categories and subtypes are found in the User's Guide for CalEEMod Version 2020.4available online at: http://www.aqmd.gov/caleemod/user's-guide.
2. Expressed in units of square feet unless otherwise noted.
3. Numbers are rounded and may vary.

Compliance with the following regulations during operations is assumed:

- State Model Water Efficient Landscape Ordinance (MWELO) (CAPCOA WUW-4);
- Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346). It is assumed that these or similar requirements will be in effect at buildout (CAPCOA A-1); and

- Solid waste diversion of 75 percent is applied consistent with waste diversion targets identified in AB 341. It is assumed that these or similar requirements will be in effect at buildout (CAPCOA SW-1).

## Assumptions

Unless otherwise noted, data inputs for the model scenarios are based on the following primary assumptions:

1. Construction and operational criteria air pollutant and GHG emissions generated by the proposed project were estimated using the following CalEEMod default land use subtypes:
2. Emissions generated by the convenience store and fueling stations are assumed to be similar to emissions generated by the CalEEMod default land use category of Convenience market with Gas Pumps;
3. Emissions generated by landscaping are assumed to be similar to emissions generated by the CalEEMod default land use subtype "City Park".
4. The estimated construction start date for Phase 1a and Phase 1b is January, 2023;
5. The estimated operational year for Phase 1a and Phase 1b is 2025;
6. The estimated construction start date for Phase 2 is January, 2026
7. The estimated operational year for Phase 2 is 2028;
8. Changes to carbon sequestration potential were estimated based on the conversion of 10.07 acres of grassland.

## Operational Emissions Data Input

Each air district (or county) assigns trip lengths for urban and rural settings, which are incorporated into the CalEEMod defaults. The model's defaults were set to "urban" and the jurisdictional authority parameters are based on the model defaults for the air district. Model defaults for mobile operational sources are adjusted based on the trip generation information provided by the project traffic engineer (Hexagon Transportation Consultants 2022).

## Construction Emissions Data Inputs

Construction-related GHG emissions are quantified. CalEEMod default construction parameters allow estimates of short-term construction GHG emissions based upon empirical data collected and analyzed by the CARB. CalEEMod estimates construction emissions associated with land use development projects and allows for the input of project-specific construction information including phasing and equipment information, if known. Construction information in detail sufficient to adjust model defaults was not available; therefore, the model's default construction emissions factors were used in this assessment. GHG emissions are amortized over a 30-year time period to yield an annual emissions volume.

## Carbon Sequestration Potential Data Inputs

CalEEMod estimates a one-time only change in sequestration potential resulting from changes in natural communities. The proposed project would replace approximately 10.07-acres of grassland with development. Grassland is identified as a natural community with carbon sequestration value in the model; therefore, an estimate of the one-time loss in carbon sequestration value attributable to the loss of cropland is included in this assessment.

A landscaping plan was not available at the time of modeling; therefore, an estimate of the change in sequestration potential from tree planting was not modeled.

# CRITERIA AIR POLLUTANTS RESULTS

## Construction Emissions

Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Based on the applicant construction schedule and default construction equipment values, CalEEMod estimated emissions over 220 construction workdays for each phase. Unmitigated construction emissions are presented in Table 2, Unmitigated Annualized Daily Construction Emissions.

**Table 2 Unmitigated Annualized Daily Construction Emissions**

| Emissions | ROG[1] | NOx[1] | Total $PM_{10}$[1,2] | Exhaust $PM_{10}$[3] | Total $PM_{2.5}$[1,2] |
|---|---|---|---|---|---|
| **Phase 1a** | | | | | |
| Maximum | 0.23 | 1.84 | 0.15 | 0.08 | 0.10 |
| Annualized Average Daily[4] | <0.001 | 0.004 | <0.001 | <0.001 | <0.001 |
| **Phase 1b** | | | | | |
| Maximum | 0.83 | 2.28 | 0.34 | 0.10 | 0.18 |
| Annualized Average Daily[4] | 0.002 | 0.005 | 0.001 | <0.001 | <0.001 |
| **Phase 2** | | | | | |
| Maximum | 0.27 | 1.87 | 0.24 | 0.074 | 0.13 |
| Annualized Average Daily[4] | 0.001 | 0.004 | 0.001 | <0.001 | <0.001 |

Source: EMC Planning Group 2022,
Note:
1, Emissions amounts are expressed in pounds per day and rounded.
2. Total PM emissions include exhaust particles and fugitive dust.
3. Exhaust $PM_{10}$ is assumed to be DPM.
4. CalEEMod assumes 220 construction days per phase.

## Operational Emissions

Unmitigated operational criteria air pollutant emissions are summarized in Table 3, Unmitigated Operational Criteria Air Pollutant Emissions.

**Table 3 Unmitigated Operational Criteria Air Pollutant Emissions**

| Emissions | Nitrogen Oxides ($NO_X$) | Sulfur Oxides ($SO_2$) | Suspended Particulate Matter ($PM_{10}$) | $PM_{2.5}$ | Carbon Monoxide (CO) |
|---|---|---|---|---|---|
| **Phase 1a** | | | | | |
| Unmitigated Annual | 0.67 | 0.008 | 0.85 | 0.23 | 5.74 |
| Average Daily Emissions | 0.002 | <0.001 | 0.002 | 0.001 | 0.016 |
| **Phase 1b** | | | | | |
| Unmitigated Annual | 0.91 | 0.01 | 1.21 | 0.35 | 5.45 |
| Average Daily Emissions | 0.002 | <0.001 | 0.003 | 0.001 | 0.015 |

| Phase 2 | | | | | |
|---|---|---|---|---|---|
| Unmitigated Annual | 0.09 | 0.002 | 0.21 | 0.06 | 0.73 |
| Average Daily Emissions | <0.001 | <0.001 | 0.001 | <0.001 | 0.002 |
| **Buildout Average Daily Emissions** | **0.005** | **<0.001** | **0.006** | **0.002** | **0.032** |

SOURCE: EMC Planning Group 2020
NOTES:
1. Results may vary due to rounding.
2. Expressed in tons.

# GHG Emissions Results

## Construction GHG Emissions

Construction GHG emissions would be 333.69 MT $CO_2e$ for Phase 1a, 564.31 MT $CO_2e$ for Phase 1b, and 447.42 MT $CO_2e$ for Phase 2 for a total of 1,345.43 MT $CO_2e$. When averaged over a 30-year operational lifetime, the annual amortized emissions equal 44.85 MT $CO_2e$ per year.

## Operational GHG Emissions

At buildout of all phases, the proposed project would generate annual unmitigated operational GHG emissions of 2,467.46 MT $CO_2e$ as summarized in Table 3, Unmitigated Operational GHG Emissions.

## Carbon Sequestration Potential

The change in carbon sequestration potential is shown in Section 2.3 of the model results for each phase. Phase 1a would result in a loss of 9.18 MT $CO_2e$; Phase 1b would result in a loss of 17.71 MT $CO_2e$; Phase 2 would result in a loss of 16.46 MT $CO_2e$ for a total net loss of 43.35 MT $CO_2e$ sequestration potential. Averaged over a 30-year lifetime, the annual loss in carbon sequestration potential would be 1.45 MT $CO_2e$ per year.

**Table 3 Unmitigated Operational GHG Emissions**

| Emissions Sources | $CO_2e$ | | |
|---|---|---|---|
| | Phase 1a | Phase 1b | Phase 2 |
| Area | 0.001 | 0.001 | 0.002 |
| Energy[1] | 42.10 | 461.07 | 25.25 |
| Mobile | 747.15 | 975.23 | 153.00 |
| Waste | 3.77 | 13.78 | 5.45 |
| Water[2] | 1.36 | 7.10 | 14.38 |
| **Total by Phase** | **794.38** | **1,475.18** | **198.08** |
| **Buildout** | **2,467.46** | | |

SOURCE: EMC Planning Group 2022
NOTES:
Results may vary due to rounding.
Expressed in MT $CO_2e$ per year.
1. Results include emissions reductions from compliance with State thresholds for the MWELO

## Total Unmitigated GHG Emissions at Buildout

GHG emissions at buildout of all phases consist of amortized construction emissions added to the operational emissions and the amortized annual loss in carbon sequestration potential as presented in Table 4, Total Unmitigated Annual GHG Emissions.

**Table 4 Total Unmitigated Annual GHG Emissions**

| Operational Emissions | Amortized Construction Emissions | Loss of Carbon Sequestration Potential | Total Project Emissions |
|---|---|---|---|
| 2,467.46 | 44.85 | 1.45 | 2,513.76 |

SOURCE: EMC Planning Group 2022
NOTE:
Results may vary due to rounding.

# SOURCES

1. Breeze Software, a Division of Trinity Consultants. California Emissions Estimator (CalEEMod) Version 2020.4. May 2021. Available online at: http://www.aqmd.gov/caleemod/home

2. ----. 2021. *CalEEMod User's Guide (Version 2020.4)*. Available online at: http://www.aqmd.gov/caleemod/user's-guide
3. Bay Area Air Quality Management District. May 2017. *California Environmental Quality Act Air Quality Guidelines.* Available online at: http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en
4. Hexagon Transportation Consultants. *Gilroy Square Development Transportation Analysis.* July 5, 2022.
5. ACE Design LLC. *Site Plan Gilroy Square 6970 Camino Arroyo, Gilroy CA*, September 9, 2022.

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# Camino Arroyo Phase 1a Proposed Emissions Unmitigated

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Other Asphalt Surfaces | 46.45 | 1000sqft | 1.07 | 46,446.00 | 0 |
| Parking Lot | 54.00 | Space | 0.49 | 21,600.00 | 0 |
| City Park | 0.48 | Acre | 0.48 | 20,990.00 | 0 |
| Fast Food Restaurant with Drive Thru | 2.60 | 1000sqft | 0.06 | 2,600.00 | 0 |
| Convenience Market with Gas Pumps | 8.00 | Pump | 0.03 | 4,242.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate one** | 4 | | | **Operational ear** | 2025 |
| **Utility Company** | Pacific Gas and Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 203.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Land Use - Square footage adjusted to match project site plan.

Demolition - No infrastructure located on project site

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic system - Wastewater service provided by South County Regional Wastewater Authority.

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 20,908.80 | 20,990.00 |
| tblLandUse | LandUseSquareFeet | 1,129.40 | 4,242.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 322.50 | 265.12 |
| tblVehicleTrips | ST_TR | 616.12 | 467.48 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 322.50 | 265.12 |
| tblVehicleTrips | SU_TR | 472.58 | 467.48 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 322.50 | 265.12 |
| tblVehicleTrips | WD_TR | 470.95 | 467.48 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2023 | 0.2343 | 1.8368 | 1.9268 | 3.8500e-003 | 0.0721 | 0.0797 | 0.1518 | 0.0237 | 0.0761 | 0.0998 | 0.0000 | 329.1822 | 329.1822 | 0.0554 | 5.9200e-003 | 332.3315 |
| 2024 | 0.0458 | 5.5400e-003 | 8.9000e-003 | 2.0000e-005 | 2.9000e-004 | 2.8000e-004 | 5.6000e-004 | 8.0000e-005 | 2.8000e-004 | 3.5000e-004 | 0.0000 | 1.3594 | 1.3594 | 7.0000e-005 | 1.0000e-005 | 1.3628 |
| **Maximum** | **0.2343** | **1.8368** | **1.9268** | **3.8500e-003** | **0.0721** | **0.0797** | **0.1518** | **0.0237** | **0.0761** | **0.0998** | **0.0000** | **329.1822** | **329.1822** | **0.0554** | **5.9200e-003** | **332.3315** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.0363 | 1.0000e-005 | 5.9000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 0.0000 | 1.1300e-003 |
| Energy | 2.9600e-003 | 0.0269 | 0.0226 | 1.6000e-004 | | 2.0400e-003 | 2.0400e-003 | | 2.0400e-003 | 2.0400e-003 | 0.0000 | 41.8039 | 41.8039 | 2.5900e-003 | 7.8000e-004 | 42.1017 |
| Mobile | 0.8629 | 0.6382 | 5.7253 | 7.9000e-003 | 0.8401 | 6.7800e-003 | 0.8469 | 0.2242 | 6.2900e-003 | 0.2305 | 0.0000 | 729.1279 | 729.1279 | 0.0872 | 0.0532 | 747.1527 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.5219 | 0.0000 | 1.5219 | 0.0899 | 0.0000 | 3.7705 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.3088 | 0.6418 | 0.9506 | 8.1800e-003 | 6.8000e-004 | 1.3589 |
| **Total** | **0.9022** | **0.6651** | **5.7485** | **8.0600e-003** | **0.8401** | **8.8200e-003** | **0.8489** | **0.2242** | **8.3300e-003** | **0.2326** | **1.8307** | **771.5747** | **773.4054** | **0.1879** | **0.0546** | **794.3849** |

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 2.3 Vegetation

**Vegetation**

| | CO2e |
|---|---|
| Category | MT |
| Vegetation Land Change | -9.1803 |
| **Total** | **-9.1803** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.8629 | 0.6382 | 5.7253 | 7.9000e-003 | 0.8401 | 6.7800e-003 | 0.8469 | 0.2242 | 6.2900e-003 | 0.2305 | 0.0000 | 729.1279 | 729.1279 | 0.0872 | 0.0532 | 747.1527 |
| Unmitigated | 0.8629 | 0.6382 | 5.7253 | 7.9000e-003 | 0.8401 | 6.7800e-003 | 0.8469 | 0.2242 | 6.2900e-003 | 0.2305 | 0.0000 | 729.1279 | 729.1279 | 0.0872 | 0.0532 | 747.1527 |

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated |
|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | |
| Convenience Market with Gas Pumps | 2,120.96 | 2,120.96 | 2120.96 | 1,137,692 |
| Fast Food Restaurant with Drive Thru | 1,215.45 | 1,215.45 | 1215.45 | 1,135,623 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Parking Lot | 0.00 | 0.00 | 0.00 | |
| Total | 3,336.41 | 3,336.41 | 3,336.41 | 2,273,315 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Convenience Market with Gas Pumps | 9.50 | 7.30 | 7.30 | 0.80 | 80.20 | 19.00 | 14 | 21 | 65 |
| Fast Food Restaurant with Drive Thru | 9.50 | 7.30 | 7.30 | 2.20 | 78.80 | 19.00 | 29 | 21 | 50 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City Park | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Convenience Market with Gas Pumps | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Fast Food Restaurant with Drive Thru | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Other Asphalt Surfaces | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Parking Lot | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |

# 5.0 Energy Detail

## 5.2 Energy by Land Use - NaturalGas

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Convenience Market with Gas Pumps | 9926.28 | 5.0000e-005 | 4.9000e-004 | 4.1000e-004 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.5297 | 0.5297 | 1.0000e-005 | 1.0000e-005 | 0.5329 |
| Fast Food Restaurant with Drive Thru | 538902 | 2.9100e-003 | 0.0264 | 0.0222 | 1.6000e-004 | | 2.0100e-003 | 2.0100e-003 | | 2.0100e-003 | 2.0100e-003 | 0.0000 | 28.7579 | 28.7579 | 5.5000e-004 | 5.3000e-004 | 28.9288 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **2.9600e-003** | **0.0269** | **0.0226** | **1.6000e-004** | | **2.0500e-003** | **2.0500e-003** | | **2.0500e-003** | **2.0500e-003** | **0.0000** | **29.2876** | **29.2876** | **5.6000e-004** | **5.4000e-004** | **29.4616** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| Convenience Market with Gas Pumps | 44074.4 | 4.0779 | 6.6000e-004 | 8.0000e-005 | 4.1183 |
| Fast Food Restaurant with Drive Thru | 83642 | 7.7389 | 1.2500e-003 | 1.5000e-004 | 7.8154 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 7560 | 0.6995 | 1.1000e-004 | 1.0000e-005 | 0.7064 |
| **Total** | | **12.5163** | **2.0200e-003** | **2.4000e-004** | **12.6401** |

## 6.0 Area Detail

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 4.9900e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0313 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 4.0000e-005 | 1.0000e-005 | 5.9000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 0.0000 | 1.1300e-003 |
| **Total** | **0.0364** | **1.0000e-005** | **5.9000e-004** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **1.0700e-003** | **1.0700e-003** | **0.0000** | **0.0000** | **1.1300e-003** |

## 7.0 Water Detail

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 0.537024 | 0.1739 | 3.0000e-005 | 0.0000 | 0.1756 |
| Convenience Market with Gas Pumps | 0.0836574 / 0.0481462 | 0.0871 | 7.8000e-004 | 7.0000e-005 | 0.1262 |
| Fast Food Restaurant with Drive Thru | 0.789188 / 0.0473009 | 0.6896 | 7.3700e-003 | 6.2000e-004 | 1.0571 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.9506** | **8.1800e-003** | **6.9000e-004** | **1.3589** |

# 8.0 Waste Detail

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| City Park | 0.01 | 2.0300e-003 | 1.2000e-004 | 0.0000 | 5.0300e-003 |
| Fast Food Restaurant with Drive Thru | 7.4875 | 1.5199 | 0.0898 | 0.0000 | 3.7655 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **1.5219** | **0.0899** | **0.0000** | **3.7705** |

## 11.0 Vegetation

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT | | | |
| Unmitigated | -9.1803 | 0.0000 | 0.0000 | -9.1803 |

### 11.1 Vegetation Land Change

**Vegetation Type**

Camino Arroyo Phase 1a Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | Initial/Final | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| | Acres | MT | | | |
| Grassland | 2.13 / 0 | -9.1803 | 0.0000 | 0.0000 | -9.1803 |
| **Total** | | **-9.1803** | **0.0000** | **0.0000** | **-9.1803** |

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# Camino Arroyo Phase 1b Proposed Emissions Unmitigated

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Other Asphalt Surfaces | 63.16 | 1000sqft | 1.45 | 63,158.00 | 0 |
| Parking Lot | 208.00 | Space | 1.87 | 83,200.00 | 0 |
| City Park | 0.63 | Acre | 0.63 | 27,442.80 | 0 |
| Hotel | 112.00 | Room | 0.10 | 82,568.00 | 0 |
| Hotel | 88.00 | Room | 0.06 | 67,780.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate one** | 4 | | | **Operational ear** | 2025 |
| **Utility Company** | Pacific Gas and Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 203.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Land Use - Area adjusted to match project description

Other asphalt surfaces estimated based on total paved area and parking lot

Demolition - No existing infrastructure located on the property.

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic systems - Wastewater service provided by South County Regional Wastewater Authority.

Area Mitigation - Phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 162,624.00 | 82,568.00 |
| tblLandUse | LandUseSquareFeet | 127,776.00 | 67,780.00 |
| tblLandUse | LotAcreage | 3.73 | 0.10 |
| tblLandUse | LotAcreage | 2.93 | 0.06 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 8.19 | 8.42 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 5.95 | 8.42 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 8.36 | 8.42 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2023 | 0.2605 | 2.2834 | 2.5794 | 5.9200e-003 | 0.2415 | 0.0979 | 0.3394 | 0.0835 | 0.0919 | 0.1754 | 0.0000 | 530.2248 | 530.2248 | 0.0834 | 0.0202 | 538.3331 |
| 2024 | 0.8322 | 0.1101 | 0.1647 | 2.9000e-004 | 5.5000e-003 | 5.1000e-003 | 0.0106 | 1.4700e-003 | 4.7700e-003 | 6.2500e-003 | 0.0000 | 25.7402 | 25.7402 | 5.7200e-003 | 3.3000e-004 | 25.9804 |
| **Maximum** | **0.8322** | **2.2834** | **2.5794** | **5.9200e-003** | **0.2415** | **0.0979** | **0.3394** | **0.0835** | **0.0919** | **0.1754** | **0.0000** | **530.2248** | **530.2248** | **0.0834** | **0.0202** | **538.3331** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.6785 | 2.0000e-005 | 2.5100e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 4.5400e-003 | 4.5400e-003 | 1.0000e-005 | 0.0000 | 4.7800e-003 |
| Energy | 0.0356 | 0.3236 | 0.2718 | 1.9400e-003 | | 0.0246 | 0.0246 | | 0.0246 | 0.0246 | 0.0000 | 457.9301 | 457.9301 | 0.0238 | 8.5300e-003 | 461.0682 |
| Mobile | 0.5785 | 0.5847 | 5.1778 | 0.0104 | 1.1823 | 7.5200e-003 | 1.1898 | 0.3156 | 6.9900e-003 | 0.3226 | 0.0000 | 959.4425 | 959.4425 | 0.0664 | 0.0474 | 975.2328 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 5.5594 | 0.0000 | 5.5594 | 0.3286 | 0.0000 | 13.7732 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 1.7950 | 2.9396 | 4.7346 | 0.0474 | 3.9600e-003 | 7.0999 |
| **Total** | **1.2926** | **0.9084** | **5.4521** | **0.0123** | **1.1823** | **0.0321** | **1.2144** | **0.3156** | **0.0316** | **0.3472** | **7.3544** | **1,420.3168** | **1,427.6712** | **0.4662** | **0.0599** | **1,457.1789** |

## 2.3 Vegetation

### Vegetation

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | CO2e |
|---|---|
| Category | MT |
| Vegetation Land Change | -17.7141 |
| **Total** | **-17.7141** |

## 4.0 Operational Detail - Mobile

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated |
|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | |
| Hotel | 943.04 | 943.04 | 943.04 | 1,791,711 |
| Hotel | 740.96 | 740.96 | 740.96 | 1,407,773 |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Parking Lot | 0.00 | 0.00 | 0.00 | |
| Total | 1,684.00 | 1,684.00 | 1,684.00 | 3,199,483 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Hotel | 9.50 | 7.30 | 7.30 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

### 4.4 Fleet Mix

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City Park | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Hotel | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Other Asphalt Surfaces | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |
| Parking Lot | 0.573651 | 0.055882 | 0.186012 | 0.115369 | 0.020252 | 0.005158 | 0.008030 | 0.006377 | 0.000893 | 0.000372 | 0.024386 | 0.000900 | 0.002720 |

## 5.0 Energy Detail

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 2.97622e+006 | 0.0161 | 0.1459 | 0.1226 | 8.8000e-004 | | 0.0111 | 0.0111 | | 0.0111 | 0.0111 | 0.0000 | 158.8224 | 158.8224 | 3.0400e-003 | 2.9100e-003 | 159.7662 |
| Hotel | 3.62556e+006 | 0.0196 | 0.1777 | 0.1493 | 1.0700e-003 | | 0.0135 | 0.0135 | | 0.0135 | 0.0135 | 0.0000 | 193.4737 | 193.4737 | 3.7100e-003 | 3.5500e-003 | 194.6235 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0356** | **0.3236** | **0.2718** | **1.9500e-003** | | **0.0246** | **0.0246** | | **0.0246** | **0.0246** | **0.0000** | **352.2962** | **352.2962** | **6.7500e-003** | **6.4600e-003** | **354.3897** |

### 5.3 Energy by Land Use - Electricity

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hotel | 501572 | 46.4073 | 7.5100e-003 | 9.1000e-004 | 46.8662 |
| Hotel | 611003 | 56.5323 | 9.1500e-003 | 1.1100e-003 | 57.0913 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 29120 | 2.6943 | 4.4000e-004 | 5.0000e-005 | 2.7209 |
| **Total** | | **105.6339** | **0.0171** | **2.0700e-003** | **106.6785** |

## 6.0 Area Detail

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0815 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Consumer Products | 0.5969 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.7000e-004 | 2.0000e-005 | 2.5100e-003 | 0.0000 | | 1.0000e-005 | 1.0000e-005 | | 1.0000e-005 | 1.0000e-005 | 0.0000 | 4.5400e-003 | 4.5400e-003 | 1.0000e-005 | 0.0000 | 4.7800e-003 |
| **Total** | **0.6785** | **2.0000e-005** | **2.5100e-003** | **0.0000** | | **1.0000e-005** | **1.0000e-005** | | **1.0000e-005** | **1.0000e-005** | **0.0000** | **4.5400e-003** | **4.5400e-003** | **1.0000e-005** | **0.0000** | **4.7800e-003** |

## 7.0 Water Detail

### 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 0.704845 | 0.2283 | 4.0000e-005 | 0.0000 | 0.2305 |
| Hotel | 5.07335 / 0.52932 | 4.5063 | 0.0474 | 3.9600e-003 | 6.8694 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **4.7346** | **0.0474** | **3.9600e-003** | **7.1000** |

## 8.0 Waste Detail

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| City Park | 0.0125 | 2.5400e-003 | 1.5000e-004 | 0.0000 | 6.2900e-003 |
| Hotel | 27.375 | 5.5569 | 0.3284 | 0.0000 | 13.7669 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **5.5594** | **0.3286** | **0.0000** | **13.7732** |

## 11.0 Vegetation

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT | | | |
| Unmitigated | -17.7141 | 0.0000 | 0.0000 | -17.7141 |

Camino Arroyo Phase 1b Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 11.1 Vegetation Land Change

**Vegetation Type**

| | Initial/Final | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| | Acres | MT | | | |
| Grassland | 4.11 / 0 | -17.7141 | 0.0000 | 0.0000 | -17.7141 |
| **Total** | | **-17.7141** | **0.0000** | **0.0000** | **-17.7141** |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

# Camino Arroyo Phase 2 Proposed Emissions Unmitigated

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 46.00 | 1000sqft | 1.06 | 46,000.00 | 0 |
| Other Asphalt Surfaces | 28.86 | 1000sqft | 0.66 | 28,860.00 | 0 |
| Parking Lot | 131.00 | Space | 1.18 | 52,400.00 | 0 |
| City Park | 0.92 | Acre | 0.92 | 39,951.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate one** | 4 | | | **Operational ear** | 2028 |
| **Utility Company** | Pacific Gas and Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 203.98 | **CH4 Intensity (lb/MWhr)** | 0.033 | **N2O Intensity (lb/MWhr)** | 0.004 |

### 1.3 User Entered Comments & Non-Default Data

Land Use - Area adjusted to match project description.
Other asphalt surfaces estimated based on total paved area and parking lot.
Demolition - No existing infrastructure on the property.

Vehicle Trips - Trip rate adjusted to match Trip Generation Estimates.

Water And Wastewater - No septic systems - Wastewater service provided by South County Regional Wastwater Authority.

Area Mitigation - Landscaping equipment is set to electric only to reflect phasing out of gas-powered landscaping tools potentially by 2024 (AB 1346).

Water Mitigation - State Model Water Efficient Landscape Ordinance (MWELO) (CAPCOA WUW-4)

Waste Mitigation - 75 percent is applied consistent with waste diversion targets identified in AB 341.

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblLandUse | LandUseSquareFeet | 39,951.01 | 39,951.00 |
| tblVehicleTrips | ST_TR | 1.96 | 0.00 |
| tblVehicleTrips | ST_TR | 1.74 | 4.13 |
| tblVehicleTrips | SU_TR | 2.19 | 0.00 |
| tblVehicleTrips | SU_TR | 1.74 | 4.13 |
| tblVehicleTrips | WD_TR | 0.78 | 0.00 |
| tblVehicleTrips | WD_TR | 1.74 | 4.13 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | AerobicPercent | 87.46 | 97.79 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |
| tblWater | SepticTankPercent | 10.33 | 0.00 |

## 2.0 Emissions Summary

### 2.1 Overall Construction

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2026 | 0.2079 | 1.8703 | 2.3061 | 4.7300e-003 | 0.1623 | 0.0744 | 0.2368 | 0.0620 | 0.0698 | 0.1318 | 0.0000 | 417.3279 | 417.3279 | 0.0795 | 9.5700e-003 | 422.1655 |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2027 | 0.2718 | 0.1059 | 0.1666 | 2.9000e-004 | 3.8900e-003 | 4.7200e-003 | 8.6100e-003 | 1.0400e-003 | 4.4200e-003 | 5.4600e-003 | 0.0000 | 25.0533 | 25.0533 | 5.9200e-003 | 2.1000e-004 | 25.2625 |
| **Maximum** | **0.2718** | **1.8703** | **2.3061** | **4.7300e-003** | **0.1623** | **0.0744** | **0.2368** | **0.0620** | **0.0698** | **0.1318** | **0.0000** | **417.3279** | **417.3279** | **0.0795** | **9.5700e-003** | **422.1655** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 0.2110 | 1.0000e-005 | 1.1000e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.9900e-003 | 1.9900e-003 | 0.0000 | 0.0000 | 2.0900e-003 |
| Energy | 8.5000e-004 | 7.7600e-003 | 6.5200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 25.0375 | 25.0375 | 2.8500e-003 | 4.8000e-004 | 25.2518 |
| Mobile | 0.0710 | 0.0784 | 0.7252 | 1.6400e-003 | 0.2049 | 1.0800e-003 | 0.2060 | 0.0547 | 1.0000e-003 | 0.0557 | 0.0000 | 150.8197 | 150.8197 | 8.6100e-003 | 6.6100e-003 | 153.0042 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 2.1984 | 0.0000 | 2.1984 | 0.1299 | 0.0000 | 5.4464 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 3.7636 | 5.6589 | 9.4225 | 0.0993 | 8.3000e-003 | 14.3771 |
| **Total** | **0.2829** | **0.0862** | **0.7328** | **1.6900e-003** | **0.2049** | **1.6700e-003** | **0.2066** | **0.0547** | **1.5900e-003** | **0.0563** | **5.9620** | **181.5181** | **187.4801** | **0.2407** | **0.0154** | **198.0816** |

## 2.3 Vegetation

### Vegetation

| | CO2e |
|---|---|
| Category | MT |
| Vegetation Land Change | -16.4642 |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | |
|---|---|
| **Total** | **-16.4642** |

## 4.0 Operational Detail - Mobile

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated |
|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT |
| City Park | 0.00 | 0.00 | 0.00 | |
| Other Asphalt Surfaces | 0.00 | 0.00 | 0.00 | |
| Parking Lot | 0.00 | 0.00 | 0.00 | |
| Unrefrigerated Warehouse-No Rail | 189.98 | 189.98 | 189.98 | 554,649 |
| Total | 189.98 | 189.98 | 189.98 | 554,649 |

### 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| City Park | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 66 | 28 | 6 |
| Other Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |
| Unrefrigerated Warehouse-No Rail | 9.50 | 7.30 | 7.30 | 59.00 | 0.00 | 41.00 | 92 | 5 | 3 |

### 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City Park | 0.576295 | 0.056490 | 0.183529 | 0.114985 | 0.020137 | 0.005304 | 0.008188 | 0.006136 | 0.000868 | 0.000349 | 0.024273 | 0.000862 | 0.002585 |
| Other Asphalt Surfaces | 0.576295 | 0.056490 | 0.183529 | 0.114985 | 0.020137 | 0.005304 | 0.008188 | 0.006136 | 0.000868 | 0.000349 | 0.024273 | 0.000862 | 0.002585 |
| Parking Lot | 0.576295 | 0.056490 | 0.183529 | 0.114985 | 0.020137 | 0.005304 | 0.008188 | 0.006136 | 0.000868 | 0.000349 | 0.024273 | 0.000862 | 0.002585 |
| Unrefrigerated Warehouse-No Rail | 0.576295 | 0.056490 | 0.183529 | 0.114985 | 0.020137 | 0.005304 | 0.008188 | 0.006136 | 0.000868 | 0.000349 | 0.024273 | 0.000862 | 0.002585 |

## 5.0 Energy Detail

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unrefrigerated Warehouse-No Rail | 158240 | 8.5000e-004 | 7.7600e-003 | 6.5200e-003 | 5.0000e-005 | | 5.9000e-004 | 5.9000e-004 | | 5.9000e-004 | 5.9000e-004 | 0.0000 | 8.4443 | 8.4443 | 1.6000e-004 | 1.5000e-004 | 8.4945 |
| **Total** | | **8.5000e-004** | **7.7600e-003** | **6.5200e-003** | **5.0000e-005** | | **5.9000e-004** | **5.9000e-004** | | **5.9000e-004** | **5.9000e-004** | **0.0000** | **8.4443** | **8.4443** | **1.6000e-004** | **1.5000e-004** | **8.4945** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| City Park | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 18340 | 1.6969 | 2.7000e-004 | 3.0000e-005 | 1.7137 |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| Unrefrigerated Warehouse-No Rail | 161000 | 14.8963 | 2.4100e-003 | 2.9000e-004 | 15.0436 |
| **Total** | | **16.5932** | **2.6800e-003** | **3.2000e-004** | **16.7573** |

## 6.0 Area Detail

### 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0257 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.1853 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 7.0000e-005 | 1.0000e-005 | 1.1000e-003 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1.9900e-003 | 1.9900e-003 | 0.0000 | 0.0000 | 2.0900e-003 |
| **Total** | **0.2110** | **1.0000e-005** | **1.1000e-003** | **0.0000** | | **0.0000** | **0.0000** | | **0.0000** | **0.0000** | **0.0000** | **1.9900e-003** | **1.9900e-003** | **0.0000** | **0.0000** | **2.0900e-003** |

## 7.0 Water Detail

### 7.2 Water by Land Use

**Unmitigated**

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| City Park | 0 / 1.0293 | 0.3333 | 5.0000e-005 | 1.0000e-005 | 0.3366 |
| Other Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unrefrigerated Warehouse-No Rail | 10.6375 / 0 | 9.0892 | 0.0993 | 8.2900e-003 | 14.0405 |
| **Total** | | **9.4225** | **0.0993** | **8.3000e-003** | **14.3771** |

## 8.0 Waste Detail

### 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| City Park | 0.02 | 4.0600e-003 | 2.4000e-004 | 0.0000 | 0.0101 |
| Other Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Unrefrigerated Warehouse-No Rail | 10.81 | 2.1943 | 0.1297 | 0.0000 | 5.4364 |

Camino Arroyo Phase 2 Proposed Emissions Unmitigated - Santa Clara County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**

| | | | | | |
|---|---|---|---|---|---|
| **Total** | | **2.1984** | **0.1299** | **0.0000** | **5.4464** |

## 11.0 Vegetation

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT | | | |
| Unmitigated | -16.4642 | 0.0000 | 0.0000 | -16.4642 |

### 11.1 Vegetation Land Change

**Vegetation Type**

| | Initial/Final | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| | Acres | MT | | | |
| Grassland | 3.82 / 0 | -16.4642 | 0.0000 | 0.0000 | -16.4642 |
| **Total** | | **-16.4642** | **0.0000** | **0.0000** | **-16.4642** |

# EMFAC Results

C

APPENDIX

**APPENDIX C**
**EMFAC2021**
**Gilroy Square**
**Fuel Demand**

**2028 Fuel Demand**

| Vehicle Class | Fuel | Process | Kgal/day | Fuel Type | Demand |
|---|---|---|---|---|---|
| All Other Buses | Dsl | IDLEX | 1.77E-05 | Diesel | |
| All Other Buses | Dsl | RUNEX | 0.00191 | Kgal/day | 0.09 |
| LDA | Dsl | RUNEX | 0.000257 | KGal/yr | 34.41 |
| LDT1 | Dsl | RUNEX | 6.55E-07 | | |
| LDT2 | Dsl | RUNEX | 0.000385 | Gas | |
| LHD1 | Dsl | IDLEX | 4.67E-05 | Kgal/day | 0.52 |
| LHD1 | Dsl | RUNEX | 0.008929 | KGal/yr | 188.11 |
| LHD2 | Dsl | IDLEX | 3.58E-05 | | |
| LHD2 | Dsl | RUNEX | 0.004929 | Hybrid | |
| MDV | Dsl | RUNEX | 0.001052 | kgal/day | 0.006 |
| MH | Dsl | RUNEX | 0.000362 | Kgal/yr | 2.33 |
| Motor Coach | Dsl | IDLEX | 3.31E-05 | | |
| Motor Coach | Dsl | RUNEX | 0.000689 | TOTAL | |
| PTO | Dsl | RUNEX | 0.001653 | KGal/yr | 224.85 |
| SBUS | Dsl | IDLEX | 4.96E-05 | Gal/yr | 224847.3 |
| SBUS | Dsl | RUNEX | 0.000569 | | |
| T6 CAIRP Class 4 | Dsl | IDLEX | 6.35E-08 | | |
| T6 CAIRP Class 4 | Dsl | RUNEX | 7.87E-06 | | |
| T6 CAIRP Class 5 | Dsl | IDLEX | 8.32E-08 | Mileage | |
| T6 CAIRP Class 5 | Dsl | RUNEX | 1.09E-05 | Check: | |
| T6 CAIRP Class 6 | Dsl | IDLEX | 2.94E-07 | | |
| T6 CAIRP Class 6 | Dsl | RUNEX | 2.74E-05 | VMT/yr | 6027447 |
| T6 CAIRP Class 7 | Dsl | IDLEX | 4.72E-07 | mpg | 26.81 |
| T6 CAIRP Class 7 | Dsl | RUNEX | 0.000164 | | |
| T6 Instate Delivery Class 4 | Dsl | IDLEX | 4.34E-05 | | |
| T6 Instate Delivery Class 4 | Dsl | RUNEX | 0.000816 | | |
| T6 Instate Delivery Class 5 | Dsl | IDLEX | 4.99E-05 | | |
| T6 Instate Delivery Class 5 | Dsl | RUNEX | 0.000954 | | |
| T6 Instate Delivery Class 6 | Dsl | IDLEX | 9.55E-05 | | |
| T6 Instate Delivery Class 6 | Dsl | RUNEX | 0.001809 | | |
| T6 Instate Delivery Class 7 | Dsl | IDLEX | 1.41E-05 | | |
| T6 Instate Delivery Class 7 | Dsl | RUNEX | 0.000398 | | |
| T6 Instate Other Class 4 | Dsl | IDLEX | 8.21E-05 | | |
| T6 Instate Other Class 4 | Dsl | RUNEX | 0.001697 | | |
| T6 Instate Other Class 5 | Dsl | IDLEX | 0.000166 | | |
| T6 Instate Other Class 5 | Dsl | RUNEX | 0.003563 | | |
| T6 Instate Other Class 6 | Dsl | IDLEX | 0.000159 | | |
| T6 Instate Other Class 6 | Dsl | RUNEX | 0.003329 | | |
| T6 Instate Other Class 7 | Dsl | IDLEX | 6.90E-05 | | |
| T6 Instate Other Class 7 | Dsl | RUNEX | 0.001413 | | |
| T6 Instate Tractor Class 6 | Dsl | IDLEX | 6.02E-07 | | |

**APPENDIX C**
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| | | | |
|---|---|---|---|
| T6 Instate Tractor Class 6 | Dsl | RUNEX | 1.52E-05 |
| T6 Instate Tractor Class 7 | Dsl | IDLEX | 2.14E-05 |
| T6 Instate Tractor Class 7 | Dsl | RUNEX | 0.000546 |
| T6 OOS Class 4 | Dsl | IDLEX | 3.65E-08 |
| T6 OOS Class 4 | Dsl | RUNEX | 4.49E-06 |
| T6 OOS Class 5 | Dsl | IDLEX | 4.75E-08 |
| T6 OOS Class 5 | Dsl | RUNEX | 6.19E-06 |
| T6 OOS Class 6 | Dsl | IDLEX | 1.69E-07 |
| T6 OOS Class 6 | Dsl | RUNEX | 1.57E-05 |
| T6 OOS Class 7 | Dsl | IDLEX | 2.42E-07 |
| T6 OOS Class 7 | Dsl | RUNEX | 0.000108 |
| T6 Public Class 4 | Dsl | IDLEX | 1.43E-05 |
| T6 Public Class 4 | Dsl | RUNEX | 0.000186 |
| T6 Public Class 5 | Dsl | IDLEX | 2.46E-05 |
| T6 Public Class 5 | Dsl | RUNEX | 0.000323 |
| T6 Public Class 6 | Dsl | IDLEX | 1.31E-05 |
| T6 Public Class 6 | Dsl | RUNEX | 0.000175 |
| T6 Public Class 7 | Dsl | IDLEX | 3.07E-05 |
| T6 Public Class 7 | Dsl | RUNEX | 0.00053 |
| T6 Utility Class 5 | Dsl | IDLEX | 5.17E-06 |
| T6 Utility Class 5 | Dsl | RUNEX | 0.000145 |
| T6 Utility Class 6 | Dsl | IDLEX | 9.76E-07 |
| T6 Utility Class 6 | Dsl | RUNEX | 2.73E-05 |
| T6 Utility Class 7 | Dsl | IDLEX | 1.09E-06 |
| T6 Utility Class 7 | Dsl | RUNEX | 3.76E-05 |
| T7 CAIRP Class 8 | Dsl | IDLEX | 0.000798 |
| T7 CAIRP Class 8 | Dsl | RUNEX | 0.010172 |
| T7 NNOOS Class 8 | Dsl | IDLEX | 0.000871 |
| T7 NNOOS Class 8 | Dsl | RUNEX | 0.012093 |
| T7 NOOS Class 8 | Dsl | IDLEX | 0.000384 |
| T7 NOOS Class 8 | Dsl | RUNEX | 0.004496 |
| T7 Other Port Class 8 | Dsl | IDLEX | 2.83E-05 |
| T7 Other Port Class 8 | Dsl | RUNEX | 0.001195 |
| T7 POAK Class 8 | Dsl | IDLEX | 0.000178 |
| T7 POAK Class 8 | Dsl | RUNEX | 0.003865 |
| T7 POLA Class 8 | Dsl | IDLEX | 2.66E-13 |
| T7 POLA Class 8 | Dsl | RUNEX | 7.26E-12 |
| T7 Public Class 8 | Dsl | IDLEX | 6.95E-05 |
| T7 Public Class 8 | Dsl | RUNEX | 0.001744 |
| T7 Single Concrete/Transit Mix Class 8 | Dsl | IDLEX | 5.65E-05 |
| T7 Single Concrete/Transit Mix Class 8 | Dsl | RUNEX | 0.001466 |
| T7 Single Dump Class 8 | Dsl | IDLEX | 0.000113 |
| T7 Single Dump Class 8 | Dsl | RUNEX | 0.002225 |
| T7 Single Other Class 8 | Dsl | IDLEX | 0.000158 |

**APPENDIX C**
**EMFAC2021**
**Gilroy Square**
**Fuel Demand**

| | | | |
|---|---|---|---|
| T7 Single Other Class 8 | Dsl | RUNEX | 0.002763 |
| T7 SWCV Class 8 | Dsl | IDLEX | 2.85E-05 |
| T7 SWCV Class 8 | Dsl | RUNEX | 0.001913 |
| T7 Tractor Class 8 | Dsl | IDLEX | 0.000729 |
| T7 Tractor Class 8 | Dsl | RUNEX | 0.009045 |
| T7 Utility Class 8 | Dsl | IDLEX | 3.98E-06 |
| T7 Utility Class 8 | Dsl | RUNEX | 0.000186 |
| UBUS | Dsl | RUNEX | 0.001656 |
| LDA | Gas | RUNEX | 0.222551 |
| LDA | Gas | STREX | 0.007111 |
| LDT1 | Gas | RUNEX | 0.018995 |
| LDT1 | Gas | STREX | 0.000688 |
| LDT2 | Gas | RUNEX | 0.134045 |
| LDT2 | Gas | STREX | 0.004515 |
| LHD1 | Gas | IDLEX | 9.06E-05 |
| LHD1 | Gas | RUNEX | 0.024046 |
| LHD1 | Gas | STREX | 0.000298 |
| LHD2 | Gas | IDLEX | 1.33E-05 |
| LHD2 | Gas | RUNEX | 0.003317 |
| LHD2 | Gas | STREX | 3.67E-05 |
| MCY | Gas | RUNEX | 0.001249 |
| MCY | Gas | STREX | 0.000104 |
| MDV | Gas | RUNEX | 0.087153 |
| MDV | Gas | STREX | 0.002998 |
| MH | Gas | RUNEX | 0.001585 |
| MH | Gas | STREX | 2.63E-07 |
| OBUS | Gas | IDLEX | 5.86E-06 |
| OBUS | Gas | RUNEX | 0.001119 |
| OBUS | Gas | STREX | 9.69E-06 |
| SBUS | Gas | IDLEX | 1.95E-05 |
| SBUS | Gas | RUNEX | 0.000299 |
| SBUS | Gas | STREX | 1.73E-06 |
| T6TS | Gas | IDLEX | 2.86E-05 |
| T6TS | Gas | RUNEX | 0.004868 |
| T6TS | Gas | STREX | 4.82E-05 |
| T7IS | Gas | RUNEX | 1.20E-05 |
| T7IS | Gas | STREX | 5.78E-08 |
| UBUS | Gas | RUNEX | 0.000165 |
| UBUS | Gas | STREX | 2.62E-07 |
| LDA | Phe | RUNEX | 0.00479 |
| LDA | Phe | STREX | 0.000231 |
| LDT1 | Phe | RUNEX | 4.30E-05 |
| LDT1 | Phe | STREX | 2.27E-06 |
| LDT2 | Phe | RUNEX | 0.000778 |

**APPENDIX C**
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| | | | |
|---|---|---|---|
| LDT2 | Phe | STREX | 4.57E-05 |
| MDV | Phe | RUNEX | 0.000463 |
| MDV | Phe | STREX | 3.42E-05 |

# CNDDB Results

APPENDIX D

## Appendix D Special-Status Species with Potential to Occur in the Project Vicinity

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Plants | | | |
| Alkali milk-vetch *(Astragalus tener* var. *tener)* | --/--/1B.2 | Alkaline sites in playas, valley and foothill grassland (on adobe clay), and vernal pools; elevation 1-60m. Blooming Period: March - June | Unlikely. Suitable grassland habitat not found at the project site. |
| Anderson's manzanita *(Arctostaphylos andersonii)* | --/--/1B.2 | Broadleaved upland forest, chaparral, and North Coast coniferous forest. Known only from the Santa Cruz Mountains. Prefers open sites in redwood forest; elevation 180-800m. Blooming Period: November - April | Unlikely. Suitable forest habitat not found at the project site. Species known from higher elevations. |
| Arcuate bush-mallow *(Malacothamnus arcuatus)* | --/--/1B.2 | Chaparral, in gravelly alluvium; elevation 80-355m. Blooming Period: April - September | Unlikely. Suitable chaparral habitat not found at the project site. |
| Big-scale balsamroot *(Balsamorhiza macrolepis)* | --/--/1B.2 | Valley and foothill grassland, and cismontane woodland; sometimes on serpentine; elevation 35-1000m. Blooming Period: March - June | Unlikely. Suitable habitat not found at the project site. |
| California alkali grass *(Puccinellia simplex)* | --/--/1B.2 | Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools. Alkaline, vernally mesic. Sinks, flats, and lake margins; elevation 1-915m. Blooming Period: March - May | Unlikely. Suitable mesic habitat not found at the project site. |
| Chaparral harebell *(Campanula exigua)* | --/--/1B.2 | Chaparral (rocky, usually serpentine); elevation 275-1250m. Blooming Period: May - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Congdon's tarplant *(Centromadia parryi* spp. *congdonii)* | --/--/1B.1 | Valley and foothill grassland (alkaline); elevation 1-230m. Known to occur on various substrates, and in disturbed and ruderal (weedy) areas. Blooming Period: June - November | Unlikely. Suitable habitat not found at the project site. |
| Eastwood's goldenbush *(Ericameria fasciculata)* | --/--/1B.1 | Closed cone coniferous forest, chaparral (maritime), coastal dunes, and coastal scrub/sand; elevation 30 - 275 meters. Blooming Period: July - October | Unlikely. Suitable habitat not found at the project site. |
| Fragrant fritillary *(Fritillaria liliacea)* | --/--/1B.2 | Coastal scrub, valley and foothill grassland, and coastal prairie. Often on serpentine, various soils reported though usually clay in grassland; elevation 3-410m. Blooming Period: February - April | Unlikely. Suitable habitat not found at the project site. |
| Hairless popcorn flower *(Plagiobothrys glaber)* | --/--/1A | Meadows and seeps (alkaline), marshes and swamps (coastal salt); elevation 15-180m. Blooming Period: March - May | Unlikely. Suitable mesic habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Hall's tarplant *(Deinandra halliana)* | --/--/1B.1 | Cismontane woodland, chenopod scrub, valley and foothill grassland. Variety of substrates, including clay, sand, and alkaline soils; elevation 300-950m. Blooming Period: April - May | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Hooker's manzanita *(Arctostaphylos hookeri* ssp. *hookeri)* | --/--/1B.2 | Sandy soils in coastal scrub, chaparral, and closed-cone forest habitats; evergreen; elevation 45-215m. Blooming Period: February - April | Unlikely. Suitable habitat not found at the project site. |
| Hoover's button-celery *(Eryngium aristulatum* var. *hooveri)* | --/--/1B.1 | Vernal pools. Alkaline depressions, roadside ditches, and other wet places near the coast; elevation 5-45m. Blooming Period: July | Unlikely. Suitable habitat not found at the project site. |
| Hospital Canyon larkspur *(Delphinium californicum* ssp. *interius)* | --/--/1B.2 | Cismontane woodland and chaparral, in wet, boggy meadows, openings in chaparral, and in canyons; elevation 225-1060m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Indian Valley bush-mallow *(Malacothamnus aboriginum)* | --/--/1B.2 | Chaparral and cismontane woodland; rocky, often burned areas. Prefers granitic outcrops and sandy bare soil; elevation 150-1700m. Blooming Period: April - October | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Legenere *(Legenere limosa)* | --/--/1B.1 | In beds of vernal pools; elevation 1-880m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. |
| Loma Prieta hoita *(Hoita strobilina)* | --/--/1B.1 | Wet areas on serpentine substrate in chaparral, cismontane woodland, and riparian woodland; elevation 30-860m. Blooming Period: May - October | Unlikely. Suitable habitat not found at the project site. |
| Monterey spineflower *(Chorizanthe pungens* var. *pungens)* | FT/--/1B.2 | Sandy openings in maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland; elevation 3-450m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. |
| Most beautiful jewel-flower *(Streptanthus albidus* ssp. *peramoenus)* | --/--/1B.2 | Chaparral, valley and foothill grassland, and cismontane woodland; serpentine outcrops, on ridges and slopes; elevation 120-730m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Mt. Hamilton thistle *(Cirsium fontinale* var. *campylon)* | --/--/1B.2 | Serpentine seeps in chaparral, cismontane woodland, and valley and foothill grassland; elevation 100-890m. Blooming Period: February - October | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Pajaro manzanita *(Arctostaphylos pajaroensis)* | --/--/1B.1 | Sandy soils in chaparral habitat; evergreen; elevation 30-760m. Blooming Period: December - March | Unlikely. Suitable habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Pine rose *(Rosa pinetorum)* | --/--/1B.2 | Closed-cone coniferous forest; elevation 2-300m. Blooming Period: May - July | Unlikely. Suitable habitat not found at the project site. |
| Pink creamsacs *(Castilleja rubicundula* ssp. *rubicundula)* | --/--/1B.2 | Chaparral, meadows and seeps, and valley and foothill grassland. Openings in chaparral or grasslands on serpentine soils; elevation 20-900m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. |
| Pinnacles buckwheat *(Eriogonum nortonii)* | --/--/1B.3 | Sandy sites in chaparral and valley and foothill grassland, often on recent burns; elevation 300-975m. Blooming Period: May - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Prostrate vernal pool navarretia *(Navarretia prostrata)* | --/--/1B.1 | Coastal scrub, valley and foothill grassland, and vernal pools. Alkaline soils in grassland, or in vernal pools; elevation 15-700m. Blooming Period: April - July | Unlikely. Suitable habitat not found at the project site. |
| Saline clover *(Trifolium hydrophilum)* | --/--/1B.2 | Marshes and swamps, valley and foothill grassland, and vernal pools. Prefers wet, alkaline sites; elevation 0-300m. Blooming Period: April - June | Unlikely. Suitable mesic habitat not found at the project site. |
| San Francisco popcornflower *(Plagiobothrys diffusus)* | --/SE/1B.1 | Valley and foothill grassland, and coastal prairie. Historically from grassy slopes with marine influence; elevation 60-485m. Blooming Period: March - June | Unlikely. Suitable habitat not found at the project site. |
| San Joaquin spearscale *(Extriplex joaquinana)* | --/--/1B.2 | Alkaline sites in chenopod scrub, meadows and seeps, playas, and valley and foothill grassland; elevation 1-320m. Blooming Period: April - October | Unlikely. Suitable habitat not found at the project site. |
| Santa Clara Valley dudleya *(Dudleya abramsii* ssp. *setchellii)* | FE/--/1B.1 | Valley and foothill grassland, and cismontane woodland. Endemic to serpentine outcrops and on rocks within grassland or woodland in Santa Clara County; elevation 80-335m. Blooming Period: April - June | Unlikely. Suitable habitat not found at the project site. |
| Santa Cruz Mountains beardtongue *(Penstemon rattanii* var. *kleei)* | --/--/1B.2 | Chaparral and lower montane coniferous forest. Sandy shale slopes in transition zone between forest and chaparral; elevation 400-1100m. Blooming Period: May - June | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Santa Cruz tarplant *(Holocarpha macradenia)* | FT/SE/1B.1 | Coastal prairie, coastal scrub, and valley and foothill grassland; often on clay or sandy soils; elevation 10-220m. Blooming Period: June - October | Unlikely. Suitable habitat not found at the project site. |
| Seaside bird's-beak *(Cordylanthus rigidus* ssp. *littoralis)* | --/SE/1B.1 | Closed-cone coniferous forest, maritime chaparral, cismontane woodland, coastal dunes, coastal scrub, sandy often disturbed sites; elevation 0-215m. Blooming Period: May - October | Unlikely. Suitable habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Smooth lessingia *(Lessingia micradenia* var. *glabrata)* | --/--/1B.2 | Chaparral; endemic to Santa Clara County. Serpentine, often on roadsides; elevation 120-485m. Blooming Period: July - November | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Woodland woollythreads *(Monolopia gracilens)* | --/--/1B.2 | Serpentine, open sites in broadleaved upland forest, chaparral, cismontane woodland, North Coast coniferous forest, and valley and foothill grassland; elevation 100-1200m. Blooming Period: March – July | Unlikely. Suitable habitat not found at the project site. Species known from higher elevations. |
| Yadon's rein orchid *(Piperia yadonii)* | FE/--/1B.1 | Sandy sites in coastal bluff scrub, closed cone coniferous forest, maritime chaparral; elevation 10-510m. Blooming Period: May - August | Unlikely. Suitable habitat not found at the project site. |
| Wildlife | | | |
| American badger *(Taxidea taxus)* | --/SSC | Most abundant in drier, open stages of most shrub, forest, and herbaceous habitats. Need sufficient food and open, uncultivated ground with friable soils to dig burrows. Prey on burrowing rodents. | Unlikely. Suitable open grassland habitat not found at the project site. |
| Bank swallow *(Riparia riparia)* | --/ST | Highly colonial species that nests in alluvial soils along rivers, streams, lakes, and ocean coasts. Nesting colonies only occur in vertical banks or bluffs of friable soils at least one meter tall, suitable for burrowing with some predator deterrence values. Breeding colony present in Salinas River. | Unlikely. Suitable bank habitat not found at the project site. |
| Bay checkerspot butterfly *(Euphydryas editha bayensis)* | FT/-- | Restricted to native grasslands on outcrops of serpentine soil in the vicinity of San Francisco Bay. *Plantago erecta* is the primary host plant; *Castilleja densiflora* and *C. exserta* are secondary host plants. | Unlikely. Suitable host plants not found at the project site. |
| Burrowing owl *(Athene cunicularia)* | --/SSC | Open, dry, annual or perennial grasslands, desert, or scrubland, with available small mammal burrows. | Possible. Suitable open habitats with available burrows found at the project site. |
| California brackishwater snail *(mimic tryonia) (Tryonia imitator)* | --/SSC | Aquatic, found on rocks and in gravel of riffles in cool, swift, clear streams. | Unlikely. Suitable aquatic habitat not found at the project site. |
| California giant salamander *(Anodonta californiensis)* | --/SSC | Known from wet coastal forests near streams ad seeps from Mendocino County south to Monterey County and east to Napa County. Aquatic larvae found in cold, clear streams, occasionally in lakes and ponds. Adults known from wet forests under rocks and logs near streams and lakes. | Unlikely. Suitable aquatic habitat not found at the project site. |
| California linderiella *(Linderiella occidentalis)* | FSC/-- | Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions. Water in the pools typically has very low alkalinity, conductivity, and total dissolved solids. | Unlikely. Suitable aquatic habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| California red-legged frog *(Rana draytonii)* | FT/SSC | Rivers, creeks, and stock ponds with pools and overhanging vegetation. Requires dense, shrubby or emergent riparian vegetation, and prefers short riffles and pools with slow-moving, well-oxygenated water. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. | Unlikely. Suitable aquatic habitat not found at the project site. |
| California Ridgway's rail *(Rallus obsoletus obsoletus)* | FE/SE | Found in saltwater and brackish marshes, traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed, but feeds away from cover on invertebrates from mud-bottomed sloughs. | Unlikely. Suitable aquatic habitat not found at the project site. |
| California tiger salamander *(Ambystoma californiense)* | FT/ST | Grasslands and oak woodlands near seasonal pools and stock ponds in central and coastal California. Needs upland habitat to aestivate (remain dormant during dry months) in small mammal burrows, cracks in the soil, or moist leaf litter. Requires seasonal water sources that persist into late March for breeding habitat. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Coast horned lizard *(Phrynosoma blainvillii)* | --/SSC | Arid grassland and scrubland habitats; prefers lowlands along sandy washes with scattered low bushes. Requires open areas for sunning, bushes for cover, patches of loose soil for burrowing, and abundant supply of ants and other insects for feeding. | Unlikely. Suitable arid grassland habitat not found at the project site. |
| Coast Range newt *(Taricha torosa)* | --/SSC | Coastal drainages; lives in terrestrial habitats and can migrate over 1 km to breed in ponds, reservoirs, and slow-moving streams. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Crotch bumble bee (*Bombus crotchii*) | --/SCE | Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum*, *Phacelia*, *Clarkia*, *Dendromecon*, *Eschscholzia*, and Eriogonum. | Unlikely. Suitable food plants and habitat not found at the project site. |
| Foothill yellow-legged frog *(Rana boylii)* | --/SE | Partly shaded, shallow streams and riffles with rocky substrate in a variety of habitats. Requires at least some cobble-sized substrate for egg-laying and 15 weeks of available water to attain metamorphosis. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Golden eagle *(Aquila chrysaetos)* | --/SFP | Rolling foothill mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range. Also uses large trees in open areas. | Unlikely. Suitable nesting habitat not found at the project site. |
| Hoary bat *(Lasiurus cinereus)* | --/SSC | Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water. | Unlikely. Suitable nearby aquatic habitat not present. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Least Bell's vireo *(Vireo bellii pusillus)* | FE/SE | Summer resident of southern and central California in riparian habitats below 2,000 feet in elevation. Often nests in large shrubs, along margins of bushes or on twigs projecting into pathways. | Unlikely. Suitable riparian habitat not found at the project site. |
| Loggerhead shrike *(Lanius ludovicianus)* | --/SSC | (Nesting) Broken woodlands, savannah, pinyon-juniper, Joshua tree and riparian woodlands, desert oases, scrub and washes. Prefers open country for hunting, with perches for scanning and fairly dense shrubs and brush for nesting. | Possible. Suitable perching areas present adjacent to parcel and foraging habitat within open fields. |
| Merlin *(Falco columbarius)* | --/--/WL | Seacoast, tidal estuaries, open woodlands, savannahs, edges of grassland and deserts, farms and ranches, clumps of trees or windbreaks are required for roosting in open county. | Unlikely. Suitable natural open habitats not found at the project site. |
| Monterey hitch (*Lavinia exilicauda harengus*) | --/SSC | Widely distributed in the Pajaro and Salinas river systems. Most abundant in lowland areas with large pools or in small reservoirs. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Mountain lion *(Puma concolor)* | --/SC | Southern California and central coast evolutionarily significant unit. Steep, rocky canyons or mountainous terrain. Deserts, coastal forest, from sea level to 10,000 feet. May encroach into developed areas at the edge of habitat area or along migratory corridors. | Unlikely. Suitable mountainous, forested, or desert habitat or migratory corridors not found at the project site. |
| Northern California legless lizard *(Anniella pulchra)* | --/SSC | Sandy or loose loamy soils under sparse vegetation, moist soils. Anniella pulchra is traditionally split into two subspecies: *A. pulchra pulchra* (silvery legless lizard) and *A. pulchra nigra* (black legless lizard), but these subspecies are typically no longer recognized. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Pallid bat *(Antrozous pallidus)* | --/SSC | Deserts, grasslands, scrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. | Unlikely. Suitable rocky areas or potential roosting sites absent from project site. |
| San Joaquin coachwhip *(Masticophis flagellum ruddocki)* | --/SSC | Open, dry habitats with little or no tree cover. Found in valley grassland and saltbush scrub in the San Joaquin Valley. Requires mammal burrows for refuge and oviposition sites. | Unlikely. Suitable grassland or scrub habitats not found at the project site. |
| San Joaquin kit fox *(Vulpes macrotis mutica)* | FE/ST | Annual grasslands or grassy open stages with scattered shrubby vegetation. Needs loose-textured sandy soils for burrowing, and suitable prey base. | Unlikely. Suitable open habitats not found at the project site. |
| Santa Cruz black salamander *(Aneides flavipunctatus niger)* | --/SSC | Mixed deciduous and coniferous woodlands and coastal grasslands in San Mateo, Santa Cruz, and Santa Clara Counties. Adults found under rocks, talus, and damp woody debris. | Unlikely. Suitable aquatic habitat not found at the project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Santa Cruz long-toed salamander *(Ambystoma macrodactylum croceum)* | FE/SE | Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey Counties. Aquatic larvae prefer shallow (<12 inches) water; use clumps of vegetation or debris for cover. Adults use mammal burrows. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Southern coastal roach *(Hesperoleucus venustus subditus)* | --/SSC | Found in the drainages of Tomales Bay and northern San Francisco Bay in the north, and drainages of Monterey Bay in the south. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Steelhead *(Oncorhynchus mykiss irideus)* | FT/-- | Coastal stream with clean spawning gravel. Requires cool water and pools. Needs migratory access between natal stream and ocean. | Unlikely. Suitable aquatic habitat not found at the project site. |
| Swainson's hawk *(Buteo swainsoni)* | --/ST | Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas, such as grasslands or agricultural fields supporting rodent populations. | Unlikely. Not known from immediate vicinity and suitable nesting habitat with adjacent small mammal activity not found at the project site. |
| Townsend's big-eared bat *(Corynorhinus townsendii)* | --/SSC | Inhabits a wide variety of habitats. Most common in mesic sites. Roosts in the open, hanging from walls and ceilings. Roosting sites limiting. Extremely sensitive to human disturbance. | Unlikely. Suitable rocky areas or potential roosting sites absent from project site. |
| Tricolored blackbird *(Agelaius tricolor)* | --/ST | Areas adjacent to open water with protected nesting substrate, which typically consists of dense, emergent freshwater marsh vegetation. | Unlikely. Suitable emergent freshwater marsh habitat not found at the project site. |
| Western bumble bee (*Bombus occidentalis*) | --/SCE | Historically known to occur throughout the mountains and northern coast of California. Prefers meadows and grasslands with abundant floral resources, including those from Fabaceae, Asteraceae, Rhamnaceae and Rosaceae families. | Unlikely. Suitable food plants and meadow habitat not found at the project site. |
| Western mastiff bat *(Eumops perotis californicus)* | --/SSC | Many open, semi-arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels. | Unlikely. Suitable rocky areas or potential roosting sites absent from project site. |
| Western pond turtle *(Emys marmorata)* | --/SSC | Ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Needs basking sites (such as rocks or partially submerged logs) and suitable upland habitat for egg-laying (sandy banks or grassy open fields). | Unlikely. Suitable aquatic habitat not found at the project site. |
| Western red bat *(Lasiurus blossevillii)* | --/SSC | Roosts primarily in trees, 2-40 feet above the ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging. | Unlikely. Suitable rocky areas or potential roosting sites absent from project site. |

| Species | Status (Federal/State/ CNPS) | Suitable Habitat Description | Potential to Occur on Project Site |
|---|---|---|---|
| Western spadefoot *(Spea hammondii)* | --/SSC | Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands, breeds in winter and spring (January - May) in quiet streams and temporary pools. | Unlikely. Suitable aquatic habitat not found at the project site. |
| White-tailed kite *(Elanus leucurus)* | --/SFP | Rolling foothills and valley margins with scattered oaks, and river bottomlands or marshes next to deciduous woodlands. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching. | Possible. Suitable perching areas present adjacent to parcel and foraging habitat within open fields. |

SOURCE: CDFW 2022, CNPS 2022, USFWS 2022

NOTE: Status Codes:

Federal (USFWS)

FE: Listed as Endangered under the Federal Endangered Species Act.

FT: Listed as Threatened under the Federal Endangered Species Act.

FC: A Candidate for listing as Threatened or Endangered under the Federal Endangered Species Act.

FSC: Species of Special Concern.

FD: Delisted under the Federal Endangered Species Act.

State (CDFW)

SE: Listed as Endangered under the California Endangered Species Act.

ST: Listed as Threatened under the California Endangered Species Act.

SR: Listed as Rare under the California Endangered Species Act.

SC: A Candidate for listing as Threatened or Endangered under the California Endangered Species Act.

SSC: Species of Special Concern.

SFP: Fully Protected species under the California Fish and Game Code.

SD: Delisted under the California Endangered Species Act.

CNPS Rare Plant Ranks and Threat Code Extensions

1B: Plants that are considered Rare, Threatened, or Endangered in California and elsewhere.

2B: Plants that are considered Rare, Threatened, or Endangered in California, but more common elsewhere.

.1: Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat).

.2: Fairly endangered in California (20-80% occurrences threatened).

.3: Not very endangered in California (<20% of occurrences threatened or no current threats known).

# Phase I Environmental Site Assessment

E

APPENDIX

ERAS Environmental, Inc.

1533 B Street
Hayward, CA 94541

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# PHASE I ENVIRONMENTAL SITE ASSESSMENT
## 6970 Camino Arroyo
## Gilroy, California 95020
### ERAS Project Number 18136

Prepared for:

**Mr. Bob Desai**
**Temple Gilroy, LLC**
**527 Sima Drive**
**Milpitas, California 95035**

Prepared by:

ERAS Environmental, Inc.
October 12, 2018

ERAS Environmental, Inc.

1533 B Street
Hayward, CA 94541

(510) 247-9885 Facsimile: (510) 886-5399 info@eras.biz

October 12, 2018

Mr. Bob Desai
Temple Gilroy, LLC
527 Sima Drive
Milpitas, California 95035

Re: **PHASE I ENVIRONMENTAL SITE ASSESSMENT**
**6970 Camino Arroyo, Gilroy, California 95020**
**ERAS Project Number 18136**

Dear Mr. Desai:

ERAS Environmental (ERAS) is pleased to provide you with the attached Phase I Environmental Site Assessment (ESA) for the above referenced Property. The assessment included a visual reconnaissance of the Property, a review of environmental databases for nearby sites, a review of historical maps, city directories and aerial photographs, an interview with the owner, and review of available files regarding the Property with the Gilroy Building Department and county health department. Conclusions and recommendations presented in our report were based upon the completion of these activities.

If you have any questions regarding the information in this report, please don't hesitate to call us. It has been a pleasure working with you on this project.

Sincerely,
ERAS Environmental, Inc.

David Siegel
Senior Program Manager

Andrew Savage
Project Geologist

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E ASTM Transaction Screen and Environmental Site Assessment Questionnaire
F Case Closure and Monitoring Information for 850 Pacheco Pass Highway

# 1.0 INTRODUCTION

## 1.1 Purpose and Scope

This Phase I Environmental Site Assessment (ESA) was performed to identify, to the extent feasible, recognized environmental conditions in connection with the subject site (cited hereinafter as the "Property"). The protocol utilized for this assessment is in general accordance with the requirements of ASTM Standard E 1527-13.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part (40 CFR Part 312). We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

The environmental professional's resume is included in **Appendix A**.

The assessment included four main components: Records Review, Historical Use Information Review, Visual Reconnaissance of the Property, and Report Preparation. The purpose of the records review is to obtain and review records that will help identify recognized environmental conditions in connection with the Property. The objective of the visual reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the Property. The objective of the interviews is to obtain additional information indicating recognized environmental conditions in connection with the Property. The report includes documentation to support the analysis, opinions and conclusions as presented.

## 1.2 Authorization

Authorization to perform this assessment was provided by Mr. Bob Desai of Temple Gilroy, LLC on September 25, 2018 in response to ERAS proposal dated the same day.

## 1.3 Limitations and Exceptions

ERAS has performed the services for this project in accordance with our proposal, and in accordance with current standards of the American Society for Testing and Materials (ASTM) for Phase I Environmental Site Assessments (ASTM standard E1527-13). No guarantees are either expressed or implied.

The investigation was limited to a search for *recognized environmental conditions*. The term *recognized environmental condition* means the presence or likely presence of any hazardous substances or petroleum products on the Property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the Property or into the ground, groundwater, or surface water of the Property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

There is no investigation, which is thorough enough to preclude the presence of hazardous

materials, which presently, or in the future, may be considered hazardous at the Property. Because regulatory evaluation criteria are constantly changing, concentrations of constituents presently considered low may, in the future, fall under more stringent regulatory standards that require remediation.

The visual reconnaissance was limited to observation of surface conditions at the Property. *Reasonably ascertainable* information was obtained. This information is publicly available and obtainable from its source within reasonable time and cost constraints and is reasonably reviewable. This approach reflects current ASTM standards unless the information obtained as part of this work suggests the need for further investigation. No warranty or guarantee of Property conditions is intended.

The investigation addressed recognized environmental conditions at the Property. However, certain conditions, such as those listed below, may not be revealed:

1) naturally occurring toxic materials in the subsurface soils, rocks, water, or toxicity of on-site flora;

2) toxicity of substances common in current habitable environments, such as stored household products, building materials, and consumables;

3) biological pathogens;

4) contaminant plumes below sampled or observed surface levels, originating from a remote source;

5) constituents or constituent concentrations that do not violate present regulatory standards, but may violate future standards;

6) unknown impact to the Property, such as "midnight" dumping and/or accidental spillage which may occur following the visual reconnaissance of the Property by ERAS.

Opinions and judgments expressed herein, which are based upon our understanding and interpretation of current regulatory standards, should not be construed as legal opinions.

## 2.0 PROPERTY DESCRIPTION

### 2.1 Location and Jurisdiction

The subject property (hereinafter the "Property") is located at 6970 Camino Arroyo in the southeastern portion of the City of Gilroy. This Property consists of an undeveloped dirt lot of approximately 10 acres identified by parcel number 841-70-049.

The 1 Mile Radius Map included as a site location map in **Appendix B** shows the location of the Property. Current photographs showing important details of the Property are included in **Appendix C**.

### 2.2 Property Description

An ERAS representative visited the Property on October 4, 2018. The Property was a long linear lot approximately 300 feet wide and 1,500 feet long.

The Property was located in an area of commercial land uses. It was bounded on the southwest by Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center along the remainder. To the southeast was Holloway Road and across the street was a vacant undeveloped lot. Along the northeast side was mostly contiguous vacant undeveloped land except at the southeast corner where a paved and fenced parking lot used by Cintas was located. The Property comes to a point close to the intersection of Pacheco Pass Highway (Highway 152) and Camino Arroyo.

The Property was vacant except for a soil stockpile near the middle toward the southeast end of the Property. The pile was approximately 100 feet by 40 feet by an estimated 10-15 feet high. Another much smaller pile was near the northwest end. A gravel road extended from near the northwest corner along the center of the Property and exits at Camino Arroyo not far from Holloway Road. A pile of debris and refuse was located along the road near the large soil stockpile. The debris consisted mostly of residential type garbage including books, clothes, a car bumper and miscellaneous car parts, a small trailer and household garbage. A wrecked couch was on the opposite site of the large soil stockpile.

No hazardous materials were used on the Property. No indication of spills or improper storage of hazardous materials were noted on or near the Property at the time of the site visit. Groundwater production wells, monitoring wells, septic systems, drywells, or pits were not observed on the Property by ERAS. No evidence of the current or former presence of aboveground storage tanks (ASTs) or underground storage tanks (USTs) were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on or near the Property by ERAS.

A Site Plan (**Figure 2**) illustrating important features of the Property is included in **Appendix B**. Observations made by ERAS at the time of the site visit are shown on the site reconnaissance checklist in **Appendix E**.

### 2.3 Property Use

Based on the historical information reviewed for this assessment the Property has never been

developed since at least 1915.

Additional historical detail regarding the uses of the Property is provided in **Section 4.0**.

## 2.4 Suspect ACM/PCBs/Lead Paint/Lead in Drinking Water

*Asbestos*

No building was present, therefore, no asbestos containing materials were present.

*PCBs*

No electrical transformers were observed on the Property. Oil containing electrical transformers are usually owned and serviced by Pacific Gas and Electric Company who would be responsible to remedy any releases. There were no indications of hydraulic equipment on the Property that would be likely to contain oil or PCBs.

*Lead Paint*

No building was present; therefore, no lead-based paint was likely to be present.

*Lead in Drinking Water*

No building was present, therefore, lead in drinking water is not an issue.

## 2.5 Physical Setting

The Property is in the southwest part of the City of Gilroy, in the Santa Clara Valley, south of the San Francisco Bay Area. The Santa Clara Valley occupies a broad alluvial valley that slopes gently northward toward San Francisco Bay and southward toward the San Juan and Bolsa Valleys and is flanked by alluvial fans deposited at the foot of the Gavilan Range to the east and the Santa Cruz Mountains to the west.

Elevation of the Property is approximately 180 feet above mean sea level (MSL), according to the United States Geological Survey (USGS) Chittenden 7.5 Minute Series Topographic Map. Regionally, the topography slopes down to the southeast toward the Llagas Creek and Pajaro River, which flows to the Pacific Ocean at Monterey Bay. The topography in the vicinity of the Property is nearly flat with a very gentle slope down to the southeast.

## 2.6 Geologic and Soil Conditions

The southernmost portion of the Santa Clara Valley, where the Property is located, contains mostly fine-grained with some beds of coarse-grained sands and gravel that represent alluvial sediments deposited on alluvial fans formed by rivers draining upland surfaces to the west and east of the Property. Beneath the Quaternary age alluvium, at estimated depths of approximately 300 feet, are older alluvial fan deposits of Upper Pliocene to Lower Pleistocene age (0.5 - 5 million years old) known as the Santa Clara Formation. The sediments comprising this unit are poorly-sorted, lenticular beds of gravel, sand, silt and clay (Goldman, 1967). Franciscan Formation rocks of probable Cretaceous age (70 - 150 million years old) form the bedrock surface beneath the sediments filling the Santa Clara Valley. These rocks consist of interbedded sandstone and shale, limestone, chert and metavolcanic rock.

## 2.7 Groundwater Conditions

The subject site is located in the southern part of the Llagas sub-basin, a sub-area of the Santa Clara Valley Groundwater Basin. Principal recharge in the Llagas Sub-basin occurs in the forebay zone, located along the edge of the sub-basin (David Keith Todd, 1987). Lenses of sand and gravel are the principal aquifers, separated by finer textured materials that form discontinuous or leaky aquitards. In the sub-basin interior, water table conditions are present in the shallow aquifer zone, while artesian conditions are present in the deeper aquifer (usually greater than 150 feet). The regional groundwater flow follows the topography, moving from areas of higher elevation to areas of lower elevation. The regional groundwater flow direction in the area of the Property is estimated to be toward the south.

Based on groundwater monitoring on and near the Property, the depth to water was reported to be approximately 11-43 feet below ground surface (bgs) with a flow direction toward the east (SCVWD, 2000).

## 3.0 REGULATORY AGENCY RECORDS REVIEW

### 3.1 Standard Federal and State Environmental Record Sources

Groundwater provides the primary migration route for subsurface contamination from off-site sources to the Property. The groundwater flow direction in the vicinity of the Property is estimated to be variable. Note that under these conditions' contamination does not migrate long distances but rather remains near its source.

*Only the sites that are directly up-gradient or in close proximity (adjacent) are usually considered to pose a threat to subsurface environmental conditions under the Property. The potential impact of off-site contaminants to the Property are based on the type of chemical released, the severity of the release, status of remediation or cleanup, and nature of the groundwater in the area of impact and area of the Property.*

Sites where groundwater is known to be impacted are listed on a variety of Federal and State databases and are the cases most likely to affect other nearby parcels. These databases are listed below. Databases searched for specified radii around the Property also include reported spills of hazardous materials (ERNS).

Fuel hydrocarbons generally do not migrate as readily as other chemicals such as certain solvents; consequently, reported fuel leak sites at distances greater than ½ mile from the Property are not considered imminent threats and are not plotted on database maps. Leaks from underground storage tank sites are the most common source of local contamination. Leaks of this type generally do not extend down-gradient more than approximately 500 feet (approximately 1/10 mile) except under unusual conditions. All toxic sites within a 1-mile radius are plotted and reviewed to determine potential threats to the Property.

Information from standard Federal and State environmental databases was provided to ERAS by Environmental Risk Information Services (ERIS) of Toronto. Data from governmental agency lists are updated and integrated into one database, which is updated as these data are released. This integrated database also contains postal service data in order to enhance matching of street addresses. Records from one government source are compared to records from another to clarify any address ambiguities. The demographic and geographic information available provides assistance in identifying and managing risk. The accuracy of the geo-coded locations is +/- 300 feet.

Maps in the ERIS report shows the locations of all sites identified relative to the location of the Property. The following databases represent the known and likely leak sites that could potentially pose a threat to environmental conditions under the Property. These represent the databases that are consistent with the ASTM-standard environmental databases.

The database includes a large number of supplemental, proprietary and non-ASTM standard databases that include many duplicate listings of sites that are already listed in the below-listed databases. ERAS reviewed all the listings provided in the databases as part of the process of evaluation of risk to the Property and further evaluates any site listings that ERAS considers significant.

| List Type | Approximate Search Distance in Miles |
|---|---|
| NPL | 1.0 |
| CERCLIS | 0.5 |
| CORRACTS | 1.0 |
| CONTROLS | 0.5 |
| ERNS | Property |
| ENVIRONSTOR | 1.0 |
| LUST | 0.5 |
| SLIC | 0.5 |
| VCP | 0.5 |
| Brownfields | 0.5 |

## 3.2 Findings from Database Review

The Property was not listed on the databases searched for this assessment.

An adjacent site at 850 Pacheco Pass Highway was listed as a leaking underground storage tank (LUST) site. Based on its proximity, files were reviewed, and the results discussed in **Section 3.3**.

A number of sites across Camino Arroyo were listed on various other database lists for the permitted use, storage, and disposal of hazardous materials. These sites are not listed on databases that indicate chemical leaks, spills or releases occurred at these facilities. The proper use of hazardous materials and disposal of hazardous waste during normal business operation is not considered to pose a threat to subsurface environmental conditions beneath the Property.

The locations of the other identified sites, relative to the Property, are shown on the **1 Mile Radius, .5 Mile Radius and .25 Mile Radius** maps in the ERIS Report in **Appendix D**.

### NPL

NPL National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, ERIS provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices. State listed NPL equivalent sites (Response) are also included in this search.

**No** NPL sites were listed within 1 mile of the Property.

### CERCLIS

CERCLIS is the Comprehensive Environmental Response, Compensation, and Liability Information System. CERCLIS contains information on hazardous waste sites, potential hazardous waste sites, and remedial activities across the nation, including sites that are on the National Priorities List (NPL) or being considered for the NPL. This database contains a listing of NPL Sites.

**Three** CERCLIS sites were listed within ½ mile of the Property. The nearest identified site, South Bay Chemical at 721-731 Renz Lane, was located approximately a ½ mile to the west-northwest of the Property in a cross-gradient direction.

Based on the distance and location this site and the other identified sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

**CORRACTS**
This database contains Investigation or cleanup activities at Resource Conservation and Recovery Act (RCRA) or state-only hazardous waste reported by the California Department of Toxic and Substance Control.

**One** CORRACTS site was listed within 1 mile of the Property. The identified site, Hazcontrol Inc. at 731 Renz Lane, was located approximately a ½ mile to the northwest of the Property in a cross-gradient direction. Based on the distance and location this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

**CONTROLS**
Controls, this database identifies sites that have liens reported by the California Department of Toxic and Substance Control, land use control information pertaining to the former Navy base realignment and closure properties, engineering controls sites, and sites with institutional controls.

**No** Controls sites were listed in this database within ½ mile of the Property.

**ERNS**
The primary function of the National Response Center is to serve as the sole national point of contact for reporting all oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database contains a listing of discharge locations. Agency: National Response Center

The Property was not identified on this database.

**ENVIROSTOR**
This database identifies confirmed release sites where DTSC is involved in remediation, either in a lead role or oversight capacity.

**Eight** ENVIROSTOR sites were listed within 1.0 miles of the Property. The nearest identified site, South Bay Chemical at 721-731 Renz Lane, was located approximately a ½ mile to the west-northwest of the Property in a cross-gradient direction. Based on the distance and location this site is not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

Based on distance, and/or direction the remaining sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

**LUST**
The California State Water Resources Control Board's Underground Storage Tank Program keeps a list of all underground storage tanks which have been reported as having had a release. These sites include those that have not yet been cleaned up and now have a status of Case Open and those

which have been cleaned up and have a case status of Closed. Fuel leak sites rarely affect an area more than 1/8 mile from its source except under unusual conditions. Most contamination from these sites is confined to areas within 500-700 feet of the leak source.

**Three** LUST sites were listed within ½ mile of the Property. The nearest identified site, Shell at 850 Pacheco Pass Road, was located approximately 150 feet to the northwest of the Property in an up-gradient direction and is discussed further below in **Section 3.3**.

Based on distance and/or direction the remaining sites are not considered likely to pose a threat to the subsurface environmental conditions beneath the Property.

**SLIC**

The Spills, Leaks, Investigation & Cleanup (SLIC) Program deals with site investigation and corrective action involving sites not overseen by the Underground Tank Program and the Well Investigation Program. Sites listed as "closed" have had remediation completed and are now considered closed by the agency. These listings include SLIC sites that are listed on Federal, state and county listings.

**No** SLIC sites were listed within ½ mile of the Property.

**VCP**

This database contains a listing of sites with either confirmed or unconfirmed releases, and the project proponents have requested that DTSC oversee evaluation, investigation, and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

**No** VCP sites were listed within ½ mile of the Property.

**BROWNFIELDS**, A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provide information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

**No** US Brownfields sites were listed on the database within ½ mile.

Only sites that are listed as potentially contaminated and are near or in a direction directly up-gradient are considered as potential threats to the Property. No additional sites, other than those leak sites identified above, were identified on these databases.

## 3.3 Off-site Sources and Agency File Reviews

The site adjacent to the northwest across Camino Arroyo at 850 Pacheco Pass Highway, a Shell gasoline station, was listed as a closed leak case. Based on the proximity, records were reviewed for the site.

Information regarding the site was obtained from a Case Closure Summary prepared by the Santa Clara Valley Water District in 2000. A total of 14 groundwater monitoring wells were installed on and near the site to assess the presence and extent of contamination in groundwater. A Site Plan that was included with the case closure information indicated three of the groundwater wells (S-5,

S-6, and S-7) were along the street near the Property and two wells (S-8, S-14) were located on the Property.

Review of tables of analytical data indicated these off-site wells contained concentrations of contaminants in 1992 but subsequent sampling did not indicate detectable concentrations of contaminants. The Santa Clara Valley Water District determined that contamination from the site did not pose a threat to human health and safety and the environment and closed the case in 2000. Copies of selected information from the case closure is included in **Appendix F.**

Based on the removal of the source of contamination the concentrations of contamination in groundwater will continue to decrease. Based on the information obtained, contamination from this site is not considered likely to pose a threat to subsurface environmental conditions under the Property.

## 4.0 HISTORICAL USE INFORMATION

Available historical data were researched to obtain information regarding the past uses of the Property and adjacent sites, especially as the information may pertain to environmental conditions or concerns.

### 4.1 Historical Information Review

The United States Geological Survey Chittenden, California 7.5 Minute Series Topographic Maps, 1980, shows the Property elevation at approximately 180 feet.

*Historical USGS Topographic Maps*

ERAS reviewed topographic maps which include the location of the Property dated 1915, 1917, 1939, 1955, 1968, 1973, 1980, 1981, 1993 and 2015 provided by ERIS.

From 1915 through 1955, no development was present on and near the Property. In 1968 and 1980 several buildings were present adjacent to the southwest of the Property, most of the surrounding area was still undeveloped and most of the current roads in the area were not yet present.

In 1993 Camino Arroyo was present as a dirt road that ended at the adjacent buildings noted in earlier photographs. The Property was shown to be undeveloped on all the maps reviewed.

*Historical Aerial Photographs*

ERAS reviewed historical aerial photographs provided by ERIS dated in 1937, 1952, 1963, 1968, 1974, 1981, 1987, 1998, 2003, 2004, 2005, 2006, 2009, 2010, 2012, 2014, and 2016.

The northwest portion of the Property was used for orchard land in 1937 and 1952. From 1963 to 1987 a farm complex was located adjacent to the Property to the southwest. The Property was bounded on three sides by agricultural land. In 1993-2003 the Property and area to southwest was agricultural land, the only development was the farm complex adjacent to the southwest and a commercial building across Holloway to the southeast.

From 2004-2016 the Property and nearby area was generally in its current state of development with a line of commercial buildings to the southeast and the current shopping center to the northwest.

*Historical City Directories*

Historical Business, Polk, and Haines Directories were provided by ERIS. Directories dated in 1970, 1975, 1980, 1985, 1990, 1995, 1999, 2006, 2012 and 2018 were reviewed. There was no listing for the Property address in the directories.

### 4.2 Interview

ERAS reviewed an interview form completed by manager Mr. Jim Stockhausen on October 5, 2018. Mr. Stockhausen indicated that the Property has always been vacant land.

Mr. Stockhausen was not aware of: 1) the existence of environmental liens on the Property; 2) any

notifications by government of violations of current or historic environmental laws; 3) any existing or historic violations by occupants of environmental laws, or 4) the current presence of underground or aboveground storage tanks on the Property.

These responses were compiled on ERAS Environmental Questionnaire along with observations made by ERAS at the time of the site visit. The Environmental Questionnaire is included as **Appendix E**.

## 4.3 Building and Health Department File Review

*Gilroy Building and Planning Department*

ERAS requested the Gilroy Building Department records for the Property. The only information on file was an entry from 2007 that indicated Land Capital Group was planning a 20,953 square foot retail building.

The Planning Department indicated the Property is part of an area of redevelopment that includes the shopping center across Camino Arroyo to the northwest. There are restrictions to the development of the Property and one of the requirements for development would be to widen the nearby Pacheco Pass overcrossing. The complete requirements are contained in the Regency Centers Property Final Mitigation Monitoring Program.

*Santa Clara County Department of Environmental Health*

ERAS requested available records for the Property. On September 28, 2018 ERAS was informed that there were no available records for the Property.

## 4.4 Synopsis of Previous Environmental Investigations

There was no evidence discovered during this assessment, which indicates that any previous subsurface environmental investigations had been performed on the Property.

## 4.5 Environmental Liens

There was no indication that the Property was the site of any ongoing subsurface investigations or remedial activities related to any additional release of hazardous materials on the Property, therefore a search for environmental liens for the Property was not considered likely to add additional information for this assessment.

## 5.0 RECONNAISSANCE

Photographs were taken during the reconnaissance to document the features observed and any environmental conditions of concern. Photographs are included in **Appendix C**.

### 5.1 Visual Reconnaissance of the Property

ERAS conducted a visual reconnaissance of the Property on October 4, 2018 to identify potential indications of environmental concern. The items listed in this section, if any, are representative of those which could pose recognized environmental conditions as indicated in the ASTM standard for conducting environmental site assessments.

**Drums, Containers, and Storage Tanks**

The on-site reconnaissance addressed containers, drums, above ground storage tanks, and other storage units containing materials, which may pose an environmental threat at the Property.

No such items were noted.

**Evidence of Waste Disposal**

The on-site reconnaissance addressed dumps, pits, ponds, landfills, borrow pits and lagoons, which may have been used for disposal purposes at the Property. No such items were observed on the Property.

**Surface Fill**

The on-site reconnaissance did not reveal any evidence of surface fill. Soil stockpiles were located on the Property.

**Surface Staining and Stressed Vegetation**

No surface staining or stressed vegetation was observed on the Property during the on-site reconnaissance.

**Transformers**

No transformers were observed on the Property.

**Air Stacks, Vents, and Odors**

The on-site reconnaissance addressed air stacks, vents, and strong, pungent or noxious odors at the Property. No such items were noted.

**Evidence of Underground or Aboveground Storage Tanks**

No USTs or ASTs were observed.

**Conduits to Groundwater**

Groundwater production wells or dry wells were not discovered on the Property.

**Evidence of Improper Waste Discharge**

Pipes and/or vents, indicating improper discharge of wastes, were not found at the Property.

## On-Site Environmental Management Practices

The on-site reconnaissance addressed the following environmental management practices.

### Solid Waste

Waste items were observed to have been dumped on the Property. These items included mostly household garbage and debris and a few pieces of furniture. No hazardous items were noted.

### Hazardous Materials and Waste

No hazardous materials and waste were observed on the Property.

### Treatment Facilities

No indications of wastewater disposal or treatment facilities were observed at the Property during the on-site reconnaissance.

### Application of Pesticides, Herbicides or Fertilizers

No evidence of the application of pesticides, herbicides, or fertilizers was indicated during the on-site reconnaissance.

### General Environmental Practices

No indications of adverse environmental practices were observed on the Property during the on-site reconnaissance.

## 5.2 Adjacent and Nearby Site Uses

The following observations were made of parcels adjacent to the Property:

| | |
|---|---|
| **Southwest** | Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center |
| **Southeast** | Holloway Road and across the street was a vacant undeveloped lot |
| **Northeast** | Vacant undeveloped land and paved fenced parking lot |
| **Northwest** | Pacheco Pass Highway (Highway 152) |

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

### 6.1 Conclusions

ERAS has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 for the Property. Any exceptions to, or deletions from this Practice are described in the report.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of this part.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all of the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Data failures occurred for the Property for the periods 1917-1937, 1939-1952 and 1963-1973. The Property was undeveloped during these periods. Based on the non-hazardous uses of the Property, these data gaps are not considered likely to change the conclusions of this assessment.

*Site Visit*

An ERAS representative visited the Property on October 4, 2018. The Property was a long linear lot approximately 300 feet wide and 1,500 feet long.

The Property was located in an area of commercial land uses. It was bounded on the southwest by Camino Arroyo and across the street was a Shell Station near the northwest corner and a retail shopping center along the remainder. To the southeast was Holloway Road and across the street was a vacant undeveloped lot. Along the northeast side was mostly contiguous vacant undeveloped land except at the southeast corner where a paved and fenced parking lot used by Cintas was located. The Property comes to a point close to the intersection of Pacheco Pass Highway (Highway 152) and Camino Arroyo.

The Property was vacant except for a soil stockpile near the middle toward the southeast end of the Property. The pile was approximately 100 feet by 40 feet by an estimated 10-15 feet high. Another much smaller pile was near the northwest end. A gravel road extended from near the northwest corner along the center of the Property and exits at Camino Arroyo not far from Holloway Road. A pile of debris and refuse was located along the road near the large soil stockpile. The debris consisted mostly of residential type garbage including books, clothes, a car bumper and miscellaneous car parts, a small trailer and household garbage. A wrecked couch was on the opposite site of the large soil stockpile.

No hazardous materials were used on the Property. No indication of spills or improper storage of hazardous materials were noted on or near the Property at the time of the site visit. Groundwater production wells, monitoring wells, septic systems, drywells, or pits were not observed on the Property by ERAS. No evidence of the current or former presence of USTs or ASTs were observed on the Property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on or near the Property by ERAS.

*Historical Uses*

Based on the historical information reviewed for this assessment the Property has never been developed since at least 1915.

*Database Review*

The Property was not listed on any of the databases searched for this assessment.

The site adjacent to the northwest across Camino Arroyo at 850 Pacheco Pass Highway, a Shell gasoline station, was listed as a closed leak case. Two monitoring wells had been installed on the Property and monitored. Review of tables of analytical data indicated these off-site wells contained concentrations of contaminants in 1992 but subsequent sampling did not indicate detectable concentrations of contaminants. The Santa Clara Valley Water District determined that contamination from the site did not pose a threat to human health and safety and the environment and closed the case in 2000.

Based on the removal of the source of contamination the concentrations of contamination in groundwater will continue to decrease. Based on the information obtained, contamination from this site is not considered likely to pose a threat to subsurface environmental conditions under the Property.

Based on distance, locations or current site status, none of the remaining identified sites are considered threats to the current environmental status of the Property or subsurface soil and groundwater beneath it.

There was no indication that the Property was the site of ongoing subsurface investigations or remedial activities related to any additional release of hazardous materials on the Property, therefore a search for environmental liens for the Property was not considered likely to add additional information for this assessment.

*Recognized Environmental Conditions*

No recognized environmental conditions (REC), historical recognized environmental conditions (HREC), controlled recognized environmental condition (CREC), or de minimis conditions were identified for the Property.

## 6.2 Recommendations

No evidence was discovered during this assessment to indicate that activities currently conducted on or near the Property have contributed contamination to soil or groundwater in the surrounding area.

ERAS recommends no further actions pertaining to subsurface environmental conditions at the Property at 6970 Camino Arroyo in Gilroy, California.

## 7.0 REFERENCES AND APPENDICES

### Maps, Aerial Photographs, and Other Geographic References

Historical Topographic maps

United States Geological Survey Topographic Maps dated 1915, 1917, 1939, 1955, 1968, 1973, 1980, 1981, 1993 and 2015 provided by ERIS.

Historical Aerial Photographs: Historical aerial photographs provided by ERIS dated in 1937,1952, 1963, 1968, 1974, 1981, 1987, 1998, 2003, 2004, 2005, 2006, 2009, 2010, 2012, 2014, and 2016.

Polk and Haines City Directories provided by ERIS dated 1970, 1975, 1980, 1985, 1990, 1995, 1999, 2006, 2012 and 2018.

### Published References

California Department of Water Resources, Evaluation of Ground Water Resources South Bay, Appendix A: Geology, Bulletin 118-1, August 1967.

David Keith Todd Consulting Engineers, Inc., Groundwater Management in Santa Clara Valley, April 1987.

ERIS, Database Report, 6970 Camino Arroyo, Gilroy, CA Job Number 18136, dated September 27, 2018.

Goldman, Harold B., Geology of San Francisco Bay prepared for San Mateo Bay Conservation and Development Commission, July 1967.

Helley, E.J., La Joie, K.R., Spangle, W.E., and Blair, M.L., Flatland Deposits of the San Francisco Bay Region, California - their geology and engineering properties and their importance to comprehensive planning, U.S. Geological Survey Professional Paper 943, 1974.

Santa Clara Valley Water District, Case Closure Summary, Shell, 850 Pacheco Pass Highway, Gilroy, California, August 22, 2000.

### Records Review, Interviews and Agency Contacts

Gilroy Building Department file review, October 4, 2018.

Santa Clara County Department of Environmental Health file review request, September 28, 2018.

Interview with Mr. Jim Stockhausen, manager, October 5, 2018.

# APPENDIX A

# ENVIRONMENTAL PROFESSIONALS RESUME

**David Siegel**

**David Siegel is president of ERAS Environmental, Inc., an environmental consulting company formed in October 1998. Prior to that, Mr. Siegel was principle of Siegel Environmental Consulting Services, formed in February 1994, an environmental consulting company providing due diligence services, geological and hydrogeological research, Phase 2 field services such as groundwater well installation and sampling, waste disposal, project management and remediation planning and permitting.**

**Before involvement with management of these environmental consulting firms, Mr. Siegel was a Project Hydrogeologist, Project Geologist, and Staff Geologist with three San Francisco Bay Area environmental consulting companies from 1987 to 1998. Mr. Siegel holds a master's degree in geology from California State University East Bay and was a State of California Registered Environmental Assessor II.**

## QUALIFICATIONS

Experience since 1987 in hazardous materials consulting including due diligence projects, soil and groundwater investigations and remediation, and asbestos surveying. Strong organizational background in project management including budget development and management and client contact and service. Strong technical background in groundwater well design and installation, soil and groundwater chemical data evaluation and hydrogeological assessment. Inspection experience with thousands of commercial sites including retail, office, industrial and residential. Experience providing management, business development, technical oversight, client contact and regulatory agency negotiation and interaction for environmental case closures.

## WORK HISTORY

**1994-Present:** ***President of ERAS Environmental, Inc. and Principle of Siegel Environmental***
Management and completion of due diligence projects for a wide variety of commercial properties throughout California. Management and completion of Phase 2 soil and groundwater and asbestos sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight. Responsible for business development, client contact and local and state regulatory agency compliance for ongoing investigation, cost recovery and case closures.

**1987-1994:** ***Project Hydrogeologist (McCulley, Frick & Gilman, San Francisco; 1992-1994), Project Manager (Converse Environmental, San Francisco; 1989-1992), Project Manager (Exceltech, Inc., Fremont; 1987-1989)***
Management and completion of environmental and geotechnical investigations involving soil and groundwater contamination. Responsible for project planning, budgeting and operation, professional staff supervision and report completion. Interface with engineers for site remediation planning.

## EDUCATION AND LICENCES

1995 to Present - EPA Certified Asbestos Building Inspector

1990 to 2012 - California Registered Environmental Assessor II

1988 - M.S. Geological Sciences, California State University, East Bay

**Andrew Savage**

**Andrew Savage is a Project Geologist for ERAS Environmental, Inc. Prior to joining ERAS, Mr. Savage was a Geologic Intern at Chevron and a Biological Aide for the Bureau of Reclamations. Mr. Savage holds a Bachelors of Science in Geology from California State University in Chico.**

## QUALIFICATIONS

Involved in environmental consulting since 2003. Strong technical background in investigative methods, geological and hydrogeological assessment, installation and development of numerous types of monitoring and remediation wells, and data interpretation and evaluation. Proficient in borehole logging, field methods, data collection, and design of subsurface hydrogeological investigations.

Project experience in hazardous material facility closure, soil and groundwater assessment, delineation, monitoring, and remediation, soil gas studies, health and safety plan preparation, permitting, work plan preparation, offsite right of entry issues, and regulatory contact and negotiation for investigations and remediation.

## WORK HISTORY

**2003-Present:** ***Project Geologist for ERAS Environmental, Inc., Hayward, California***

Managed and conducted Phase 1 Environmental Site Assessments, Transaction Screens and Phase 2 Assessments for commercial properties throughout Northern California. Management and completion of Phase 2 soil and groundwater sampling projects at former and operating gasoline stations and industrial facilities. Responsible for project initiation, planning, report preparation and technical oversight.

**2001-2002:** ***Biological Aid for the Bureau of Reclamations, Red Bluff, California***

Provided field services for the collection of data.

**2001-2003:** ***Geological Intern for Chevron, San Ramon, California***

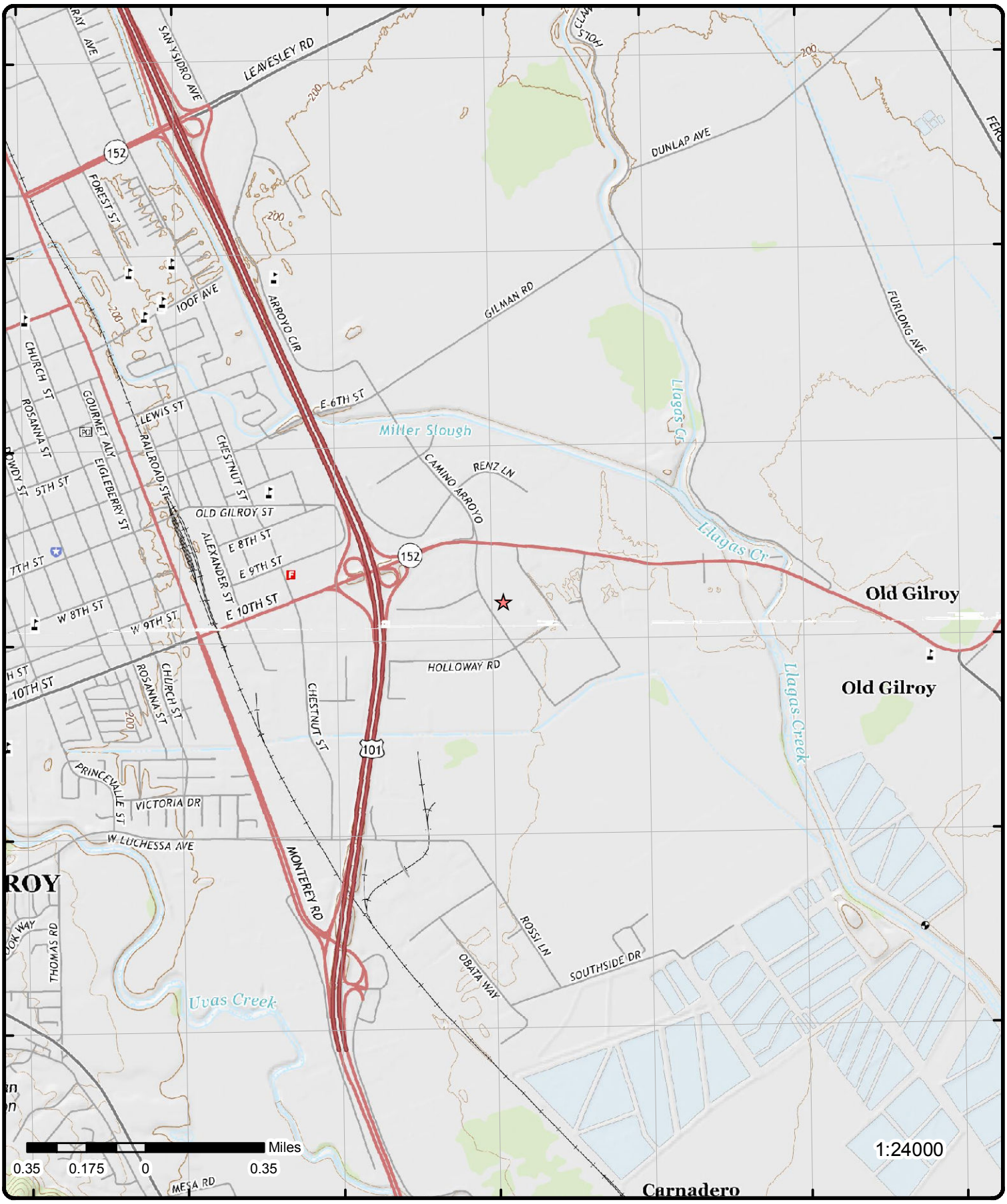
Was in charge of managing geologic research information including well logs and reports. Duties also involved working closely with geologists and assisting them with research and gathering data.

## EDUCATION AND LICENCES

- ◊ 2002 B.S. Geological Sciences, California State University, Chico
- ◊ 2002 Hazwoper Certification, California State University, Chico
- ◊ 2003-2009 Hazwoper Certification Refresher Courses
- ◊ 2009 Self Performance Self Assessment Training (SPSA)

# APPENDIX B

# LOCATION AND SITE MAPS




# Topographic Map (2015)

**Address: 6970 Camino Arroyo, Gilroy, CA, 95020**

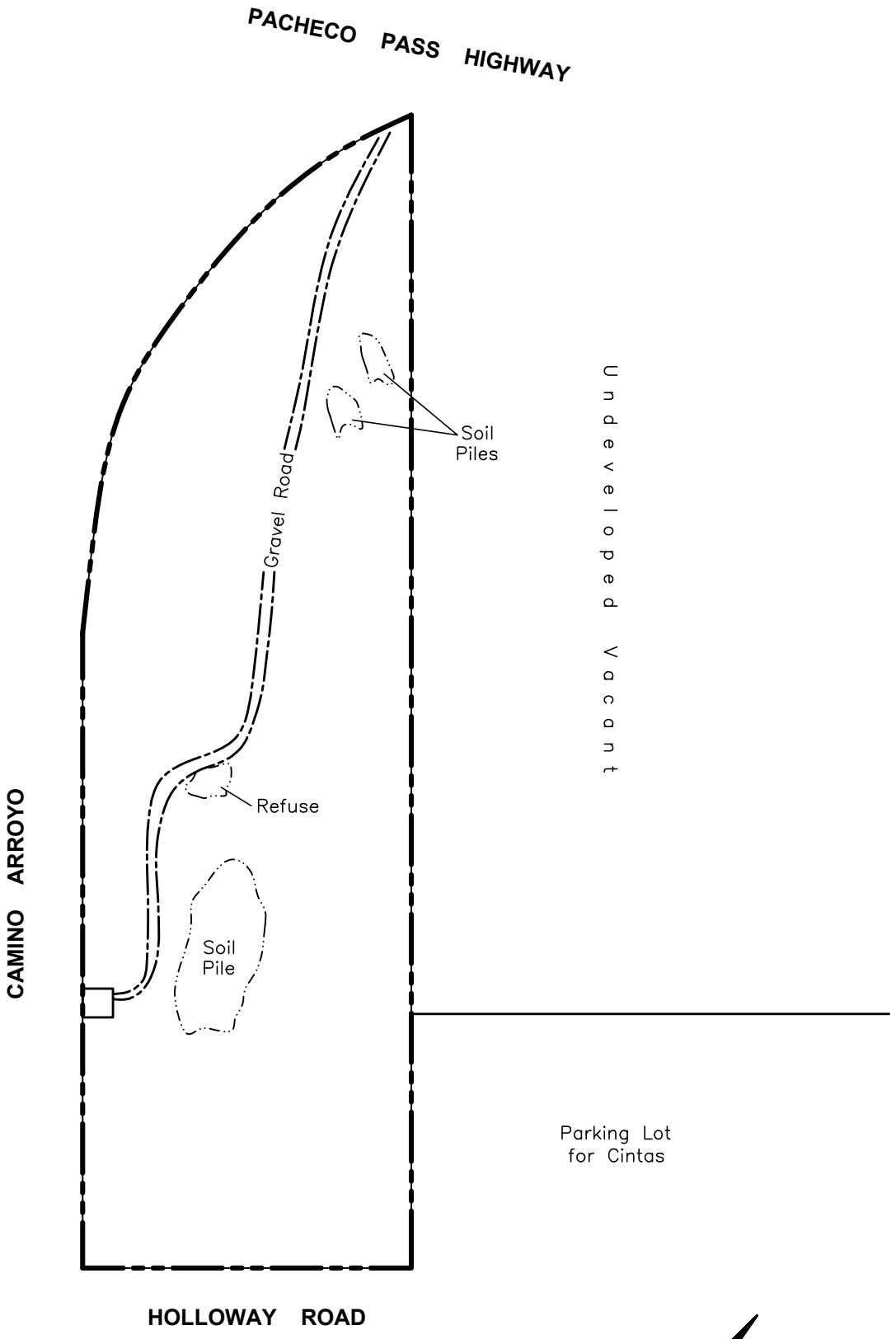
**Quadrangle(s): Gilroy, CA; Chittenden, CA;**

**Source:** USGS Topographic Map

Order No: 20180926049

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**PROPERTY SITE PLAN** **FIGURE 2**

Project No. 18136
6970 Camino Arroyo
Gilroy, California

October, 2018
Not to Scale

ERAS Environmental

# APPENDIX C

# PROPERTY PHOTOGRAPHS



Photograph 1 - View along Holloway Road (southeast side) of Property



Photograph 2 - View northwest along northeast side of the Property



Photograph 3 - Northeast view of vacant land adjacent to northeast



Photograph 4 - View across center of Property, soil pile in right distance



Photograph 5 - Gravel road, view northwest toward Pacheco Pass Hwy



Photograph 6 - View of refuse dumped near road on Property

# APPENDIX D

# ERIS DATABASE REPORT

ENVIRONMENTAL RISK INFORMATION SERVICES

# DATABASE REPORT

| | |
|---|---|
| **Project Property:** | *18136*<br>*6970 Camino Arroyo*<br>*Gilroy CA 95020* |
| **Project No:** | |
| **Report Type:** | *Database Report* |
| **Order No:** | *20180926049* |
| **Requested by:** | *ERAS Environmental, Inc.* |
| **Date Completed:** | *September 27, 2018* |

**Environmental Risk Information Services**
A division of Glacier Media Inc.
P: 1.866.517.5204
E: info@erisinfo.com

**www.erisinfo.com**

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# Executive Summary

***Property Information:***

**Project Property:** *18136*
*6970 Camino Arroyo  Gilroy CA 95020*

**Project No:**

**Coordinates:**

| | |
|---|---|
| **Latitude:** | *37.001615* |
| **Longitude:** | *-121.549435* |
| **UTM Northing:** | *4,096,034.93* |
| **UTM Easting:** | *629,066.68* |
| **UTM Zone:** | *UTM Zone 10S* |

**Elevation:** *183 FT*

***Order Information:***

**Order No:** *20180926049*
**Date Requested:** *September 26, 2018*
**Requested by:** *ERAS Environmental, Inc.*
**Report Type:** *Database Report*

***Historicals/Products:***

# Executive Summary: Report Summary

| Database | Searched | Search Radius | Project Property | Within 0.12mi | .125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| **Standard Environmental Records** | | | | | | | | |
| **Federal** | | | | | | | | |
| NPL | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| PROPOSED NPL | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| DELETED NPL | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| SEMS | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| SEMS ARCHIVE | Y | .5 | 0 | 0 | 0 | 1 | - | 1 |
| ODI | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| IODI | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| CERCLIS | Y | .5 | 0 | 0 | 0 | 1 | - | 1 |
| CERCLIS NFRAP | Y | .5 | 0 | 0 | 0 | 1 | - | 1 |
| CERCLIS LIENS | Y | PO | 0 | - | - | - | - | 0 |
| RCRA CORRACTS | Y | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| RCRA TSD | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| RCRA LQG | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| RCRA SQG | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| RCRA CESQG | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| RCRA NON GEN | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| FED ENG | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| FED INST | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| ERNS 1982 TO 1986 | Y | PO | 0 | - | - | - | - | 0 |
| ERNS 1987 TO 1989 | Y | PO | 0 | - | - | - | - | 0 |
| ERNS | Y | PO | 0 | - | - | - | - | 0 |
| FED BROWNFIELDS | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| FEMA UST | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| SEMS LIEN | Y | PO | 0 | - | - | - | - | 0 |
| SUPERFUND ROD | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| **State** | | | | | | | | |
| RESPONSE | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

| Database | Searched | Search Radius | Project Property | Within 0.12mi | .125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| ENVIROSTOR | Y | 1 | 0 | 0 | 0 | 2 | 4 | 6 |
| DELISTED ENVS | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SWF/LF | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| HWP | Y | 1 | 0 | 0 | 0 | 1 | 1 | 2 |
| LDS | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| SWAT | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| LUST | Y | .5 | 0 | 0 | 2 | 1 | - | 3 |
| DELISTED LST | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| UST | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| SWRCB SWF | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| UST CLOSURE | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| HHSS | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| AST | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED TNK | Y | .25 | 0 | 0 | 2 | - | - | 2 |
| CERS TANK | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| LUR | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| HLUR | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DEED | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| VCP | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| CLEANUP SITES | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DELISTED CTNK | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| HIST TANK | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| **Tribal** | | | | | | | | |
| INDIAN LUST | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| INDIAN UST | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED ILST | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DELISTED IUST | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| **County** | | | | | | | | |
| DELISTED COUNTY | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| SANJOSE HM | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| GILROY CUPA | Y | .25 | 0 | 8 | 8 | - | - | 16 |
| SANTACLARA CUPA | Y | .25 | 0 | 0 | 1 | - | - | 1 |
| SANTACLARA HSOL | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| SANTACLARA LO | Y | .5 | 0 | 0 | 1 | 0 | - | 1 |
| SUNNYVALE CUPA | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| **Additional Environmental Records** | | | | | | | | |
| **Federal** | | | | | | | | |
| FINDS/FRS | Y | PO | 0 | - | - | - | - | 0 |
| TRIS | Y | PO | 0 | - | - | - | - | 0 |

| Database | Searched | Search Radius | Project Property | Within 0.12mi | .125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| HMIRS | Y | .125 | 0 | 0 | - | - | - | 0 |
| NCDL | Y | PO | 0 | - | - | - | - | 0 |
| TSCA | Y | .125 | 0 | 0 | - | - | - | 0 |
| HIST TSCA | Y | .125 | 0 | 0 | - | - | - | 0 |
| FTTS ADMIN | Y | PO | 0 | - | - | - | - | 0 |
| FTTS INSP | Y | PO | 0 | - | - | - | - | 0 |
| PRP | Y | PO | 0 | - | - | - | - | 0 |
| SCRD DRYCLEANER | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| ICIS | Y | PO | 0 | - | - | - | - | 0 |
| FED DRYCLEANERS | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED FED DRY | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| FUDS | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| MLTS | Y | PO | 0 | - | - | - | - | 0 |
| HIST MLTS | Y | PO | 0 | - | - | - | - | 0 |
| MINES | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| ALT FUELS | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| SSTS | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| PCB | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| **State** | | | | | | | | |
| INSP COMP ENF | Y | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| CDL | Y | .125 | 0 | 0 | - | - | - | 0 |
| SCH | Y | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| CHMIRS | Y | PO | 0 | - | - | - | - | 0 |
| HAZNET | Y | PO | 0 | - | - | - | - | 0 |
| HWSS CLEANUP | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DTSC HWF | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| HIST MANIFEST | Y | PO | 0 | - | - | - | - | 0 |
| HIST CHMIRS | Y | PO | 0 | - | - | - | - | 0 |
| HIST CORTESE | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| CDO/CAO | Y | .5 | 0 | 0 | 0 | 0 | - | 0 |
| DELISTED HAZ | Y | .5 | 0 | 0 | 0 | 1 | - | 1 |
| DRYCLEANERS | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| DELISTED DRYC | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| WASTE DISCHG | Y | .25 | 0 | 0 | 0 | - | - | 0 |
| EMISSIONS | Y | .25 | 0 | 1 | 3 | - | - | 4 |
| CERS HAZ | Y | .125 | 0 | 8 | - | - | - | 8 |

**Tribal** ***No Tribal additional environmental record sources available for this State.***

**County** ***No County additional environmental databases were selected to be included in the search.***

| Database | Searched | Search Radius | Project Property | Within 0.12mi | .125mi to 0.25mi | 0.25mi to 0.50mi | 0.50mi to 1.00mi | Total |
|---|---|---|---|---|---|---|---|---|
| **Total:** | | | 0 | 17 | 25 | 8 | 7 | 57 |

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

# Executive Summary: Site Report Summary - Project Property

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|

No records found in the selected databases for the project property.

# Executive Summary: Site Report Summary - Surrounding Properties

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| 1 | CERS HAZ | Michael's Store # 4703 | 6745 CAMINO ARROYO GILROY CA 95020 | SW | 0.07 / 361.98 | 3 | 27 |
| 1 | GILROY CUPA | Michael's Store # 4703 | 6745 Camino Arroyo Gilroy CA 95020 | SW | 0.07 / 361.98 | 3 | 28 |
| 2 | CERS HAZ | PetSmart 0072 | 6755 CAMINO ARROYO BLDG 5 GILROY CA 95020 | WSW | 0.07 / 369.82 | 1 | 29 |
| 2 | GILROY CUPA | PetSmart 0072 | 6755 Camino Arroyo Bldg 5 Gilroy CA 95020 | WSW | 0.07 / 369.82 | 1 | 30 |
| 3 | CERS HAZ | Kohl's Department Stores - Store #737 | 6765 CAMINO ARROYO GILROY CA 95020 | WSW | 0.07 / 373.29 | 1 | 31 |
| 3 | GILROY CUPA | Kohl's Department Stores - Store #737 | 6765 Camino Arroyo Gilroy CA 95020 | WSW | 0.07 / 373.29 | 1 | 33 |
| 4 | CERS HAZ | Bed, Bath and Beyond #608 | 6725 CAMINO ARROYO GILROY CA 95020 | SSW | 0.08 / 417.58 | 2 | 33 |
| 4 | GILROY CUPA | Bed, Bath and Beyond #608 | 6725 Camino Arroyo Gilroy CA 95020 | SSW | 0.08 / 417.58 | 2 | 35 |
| 5 | CERS HAZ | Ross Dress For Less #0740 | 6715 CAMINO ARROYO GILROY CA 95020 | SSW | 0.09 / 473.04 | 2 | 35 |
| 5 | GILROY CUPA | Ross Dress For Less #0740 | 6715 Camino Arroyo Gilroy CA 95020 | SSW | 0.09 / 473.04 | 2 | 37 |
| 6 | CERS HAZ | SALLY BEAUTY SUPPLY | 6815 CAMINO ARROYO STE 50 GILROY CA 95020 | WNW | 0.10 / 551.29 | 4 | 37 |
| 6 | GILROY CUPA | SALLY BEAUTY SUPPLY | 6815 Camino Arroyo Ste 50 Gilroy CA 95020 | WNW | 0.10 / 551.29 | 4 | 39 |

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| 7 | CERS HAZ | Flowstar, Inc. | 6800 SILACCI WAY GILROY CA 95020 | NE | 0.11 / 586.61 | -1 | 39 |
| 7 | GILROY CUPA | Flowstar, Inc. | 6800 Silacci Way Gilroy CA 95020 | NE | 0.11 / 586.61 | -1 | 43 |
| 7 | EMISSIONS | FLOWSTAR | 6800 SILACCI WAY GILROY CA 95020 | NE | 0.11 / 586.61 | -1 | 43 |
| 8 | CERS HAZ | Chipotle Mexican Grill #2137 | 6955 CAMINO ARROYO STE 70 GILROY CA 95020 | NW | 0.12 / 627.57 | 2 | 51 |
| 8 | GILROY CUPA | Chipotle Mexican Grill #2137 | 6955 Camino Arroyo Ste 70 Gilroy CA 95020 | NW | 0.12 / 627.57 | 2 | 53 |
| 9 | GILROY CUPA | Leslie's Swimming Pool Supplies #505 | 6915 Camino Arroyo, Suite 10 Gilroy CA 95020 | NW | 0.15 / 776.23 | 1 | 53 |
| 10 | SANTACLARA CUPA | CINTAS CORPORATION | 904 HOLLOWAY RD GILROY CA 95020 | ESE | 0.15 / 780.44 | -5 | 54 |
| 10 | GILROY CUPA | Cintas Corporation #630 | 904 Holloway Rd Gilroy CA 95020 | ESE | 0.15 / 780.44 | -5 | 54 |
| 11 | GILROY CUPA | Creative Labels, Inc. | 6670 Silacci Way Gilroy CA 95020 | E | 0.16 / 824.48 | -4 | 54 |
| 11 | EMISSIONS | CREATIVE LABELS INC | 6670 SILACCI WAY GILROY CA 95020 | E | 0.16 / 824.48 | -4 | 54 |
| 12 | GILROY CUPA | Roadhouse Jacks | 6945 Camino Arroyo Gilroy CA 95020 | NW | 0.16 / 845.24 | 4 | 61 |
| 12 | DELISTED COUNTY | Roadhouse Jacks | 6945 Camino Arroyo Gilroy CA 95020 | NW | 0.16 / 845.24 | 4 | 61 |
| 13 | LUST | Shell | 850 Pacheco Pass Hwy Gilroy CA 95020 | NW | 0.19 / 989.17 | 4 | 62 |
| | | | ***Global ID* \| *Status* \| *Status Date:*** T0608502195 \| Completed - Case Closed \| 2001-01-09 00:00:00 | | | | |
| 14 | LUST | Shell | 850 Pacheco Pass Hwy Gilroy CA 95020 | NW | 0.19 / 1,007.77 | 5 | 63 |

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| | | | ***Global ID* \| *Status* \| *Status Date:*** T0608591842 \| Completed - Case Closed \| 2001-01-09 00:00:00 | | | | |
| 15 | UST | Gilroy Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020<br>***Facility ID:*** 895 | NNW | 0.19 /<br>1,023.27 | 3 | 64 |
| 16 | CERS TANK | Gilroy Shell | 850 PACHECO PASS HWY<br>GILROY CA 95020 | NNW | 0.20 /<br>1,046.69 | 3 | 64 |
| 16 | GILROY CUPA | Gilroy Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NNW | 0.20 /<br>1,046.69 | 3 | 69 |
| 16 | HHSS | VIEIRA SERVICES CO INC | 850 PACHECO PASS ROAD<br>GILROY CA 95020 | NNW | 0.20 /<br>1,046.69 | 3 | 69 |
| 16 | HIST TANK | VIEIRA SERVICE CO., INC | 850 PACHECO PASS ROAD<br>GILROY CA | NNW | 0.20 /<br>1,046.69 | 3 | 70 |
| 16 | SANTACLARA LO | Shell | 850 Pacheco Pass Hwy Gilroy CA<br>***SCVWD ID* \| *Closure Date:*** 11S4E05K01f \| 1/9/2001 | NNW | 0.20 /<br>1,046.69 | 3 | 70 |
| 16 | RCRA LQG | SERVICE STATION - SAP 135332 | 850 PACHECO PASS ROAD<br>GILROY CA 95020 | NNW | 0.20 /<br>1,046.69 | 3 | 70 |
| 17 | GILROY CUPA | TARGET T1851 | 6705 Camino Arroyo<br>Gilroy CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 72 |
| 17 | GILROY CUPA | CVS Pharmacy #16971 | 6705 Camino Arroyo Ste B<br>Gilroy CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 72 |
| 17 | EMISSIONS | TARGET CORPORATION - TARGET GI | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 72 |
| 17 | EMISSIONS | TARGET STORE T1851 | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 75 |
| 17 | RCRA CESQG | CVS PHARMACY #16971 | 6705 CAMINO ARROYO STE B<br>GILROY CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 77 |
| 17 | RCRA SQG | TARGET STORE T1851 | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 /<br>1,131.13 | 4 | 79 |

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| 18 | DELISTED TNK | SHELL | 850 Pacheco Pass Road<br>Gilroy CA 95020 | NW | 0.22 /<br>1,183.21 | 6 | 85 |
| 19 | GILROY CUPA | Tractor Supply Company Store# 1171-Gilroy | 6881 Cameron Blvd<br>Gilroy CA 95020 | ENE | 0.23 /<br>1,237.54 | -3 | 85 |
| 20 | DELISTED TNK | TV'S FOOD MART | 850 PACHECO PASS HWY<br>GILROY CA 95020 | N | 0.25 /<br>1,296.71 | 2 | 85 |
| 21 | CERCLIS | SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 950201626 | WNW | 0.42 /<br>2,215.21 | 5 | 85 |
| 21 | CERCLIS NFRAP | SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 950201626 | WNW | 0.42 /<br>2,215.21 | 5 | 87 |
| 21 | SEMS ARCHIVE | SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 95020-1626 | WNW | 0.42 /<br>2,215.21 | 5 | 88 |
| 22 | LUST | PRIVATE RESIDENCE | PRIVATE RESIDENCE<br>Gilroy CA 95020 | WNW | 0.43 /<br>2,245.32 | 7 | 88 |
| | | | ***Global ID* \| *Status* \| *Status Date:*** T0608500042 \| Completed - Case Closed \| 1998-01-05 00:00:00 | | | | |
| 23 | DELISTED HAZ | Boral Roofing, LLC | 6500 BREM LN<br>GILROY CA 95020 | SW | 0.46 /<br>2,441.43 | 3 | 89 |
| 24 | ENVIROSTOR | SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 /<br>2,572.35 | 7 | 89 |
| | | | ***Estor/EPA ID* \| *Cleanup Status:*** 80001324 \| INACTIVE - NEEDS EVALUATION AS OF 6/26/2009 | | | | |
| 24 | ENVIROSTOR | SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 /<br>2,572.35 | 7 | 90 |
| | | | ***Estor/EPA ID* \| *Cleanup Status:*** CAD000628149 \| | | | | |
| 24 | HWP | SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 /<br>2,572.35 | 7 | 92 |
| 25 | ENVIROSTOR | SOUTH BAY CHEMICAL COMPANY | 721-731 RENZ LANE<br>GILROY CA 95020 | NW | 0.52 /<br>2,722.07 | 7 | 93 |
| | | | ***Estor/EPA ID* \| *Cleanup Status:*** 43490062 \| REFER: RCRA AS OF 6/8/1994 | | | | |
| 26 | RCRA CORRACTS | HAZCONTROL INC. | 731 RENZ LANE<br>GILROY CA 95021 | NW | 0.55 /<br>2,878.92 | 8 | 93 |
| 27 | ENVIROSTOR | INLAND PAPERBOARD AND PACKAGING, INC. | 6400 JAMIESON WAY<br>GILROY CA 95020 | SSW | 0.57 /<br>3,010.66 | 3 | 104 |

| Map Key | DB | Company/Site Name | Address | Direction | Distance (mi/ft) | Elev Diff (ft) | Page Number |
|---|---|---|---|---|---|---|---|
| | | | ***Estor/EPA ID | Cleanup Status:*** 71002634 \| REFER: OTHER AGENCY AS OF 5/12/2006 | | | |
| 28 | ENVIROSTOR | TEMPLE-INLAND, INC. | 6400 JAMIESON WAY<br>GILROY CA 95020 | SSW | 0.58 /<br>3,081.49 | 4 | 106 |
| | | | ***Estor/EPA ID | Cleanup Status:*** 60000630 \| NO FURTHER ACTION AS OF 9/5/2008 | | | |
| 29 | ENVIROSTOR | METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 950207012 | SSW | 0.83 /<br>4,379.14 | 3 | 107 |
| | | | ***Estor/EPA ID | Cleanup Status:*** CAD077182293 \| | | | |
| 29 | HWP | METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 950207012 | SSW | 0.83 /<br>4,379.14 | 3 | 111 |
| 29 | INSP COMP ENF | METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 95020 | SSW | 0.83 /<br>4,379.14 | 3 | 114 |

# Executive Summary: Summary by Data Source

## *Standard*

## Federal

### SEMS ARCHIVE - SEMS List 8R Archive Sites

A search of the SEMS ARCHIVE database, dated Jun 8, 2018 has found that there are 1 SEMS ARCHIVE site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 95020-1626 | WNW | 0.42 / 2,215.21 | 21 |

### CERCLIS - Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS

A search of the CERCLIS database, dated Oct 25, 2013 has found that there are 1 CERCLIS site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 950201626 | WNW | 0.42 / 2,215.21 | 21 |

### CERCLIS NFRAP - CERCLIS - No Further Remedial Action Planned

A search of the CERCLIS NFRAP database, dated Oct 25, 2013 has found that there are 1 CERCLIS NFRAP site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO | 721-731 RENZ LANE<br>GILROY CA 950201626 | WNW | 0.42 / 2,215.21 | 21 |

### RCRA CORRACTS - RCRA CORRACTS-Corrective Action

A search of the RCRA CORRACTS database, dated Aug 2, 2018 has found that there are 1 RCRA CORRACTS site(s) within approximately 1.00 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| HAZCONTROL INC. | 731 RENZ LANE<br>GILROY CA 95021 | NW | 0.55 / 2,878.92 | 26 |

### RCRA LQG - RCRA Generator List

A search of the RCRA LQG database, dated Aug 2, 2018 has found that there are 1 RCRA LQG site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SERVICE STATION - SAP 135332 | 850 PACHECO PASS ROAD<br>GILROY CA 95020 | NNW | 0.20 / 1,046.69 | 16 |

### RCRA SQG - RCRA Small Quantity Generators List

A search of the RCRA SQG database, dated Aug 2, 2018 has found that there are 1 RCRA SQG site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| TARGET STORE T1851 | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 / 1,131.13 | 17 |

### RCRA CESQG - RCRA Conditionally Exempt Small Quantity Generators List

A search of the RCRA CESQG database, dated Aug 2, 2018 has found that there are 1 RCRA CESQG site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| CVS PHARMACY #16971 | 6705 CAMINO ARROYO STE B<br>GILROY CA 95020 | NW | 0.21 / 1,131.13 | 17 |

## State

### ENVIROSTOR - EnviroStor Database

A search of the ENVIROSTOR database, dated Jul 18, 2018 has found that there are 6 ENVIROSTOR site(s) within approximately 1.00 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 / 2,572.35 | 24 |
| | ***Estor/EPA ID | Cleanup Status**: CAD000628149 |* | | |
| SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 / 2,572.35 | 24 |
| | ***Estor/EPA ID | Cleanup Status**: 80001324 | INACTIVE - NEEDS EVALUATION AS OF 6/26/2009* | | |
| SOUTH BAY CHEMICAL COMPANY | 721-731 RENZ LANE<br>GILROY CA 95020 | NW | 0.52 / 2,722.07 | 25 |
| | ***Estor/EPA ID | Cleanup Status**: 43490062 | REFER: RCRA AS OF 6/8/1994* | | |
| INLAND PAPERBOARD AND PACKAGING, INC. | 6400 JAMIESON WAY<br>GILROY CA 95020 | SSW | 0.57 / 3,010.66 | 27 |
| | ***Estor/EPA ID | Cleanup Status**: 71002634 | REFER: OTHER AGENCY AS OF 5/12/2006* | | |
| TEMPLE-INLAND, INC. | 6400 JAMIESON WAY<br>GILROY CA 95020 | SSW | 0.58 / 3,081.49 | 28 |

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| | ***Estor/EPA ID | Cleanup Status**: 60000630 | NO FURTHER ACTION AS OF 9/5/2008* | | |
| METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 950207012 | SSW | 0.83 / 4,379.14 | 29 |
| | ***Estor/EPA ID | Cleanup Status**: CAD077182293 |* | | |

## HWP - EnviroStor Hazardous Waste Facilities

A search of the HWP database, dated Aug 23, 2018 has found that there are 2 HWP site(s) within approximately 1.00 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SOUTH BAY CHEMICAL CO INC | 731 RENZ LN<br>GILROY CA 950200000 | NW | 0.49 / 2,572.35 | 24 |
| METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 950207012 | SSW | 0.83 / 4,379.14 | 29 |

## LUST - Leaking Underground Fuel Tank Reports

A search of the LUST database, dated Jul 6, 2018 has found that there are 3 LUST site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NW | 0.19 / 989.17 | 13 |
| | ***Global ID | Status | Status Date**: T0608502195 | Completed - Case Closed | 2001-01-09 00:00:00* | | |
| Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NW | 0.19 / 1,007.77 | 14 |
| | ***Global ID | Status | Status Date**: T0608591842 | Completed - Case Closed | 2001-01-09 00:00:00* | | |
| PRIVATE RESIDENCE | PRIVATE RESIDENCE<br>Gilroy CA 95020 | WNW | 0.43 / 2,245.32 | 22 |
| | ***Global ID | Status | Status Date**: T0608500042 | Completed - Case Closed | 1998-01-05 00:00:00* | | |

## UST - Permitted Underground Storage Tank (UST) in GeoTracker

A search of the UST database, dated Jul 1, 2018 has found that there are 1 UST site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Gilroy Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NNW | 0.19 / 1,023.27 | 15 |
| | ***Facility ID**: 895* | | | |

## HHSS - Historical Hazardous Substance Storage Information Database

A search of the HHSS database, dated Aug 27, 2015 has found that there are 1 HHSS site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| VIEIRA SERVICES CO INC | 850 PACHECO PASS ROAD<br>GILROY CA 95020 | NNW | 0.20 / 1,046.69 | 16 |

### DELISTED TNK - Delisted Storage Tanks

A search of the DELISTED TNK database, dated Jul 01, 2018 has found that there are 2 DELISTED TNK site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| SHELL | 850 Pacheco Pass Road<br>Gilroy CA 95020 | NW | 0.22 / 1,183.21 | 18 |
| TV'S FOOD MART | 850 PACHECO PASS HWY<br>GILROY CA 95020 | N | 0.25 / 1,296.71 | 20 |

### CERS TANK - California Environmental Reporting System (CERS) Tanks

A search of the CERS TANK database, dated Jul 9, 2018 has found that there are 1 CERS TANK site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Gilroy Shell | 850 PACHECO PASS HWY<br>GILROY CA 95020 | NNW | 0.20 / 1,046.69 | 16 |

### HIST TANK - Historical Hazardous Substance Storage Container Information - Facility Summary

A search of the HIST TANK database, dated May 27, 1988 has found that there are 1 HIST TANK site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| VIEIRA SERVICE CO., INC | 850 PACHECO PASS ROAD<br>GILROY CA | NNW | 0.20 / 1,046.69 | 16 |

## County

### DELISTED COUNTY - Delisted County Records

A search of the DELISTED COUNTY database, dated Seo 4, 2018 has found that there are 1 DELISTED COUNTY site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Roadhouse Jacks | 6945 Camino Arroyo<br>Gilroy CA 95020 | NW | 0.16 / 845.24 | 12 |

### GILROY CUPA - Santa Clara County - Gilroy City CUPA Facilities List

A search of the GILROY CUPA database, dated Jul 2, 2018 has found that there are 16 GILROY CUPA site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Michael's Store # 4703 | 6745 Camino Arroyo<br>Gilroy CA 95020 | SW | 0.07 / 361.98 | 1 |
| PetSmart 0072 | 6755 Camino Arroyo Bldg 5<br>Gilroy CA 95020 | WSW | 0.07 / 369.82 | 2 |
| Kohl's Department Stores - Store #737 | 6765 Camino Arroyo<br>Gilroy CA 95020 | WSW | 0.07 / 373.29 | 3 |
| Bed, Bath and Beyond #608 | 6725 Camino Arroyo<br>Gilroy CA 95020 | SSW | 0.08 / 417.58 | 4 |
| Ross Dress For Less #0740 | 6715 Camino Arroyo<br>Gilroy CA 95020 | SSW | 0.09 / 473.04 | 5 |
| SALLY BEAUTY SUPPLY | 6815 Camino Arroyo Ste 50<br>Gilroy CA 95020 | WNW | 0.10 / 551.29 | 6 |
| Chipotle Mexican Grill #2137 | 6955 Camino Arroyo Ste 70<br>Gilroy CA 95020 | NW | 0.12 / 627.57 | 8 |
| Leslie's Swimming Pool Supplies #505 | 6915 Camino Arroyo, Suite 10<br>Gilroy CA 95020 | NW | 0.15 / 776.23 | 9 |
| Roadhouse Jacks | 6945 Camino Arroyo<br>Gilroy CA 95020 | NW | 0.16 / 845.24 | 12 |
| Gilroy Shell | 850 Pacheco Pass Hwy<br>Gilroy CA 95020 | NNW | 0.20 / 1,046.69 | 16 |
| CVS Pharmacy #16971 | 6705 Camino Arroyo Ste B<br>Gilroy CA 95020 | NW | 0.21 / 1,131.13 | 17 |
| TARGET T1851 | 6705 Camino Arroyo<br>Gilroy CA 95020 | NW | 0.21 / 1,131.13 | 17 |

| Lower Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Flowstar, Inc. | 6800 Silacci Way<br>Gilroy CA 95020 | NE | 0.11 / 586.61 | 7 |
| Cintas Corporation #630 | 904 Holloway Rd<br>Gilroy CA 95020 | ESE | 0.15 / 780.44 | 10 |
| Creative Labels, Inc. | 6670 Silacci Way<br>Gilroy CA 95020 | E | 0.16 / 824.48 | 11 |
| Tractor Supply Company Store# 1171-Gilroy | 6881 Cameron Blvd<br>Gilroy CA 95020 | ENE | 0.23 / 1,237.54 | 19 |

### SANTACLARA CUPA - Santa Clara County CUPA Facilities List

A search of the SANTACLARA CUPA database, dated Jun 12, 2018 has found that there are 1 SANTACLARA CUPA site(s) within approximately 0.25 miles of the project property.

| Lower Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| CINTAS CORPORATION | 904 HOLLOWAY RD<br>GILROY CA 95020 | ESE | 0.15 / 780.44 | 10 |

### SANTACLARA LO - Santa Clara Local Oversight Program Listing

A search of the SANTACLARA LO database, dated Jun 14, 2017 has found that there are 1 SANTACLARA LO site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Shell | 850 Pacheco Pass Hwy Gilroy CA | NNW | 0.20 / 1,046.69 | 16 |
| | ***SCVWD ID** \| **Closure Date**: 11S4E05K01f \| 1/9/2001* | | | |

## *Non Standard*

## State

### INSP COMP ENF - EnviroStor Inspection, Compliance, and Enforcement

A search of the INSP COMP ENF database, dated May 28, 2018 has found that there are 1 INSP COMP ENF site(s) within approximately 1.00 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| METECH RECYCLING INC | 6200 ENGEL WAY<br>GILROY CA 95020 | SSW | 0.83 / 4,379.14 | 29 |

### DELISTED HAZ - Delisted Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the DELISTED HAZ database, dated Jul 9, 2018 has found that there are 1 DELISTED HAZ site(s) within approximately 0.50 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Boral Roofing, LLC | 6500 BREM LN<br>GILROY CA 95020 | SW | 0.46 / 2,441.43 | 23 |

## EMISSIONS - Toxic Pollutant Emissions Facilities

A search of the EMISSIONS database, dated Dec 31, 2016 has found that there are 4 EMISSIONS site(s) within approximately 0.25 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| TARGET CORPORATION - TARGET GI | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 / 1,131.13 | 17 |
| TARGET STORE T1851 | 6705 CAMINO ARROYO<br>GILROY CA 95020 | NW | 0.21 / 1,131.13 | 17 |

| Lower Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| FLOWSTAR | 6800 SILACCI WAY<br>GILROY CA 95020 | NE | 0.11 / 586.61 | 7 |
| CREATIVE LABELS INC | 6670 SILACCI WAY<br>GILROY CA 95020 | E | 0.16 / 824.48 | 11 |

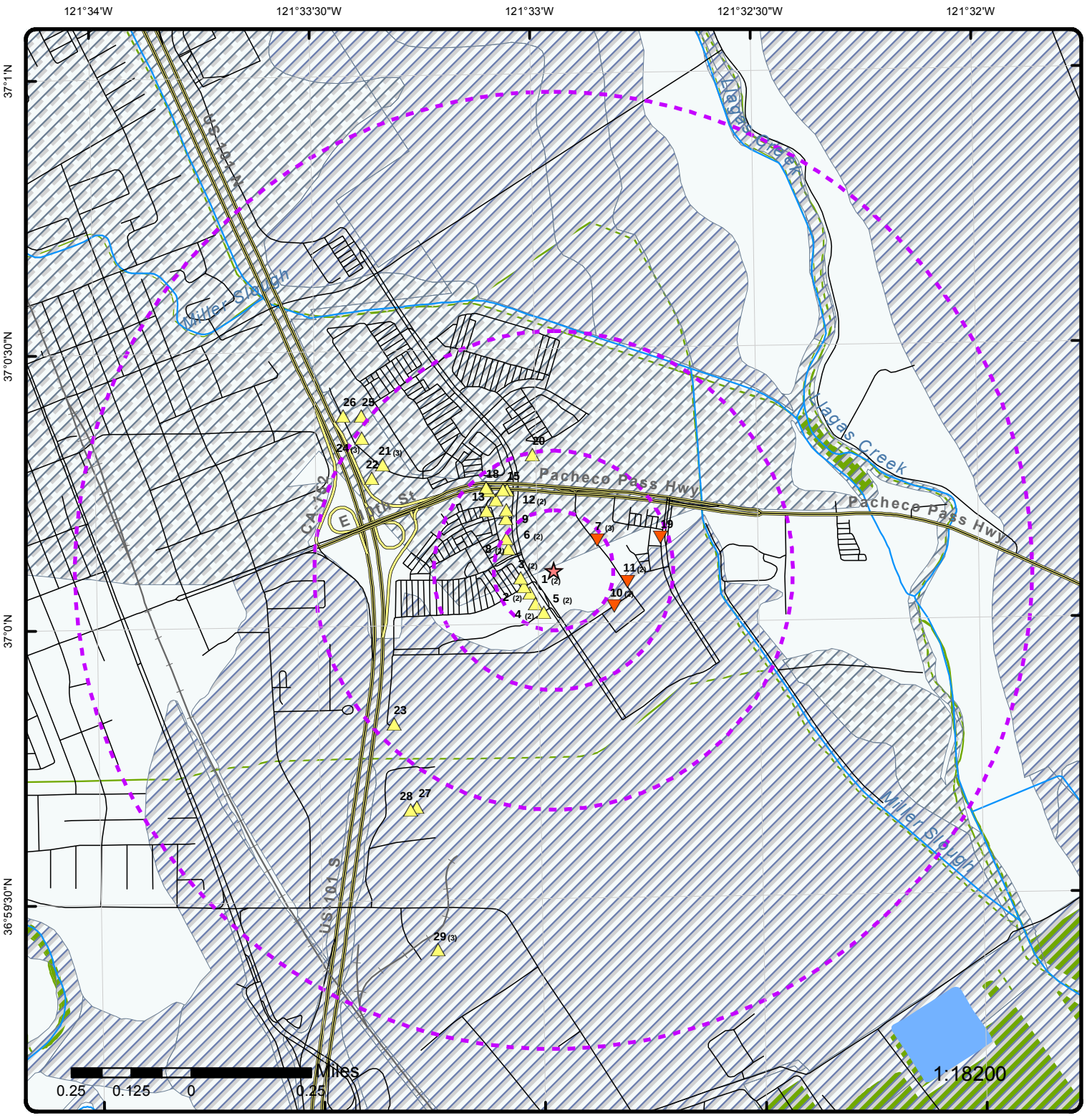
## CERS HAZ - California Environmental Reporting System (CERS) Hazardous Waste Sites

A search of the CERS HAZ database, dated Jul 9, 2018 has found that there are 8 CERS HAZ site(s) within approximately 0.12 miles of the project property.

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Michael's Store # 4703 | 6745 CAMINO ARROYO<br>GILROY CA 95020 | SW | 0.07 / 361.98 | 1 |
| PetSmart 0072 | 6755 CAMINO ARROYO BLDG 5<br>GILROY CA 95020 | WSW | 0.07 / 369.82 | 2 |
| Kohl's Department Stores - Store #737 | 6765 CAMINO ARROYO<br>GILROY CA 95020 | WSW | 0.07 / 373.29 | 3 |

| Equal/Higher Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Bed, Bath and Beyond #608 | 6725 CAMINO ARROYO<br>GILROY CA 95020 | SSW | 0.08 / 417.58 | 4 |
| Ross Dress For Less #0740 | 6715 CAMINO ARROYO<br>GILROY CA 95020 | SSW | 0.09 / 473.04 | 5 |
| SALLY BEAUTY SUPPLY | 6815 CAMINO ARROYO STE 50<br>GILROY CA 95020 | WNW | 0.10 / 551.29 | 6 |
| Chipotle Mexican Grill #2137 | 6955 CAMINO ARROYO STE 70<br>GILROY CA 95020 | NW | 0.12 / 627.57 | 8 |

| Lower Elevation | Address | Direction | Distance (mi/ft) | Map Key |
|---|---|---|---|---|
| Flowstar, Inc. | 6800 SILACCI WAY<br>GILROY CA 95020 | NE | 0.11 / 586.61 | 7 |




# Map : 1 Mile Radius

Order No: 20180926049

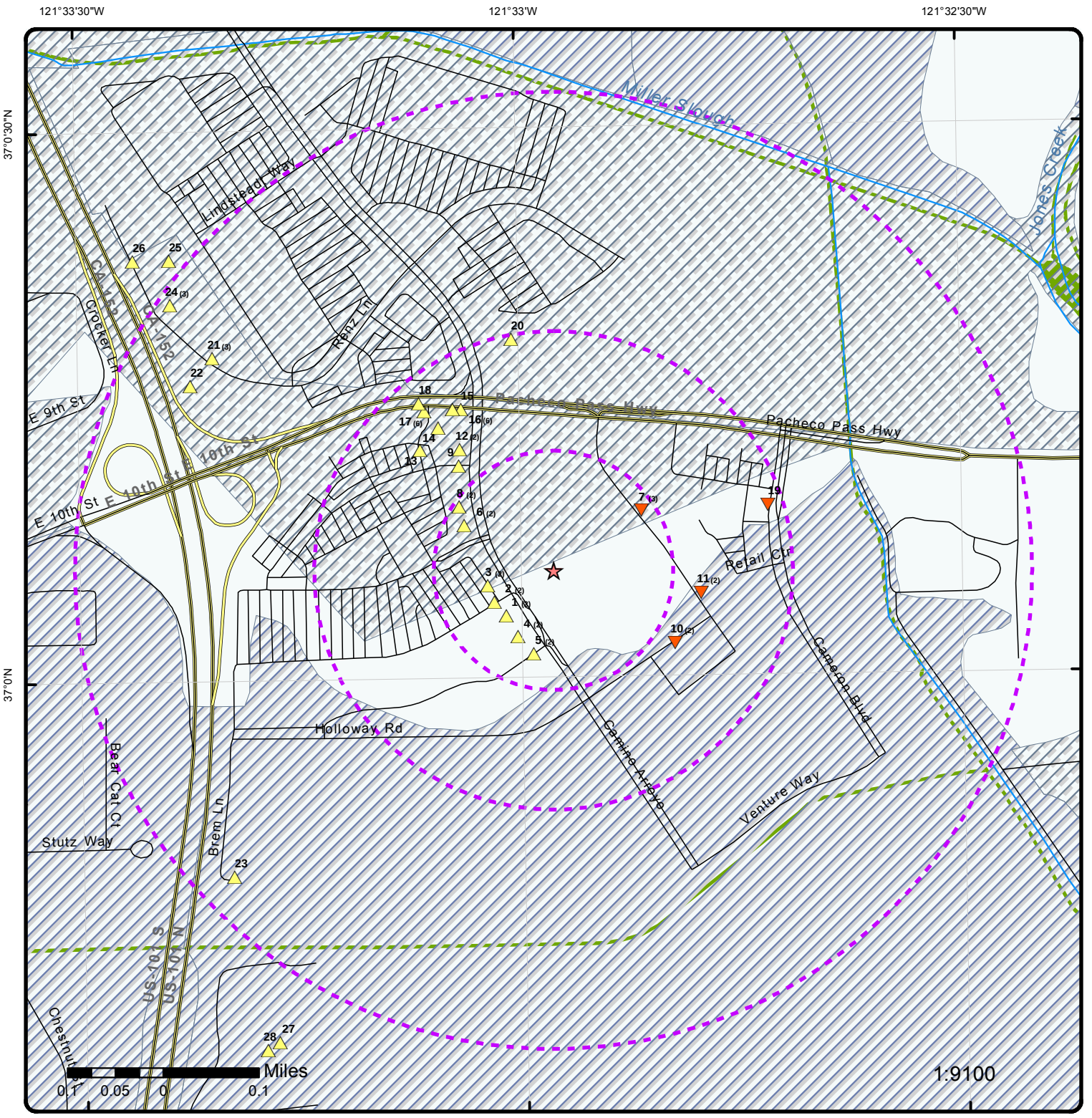
Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ERIS
ENVIRONMENTAL RISK INFORMATION SERVICES

- **Project Property**
- **Buffer Outline**
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- County Boundary
- Rails
- Major Highways
- Major Highways Ramps
- Major Roads
- Major Roads Ramps
- Secondary Roads
- Secondary Roads Ramps
- Local Roads and Ramps
- State Boundary
- National Priority List Sites
- National Wetland
- Indian Reserve Land
- Historic Fill
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- State Brownfield Sites
- State Brownfield Areas
- State Superfund Areas:Dept. of Defense
- State Superfund Areas:NPL
- WQARF Areas
- Federal Lands: Dept. of Defense (owned/administered areas)

**Source:** © 2016 ESRI

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# Map : 0.5 Mile Radius

Order No: 20180926049

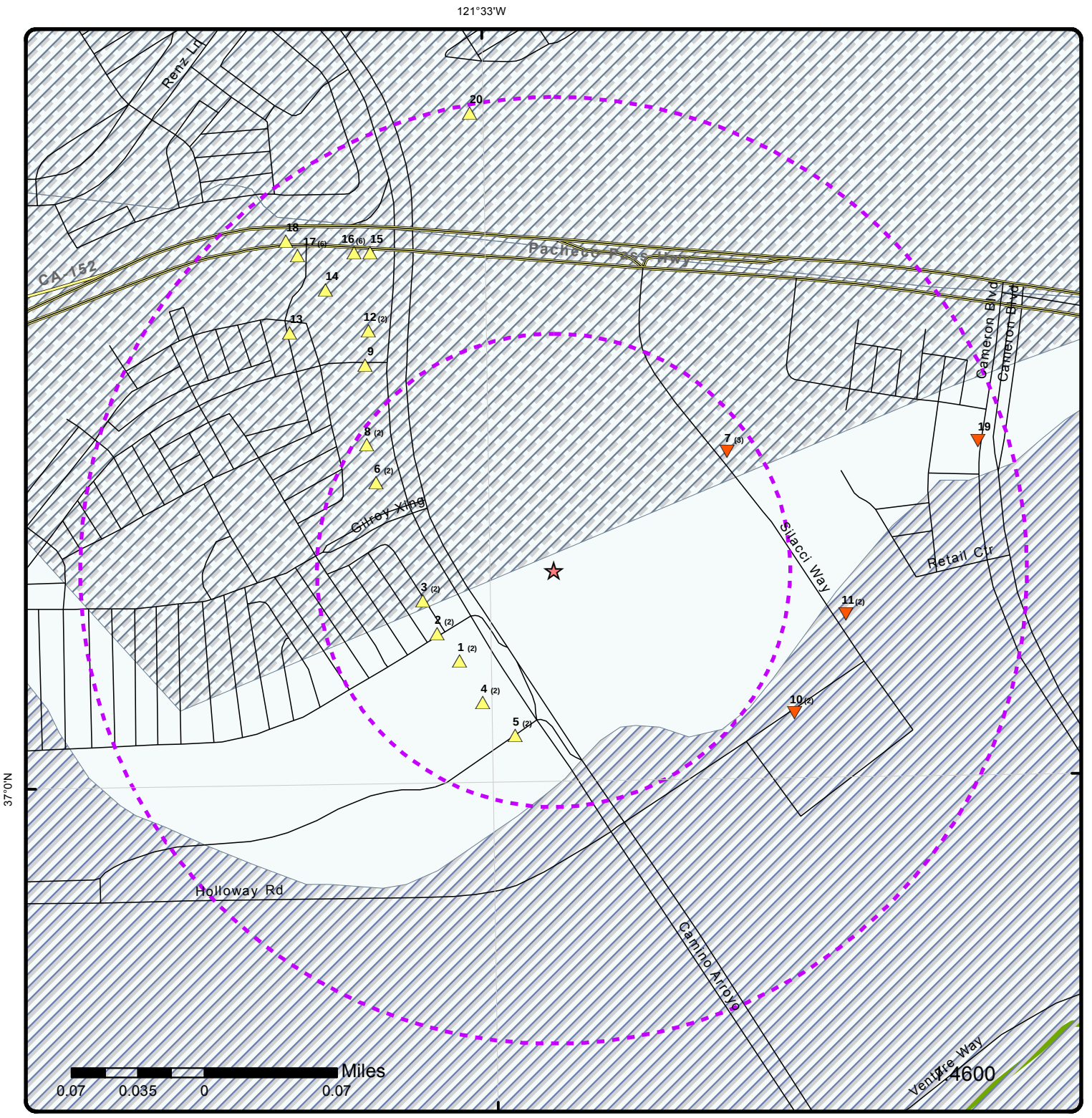
Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ENVIRONMENTAL RISK INFORMATION SERVICES

| | | | |
|---|---|---|---|
| **Project Property** | Rails | State Boundary | FWS Special Designation Areas |
| **Buffer Outline** | Major Highways | National Priority List Sites | State Brownfield Sites |
| Eris Sites with Higher Elevation | Major Highways Ramps | National Wetland | State Brownfield Areas |
| Eris Sites with Same Elevation | Major Roads | Indian Reserve Land | State Superfund Areas:Dept. of Defense |
| Eris Sites with Lower Elevation | Major Roads Ramps | Historic Fill | State Superfund Areas:NPL |
| Eris Sites with Unknown Elevation | Secondary Roads | 100 Year Flood Zone | WQARF Areas |
| County Boundary | Secondary Roads Ramps | 500 Year Flood Zone | Federal Lands: Dept. of Defense (owned/administered areas) |
| | Local Roads and Ramps | | |

**Source:** © 2016 ESRI

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# Map : 0.25 Mile Radius

Order No: 20180926049

Address: 6970 Camino Arroyo, Gilroy, CA, 95020

ENVIRONMENTAL RISK INFORMATION SERVICES

| | | | |
|---|---|---|---|
| **Project Property** | Rails | State Boundary | FWS Special Designation Areas |
| **Buffer Outline** | Major Highways | National Priority List Sites | State Brownfield Sites |
| Eris Sites with Higher Elevation | Major Highways Ramps | National Wetland | State Brownfield Areas |
| Eris Sites with Same Elevation | Major Roads | Indian Reserve Land | State Superfund Areas:Dept. of Defense |
| Eris Sites with Lower Elevation | Major Roads Ramps | Historic Fill | State Superfund Areas:NPL |
| Eris Sites with Unknown Elevation | Secondary Roads | 100 Year Flood Zone | WQARF Areas |
| County Boundary | Secondary Roads Ramps | 500 Year Flood Zone | Federal Lands: Dept. of Defense (owned/administered areas) |
| | Local Roads and Ramps | | |

**Source:** © 2016 ESRI

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# Aerial (2017)

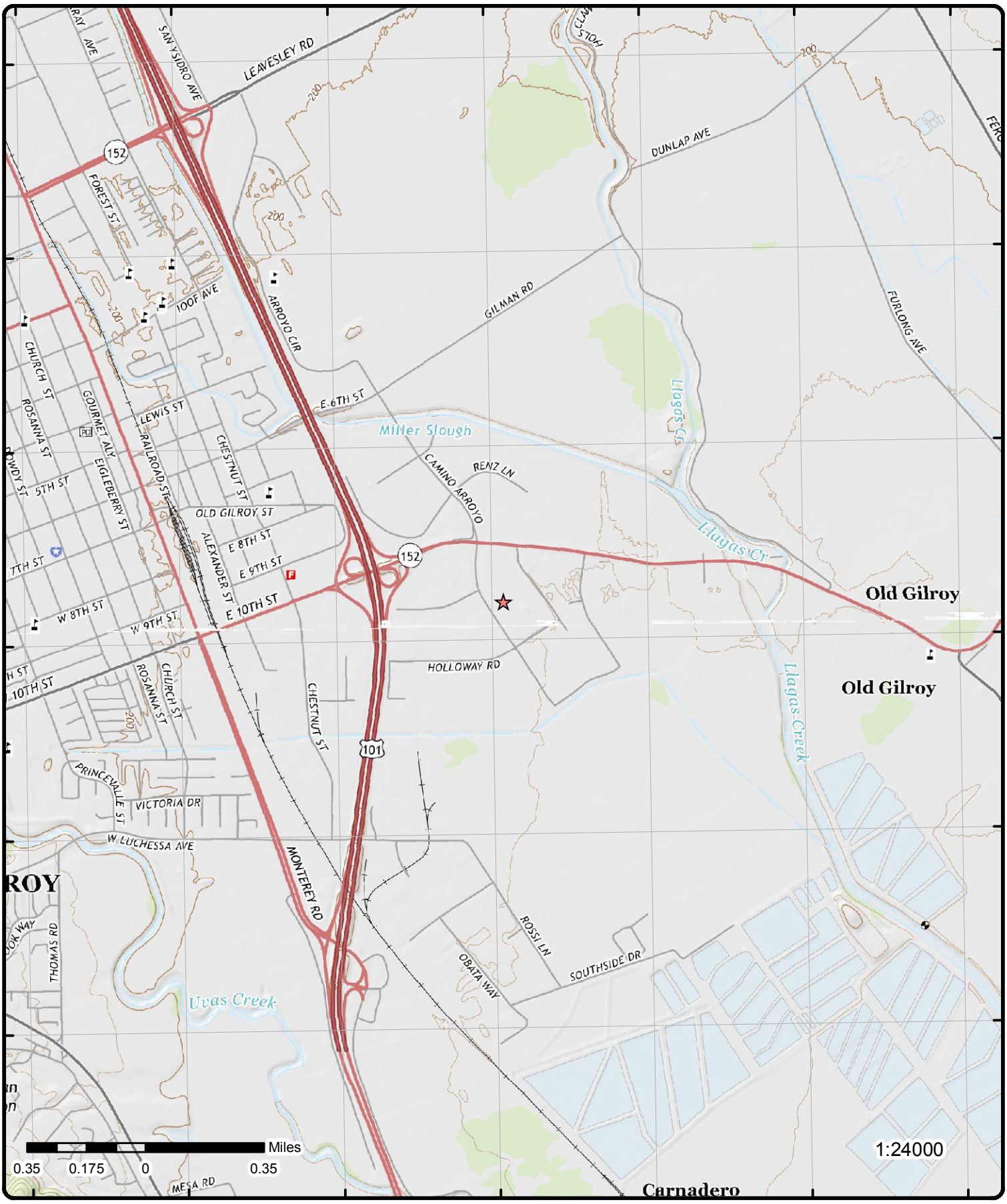
Order No: 20180926049

**Address: 6970 Camino Arroyo, Gilroy, CA, 95020**

**Source:** ESRI World Imagery

ENVIRONMENTAL RISK INFORMATION SERVICES

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# Topographic Map (2015)

**Address: 6970 Camino Arroyo, Gilroy, CA, 95020**

**Quadrangle(s): Gilroy, CA; Chittenden, CA;**

**Source:** USGS Topographic Map

Order No: 20180926049

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# Detail Report

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 1 | 1 of 2 | SW | 0.07 / 361.98 | 185.74 / 3 | Michael's Store # 4703<br>6745 CAMINO ARROYO<br>GILROY CA 95020 | CERS HAZ |

**Site ID:** 134906
**Latitude:** 37.000267
**Longitude:** -121.552719

***Regulated Programs***

**EI ID:** 10409650 **EI Description:** Hazardous Waste Generator

***Affiliations***

**Affil Type Desc:** Operator
**Entity Name:** Michaels Stores, Inc.
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (972) 409-5786

**Affil Type Desc:** Environmental Contact
**Entity Name:** Ryan Draper
**Entity Title:**
**Address:** 8000 Bent Branch Drive
**City:** Irving
**State:** TX
**Country:**
**Zip Code:** 75063
**Phone:** (972) 409-5786

**Affil Type Desc:** Identification Signer
**Entity Name:** Ryan Draper
**Entity Title:** Safety Manager
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Parent Corporation
**Entity Name:** Michaels Stores, Inc.
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Primary Emergency Contact
**Entity Name:** Jessica Santos
**Entity Title:** Store Manager

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (972) 409-1306

**Affil Type Desc:** Legal Owner
**Entity Name:** Michaels Stores, Inc.
**Entity Title:**
**Address:** 8000 Bent Branch Drive
**City:** Irving
**State:** TX
**Country:** United States
**Zip Code:** 75063
**Phone:** (972) 409-5786

**Affil Type Desc:** CUPA District
**Entity Name:** Gilroy City Fire Department
**Entity Title:**
**Address:** 7351 Rosanna Street
**City:** Gilroy
**State:** CA
**Country:**
**Zip Code:** 95020-6141
**Phone:** (408) 846-0400

**Affil Type Desc:** Document Preparer
**Entity Name:** Chris Ortega
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Facility Mailing Address
**Entity Name:** Mailing Address
**Entity Title:**
**Address:** 8000 Bent Branch Drive
**City:** Irving
**State:** TX
**Country:**
**Zip Code:** 75063
**Phone:**

**Affil Type Desc:** Secondary Emergency Contact
**Entity Name:** JOSEPH KOCHER
**Entity Title:** DISTRICT Manager
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (972) 409-1306

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 1 | 2 of 2 | SW | 0.07 / 361.98 | 185.74 / 3 | Michael's Store # 4703<br>6745 Camino Arroyo<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10409650
**Facility ID:** 5520
**HM on Site:** No
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Not Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

---

**2** **1 of 2** **WSW** **0.07 / 369.82** **184.17 / 1**

**PetSmart 0072**
**6755 CAMINO ARROYO BLDG 5**
**GILROY CA 95020**

**CERS HAZ**

**Site ID:** 360042
**Latitude:** 37.000270
**Longitude:** -121.552720

***Regulated Programs***

**EI ID:** 10648675
**EI Description:** Chemical Storage Facilities

**EI ID:** 10648675
**EI Description:** Hazardous Waste Generator

***Affiliations***

**Affil Type Desc:** Secondary Emergency Contact
**Entity Name:** Paul Chrisman
**Entity Title:** Regional Loss Prevention Manager
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (888) 287-7387

**Affil Type Desc:** Primary Emergency Contact
**Entity Name:** Susan Bruner
**Entity Title:** STORE MANAGER
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (888) 287-7387

**Affil Type Desc:** Legal Owner
**Entity Name:** PetSmart, Inc.
**Entity Title:**
**Address:** 19601 N. 27th Avenue
**City:** Phoenix
**State:** AZ
**Country:** United States
**Zip Code:** 85027
**Phone:** (623) 587-2912

**Affil Type Desc:** Identification Signer
**Entity Name:** Ken Dobias
**Entity Title:** Director of Environmental Affairs
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Operator
**Entity Name:** PetSmart, Inc.
**Entity Title:**
**Address:**

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:** (623) 580-6100

**Affil Type Desc:** Property Owner
**Entity Name:** Gilroy Crossing - CA
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:** United States
**Zip Code:**
**Phone:** (209) 474-9900

**Affil Type Desc:** CUPA District
**Entity Name:** Gilroy City Fire Department
**Entity Title:**
**Address:** 7351 Rosanna Street
**City:** Gilroy
**State:** CA
**Country:**
**Zip Code:** 95020-6141
**Phone:** (408) 846-0400

**Affil Type Desc:** Document Preparer
**Entity Name:** Ken Dobias
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Facility Mailing Address
**Entity Name:** Mailing Address
**Entity Title:**
**Address:** Contracted Services, 19601 N 27th Ave
**City:** Phoenix
**State:** AZ
**Country:**
**Zip Code:** 85027
**Phone:**

**Affil Type Desc:** Parent Corporation
**Entity Name:** Petsmart
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Environmental Contact
**Entity Name:** Ken Dobias
**Entity Title:**
**Address:** 3481 Plano Parkway
**City:** The Colony
**State:** TX
**Country:**
**Zip Code:** 75056
**Phone:** (972) 464-0004

| | | | | | | |
|---|---|---|---|---|---|---|
| 2 | 2 of 2 | WSW | 0.07 / 369.82 | 184.17 / 1 | PetSmart 0072<br>6755 Camino Arroyo Bldg 5 | GILROY CUPA |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| | | | | | Gilroy CA 95020 | |

| | | | |
|---|---|---|---|
| **CERS ID:** | 10648675 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | No | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 3 | 1 of 2 | WSW | 0.07 / 373.29 | 184.51 / 1 | Kohl's Department Stores - Store #737<br>6765 CAMINO ARROYO<br>GILROY CA 95020 | CERS HAZ |

| | |
|---|---|
| **Site ID:** | 274514 |
| **Latitude:** | 37.000900 |
| **Longitude:** | -121.550987 |

***Regulated Programs***

| | | | |
|---|---|---|---|
| **EI ID:** | 10618552 | **EI Description:** | Hazardous Waste Generator |

***Affiliations***

| | |
|---|---|
| **Affil Type Desc:** | Parent Corporation |
| **Entity Name:** | Kohl's Department Stores |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Operator |
| **Entity Name:** | Kohl's Department Stores - Store #737 |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | (262) 703-7019 |

| | |
|---|---|
| **Affil Type Desc:** | Document Preparer |
| **Entity Name:** | Scott Smith - Kohls |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Legal Owner |
| **Entity Name:** | Kohl's Department Stores |
| **Entity Title:** | |
| **Address:** | P.O. Box 3155 |
| **City:** | Milwaukee |

***State:*** WI
***Country:*** United States
***Zip Code:*** 53201
***Phone:*** (262) 703-7019

***Affil Type Desc:*** Primary Emergency Contact
***Entity Name:*** Bertha Villa
***Entity Title:*** Store Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (866) 907-0048

***Affil Type Desc:*** Secondary Emergency Contact
***Entity Name:*** Operations Manager
***Entity Title:*** Operations Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (866) 907-0048

***Affil Type Desc:*** CUPA District
***Entity Name:*** Gilroy City Fire Department
***Entity Title:***
***Address:*** 7351 Rosanna Street
***City:*** Gilroy
***State:*** CA
***Country:***
***Zip Code:*** 95020-6141
***Phone:*** (408) 846-0400

***Affil Type Desc:*** Facility Mailing Address
***Entity Name:*** Mailing Address
***Entity Title:***
***Address:*** P.O. Box 3155
***City:*** Milwaukee
***State:*** WI
***Country:***
***Zip Code:*** 53201
***Phone:***

***Affil Type Desc:*** Identification Signer
***Entity Name:*** Ryan Piedot
***Entity Title:*** Manager of Environmental Compliance
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Environmental Contact
***Entity Name:*** Ryan Piedot
***Entity Title:***
***Address:*** P.O. Box 3155
***City:*** Milwaukee
***State:*** WI
***Country:***
***Zip Code:*** 53201
***Phone:*** (262) 703-7019

***Coordinates***

***Env Int Type Code:*** HWG ***Longitude:*** -121.551050

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Program ID:** 10618552
**Latitude:** 37.000900
**Coord Name:**
**Ref Point Type Desc:** Center of a facility or station.

---

**3** | **2 of 2** | **WSW** | **0.07 / 373.29** | **184.51 / 1** | **Kohl's Department Stores - Store #737**
**6765 Camino Arroyo**
**Gilroy CA 95020**
**GILROY CUPA**

**CERS ID:** 10618552
**Facility ID:** 5842
**HM on Site:** No
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Not Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

---

**4** | **1 of 2** | **SSW** | **0.08 / 417.58** | **185.69 / 2** | **Bed, Bath and Beyond #608**
**6725 CAMINO ARROYO**
**GILROY CA 95020**
**CERS HAZ**

**Site ID:** 97977
**Latitude:** 37.000267
**Longitude:** -121.552719

***Regulated Programs***

**EI ID:** 10169697
**EI Description:** Hazardous Waste Generator

***Affiliations***

**Affil Type Desc:** CUPA District
**Entity Name:** Gilroy City Fire Department
**Entity Title:**
**Address:** 7351 Rosanna Street
**City:** Gilroy
**State:** CA
**Country:**
**Zip Code:** 95020-6141
**Phone:** (408) 846-0400

**Affil Type Desc:** Facility Mailing Address
**Entity Name:** Mailing Address
**Entity Title:**
**Address:** 5151 San Felipe St, Suite 1000
**City:** Houston
**State:** TX
**Country:**
**Zip Code:** 77056
**Phone:**

**Affil Type Desc:** Environmental Contact
**Entity Name:** ASHLEY CAMPBELL
**Entity Title:**
**Address:** 5151 San Felipe St, Suite 1000
**City:** Houston
**State:** TX
**Country:**
**Zip Code:** 77056
**Phone:** (713) 985-5472

***Affil Type Desc:*** Identification Signer
***Entity Name:*** Ashley Campbell
***Entity Title:*** Authorized Representative
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Legal Owner
***Entity Name:*** Bed, Bath and Beyond, Inc.
***Entity Title:***
***Address:*** 650 Liberty Ave
***City:*** Union
***State:*** NJ
***Country:*** United States
***Zip Code:*** 07083
***Phone:*** (908) 688-0888

***Affil Type Desc:*** Secondary Emergency Contact
***Entity Name:*** Scott Simon
***Entity Title:*** Regional Director Loss Prevention
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (310) 384-6799

***Affil Type Desc:*** Document Preparer
***Entity Name:*** ASHLEY CAMPBELL
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Parent Corporation
***Entity Name:*** Bed, Bath and Beyond
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Operator
***Entity Name:*** Bed, Bath and Beyond, Inc.
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (908) 688-0888

***Affil Type Desc:*** Primary Emergency Contact
***Entity Name:*** Store Manager
***Entity Title:*** Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (310) 384-6799

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 4 | 2 of 2 | SSW | 0.08 / 417.58 | 185.69 / 2 | Bed, Bath and Beyond #608<br>6725 Camino Arroyo<br>Gilroy CA 95020 | GILROY CUPA |

| | | | |
|---|---|---|---|
| **CERS ID:** | 10169697 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | 5410 | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | No | **Inv Rpt Req:** | Not Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 5 | 1 of 2 | SSW | 0.09 / 473.04 | 184.77 / 2 | Ross Dress For Less #0740<br>6715 CAMINO ARROYO<br>GILROY CA 95020 | CERS HAZ |

| | |
|---|---|
| **Site ID:** | 62973 |
| **Latitude:** | 37.000267 |
| **Longitude:** | -121.552719 |

***Regulated Programs***

| | | | |
|---|---|---|---|
| **EI ID:** | 10509088 | **EI Description:** | Chemical Storage Facilities |
| **EI ID:** | 10509088 | **EI Description:** | Hazardous Waste Generator |

***Affiliations***

| | |
|---|---|
| **Affil Type Desc:** | Document Preparer |
| **Entity Name:** | ASHLEY CAMPBELL |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Operator |
| **Entity Name:** | Ross Dress For Less Inc. |
| **Entity Title:** | |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | (925) 965-4831 |

| | |
|---|---|
| **Affil Type Desc:** | Identification Signer |
| **Entity Name:** | Ashley Campbell |
| **Entity Title:** | ENVIRONMENTAL COMPLIANCE SPECIALIST |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Parent Corporation |

| | |
|---|---|
| ***Entity Name:*** | Ross Stores, Inc. |
| ***Entity Title:*** | |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | |

| | |
|---|---|
| ***Affil Type Desc:*** | Facility Mailing Address |
| ***Entity Name:*** | Mailing Address |
| ***Entity Title:*** | |
| ***Address:*** | 5130 Hacienda Dr |
| ***City:*** | Dublin |
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 94568-7579 |
| ***Phone:*** | |

| | |
|---|---|
| ***Affil Type Desc:*** | CUPA District |
| ***Entity Name:*** | Gilroy City Fire Department |
| ***Entity Title:*** | |
| ***Address:*** | 7351 Rosanna Street |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 95020-6141 |
| ***Phone:*** | (408) 846-0400 |

| | |
|---|---|
| ***Affil Type Desc:*** | Legal Owner |
| ***Entity Name:*** | Ross Dress For Less Inc. |
| ***Entity Title:*** | |
| ***Address:*** | 5130 Hacienda Dr |
| ***City:*** | Dublin |
| ***State:*** | CA |
| ***Country:*** | United States |
| ***Zip Code:*** | 94568-7579 |
| ***Phone:*** | (925) 965-4831 |

| | |
|---|---|
| ***Affil Type Desc:*** | Primary Emergency Contact |
| ***Entity Name:*** | NANCY ALCANTARA |
| ***Entity Title:*** | STORE MANAGER |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (855) 257-7472 |

| | |
|---|---|
| ***Affil Type Desc:*** | Environmental Contact |
| ***Entity Name:*** | ASHLEY CAMPBELL |
| ***Entity Title:*** | |
| ***Address:*** | 5151 SAN FELIPE ST, SUITE 1000 |
| ***City:*** | HOUSTON |
| ***State:*** | TX |
| ***Country:*** | |
| ***Zip Code:*** | 77056 |
| ***Phone:*** | (713) 985-5472 |

| | |
|---|---|
| ***Affil Type Desc:*** | Secondary Emergency Contact |
| ***Entity Name:*** | Brad Wieland |
| ***Entity Title:*** | District Manager |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (855) 257-7472 |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Coordinates**

| | | | |
|---|---|---|---|
| **Env Int Type Code:** | HWG | **Longitude:** | -121.552720 |
| **Program ID:** | 10509088 | **Coord Name:** | |
| **Latitude:** | 37.000310 | **Ref Point Type Desc:** | Center of a facility or station. |

---

**5** | **2 of 2** | **SSW** | **0.09 / 473.04** | **184.77 / 2** | **Ross Dress For Less #0740**
**6715 Camino Arroyo**
**Gilroy CA 95020** | **GILROY CUPA**

| | | | |
|---|---|---|---|
| **CERS ID:** | 10509088 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | 5405 | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | No | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

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**6** | **1 of 2** | **WNW** | **0.10 / 551.29** | **186.86 / 4** | **SALLY BEAUTY SUPPLY**
**6815 CAMINO ARROYO STE 50**
**GILROY CA 95020** | **CERS HAZ**

| | |
|---|---|
| **Site ID:** | 367598 |
| **Latitude:** | 37.002400 |
| **Longitude:** | -121.550890 |

**Regulated Programs**

| | | | |
|---|---|---|---|
| **EI ID:** | 10666558 | **EI Description:** | Chemical Storage Facilities |
| **EI ID:** | 10666558 | **EI Description:** | Hazardous Waste Generator |

**Affiliations**

| | |
|---|---|
| **Affil Type Desc:** | Facility Mailing Address |
| **Entity Name:** | Mailing Address |
| **Entity Title:** | |
| **Address:** | 6815 CAMINO ARROYO #50 |
| **City:** | GILROY |
| **State:** | CA |
| **Country:** | |
| **Zip Code:** | 95020 |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | Identification Signer |
| **Entity Name:** | Larry Burton |
| **Entity Title:** | Director, Temarry Recycling, Inc |
| **Address:** | |
| **City:** | |
| **State:** | |
| **Country:** | |
| **Zip Code:** | |
| **Phone:** | |

| | |
|---|---|
| **Affil Type Desc:** | CUPA District |
| **Entity Name:** | Gilroy City Fire Department |
| **Entity Title:** | |
| **Address:** | 7351 Rosanna Street |
| **City:** | Gilroy |

| | |
|---|---|
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 95020-6141 |
| ***Phone:*** | (408) 846-0400 |
| | |
| ***Affil Type Desc:*** | Environmental Contact |
| ***Entity Name:*** | Randy Goss |
| ***Entity Title:*** | |
| ***Address:*** | 3001 COLORADO BLVD |
| ***City:*** | DENTON |
| ***State:*** | TX |
| ***Country:*** | |
| ***Zip Code:*** | 76210 |
| ***Phone:*** | (940) 898-7500 |
| | |
| ***Affil Type Desc:*** | Primary Emergency Contact |
| ***Entity Name:*** | Randy Goss |
| ***Entity Title:*** | Health and Safety Manager |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (940) 898-7500 |
| | |
| ***Affil Type Desc:*** | Legal Owner |
| ***Entity Name:*** | Sally Beauty Holding LLC |
| ***Entity Title:*** | |
| ***Address:*** | 3001 COLORADO BLVD |
| ***City:*** | DENTON |
| ***State:*** | TX |
| ***Country:*** | United States |
| ***Zip Code:*** | 76210 |
| ***Phone:*** | (940) 898-7500 |
| | |
| ***Affil Type Desc:*** | Secondary Emergency Contact |
| ***Entity Name:*** | David Epstein |
| ***Entity Title:*** | National Project Manager |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (609) 381-1218 |
| | |
| ***Affil Type Desc:*** | Document Preparer |
| ***Entity Name:*** | Larry Burton |
| ***Entity Title:*** | |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | |
| | |
| ***Affil Type Desc:*** | Operator |
| ***Entity Name:*** | Sally Beauty Holding LLC |
| ***Entity Title:*** | |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (940) 898-7500 |
| | |
| ***Affil Type Desc:*** | Parent Corporation |
| ***Entity Name:*** | Sally Beauty Holding LLC |
| ***Entity Title:*** | |
| ***Address:*** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

---

**6** | **2 of 2** | **WNW** | **0.10 / 551.29** | **186.86 / 4** | **SALLY BEAUTY SUPPLY**
**6815 Camino Arroyo Ste 50**
**Gilroy CA 95020**

**GILROY CUPA**

| | | | |
|---|---|---|---|
| **CERS ID:** | 10666558 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | Yes | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

---

**7** | **1 of 3** | **NE** | **0.11 / 586.61** | **182.48 / -1** | **Flowstar, Inc.**
**6800 SILACCI WAY**
**GILROY CA 95020**

**CERS HAZ**

**Site ID:** 30680
**Latitude:** 37.002290
**Longitude:** -121.547450

***Regulated Programs***

| | | | |
|---|---|---|---|
| **EI ID:** | 10073965 | **EI Description:** | Chemical Storage Facilities |
| **EI ID:** | 10073965 | **EI Description:** | Hazardous Waste Generator |

***Affiliations***

**Affil Type Desc:** Parent Corporation
**Entity Name:** Flowstar, Inc.
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** Document Preparer
**Entity Name:** DEBBIE CURRIER
**Entity Title:**
**Address:**
**City:**
**State:**
**Country:**
**Zip Code:**
**Phone:**

**Affil Type Desc:** CUPA District
**Entity Name:** Gilroy City Fire Department
**Entity Title:**
**Address:** 7351 Rosanna Street
**City:** Gilroy
**State:** CA

***Country:***
***Zip Code:*** 95020-6141
***Phone:*** (408) 846-0400

***Affil Type Desc:*** Facility Mailing Address
***Entity Name:*** Mailing Address
***Entity Title:***
***Address:*** 6800 SILACCI WAY
***City:*** GILROY
***State:*** CA
***Country:***
***Zip Code:*** 95020
***Phone:***

***Affil Type Desc:*** Identification Signer
***Entity Name:*** DEBBIE CURRIER
***Entity Title:*** PRESIDENT
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Property Owner
***Entity Name:*** DEBBIE & JIM CURRIER
***Entity Title:***
***Address:*** 6800 SILACCI WAY
***City:*** GILROY
***State:*** CA
***Country:*** United States
***Zip Code:*** 95020
***Phone:*** (408) 842-2400

***Affil Type Desc:*** Secondary Emergency Contact
***Entity Name:*** Mike Bennett
***Entity Title:*** Production Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 593-2830

***Affil Type Desc:*** Legal Owner
***Entity Name:*** Debbie Currier
***Entity Title:***
***Address:*** 6800 SILACCI WAY
***City:*** Gilroy
***State:*** CA
***Country:*** United States
***Zip Code:*** 95020
***Phone:*** (408) 842-3523

***Affil Type Desc:*** Operator
***Entity Name:*** Debbie Currier
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 842-2400

***Affil Type Desc:*** Primary Emergency Contact
***Entity Name:*** Debbie Carrier
***Entity Title:*** Owner
***Address:***
***City:***

***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 842-3523

***Affil Type Desc:*** Environmental Contact
***Entity Name:*** Mike Bennett
***Entity Title:***
***Address:*** 6800 Silacci Way
***City:*** Gilroy
***State:*** CA
***Country:***
***Zip Code:*** 95020
***Phone:*** (408) 842-2400

***Coordinates***

***Env Int Type Code:*** HWG
***Program ID:*** 10073965
***Latitude:*** 37.002686
***Longitude:*** -121.547440
***Coord Name:***
***Ref Point Type Desc:*** Unknown

***Evaluations***

***Eval Date:*** 10/27/2017
***Violations Found:*** Yes
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HW
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 11/30/2015
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 10/27/2017
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 11/30/2015
***Violations Found:*** Yes
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HW
***Eval Source:*** CERS
***Eval Notes:***

CESQG

***Violations***

***Violation Date:*** 10/27/2017
***Violation Division:*** Gilroy City Fire Department
***Citation:*** 22 CCR 12 66262.11 - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.11
***Violation Program:***

HW

***Violation Source:***

CERS

***Violation Notes:***

Returned to compliance on 01/05/2018. Acid wipes are not disposed as hazardous waste. Start collecting acid wipes as hazardous waste.

***Violation Description:***

Failure to determine if wastes generated are hazardous waste by using generator knowledge or applying testing method.

***Violations***

***Violation Date:*** 10/27/2017
***Violation Division:*** Gilroy City Fire Department
***Citation:*** 40 CFR 1 265.174 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.174
***Violation Program:***

HW

***Violation Source:***

CERS

***Violation Notes:***

Returned to compliance on 01/05/2018. failed to perform self weekly inspection at hazardous waste storage area. Left copy of UNIDOCS weekly inspection form.

***Violation Description:***

Failure to inspect hazardous waste storage areas at least weekly and look for leaking and deteriorating containers.

***Violations***

***Violation Date:*** 11/30/2015
***Violation Division:*** Gilroy City Fire Department
***Citation:*** 40 CFR 1 265.173 - U.S. Code of Federal Regulations, Title 40, Chapter 1, Section(s) 265.173
***Violation Program:***

HW

***Violation Source:***

CERS

***Violation Notes:***

Returned to compliance on 11/30/2015. No lid on hazardous waste container. Operator replaced lid immediately.

***Violation Description:***

Failure to properly close hazardous waste containers when not in active use.

***Violations***

***Violation Date:*** 10/27/2017
***Violation Division:*** Gilroy City Fire Department
***Citation:*** 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
***Violation Program:***

HW

***Violation Source:***

CERS

***Violation Notes:***

Returned to compliance on 10/27/2017. Failed to put waste chemical constituents in hazardous waste label. Corrected during inspection.

***Violation Description:***

Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.

---

| 7 | 2 of 3 | NE | 0.11 / 586.61 | 182.48 / -1 | Flowstar, Inc.<br>6800 Silacci Way<br>Gilroy CA 95020 | GILROY CUPA |
|---|---|---|---|---|---|---|

| | | | |
|---|---|---|---|
| ***CERS ID:*** | 10073965 | ***RCRA Lrg Qnty Gen:*** | No |
| ***Facility ID:*** | 1068 | ***Fac Info Rpt Req:*** | Applicable |
| ***HM on Site:*** | Yes | ***Inv Rpt Req:*** | Applicable |
| ***CALARP Reg Subst:*** | No | ***UST Rpt Req:*** | Not Applicable |
| ***Own/Op UST:*** | No | ***RMR Rpt Req:*** | Not Applicable |
| ***Own/Op PST:*** | No | ***APSA Rpt Req:*** | Not Applicable |
| ***HW Generator:*** | Yes | ***CALARP Rpt Req:*** | Not Applicable |
| ***Recycle:*** | No | ***Hw Treat Rpt Req:*** | Not Applicable |
| ***On Site HW Trtmnt:*** | No | ***CALARP Reg Code:*** | |
| ***Consolid Rpt Req:*** | | ***ER training Rpt Req:*** | |
| ***Tank Close Rpt Req:*** | | | |

---

| 7 | 3 of 3 | NE | 0.11 / 586.61 | 182.48 / -1 | FLOWSTAR<br>6800 SILACCI WAY<br>GILROY CA 95020 | EMISSIONS |
|---|---|---|---|---|---|---|

***1995 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | 1.1 |
| ***CO:*** | 43 | ***ROGT:*** | .92692 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***1995 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***1996 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | 1.3 |
| ***CO:*** | 43 | ***ROGT:*** | 1.11038 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***1996 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***1997 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | 1.3 |
| ***CO:*** | 43 | ***ROGT:*** | 1.11038 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***1997 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***1998 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | 1.1 |
| ***CO:*** | 43 | ***ROGT:*** | .9808 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***1998 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |

***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***CERR Code:***

***1999 Criteria Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** 1.797
***ROGT:*** 1.2553842
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***1999 Toxic Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***

***2000 Criteria Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** 1.797
***ROGT:*** 1.26
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2000 Toxic Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***

***2001 Criteria Data***

***Facility ID:*** 10242
***Facility SIC Code:*** 3674
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** .58
***ROGT:*** 0
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2001 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2002 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .473 |
| ***CO:*** | 43 | ***ROGT:*** | 0 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2002 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2003 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .473 |
| ***CO:*** | 43 | ***ROGT:*** | .32 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2003 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2004 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |

| | | | |
|---|---|---|---|
| **Facility SIC Code:** | 3674 | **TOGT:** | .473 |
| **CO:** | 43 | **ROGT:** | .3304378 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2004 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **COID:** | SCL |
| **Facility SIC Code:** | 3674 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2005 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **CERR Code:** | |
| **Facility SIC Code:** | 3674 | **TOGT:** | .473 |
| **CO:** | 43 | **ROGT:** | .3304378 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2005 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **COID:** | SCL |
| **Facility SIC Code:** | 3674 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2006 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **CERR Code:** | |
| **Facility SIC Code:** | 3674 | **TOGT:** | .636 |
| **CO:** | 43 | **ROGT:** | 0 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2006 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 10242 | **COID:** | SCL |
| **Facility SIC Code:** | 3674 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |

***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***

***2007 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .636 |
| ***CO:*** | 43 | ***ROGT:*** | .4443096 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2007 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2008 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .636 |
| ***CO:*** | 43 | ***ROGT:*** | .4443096 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2008 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2009 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .636 |
| ***CO:*** | 43 | ***ROGT:*** | 0 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2009 Toxic Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2010 Toxic Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2011 Criteria Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**
**TOGT:** .616
**ROGT:** 0
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***2011 Toxic Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2012 Criteria Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**
**TOGT:** .616
**ROGT:** 0
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***2012 Toxic Data***

**Facility ID:** 10242
**Facility SIC Code:** 3674
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***

***2013 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .616 |
| ***CO:*** | 43 | ***ROGT:*** | 0 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2013 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2014 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .294499529 |
| ***CO:*** | 43 | ***ROGT:*** | |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2014 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2015 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .294499546 |
| ***CO:*** | 43 | ***ROGT:*** | .294499546 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***2015 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 3674 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2016 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***CERR CODE:*** | |
| ***Facility SIC Code:*** | 3674 | ***TOGT:*** | .294499529 |
| ***CO:*** | 43 | ***ROGT:*** | 0 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2016 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 10242 | ***TS:*** | |
| ***Facility SIC Code:*** | 3674 | ***HRA:*** | |
| ***CERR CODE:*** | | ***CH Index:*** | |
| ***COID:*** | SCL | ***AH Index:*** | |
| ***CO:*** | 43 | ***Air Basin:*** | SF |
| ***DISN:*** | BAY AREA AQMD | ***District:*** | BA |
| ***CHAPIS:*** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 8 | *1 of 2* | *NW* | *0.12 / 627.57* | *185.67 / 2* | ***Chipotle Mexican Grill #2137***<br>***6955 CAMINO ARROYO STE 70***<br>***GILROY CA 95020*** | ***CERS HAZ*** |

| | |
|---|---|
| ***Site ID:*** | 18788 |
| ***Latitude:*** | 37.002340 |
| ***Longitude:*** | -121.552800 |

***Regulated Programs***

| | | | |
|---|---|---|---|
| ***EI ID:*** | 10507234 | ***EI Description:*** | Chemical Storage Facilities |

***Affiliations***

| | |
|---|---|
| ***Affil Type Desc:*** | Environmental Contact |
| ***Entity Name:*** | Kim Oganesyan |
| ***Entity Title:*** | |
| ***Address:*** | 1401 Wynkoop St., Suite 500 |
| ***City:*** | Denver |
| ***State:*** | CO |
| ***Country:*** | |
| ***Zip Code:*** | 80202 |
| ***Phone:*** | (303) 222-2524 |

| | |
|---|---|
| ***Affil Type Desc:*** | CUPA District |
| ***Entity Name:*** | Gilroy City Fire Department |
| ***Entity Title:*** | |
| ***Address:*** | 7351 Rosanna Street |
| ***City:*** | Gilroy |
| ***State:*** | CA |

***Country:***
***Zip Code:*** 95020-6141
***Phone:*** (408) 846-0400

***Affil Type Desc:*** Secondary Emergency Contact
***Entity Name:*** MIke Nuesca
***Entity Title:*** Facilities Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (310) 873-8071

***Affil Type Desc:*** Document Preparer
***Entity Name:*** Sam Smith
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Identification Signer
***Entity Name:*** Sam Smith
***Entity Title:*** Facilities Coordinator
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Parent Corporation
***Entity Name:*** Chipotle Mexican Grill
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Primary Emergency Contact
***Entity Name:*** Whitney Rodriguez
***Entity Title:*** General Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 988-0618

***Affil Type Desc:*** Facility Mailing Address
***Entity Name:*** Mailing Address
***Entity Title:***
***Address:*** 1401 Wynkoop St., Suite 500
***City:*** Denver
***State:*** CO
***Country:***
***Zip Code:*** 80202
***Phone:***

***Affil Type Desc:*** Operator
***Entity Name:*** Chipotle Mexican Grill #2137
***Entity Title:***
***Address:***
***City:***

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 848-4079

***Affil Type Desc:*** Legal Owner
***Entity Name:*** Chipotle Mexican Grill, Inc.
***Entity Title:***
***Address:*** 1401 Wynkoop St., Suite 500
***City:*** Denver
***State:*** CO
***Country:*** United States
***Zip Code:*** 80202
***Phone:*** (303) 595-4000

***Evaluations***

***Eval Date:*** 6/22/2017
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

CO2 for soda dispensing

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 8 | 2 of 2 | NW | 0.12 / 627.57 | 185.67 / 2 | Chipotle Mexican Grill #2137<br>6955 Camino Arroyo Ste 70<br>Gilroy CA 95020 | GILROY CUPA |

***CERS ID:*** 10507234
***Facility ID:*** 12932
***HM on Site:*** Yes
***CALARP Reg Subst:*** No
***Own/Op UST:*** No
***Own/Op PST:*** No
***HW Generator:*** No
***Recycle:*** No
***On Site HW Trtmnt:*** No
***Consolid Rpt Req:***
***Tank Close Rpt Req:***

***RCRA Lrg Qnty Gen:*** No
***Fac Info Rpt Req:*** Applicable
***Inv Rpt Req:*** Applicable
***UST Rpt Req:*** Not Applicable
***RMR Rpt Req:*** Not Applicable
***APSA Rpt Req:*** Not Applicable
***CALARP Rpt Req:*** Not Applicable
***Hw Treat Rpt Req:*** Not Applicable
***CALARP Reg Code:***
***ER training Rpt Req:***

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 9 | 1 of 1 | NW | 0.15 / 776.23 | 184.21 / 1 | Leslie's Swimming Pool Supplies #505<br>6915 Camino Arroyo, Suite 10<br>Gilroy CA 95020 | GILROY CUPA |

***CERS ID:*** 10156991
***Facility ID:*** 5647
***HM on Site:*** Yes
***CALARP Reg Subst:*** No
***Own/Op UST:*** No
***Own/Op PST:*** No
***HW Generator:*** No
***Recycle:*** No
***On Site HW Trtmnt:*** No
***Consolid Rpt Req:***
***Tank Close Rpt Req:***

***RCRA Lrg Qnty Gen:*** No
***Fac Info Rpt Req:*** Applicable
***Inv Rpt Req:*** Applicable
***UST Rpt Req:*** Not Applicable
***RMR Rpt Req:*** Not Applicable
***APSA Rpt Req:*** Not Applicable
***CALARP Rpt Req:*** Not Applicable
***Hw Treat Rpt Req:*** Not Applicable
***CALARP Reg Code:***
***ER training Rpt Req:***

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 10 | 1 of 2 | ESE | 0.15 / 780.44 | 178.01 / -5 | CINTAS CORPORATION<br>904 HOLLOWAY RD<br>GILROY CA 95020 | SANTACLARA CUPA |

**Facility ID:** FA0201427

**--Details--**
**Program Element:** 2201
**Description:** GENERATES WASTE OIL ONLY
**Record ID:** PR0315264

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 10 | 2 of 2 | ESE | 0.15 / 780.44 | 178.01 / -5 | Cintas Corporation #630<br>904 Holloway Rd<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10073893
**Facility ID:** 2071
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 11 | 1 of 2 | E | 0.16 / 824.48 | 179.31 / -4 | Creative Labels, Inc.<br>6670 Silacci Way<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10073911
**Facility ID:** 2286
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 11 | 2 of 2 | E | 0.16 / 824.48 | 179.31 / -4 | CREATIVE LABELS INC<br>6670 SILACCI WAY<br>GILROY CA 95020 | EMISSIONS |

***1997 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**

**CERR Code:**
**TOGT:** 1.2
**ROGT:** 1.2
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***1997 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***1998 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**
**TOGT:** .3
**ROGT:** .3
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***1998 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***1999 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**
**TOGT:** .254
**ROGT:** .254
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***1999 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2000 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**CERR Code:**
**TOGT:** .254
**ROGT:** .25
**COT:**

| | | | |
|---|---|---|---|
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2000 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **COID:** | SCL |
| **Facility SIC Code:** | 2759 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2002 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **CERR Code:** | |
| **Facility SIC Code:** | 2759 | **TOGT:** | .659 |
| **CO:** | 43 | **ROGT:** | .659 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2002 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **COID:** | SCL |
| **Facility SIC Code:** | 2759 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2003 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **CERR Code:** | |
| **Facility SIC Code:** | 2759 | **TOGT:** | .659 |
| **CO:** | 43 | **ROGT:** | .66 |
| **Air Basin:** | SF | **COT:** | |
| **District:** | BA | **NOXT:** | |
| **COID:** | SCL | **SOXT:** | |
| **DISN:** | BAY AREA AQMD | **PMT:** | |
| **CHAPIS:** | | **PM10T:** | |

***2003 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 11246 | **COID:** | SCL |
| **Facility SIC Code:** | 2759 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2004 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | .659 |
| ***CO:*** | 43 | ***ROGT:*** | .659 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2004 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2005 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | .846 |
| ***CO:*** | 43 | ***ROGT:*** | .846 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2005 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2006 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | .846 |
| ***CO:*** | 43 | ***ROGT:*** | .846 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2006 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |

***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***CERR Code:***

***2007 Criteria Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** .846
***ROGT:*** .846
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2007 Toxic Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***

***2008 Criteria Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** .846
***ROGT:*** .846
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2008 Toxic Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***

***2009 Criteria Data***

***Facility ID:*** 11246
***Facility SIC Code:*** 2759
***CO:*** 43
***Air Basin:*** SF
***District:*** BA
***COID:*** SCL
***DISN:*** BAY AREA AQMD
***CHAPIS:***
***CERR Code:***
***TOGT:*** 1.16
***ROGT:*** 1.16
***COT:***
***NOXT:***
***SOXT:***
***PMT:***
***PM10T:***

***2009 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2010 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2011 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 1.201 |
| ***CO:*** | 43 | ***ROGT:*** | 1.201 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2011 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2012 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 1.201 |
| ***CO:*** | 43 | ***ROGT:*** | 1.201 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2012 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |

| | | | |
|---|---|---|---|
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2013 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 1.13 |
| ***CO:*** | 43 | ***ROGT:*** | 1.13 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2013 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2014 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 1.351271411 |
| ***CO:*** | 43 | ***ROGT:*** | |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | |
| ***CHAPIS:*** | | ***PM10T:*** | |

***2014 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 2759 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2015 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 11246 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 2759 | ***TOGT:*** | 10.3870504 |
| ***CO:*** | 43 | ***ROGT:*** | 10.3870504 |
| ***Air Basin:*** | SF | ***COT:*** | |
| ***District:*** | BA | ***NOXT:*** | |
| ***COID:*** | SCL | ***SOXT:*** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**DISN:** BAY AREA AQMD
**CHAPIS:**
**PMT:**
**PM10T:**

***2015 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**TS:**
**Health Risk Asmt:**
**Non-Cancer Chronic Haz Ind:**
**Non-Cancer Acute Haz Ind:**
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR Code:**

***2016 Criteria Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CO:** 43
**Air Basin:** SF
**District:** BA
**COID:** SCL
**DISN:** BAY AREA AQMD
**CHAPIS:**
**CERR CODE:**
**TOGT:** 10.704002452
**ROGT:** 10.704002452
**COT:**
**NOXT:**
**SOXT:**
**PMT:**
**PM10T:**

***2016 Toxic Data***

**Facility ID:** 11246
**Facility SIC Code:** 2759
**CERR CODE:**
**COID:** SCL
**CO:** 43
**DISN:** BAY AREA AQMD
**CHAPIS:**
**TS:**
**HRA:**
**CH Index:**
**AH Index:**
**Air Basin:** SF
**District:** BA

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| | | | | | | |
|---|---|---|---|---|---|---|
| 12 | 1 of 2 | NW | 0.16 / 845.24 | 186.78 / 4 | Roadhouse Jacks<br>6945 Camino Arroyo<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10630354
**Facility ID:** 12961
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** No
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**
**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Not Applicable
**Inv Rpt Req:** Not Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

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| | | | | | | |
|---|---|---|---|---|---|---|
| 12 | 2 of 2 | NW | 0.16 / 845.24 | 186.78 / 4 | Roadhouse Jacks<br>6945 Camino Arroyo<br>Gilroy CA 95020 | DELISTED COUNTY |

**Original Source Facility ID:** 10630354
**Original Source Name:** Gilroy City CUPA Facilities List
**Record Date:** 17-JUL-2015

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 13 | 1 of 1 | NW | 0.19 / 989.17 | 187.24 / 4 | Shell<br>850 Pacheco Pass Hwy<br>Gilroy CA 95020 | LUST |

**Global ID:** T0608502195
**Case Type:** LUST Cleanup Site
**Status:** Completed - Case Closed
**Status Date:** 2001-01-09 00:00:00
**RB Case No:** 596
**LOC Case No:**
**Lead Agency:** SANTA CLARA COUNTY LOP
**Case Worker:** UST
**Local Agency:** SANTA CLARA COUNTY LOP
**Potential Media Of Concern:** Gasoline
**Potential Media Affected:** Other Groundwater (uses other than drinking water)
**How Discovered Description:**
**Stop Description:**
**Cal Water Watershed Name:** Pajaro River - South Santa Clara Valley (305.30)
**DWR Groundwater Subbasin Name:** Gilroy-Hollister Valley - Llagas Area (3-003.01)
**Site History:**

**CUF Case:** YES
**Begin Date:** 1986-12-09 00:00:00
**How Discovered:**
**Stop Method:**
**County:** Santa Clara
**Latitude:** 37.0034637
**Longitude:** -121.551918
**File Location:** All Files are on GeoTracker or in the Local Agency Database

***Status History***

| | | | |
|---|---|---|---|
| **Status:** | Open - Remediation | **Status Date:** | 1986-12-09 00:00:00 |
| **Status:** | Completed - Case Closed | **Status Date:** | 2001-01-09 00:00:00 |
| **Status:** | Open - Case Begin Date | **Status Date:** | 1986-12-09 00:00:00 |
| **Status:** | Open - Site Assessment | **Status Date:** | 1986-12-09 00:00:00 |

***Activities***

**Action Type:** RESPONSE
**Action:** Remedial Progress Report
**Date:** 1996-10-15 00:00:00

**Action Type:** REMEDIATION
**Action:** Other (Use Description Field)
**Date:** 1986-12-09 00:00:00

**Action Type:** ENFORCEMENT
**Action:** Staff Letter - #17888
**Date:** 1998-02-02 00:00:00

**Action Type:** RESPONSE
**Action:** Monitoring Report - Quarterly
**Date:** 1996-07-15 00:00:00

**Action Type:** RESPONSE
**Action:** Remedial Progress Report
**Date:** 1996-04-15 00:00:00

**Action Type:** ENFORCEMENT
**Action:** Staff Letter - #17874
**Date:** 1995-11-04 00:00:00

**Action Type:** RESPONSE
**Action:** Monitoring Report - Quarterly
**Date:** 1997-04-15 00:00:00

**Action Type:** RESPONSE
**Action:** Monitoring Report - Quarterly
**Date:** 1997-01-15 00:00:00

***Action Type:*** ENFORCEMENT
***Action:*** Staff Letter - #17876
***Date:*** 1996-02-09 00:00:00

***Action Type:*** REMEDIATION
***Action:*** Pump & Treat (P&T) Groundwater
***Date:*** 1986-12-09 00:00:00

***Action Type:*** RESPONSE
***Action:*** Monitoring Report - Quarterly
***Date:*** 1998-04-15 00:00:00

***Action Type:*** Other
***Action:*** Leak Reported
***Date:*** 1987-03-09 00:00:00

***Action Type:*** ENFORCEMENT
***Action:*** Notice of Responsibility - #39243
***Date:*** 1988-01-11 00:00:00

***Action Type:*** RESPONSE
***Action:*** Monitoring Report - Quarterly
***Date:*** 1996-01-15 00:00:00

***Contacts***

***Contact Type:*** Local Agency Caseworker
***Contact Name:*** UST CASE WORKER
***Organization Name:*** SANTA CLARA COUNTY LOP
***Address:*** 1555 Berger Drive, Suite 300
***City:*** SAN JOSE
***Email:***
***Phone No:*** 4089183400

***Contact Type:*** Regional Board Caseworker
***Contact Name:*** RB3 STAFF
***Organization Name:*** CENTRAL COAST RWQCB (REGION 3)
***Address:*** 895 AEROVISTA PL, SUITE 101
***City:*** SAN LUIS OBISPO
***Email:*** centralcoast@waterboards.ca.gov
***Phone No:*** 8055493147

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**14** | ***1 of 1*** | ***NW*** | ***0.19 / 1,007.77*** | ***188.01 / 5*** | ***Shell***
***850 Pacheco Pass Hwy***
***Gilroy CA 95020*** | ***LUST***

***Global ID:*** T0608591842
***Case Type:*** LUST Cleanup Site
***Status:*** Completed - Case Closed
***Status Date:*** 2001-01-09 00:00:00
***RB Case No:***
***LOC Case No:***
***Lead Agency:*** SANTA CLARA COUNTY LOP
***Case Worker:***
***Local Agency:***
***CUF Case:*** NO
***Begin Date:*** 1986-12-09 00:00:00
***How Discovered:***
***Stop Method:***
***County:*** Santa Clara
***Latitude:*** 37.003789
***Longitude:*** -121.551572
***File Location:***
***Potential Media Of Concern:*** Gasoline
***Potential Media Affected:***
***How Discovered Description:***
***Stop Description:***
***Cal Water Watershed Name:*** Pajaro River - South Santa Clara Valley (305.30)
***DWR Groundwater Subbasin Name:*** Gilroy-Hollister Valley - Llagas Area (3-003.01)
***Site History:***

***Status History***

***Status:*** Completed - Case Closed
***Status Date:*** 2001-01-09 00:00:00

***Status:*** Open - Remediation
***Status Date:*** 1986-12-09 00:00:00

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Status:** Open - Site Assessment **Status Date:** 1986-12-09 00:00:00

**Status:** Open - Case Begin Date **Status Date:** 1986-12-09 00:00:00

***Activities***

**Action Type:** RESPONSE
**Action:** Monitoring Report - Quarterly
**Date:** 2004-04-20 00:00:00

**Action Type:** Other
**Action:** Leak Reported
**Date:** 1965-01-02 00:00:00

**Action Type:** RESPONSE
**Action:** Correspondence
**Date:** 2004-04-29 00:00:00

**Action Type:** REMEDIATION
**Action:** Pump & Treat (P&T) Groundwater
**Date:** 1986-12-09 00:00:00

**Action Type:** REMEDIATION
**Action:** Other (Use Description Field)
**Date:** 1986-12-09 00:00:00

**Action Type:** RESPONSE
**Action:** Well Destruction Report
**Date:** 2004-10-20 00:00:00

**Action Type:** ENFORCEMENT
**Action:** Closure/No Further Action Letter
**Date:** 2001-01-09 00:00:00

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 15 | 1 of 1 | NNW | 0.19 / 1,023.27 | 185.88 / 3 | Gilroy Shell<br>850 Pacheco Pass Hwy<br>Gilroy CA 95020 | UST |

**Facility ID:** 895 **Latitude:** 37.00407
**Permitting Agency:** Gilroy City Fire Department **Longitude:** -121.551142
**County:** Santa Clara

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 1 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | Gilroy Shell<br>850 PACHECO PASS HWY<br>GILROY CA 95020 | CERS TANK |

**Site ID:** 33257
**Latitude:** 37.004070
**Longitude:** -121.551140

***Regulated Programs***

**EI ID:** 10074328
**EI Description:** Underground Storage Tank

**EI ID:** 10074328
**EI Description:** Hazardous Waste Generator

**EI ID:** 10074328
**EI Description:** Chemical Storage Facilities

***Affiliations***

| | |
|---|---|
| ***Affil Type Desc:*** | Facility Mailing Address |
| ***Entity Name:*** | Mailing Address |
| ***Entity Title:*** | |
| ***Address:*** | 850 Pacheco Pass Hwy |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 95020 |
| ***Phone:*** | |

| | |
|---|---|
| ***Affil Type Desc:*** | Legal Owner |
| ***Entity Name:*** | Trac N Vu |
| ***Entity Title:*** | |
| ***Address:*** | 850 Pacheco Pass Hwy |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | United States |
| ***Zip Code:*** | 95020 |
| ***Phone:*** | (408) 842-9583 |

| | |
|---|---|
| ***Affil Type Desc:*** | Secondary Emergency Contact |
| ***Entity Name:*** | Trac N Vu |
| ***Entity Title:*** | Owner |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | (408) 506-0739 |

| | |
|---|---|
| ***Affil Type Desc:*** | UST Property Owner Name |
| ***Entity Name:*** | Trac N Vu |
| ***Entity Title:*** | |
| ***Address:*** | 850 Pacheco Pass Road |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | United States |
| ***Zip Code:*** | 95020 |
| ***Phone:*** | (408) 842-9583 |

| | |
|---|---|
| ***Affil Type Desc:*** | CUPA District |
| ***Entity Name:*** | Gilroy City Fire Department |
| ***Entity Title:*** | |
| ***Address:*** | 7351 Rosanna Street |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | |
| ***Zip Code:*** | 95020-6141 |
| ***Phone:*** | (408) 846-0400 |

| | |
|---|---|
| ***Affil Type Desc:*** | UST Tank Owner |
| ***Entity Name:*** | Trac N Vu |
| ***Entity Title:*** | |
| ***Address:*** | 850 Pacheco Pass Road |
| ***City:*** | Gilroy |
| ***State:*** | CA |
| ***Country:*** | United States |
| ***Zip Code:*** | 95020 |
| ***Phone:*** | (408) 842-9583 |

| | |
|---|---|
| ***Affil Type Desc:*** | Document Preparer |
| ***Entity Name:*** | Stantec Consulting Services Inc. |
| ***Entity Title:*** | |
| ***Address:*** | |
| ***City:*** | |
| ***State:*** | |
| ***Country:*** | |
| ***Zip Code:*** | |
| ***Phone:*** | |

***Affil Type Desc:*** Environmental Contact
***Entity Name:*** Trac N Vu
***Entity Title:***
***Address:*** 850 Pacheco Pass Hwy
***City:*** Gilroy
***State:*** CA
***Country:***
***Zip Code:*** 95020
***Phone:*** (408) 842-9583

***Affil Type Desc:*** Identification Signer
***Entity Name:*** Trac N Vu
***Entity Title:*** Owner
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** Property Owner
***Entity Name:*** Trac N Vu
***Entity Title:***
***Address:*** 850 Pacheco Pass Hwy
***City:*** Gilroy
***State:*** CA
***Country:*** United States
***Zip Code:*** 95020
***Phone:*** (408) 842-9583

***Affil Type Desc:*** UST Tank Operator
***Entity Name:*** Trac N Vu
***Entity Title:***
***Address:*** 850 Pacheco Pass Road
***City:*** Gilroy
***State:*** CA
***Country:*** United States
***Zip Code:*** 95020
***Phone:*** (408) 842-9583

***Affil Type Desc:*** Parent Corporation
***Entity Name:*** Gilroy Shell
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:***

***Affil Type Desc:*** UST Permit Applicant
***Entity Name:*** Trac N Vu
***Entity Title:*** Owner
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 842-9583

***Affil Type Desc:*** Operator
***Entity Name:*** Trac N Vu
***Entity Title:***
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***

***Phone:*** (408) 847-9583

***Affil Type Desc:*** Primary Emergency Contact
***Entity Name:*** Teresa Vu
***Entity Title:*** Manager
***Address:***
***City:***
***State:***
***Country:***
***Zip Code:***
***Phone:*** (408) 483-7272

***Coordinates***

***Env Int Type Code:*** HMBP
***Program ID:*** 10074328
***Latitude:*** 37.003780
***Longitude:*** -121.551521
***Coord Name:***
***Ref Point Type Desc:*** Unknown

***Evaluations***

***Eval Date:*** 1/18/2018
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 5/11/2017
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

SB 989 test

***Eval Date:*** 1/18/2018
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

Monitoring Systems Equipment Certification conducted. All passed inspection.

***Eval Date:*** 2/10/2015
***Violations Found:*** Yes
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

Need to increase letter sizing for sign above emergency shut-off.

***Eval Date:*** 5/11/2017

***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 6/14/2016
***Violations Found:*** No
***Eval General Type:*** Other/Unknown
***Eval Type:*** Other, not routine, done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

Inspection conducted after UST service company contacted CUPA that brine had leaked from the annular space into the primary UST. UST service company had taken failed UST out of service (i.e. disconnected electrical, capped product line, closed ball valve, locked out/tagged out). Clean fuel was being transferred to neighboring UST. Brine-contaminated fuel scheduled for pick-up by hazardous waste hauler. Owner/operator informed inspector that his architect and engineer had recently completed plans to be submitted for the removal of the existing UST system and for a new VPH UST system to be installed.

***Eval Date:*** 1/20/2016
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 2/10/2015
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

***Eval Date:*** 6/5/2014
***Violations Found:*** No
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** HMRRP
***Eval Source:*** CERS
***Eval Notes:***

All hazardous materials inside the USTs.

***Eval Date:*** 6/5/2014
***Violations Found:*** Yes
***Eval General Type:*** Compliance Evaluation Inspection
***Eval Type:*** Routine done by local agency
***Eval Division:*** Gilroy City Fire Department
***Eval Program:*** UST
***Eval Source:*** CERS
***Eval Notes:***

Secondary containment testing could not be completed due to deteriorated boots/fittings. Repair permit has been scheduled.

***Eval Date:*** 1/20/2016

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Violations Found:** No
**Eval General Type:** Compliance Evaluation Inspection
**Eval Type:** Routine done by local agency
**Eval Division:** Gilroy City Fire Department
**Eval Program:** HMRRP
**Eval Source:** CERS
**Eval Notes:**

***Violations***

**Violation Date:** 6/5/2014
**Violation Program:**
**Violation Division:** Gilroy City Fire Department
**Violation Source:**
**Citation:** 23 CCR 16 2637 - California Code of Regulations, Title 23, Chapter 16, Section(s) 2637
**Violation Notes:**

Returned to compliance on 08/13/2014. Secondary containment testing could not be completed due to deteriorated boots and fittings. Repair and testing completed 8/13/2014.

**Violation Description:**

Failure to comply with one or more of the following: conduct secondary containment testing, within six months of installation and every 36 months thereafter, conducted in accordance with proper practices, protocols, or test methods.

***Violations***

**Violation Date:** 2/10/2015
**Violation Program:**
**Violation Division:** Gilroy City Fire Department
**Violation Source:**
**Citation:** HSC 6.95 Multiple Sections - California Health and Safety Code, Chapter 6.95, Section(s) Multiple Sections
**Violation Notes:**

Current sign has very small lettering for emergency shut off. Increase letter sizing to 4" size with contrasting background to be approved by inspector.

**Violation Description:**

Business Plan Program - Operations/Maintenance - General

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 2 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | Gilroy Shell<br>850 Pacheco Pass Hwy<br>Gilroy CA 95020 | GILROY CUPA |

**CERS ID:** 10074328
**Facility ID:** 895
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** Yes
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**
**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Applicable
**UST Rpt Req:** Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 3 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | VIEIRA SERVICES CO INC<br>850 PACHECO PASS ROAD<br>GILROY CA 95020 | HHSS |

**County:** Santa Clara
**Pdf File Url:** http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000208e0.pdf

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 4 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | VIEIRA SERVICE CO., INC<br>850 PACHECO PASS ROAD<br>GILROY CA | HIST TANK |

**Owner Name:** SHELL OIL COMPANY
**Owner Street:** P.O. BOX 4848
**Owner City:** ANAHEIM
**Owner State:** CA
**Owner Zip:** 92803
**No of Containers:** 3
**County:** SANTA CLARA
**Facility State:** CA
**Facility Zip:** 95020

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 5 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | Shell<br>850 Pacheco Pass Hwy Gilroy<br>CA | SANTACLARA LO |

**SCVWD ID:** 11S4E05K01f
**Closure Date:** 1/9/2001
**Link:** http://lustop.sccgov.org/files/11S4E05K01f/

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 16 | 6 of 6 | NNW | 0.20 / 1,046.69 | 186.13 / 3 | SERVICE STATION - SAP 135332<br>850 PACHECO PASS ROAD<br>GILROY CA 95020 | RCRA LQG |

**EPA Handler ID:** CAD981402514
**Gen Status Universe:** Large Quantity Generator
**Contact Name:** DON F WISDOM
**Contact Address:** P O BOX 3127, , HOUSTON, TX, 77253, US
**Contact Phone No and Ext:** 713-241-7011 7011
**Contact Email:** DON.F.WISDOM@SHELL.COM
**Contact Country:** US
**County Name:** SANTA CLARA
**EPA Region:** 09
**Land Type:**
**Receive Date:** 20100603

***Violation/Evaluation Summary***

**Note:** NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID).

***Handler Summary***

**Importer Activity:** No
**Mixed Waste Generator:** No
**Transporter Activity:** No
**Transfer Facility:** No
**Onsite Burner Exemption:** No
**Furnace Exemption:** No
**Underground Injection Activity:** No
**Commercial TSD:** No
**Used Oil Transporter:** No
**Used Oil Transfer Facility:** No
**Used Oil Processor:** No
**Used Oil Refiner:** No
**Used Oil Burner:** No
**Used Oil Market Burner:** No
**Used Oil Spec Marketer:** No

***Hazardous Waste Handler Details***

**Sequence No:** 1
**Receive Date:** 20100603
**Handler Name:** SERVICE STATION - SAP 135332

**Generator Status Universe:** Large Quantity Generator
**Source Type:** B

**Sequence No:** 1
**Receive Date:** 19980408
**Handler Name:** SHELL OIL CO
**Generator Status Universe:** Large Quantity Generator
**Source Type:** N

**Sequence No:** 1
**Receive Date:** 19960901
**Handler Name:** SHELL OIL CO
**Generator Status Universe:** Large Quantity Generator
**Source Type:** I

***Waste Code Details***

**Hazardous Waste Code:** D018
**Waste Code Description:** BENZENE

**Hazardous Waste Code:** D001
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Code:** D001
**Waste Code Description:** IGNITABLE WASTE

**Hazardous Waste Code:** D018
**Waste Code Description:** BENZENE

***Owner/Operator Details***

**Owner/Operator Ind:** Current Owner
**Type:** Private
**Name:** EQUILON ENTERPRISES LLC
**Date Became Current:**
**Date Ended Current:**
**Phone:** 713-241-2258
**Source Type:** N
**Street No:**
**Street 1:** P O BOX 4453
**Street 2:**
**City:** HOUSTON
**State:** TX
**Country:**
**Zip Code:** 77210-4453

**Owner/Operator Ind:** Current Owner
**Type:** Private
**Name:** EQUILON ENT LLC/ DBA SHELL OIL PROD US
**Date Became Current:** 19920801
**Date Ended Current:**
**Phone:**
**Source Type:** B
**Street No:**
**Street 1:** P O BOX 3127
**Street 2:**
**City:** HOUSTON
**State:** TX
**Country:** US
**Zip Code:** 77253

**Owner/Operator Ind:** Current Operator
**Type:** Private
**Name:** NOT REQUIRED
**Date Became Current:**
**Date Ended Current:**
**Phone:** 415-555-1212
**Source Type:** I
**Street No:**
**Street 1:** NOT REQUIRED
**Street 2:**
**City:** NOT REQUIRED
**State:** ME
**Country:**
**Zip Code:** 99999

**Owner/Operator Ind:** Current Operator
**Type:** Private
**Name:** EQUILON ENT LLC/ DBA SHELL OIL PROD US
**Date Became Current:** 19980801
**Date Ended Current:**
**Phone:**
**Source Type:** B
**Street No:**
**Street 1:**
**Street 2:**
**City:**
**State:**
**Country:**
**Zip Code:**

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 17 | 1 of 6 | NW | 0.21 / 1,131.13 | 186.98 / 4 | TARGET T1851<br>6705 Camino Arroyo<br>Gilroy CA 95020 | GILROY CUPA |

| | | | |
|---|---|---|---|
| **CERS ID:** | 10173229 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | 5190 | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | Yes | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 17 | 2 of 6 | NW | 0.21 / 1,131.13 | 186.98 / 4 | CVS Pharmacy #16971<br>6705 Camino Arroyo Ste B<br>Gilroy CA 95020 | GILROY CUPA |

| | | | |
|---|---|---|---|
| **CERS ID:** | 10668205 | **RCRA Lrg Qnty Gen:** | No |
| **Facility ID:** | | **Fac Info Rpt Req:** | Applicable |
| **HM on Site:** | Yes | **Inv Rpt Req:** | Applicable |
| **CALARP Reg Subst:** | No | **UST Rpt Req:** | Not Applicable |
| **Own/Op UST:** | No | **RMR Rpt Req:** | Not Applicable |
| **Own/Op PST:** | No | **APSA Rpt Req:** | Not Applicable |
| **HW Generator:** | Yes | **CALARP Rpt Req:** | Not Applicable |
| **Recycle:** | No | **Hw Treat Rpt Req:** | Not Applicable |
| **On Site HW Trtmnt:** | No | **CALARP Reg Code:** | |
| **Consolid Rpt Req:** | | **ER training Rpt Req:** | |
| **Tank Close Rpt Req:** | | | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 17 | 3 of 6 | NW | 0.21 / 1,131.13 | 186.98 / 4 | TARGET CORPORATION - TARGET GI<br>6705 CAMINO ARROYO<br>GILROY CA 95020 | EMISSIONS |

***2003 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR Code:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .002 |
| **CO:** | 43 | **ROGT:** | 0 |
| **Air Basin:** | SF | **COT:** | .001 |
| **District:** | BA | **NOXT:** | .006 |
| **COID:** | SCL | **SOXT:** | 0 |
| **DISN:** | BAY AREA AQMD | **PMT:** | 0 |
| **CHAPIS:** | | **PM10T:** | 0 |

***2003 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2004 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR Code:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .002 |
| **CO:** | 43 | **ROGT:** | .0001828 |
| **Air Basin:** | SF | **COT:** | .001 |
| **District:** | BA | **NOXT:** | .006 |
| **COID:** | SCL | **SOXT:** | 0 |
| **DISN:** | BAY AREA AQMD | **PMT:** | 0 |
| **CHAPIS:** | | **PM10T:** | 0 |

***2004 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2005 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR Code:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .004 |
| **CO:** | 43 | **ROGT:** | .0003656 |
| **Air Basin:** | SF | **COT:** | .001 |
| **District:** | BA | **NOXT:** | .01 |
| **COID:** | SCL | **SOXT:** | 0 |
| **DISN:** | BAY AREA AQMD | **PMT:** | 0 |
| **CHAPIS:** | | **PM10T:** | 0 |

***2005 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2006 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR Code:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .004 |
| **CO:** | 43 | **ROGT:** | .0003656 |
| **Air Basin:** | SF | **COT:** | .001 |
| **District:** | BA | **NOXT:** | .01 |
| **COID:** | SCL | **SOXT:** | 0 |
| **DISN:** | BAY AREA AQMD | **PMT:** | 0 |
| **CHAPIS:** | | **PM10T:** | 0 |

***2006 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |

***TS:***
***Health Risk Asmt:***
***Non-Cancer Chronic Haz Ind:***
***Non-Cancer Acute Haz Ind:***

***2007 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .009 |
| ***CO:*** | 43 | ***ROGT:*** | .0008226 |
| ***Air Basin:*** | SF | ***COT:*** | .003 |
| ***District:*** | BA | ***NOXT:*** | .023 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2007 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2008 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .009 |
| ***CO:*** | 43 | ***ROGT:*** | .0008226 |
| ***Air Basin:*** | SF | ***COT:*** | .003 |
| ***District:*** | BA | ***NOXT:*** | .023 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2008 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2009 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003 |
| ***CO:*** | 43 | ***ROGT:*** | .0002742 |
| ***Air Basin:*** | SF | ***COT:*** | 0 |
| ***District:*** | BA | ***NOXT:*** | .003 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***2009 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2010 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

---

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 17 | *4 of 6* | *NW* | *0.21 / 1,131.13* | *186.98 / 4* | ***TARGET STORE T1851***<br>***6705 CAMINO ARROYO***<br>***GILROY CA 95020*** | ***EMISSIONS*** |

***2011 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003 |
| ***CO:*** | 43 | ***ROGT:*** | .0002742 |
| ***Air Basin:*** | SF | ***COT:*** | 0 |
| ***District:*** | BA | ***NOXT:*** | .004 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2011 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2012 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003 |
| ***CO:*** | 43 | ***ROGT:*** | .0002742 |
| ***Air Basin:*** | SF | ***COT:*** | 0 |
| ***District:*** | BA | ***NOXT:*** | .004 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2012 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2013 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003 |
| ***CO:*** | 43 | ***ROGT:*** | .0002742 |
| ***Air Basin:*** | SF | ***COT:*** | 0 |
| ***District:*** | BA | ***NOXT:*** | .004 |
| ***COID:*** | SCL | ***SOXT:*** | 0 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | 0 |
| ***CHAPIS:*** | | ***PM10T:*** | 0 |

***2013 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2014 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .003159373 |
| ***CO:*** | 43 | ***ROGT:*** | |
| ***Air Basin:*** | SF | ***COT:*** | .000491429 |
| ***District:*** | BA | ***NOXT:*** | .003885978 |
| ***COID:*** | SCL | ***SOXT:*** | .000000649 |
| ***DISN:*** | BAY AREA AQMD | ***PMT:*** | .000011429 |
| ***CHAPIS:*** | | ***PM10T:*** | .000011429 |

***2014 Toxic Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***COID:*** | SCL |
| ***Facility SIC Code:*** | 5311 | ***DISN:*** | BAY AREA AQMD |
| ***CO:*** | 43 | ***CHAPIS:*** | |
| ***Air Basin:*** | SF | ***CERR Code:*** | |
| ***District:*** | BA | | |
| ***TS:*** | | | |
| ***Health Risk Asmt:*** | | | |
| ***Non-Cancer Chronic Haz Ind:*** | | | |
| ***Non-Cancer Acute Haz Ind:*** | | | |

***2015 Criteria Data***

| | | | |
|---|---|---|---|
| ***Facility ID:*** | 15334 | ***CERR Code:*** | |
| ***Facility SIC Code:*** | 5311 | ***TOGT:*** | .002954014 |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

| | | | |
|---|---|---|---|
| **CO:** | 43 | **ROGT:** | .001495413 |
| **Air Basin:** | SF | **COT:** | .000459486 |
| **District:** | BA | **NOXT:** | .003633389 |
| **COID:** | SCL | **SOXT:** | .000000607 |
| **DISN:** | BAY AREA AQMD | **PMT:** | .000010686 |
| **CHAPIS:** | | **PM10T:** | .000010686 |

***2015 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **COID:** | SCL |
| **Facility SIC Code:** | 5311 | **DISN:** | BAY AREA AQMD |
| **CO:** | 43 | **CHAPIS:** | |
| **Air Basin:** | SF | **CERR Code:** | |
| **District:** | BA | | |
| **TS:** | | | |
| **Health Risk Asmt:** | | | |
| **Non-Cancer Chronic Haz Ind:** | | | |
| **Non-Cancer Acute Haz Ind:** | | | |

***2016 Criteria Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **CERR CODE:** | |
| **Facility SIC Code:** | 5311 | **TOGT:** | .002954014 |
| **CO:** | 43 | **ROGT:** | .0002750187034 |
| **Air Basin:** | SF | **COT:** | .000459486 |
| **District:** | BA | **NOXT:** | .003633389 |
| **COID:** | SCL | **SOXT:** | .000000607 |
| **DISN:** | BAY AREA AQMD | **PMT:** | .000010686 |
| **CHAPIS:** | | **PM10T:** | .000010686 |

***2016 Toxic Data***

| | | | |
|---|---|---|---|
| **Facility ID:** | 15334 | **TS:** | |
| **Facility SIC Code:** | 5311 | **HRA:** | |
| **CERR CODE:** | | **CH Index:** | |
| **COID:** | SCL | **AH Index:** | |
| **CO:** | 43 | **Air Basin:** | SF |
| **DISN:** | BAY AREA AQMD | **District:** | BA |
| **CHAPIS:** | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 17 | 5 of 6 | NW | 0.21 / 1,131.13 | 186.98 / 4 | **CVS PHARMACY #16971**<br>**6705 CAMINO ARROYO STE B**<br>**GILROY CA 95020** | **RCRA CESQG** |

| | |
|---|---|
| **EPA Handler ID:** | CAR000260075 |
| **Gen Status Universe:** | Conditionally Exempt Small Quantity Generator |
| **Contact Name:** | NICOLE WILKINSON |
| **Contact Address:** | ONE, CVS DR MAIL CODE 2340, , WOONSOCKET, RI, 02895, US |
| **Contact Phone No and Ext:** | 401-770-7132 |
| **Contact Email:** | NICOLE.WILKINSON@CVSHEALTH.COM |
| **Contact Country:** | US |
| **County Name:** | SANTA CLARA |
| **EPA Region:** | 09 |
| **Land Type:** | |
| **Receive Date:** | 20160329 |

***Violation/Evaluation Summary***

| | |
|---|---|
| **Note:** | NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID). |

***Handler Summary***

***Importer Activity:*** No
***Mixed Waste Generator:*** No
***Transporter Activity:*** No
***Transfer Facility:*** No
***Onsite Burner Exemption:*** No
***Furnace Exemption:*** No
***Underground Injection Activity:*** No
***Commercial TSD:*** No
***Used Oil Transporter:*** No
***Used Oil Transfer Facility:*** No
***Used Oil Processor:*** No
***Used Oil Refiner:*** No
***Used Oil Burner:*** No
***Used Oil Market Burner:*** No
***Used Oil Spec Marketer:*** No

***Hazardous Waste Handler Details***

***Sequence No:*** 1
***Receive Date:*** 20160329
***Handler Name:*** CVS PHARMACY #16971
***Generator Status Universe:*** CEG
***Source Type:*** N

***Waste Code Details***

***Hazardous Waste Code:*** 214
***Waste Code Description:*** Unspecified solvent mixture

***Hazardous Waste Code:*** D024
***Waste Code Description:*** M-CRESOL

***Hazardous Waste Code:*** U122
***Waste Code Description:*** FORMALDEHYDE

***Hazardous Waste Code:*** 352
***Waste Code Description:*** Other organic solids

***Hazardous Waste Code:*** D010
***Waste Code Description:*** SELENIUM

***Hazardous Waste Code:*** P001
***Waste Code Description:*** 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

***Hazardous Waste Code:*** U205
***Waste Code Description:*** SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

***Hazardous Waste Code:*** 141
***Waste Code Description:*** Off-specification, aged, or surplus inorganics

***Hazardous Waste Code:*** 331
***Waste Code Description:*** Off-specification, aged, or surplus organics

***Hazardous Waste Code:*** 123
***Waste Code Description:*** Unspecified alkaline solution

***Hazardous Waste Code:*** 134
***Waste Code Description:*** Aqueous solution with <10% total organic residues

***Hazardous Waste Code:*** U044
***Waste Code Description:*** CHLOROFORM (OR) METHANE, TRICHLORO-

***Hazardous Waste Code:*** U129
***Waste Code Description:*** CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR)

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

LINDANE

***Hazardous Waste Code:*** 561
***Waste Code Description:*** Detergent and soap

***Hazardous Waste Code:*** D002
***Waste Code Description:*** CORROSIVE WASTE

***Hazardous Waste Code:*** D009
***Waste Code Description:*** MERCURY

***Hazardous Waste Code:*** D011
***Waste Code Description:*** SILVER

***Hazardous Waste Code:*** 122
***Waste Code Description:*** Alkaline solution without metals (pH > 12.5)

***Hazardous Waste Code:*** 181
***Waste Code Description:*** Other inorganic solid waste

***Hazardous Waste Code:*** 311
***Waste Code Description:*** Pharmaceutical waste

***Hazardous Waste Code:*** D001
***Waste Code Description:*** IGNITABLE WASTE

***Hazardous Waste Code:*** 791
***Waste Code Description:*** Liquids with pH < 2

***Hazardous Waste Code:*** D007
***Waste Code Description:*** CHROMIUM

***Hazardous Waste Code:*** U034
***Waste Code Description:*** ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

***Hazardous Waste Code:*** U201
***Waste Code Description:*** 1,3-BENZENEDIOL (OR) RESORCINOL

***Hazardous Waste Code:*** 541
***Waste Code Description:*** Photochemicals / photo processing waste

***Hazardous Waste Code:*** U188
***Waste Code Description:*** PHENOL

***Owner/Operator Details***

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Operator | ***Street No:*** | |
| ***Type:*** | P | ***Street 1:*** | |
| ***Name:*** | GARFIELD BEACH CVS LLC | ***Street 2:*** | |
| ***Date Became Current:*** | 20151216 | ***City:*** | |
| ***Date Ended Current:*** | | ***State:*** | |
| ***Phone:*** | | ***Country:*** | US |
| ***Source Type:*** | N | ***Zip Code:*** | |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | 1000 |
| ***Type:*** | P | ***Street 1:*** | NICOLETT MALL |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |
| ***Date Became Current:*** | 20031008 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 612-304-6073 | ***Country:*** | US |
| ***Source Type:*** | N | ***Zip Code:*** | 55403 |

| | | | | | | |
|---|---|---|---|---|---|---|
| 17 | ***6 of 6*** | ***NW*** | ***0.21 / 1,131.13*** | ***186.98 / 4*** | ***TARGET STORE T1851<br>6705 CAMINO ARROYO<br>GILROY CA 95020*** | ***RCRA SQG*** |

***EPA Handler ID:*** CAR000217950

| | |
|---|---|
| **Gen Status Universe:** | Small Quantity Generator |
| **Contact Name:** | STEVE MUSSER |
| **Contact Address:** | PO BOX 111, , MINNEAPOLIS, MN, 55440, US |
| **Contact Phone No and Ext:** | 800-587-2228 |
| **Contact Email:** | POC@TARGET.COM |
| **Contact Country:** | US |
| **County Name:** | SANTA CLARA |
| **EPA Region:** | 09 |
| **Land Type:** | |
| **Receive Date:** | 20160218 |

***Violation/Evaluation Summary***

| | |
|---|---|
| **Note:** | NO RECORDS: As of Aug 2018, there are no Compliance Monitoring and Enforcement (violation) records associated with this facility (EPA ID). |

***Handler Summary***

| | |
|---|---|
| **Importer Activity:** | No |
| **Mixed Waste Generator:** | No |
| **Transporter Activity:** | No |
| **Transfer Facility:** | No |
| **Onsite Burner Exemption:** | No |
| **Furnace Exemption:** | No |
| **Underground Injection Activity:** | No |
| **Commercial TSD:** | No |
| **Used Oil Transporter:** | No |
| **Used Oil Transfer Facility:** | No |
| **Used Oil Processor:** | No |
| **Used Oil Refiner:** | No |
| **Used Oil Burner:** | No |
| **Used Oil Market Burner:** | No |
| **Used Oil Spec Marketer:** | No |

***Hazardous Waste Handler Details***

| | |
|---|---|
| **Sequence No:** | 2 |
| **Receive Date:** | 20160218 |
| **Handler Name:** | TARGET STORE T1851 |
| **Generator Status Universe:** | Small Quantity Generator |
| **Source Type:** | B |
| **Sequence No:** | 1 |
| **Receive Date:** | 20110411 |
| **Handler Name:** | TARGET STORE NO 1851 |
| **Generator Status Universe:** | Small Quantity Generator |
| **Source Type:** | N |
| **Sequence No:** | 1 |
| **Receive Date:** | 20150204 |
| **Handler Name:** | TARGET STORE T1851 |
| **Generator Status Universe:** | Small Quantity Generator |
| **Source Type:** | B |

***Waste Code Details***

| | |
|---|---|
| **Hazardous Waste Code:** | D006 |
| **Waste Code Description:** | CADMIUM |
| **Hazardous Waste Code:** | P001 |
| **Waste Code Description:** | 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% |

| | |
|---|---|
| ***Hazardous Waste Code:*** | P042 |
| ***Waste Code Description:*** | 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE |
| ***Hazardous Waste Code:*** | P075 |
| ***Waste Code Description:*** | NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS |
| ***Hazardous Waste Code:*** | U154 |
| ***Waste Code Description:*** | METHANOL (I) (OR) METHYL ALCOHOL (I) |
| ***Hazardous Waste Code:*** | U200 |
| ***Waste Code Description:*** | RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)- |
| ***Hazardous Waste Code:*** | D005 |
| ***Waste Code Description:*** | BARIUM |
| ***Hazardous Waste Code:*** | U034 |
| ***Waste Code Description:*** | ACETALDEHYDE, TRICHLORO- (OR) CHLORAL |
| ***Hazardous Waste Code:*** | U188 |
| ***Waste Code Description:*** | PHENOL |
| ***Hazardous Waste Code:*** | P001 |
| ***Waste Code Description:*** | 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% |
| ***Hazardous Waste Code:*** | D002 |
| ***Waste Code Description:*** | CORROSIVE WASTE |
| ***Hazardous Waste Code:*** | D008 |
| ***Waste Code Description:*** | LEAD |
| ***Hazardous Waste Code:*** | U035 |
| ***Waste Code Description:*** | BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL |
| ***Hazardous Waste Code:*** | U188 |
| ***Waste Code Description:*** | PHENOL |
| ***Hazardous Waste Code:*** | D007 |
| ***Waste Code Description:*** | CHROMIUM |
| ***Hazardous Waste Code:*** | D024 |
| ***Waste Code Description:*** | M-CRESOL |
| ***Hazardous Waste Code:*** | D035 |
| ***Waste Code Description:*** | METHYL ETHYL KETONE |
| ***Hazardous Waste Code:*** | P081 |
| ***Waste Code Description:*** | 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R) |
| ***Hazardous Waste Code:*** | D005 |
| ***Waste Code Description:*** | BARIUM |
| ***Hazardous Waste Code:*** | P046 |
| ***Waste Code Description:*** | ALPHA,ALPHA-DIMETHYLPHENETHYLAMINE (OR) BENZENEETHANAMINE, ALPHA, ALPHA-DIMETHYL- |
| ***Hazardous Waste Code:*** | P075 |
| ***Waste Code Description:*** | NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS |
| ***Hazardous Waste Code:*** | D004 |
| ***Waste Code Description:*** | ARSENIC |
| ***Hazardous Waste Code:*** | D011 |
| ***Waste Code Description:*** | SILVER |
| ***Hazardous Waste Code:*** | U002 |
| ***Waste Code Description:*** | 2-PROPANONE (I) (OR) ACETONE (I) |

***Hazardous Waste Code:*** U122
***Waste Code Description:*** FORMALDEHYDE

***Hazardous Waste Code:*** D010
***Waste Code Description:*** SELENIUM

***Hazardous Waste Code:*** D011
***Waste Code Description:*** SILVER

***Hazardous Waste Code:*** U201
***Waste Code Description:*** 1,3-BENZENEDIOL (OR) RESORCINOL

***Hazardous Waste Code:*** D007
***Waste Code Description:*** CHROMIUM

***Hazardous Waste Code:*** D028
***Waste Code Description:*** 1,2-DICHLOROETHANE

***Hazardous Waste Code:*** D035
***Waste Code Description:*** METHYL ETHYL KETONE

***Hazardous Waste Code:*** D001
***Waste Code Description:*** IGNITABLE WASTE

***Hazardous Waste Code:*** D002
***Waste Code Description:*** CORROSIVE WASTE

***Hazardous Waste Code:*** D004
***Waste Code Description:*** ARSENIC

***Hazardous Waste Code:*** U200
***Waste Code Description:*** RESERPINE (OR) YOHIMBAN-16-CARBOXYLIC ACID, 11,17-DIMETHOXY-18-[(3,4,5-TRIMETHOXYBENZOYL)OXY]-, METHYL ESTER, (3BETA, 16BETA, 17ALPHA, 18BETA, 20ALPHA)-

***Hazardous Waste Code:*** D011
***Waste Code Description:*** SILVER

***Hazardous Waste Code:*** D010
***Waste Code Description:*** SELENIUM

***Hazardous Waste Code:*** D024
***Waste Code Description:*** M-CRESOL

***Hazardous Waste Code:*** P081
***Waste Code Description:*** 1,2,3-PROPANETRIOL, TRINITRATE (R) (OR) NITROGLYCERINE (R)

***Hazardous Waste Code:*** U201
***Waste Code Description:*** 1,3-BENZENEDIOL (OR) RESORCINOL

***Hazardous Waste Code:*** D008
***Waste Code Description:*** LEAD

***Hazardous Waste Code:*** D016
***Waste Code Description:*** 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

***Hazardous Waste Code:*** U044
***Waste Code Description:*** CHLOROFORM (OR) METHANE, TRICHLORO-

***Hazardous Waste Code:*** U072
***Waste Code Description:*** BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

***Hazardous Waste Code:*** D001
***Waste Code Description:*** IGNITABLE WASTE

***Hazardous Waste Code:*** D009
***Waste Code Description:*** MERCURY

***Hazardous Waste Code:*** D003
***Waste Code Description:*** REACTIVE WASTE

***Hazardous Waste Code:*** D005
***Waste Code Description:*** BARIUM

***Hazardous Waste Code:*** D009
***Waste Code Description:*** MERCURY

***Hazardous Waste Code:*** D018
***Waste Code Description:*** BENZENE

***Hazardous Waste Code:*** U044
***Waste Code Description:*** CHLOROFORM (OR) METHANE, TRICHLORO-

***Hazardous Waste Code:*** U279
***Waste Code Description:*** CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

***Hazardous Waste Code:*** D006
***Waste Code Description:*** CADMIUM

***Hazardous Waste Code:*** P075
***Waste Code Description:*** NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

***Hazardous Waste Code:*** U002
***Waste Code Description:*** 2-PROPANONE (I) (OR) ACETONE (I)

***Hazardous Waste Code:*** U035
***Waste Code Description:*** BENZENEBUTANOIC ACID, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) CHLORAMBUCIL

***Hazardous Waste Code:*** U122
***Waste Code Description:*** FORMALDEHYDE

***Hazardous Waste Code:*** U058
***Waste Code Description:*** 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

***Hazardous Waste Code:*** U279
***Waste Code Description:*** CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

***Hazardous Waste Code:*** D016
***Waste Code Description:*** 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

***Hazardous Waste Code:*** D001
***Waste Code Description:*** IGNITABLE WASTE

***Hazardous Waste Code:*** D016
***Waste Code Description:*** 2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)

***Hazardous Waste Code:*** U034
***Waste Code Description:*** ACETALDEHYDE, TRICHLORO- (OR) CHLORAL

***Hazardous Waste Code:*** U058
***Waste Code Description:*** 2H-1,3,2-OXAZAPHOSPHORIN-2-AMINE, N,N-BIS(2-CHLOROETHYL)TETRAHYDRO-, 2-OXIDE (OR) CYCLOPHOSPHAMIDE

***Hazardous Waste Code:*** U129
***Waste Code Description:*** CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

***Hazardous Waste Code:*** D009
***Waste Code Description:*** MERCURY

***Hazardous Waste Code:*** D026
***Waste Code Description:*** CRESOL

***Hazardous Waste Code:*** U129
***Waste Code Description:*** CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

***Hazardous Waste Code:*** U150

***Waste Code Description:*** L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

***Hazardous Waste Code:*** D026
***Waste Code Description:*** CRESOL

***Hazardous Waste Code:*** U072
***Waste Code Description:*** BENZENE, 1,4-DICHLORO- (OR) P-DICHLOROBENZENE

***Hazardous Waste Code:*** U150
***Waste Code Description:*** L-PHENYLALANINE, 4-[BIS(2-CHLOROETHYL)AMINO]- (OR) MELPHALAN

***Hazardous Waste Code:*** D018
***Waste Code Description:*** BENZENE

***Hazardous Waste Code:*** P001
***Waste Code Description:*** 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3% (OR) WARFARIN, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

***Hazardous Waste Code:*** P042
***Waste Code Description:*** 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)- (OR) EPINEPHRINE

***Hazardous Waste Code:*** U154
***Waste Code Description:*** METHANOL (I) (OR) METHYL ALCOHOL (I)

***Hazardous Waste Code:*** D002
***Waste Code Description:*** CORROSIVE WASTE

***Hazardous Waste Code:*** D008
***Waste Code Description:*** LEAD

***Owner/Operator Details***

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Operator | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | P.O. BOX 111 |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |
| ***Date Became Current:*** | 20031012 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 800-587-2228 | ***Country:*** | |
| ***Source Type:*** | B | ***Zip Code:*** | 55440 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | PO BOX 111 |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |
| ***Date Became Current:*** | 20031008 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 800-587-2228 | ***Country:*** | US |
| ***Source Type:*** | B | ***Zip Code:*** | 55440 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | P.O. BOX 111 |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |
| ***Date Became Current:*** | 20031012 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 800-587-2228 | ***Country:*** | |
| ***Source Type:*** | B | ***Zip Code:*** | 55440 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | PO BOX 111 |
| ***Name:*** | TARGET CORP | ***Street 2:*** | |
| ***Date Became Current:*** | 20031008 | ***City:*** | MINNEAPOLIS |
| ***Date Ended Current:*** | | ***State:*** | MN |
| ***Phone:*** | 800-587-2228 | ***Country:*** | US |
| ***Source Type:*** | N | ***Zip Code:*** | 55440-0111 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Operator | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | |
| ***Name:*** | TARGET CORPORATION | ***Street 2:*** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Date Became Current:** 20031008
**Date Ended Current:**
**Phone:**
**Source Type:** B

**City:**
**State:**
**Country:**
**Zip Code:**

**Owner/Operator Ind:** Current Operator
**Type:** Private
**Name:** TARGET CORP
**Date Became Current:** 20031008
**Date Ended Current:**
**Phone:**
**Source Type:** N

**Street No:**
**Street 1:**
**Street 2:**
**City:**
**State:**
**Country:** US
**Zip Code:**

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**18** | **1 of 1** | **NW** | **0.22 / 1,183.21** | **188.88 / 6** | **SHELL**
**850 Pacheco Pass Road**
**Gilroy CA 95020** | **DELISTED TNK**

**Facility ID:** 43-002-GIL2
**County:** Santa Clara
**Permitting Agency:** GILROY, CITY OF
**Original Source:** UST
**Record Date:** 30-JAN-2017

**Latitude:** 37.00417
**Longitude:** -121.55194

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**19** | **1 of 1** | **ENE** | **0.23 / 1,237.54** | **180.14 / -3** | **Tractor Supply Company Store# 1171-Gilroy**
**6881 Cameron Blvd**
**Gilroy CA 95020** | **GILROY CUPA**

**CERS ID:** 10440844
**Facility ID:** 8377
**HM on Site:** Yes
**CALARP Reg Subst:** No
**Own/Op UST:** No
**Own/Op PST:** No
**HW Generator:** Yes
**Recycle:** No
**On Site HW Trtmnt:** No
**Consolid Rpt Req:**
**Tank Close Rpt Req:**

**RCRA Lrg Qnty Gen:** No
**Fac Info Rpt Req:** Applicable
**Inv Rpt Req:** Applicable
**UST Rpt Req:** Not Applicable
**RMR Rpt Req:** Not Applicable
**APSA Rpt Req:** Not Applicable
**CALARP Rpt Req:** Not Applicable
**Hw Treat Rpt Req:** Not Applicable
**CALARP Reg Code:**
**ER training Rpt Req:**

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**20** | **1 of 1** | **N** | **0.25 / 1,296.71** | **185.62 / 2** | **TV'S FOOD MART**
**850 PACHECO PASS HWY**
**GILROY CA 95020** | **DELISTED TNK**

**Facility ID:** 980216
**County:** Santa Clara
**Permitting Agency:** GILROY, CITY OF
**Original Source:** UST
**Record Date:** 30-JAN-2017

**Latitude:** 37.005128
**Longitude:** -121.55017

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**21** | **1 of 3** | **WNW** | **0.42 / 2,215.21** | **188.55 / 5** | **SOUTH BAY CHEMICAL CO**
**721-731 RENZ LANE**
**GILROY CA 950201626** | **CERCLIS**

**Site ID:** 0900266
**Site EPA ID:** CAD000628149
**Site Street Address 2:**
**Site County Name:** SANTA CLARA
**Site FIPS Code:** 06085
**Region Code:** 09
**Site SMSA No.:** 7400
**Site Prim. Latitude:** 37D00M30S
**Site Prim. Longitude:** 121D34M06S

**RNPL Status Code:** N
**NPL Status:** Not on the NPL
**RFED Facility Code:** N
**RFED Facility Desc:** Not a Federal Facility
**USGS Hydro Unit No.:** 18060002
**Site Cong. Dist. Code:** 12
**ROT Desc:** Private
**FR NPL Update No.:**
**RFRA Code:**

***Lat Long Source:***
***RNON NPL Status Desc:*** NFRAP-Site does not qualify for the NPL based on existing information

***CERCLIS Assess History***

***OU ID:*** 00
***Act Code ID:***
***RAT Code:***
***RAT Short Name:***
***RAT Name:***
***RAT Hist. Only Flag:***
***RAT NSI Indicator:***
***RAT Level:***
***RAT DEF OU:***
***RFBS Code:***
***SPA Code:***
***RAT Def:***
***Site Desc:*** No description available
.
***Site Alias:*** HAZCONTROL, INC.,,,CA,;
***RALT Short Name:***
***Act Start Date:***
***Act Complete Date:***
***AGT Order No.:*** 0
***SH OU:***
***SH Code:***
***SH Seq:***
***SH Start Date:***
***SH Complete Date:***
***SH Lead:***

***CERCLIS Assess History***

***OU ID:*** 00
***Act Code ID:*** 001
***RAT Code:*** VS
***RAT Short Name:*** ARCH SITE
***RAT Name:*** ARCHIVE SITE
***RAT Hist. Only Flag:***
***RAT NSI Indicator:*** B
***RAT Level:*** 1
***RAT DEF OU:*** 00
***RFBS Code:***
***SPA Code:*** 13
***RAT Def:*** The decision is made that no further activity is planned at the site.
***Site Desc:***
***Site Alias:***
***RALT Short Name:*** EPA In-House
***Act Start Date:***
***Act Complete Date:*** 1/23/1996 00:00:00
***AGT Order No.:*** 1500
***SH OU:***
***SH Code:***
***SH Seq:***
***SH Start Date:***
***SH Complete Date:***
***SH Lead:***

***CERCLIS Assess History***

***OU ID:*** 00
***Act Code ID:*** 001
***RAT Code:*** PA
***RAT Short Name:*** PA
***RAT Name:*** PRELIMINARY ASSESSMENT
***RAT Hist. Only Flag:***
***RAT NSI Indicator:*** B
***RAT Level:*** 1
***RAT DEF OU:*** 00
***RFBS Code:*** P
***SPA Code:*** 13
***RAT Def:*** Collection of diverse existing information about the source and nature of the site hazard. It is EPA policy to complete the preliminary assessment within one year of site discovery.
***Site Desc:***
***Site Alias:***
***RALT Short Name:*** EPA Fund
***Act Start Date:***
***Act Complete Date:*** 5/14/1990 00:00:00
***AGT Order No.:*** 130
***SH OU:***
***SH Code:***
***SH Seq:***
***SH Start Date:***
***SH Complete Date:***
***SH Lead:***

***CERCLIS Assess History***

***OU ID:*** 00
***Act Code ID:*** 001
***RAT Code:*** DS
***RAT Short Name:*** DISCVRY
***RAT Name:*** DISCOVERY
***RAT Hist. Only Flag:***
***RALT Short Name:*** EPA Fund
***Act Start Date:***
***Act Complete Date:*** 11/7/1989 00:00:00
***AGT Order No.:*** 10
***SH OU:***
***SH Code:***

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

| | | | |
|---|---|---|---|
| **RAT NSI Indicator:** | B | **SH Seq:** | |
| **RAT Level:** | 1 | **SH Start Date:** | |
| **RAT DEF OU:** | 00 | **SH Complete Date:** | |
| **RFBS Code:** | | **SH Lead:** | |
| **SPA Code:** | 13 | | |
| **RAT Def:** | The process by which a potential hazardous waste site is brought to the attention of the EPA. The process can occur through the use of several mechanisms such as a phone call or referral by another government agency. | | |
| **Site Desc:** | | | |
| **Site Alias:** | | | |

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 21 | 2 of 3 | WNW | 0.42 / 2,215.21 | 188.55 / 5 | SOUTH BAY CHEMICAL CO<br>721-731 RENZ LANE<br>GILROY CA 950201626 | CERCLIS<br>NFRAP |

| | | | |
|---|---|---|---|
| **Site ID:** | 900266 | **Site FIPS Code:** | 6085 |
| **Site EPA ID:** | CAD000628149 | **Region Code:** | 9 |
| **Site Parent ID:** | | **Site Cong. Dist. Code:** | 12 |
| **Site County Name:** | SANTA CLARA | **Federal Facility:** | |
| **Parent Site Name:** | | | |

***CERCLIS-NFRAP Assess History***

| | | | |
|---|---|---|---|
| **OU ID:** | 0 | **Act Start Date:** | |
| **Act Code ID:** | 1 | **Act Complete Date:** | 11/7/1989 |
| **RAT Code:** | DS | **AGT Order No.:** | 10 |
| **RAT Short Name:** | DISCVRY | **SH OU:** | |
| **RAT Name:** | DISCOVERY | **SH Code:** | |
| **RAT Hist. Only Flag:** | | **SH Seq:** | |
| **RAT NSI Indicator:** | B | **SH Start Date:** | |
| **RAT Level:** | 1 | **SH Complete Date:** | |
| **RAT DEF OU:** | 00 | **SH Lead:** | |
| **RFBS Code:** | | **SH Qual:** | |
| **SPA Code:** | 13 | **RAQ Act. Qual Short:** | |
| **RALT Short Name:** | EPA Fund | **RNPL Status Code:** | N |
| **RAT Def:** | The process by which a potential hazardous waste site is brought to the attention of the EPA. The process can occur through the use of several mechanisms such as a phone call or referral by another government agency. | | |
| **RNON NPL Status Desc:** | NFRAP-Site does not qualify for the NPL based on existing information | | |

***CERCLIS-NFRAP Assess History***

| | | | |
|---|---|---|---|
| **OU ID:** | 0 | **Act Start Date:** | |
| **Act Code ID:** | 1 | **Act Complete Date:** | 5/14/1990 |
| **RAT Code:** | PA | **AGT Order No.:** | 130 |
| **RAT Short Name:** | PA | **SH OU:** | |
| **RAT Name:** | PRELIMINARY ASSESSMENT | **SH Code:** | |
| **RAT Hist. Only Flag:** | | **SH Seq:** | |
| **RAT NSI Indicator:** | B | **SH Start Date:** | |
| **RAT Level:** | 1 | **SH Complete Date:** | |
| **RAT DEF OU:** | 00 | **SH Lead:** | |
| **RFBS Code:** | P | **SH Qual:** | |
| **SPA Code:** | 13 | **RAQ Act. Qual Short:** | Deferred to RCRA |
| **RALT Short Name:** | EPA Fund | **RNPL Status Code:** | N |
| **RAT Def:** | Collection of diverse existing information about the source and nature of the site hazard. It is EPA policy to complete the preliminary assessment within one year of site discovery. | | |
| **RNON NPL Status Desc:** | NFRAP-Site does not qualify for the NPL based on existing information | | |

***CERCLIS-NFRAP Assess History***

| | | | |
|---|---|---|---|
| **OU ID:** | 0 | **Act Start Date:** | |
| **Act Code ID:** | 1 | **Act Complete Date:** | 1/23/1996 |
| **RAT Code:** | VS | **AGT Order No.:** | 1500 |
| **RAT Short Name:** | ARCH SITE | **SH OU:** | |
| **RAT Name:** | ARCHIVE SITE | **SH Code:** | |
| **RAT Hist. Only Flag:** | | **SH Seq:** | |
| **RAT NSI Indicator:** | B | **SH Start Date:** | |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

| | | | |
|---|---|---|---|
| **RAT Level:** | 1 | **SH Complete Date:** | |
| **RAT DEF OU:** | 00 | **SH Lead:** | |
| **RFBS Code:** | | **SH Qual:** | |
| **SPA Code:** | 13 | **RAQ Act. Qual Short:** | |
| **RALT Short Name:** | EPA In-House | **RNPL Status Code:** | N |
| **RAT Def:** | The decision is made that no further activity is planned at the site. | | |
| **RNON NPL Status Desc:** | NFRAP-Site does not qualify for the NPL based on existing information | | |

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**21** | ***3 of 3*** | ***WNW*** | ***0.42 / 2,215.21*** | ***188.55 / 5*** | ***SOUTH BAY CHEMICAL CO***
***721-731 RENZ LANE***
***GILROY CA 95020-1626*** | ***SEMS ARCHIVE***

| | | | |
|---|---|---|---|
| **Site ID:** | 0900266 | **FIPS Code:** | 06085 |
| **EPA ID:** | CAD000628149 | **Cong District:** | 12 |
| **NPL:** | Not on the NPL | **County:** | SANTA CLARA |
| **Federal Facility:** | No | **Region:** | 09 |
| **Non NPL Status:** | NFRAP-Site does not qualify for the NPL based on existing information | | |

***Action Information***

| | | | |
|---|---|---|---|
| **Operable Units:** | 00 | **Start Actual:** | |
| **Action Code:** | PA | **Finish Actual:** | 5/14/1990 |
| **Action Name:** | PA | **Qual:** | D |
| **SEQ:** | 1 | **Curr Action Lead:** | EPA Perf |
| **Operable Units:** | 00 | **Start Actual:** | 11/7/1989 |
| **Action Code:** | DS | **Finish Actual:** | 11/7/1989 |
| **Action Name:** | DISCVRY | **Qual:** | |
| **SEQ:** | 1 | **Curr Action Lead:** | EPA Perf |
| **Operable Units:** | 00 | **Start Actual:** | |
| **Action Code:** | VS | **Finish Actual:** | 1/23/1996 |
| **Action Name:** | ARCH SITE | **Qual:** | |
| **SEQ:** | 1 | **Curr Action Lead:** | EPA Perf In-Hse |

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**22** | ***1 of 1*** | ***WNW*** | ***0.43 / 2,245.32*** | ***190.45 / 7*** | ***PRIVATE RESIDENCE***
***PRIVATE RESIDENCE***
***Gilroy CA 95020*** | ***LUST***

| | | | |
|---|---|---|---|
| **Global ID:** | T0608500042 | **CUF Case:** | NO |
| **Case Type:** | LUST Cleanup Site | **Begin Date:** | 1997-07-03 00:00:00 |
| **Status:** | Completed - Case Closed | **How Discovered:** | Other Means |
| **Status Date:** | 1998-01-05 00:00:00 | **Stop Method:** | |
| **RB Case No:** | 2864 | **County:** | Santa Clara |
| **LOC Case No:** | | **Latitude:** | 37.0044823 |
| **Lead Agency:** | SANTA CLARA COUNTY LOP | **Longitude:** | -121.5562439 |
| **Case Worker:** | | **File Location:** | All Files are on GeoTracker or in the Local Agency Database |
| **Local Agency:** | | | |
| **Potential Media Of Concern:** | Gasoline | | |
| **Potential Media Affected:** | Under Investigation | | |
| **How Discovered Description:** | | | |
| **Stop Description:** | | | |
| **Cal Water Watershed Name:** | Pajaro River - South Santa Clara Valley (305.30) | | |
| **DWR Groundwater Subbasin Name:** | Gilroy-Hollister Valley - Llagas Area (3-003.01) | | |
| **Site History:** | | | |

***Status History***

| | | | |
|---|---|---|---|
| **Status:** | Completed - Case Closed | **Status Date:** | 1998-01-05 00:00:00 |
| **Status:** | Open - Case Begin Date | **Status Date:** | 1997-07-03 00:00:00 |

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***Activities***

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 1997-07-14 00:00:00

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 2003-03-04 00:00:00

***Action Type:*** ENFORCEMENT
***Action:*** Closure/No Further Action Letter
***Date:*** 1998-01-05 00:00:00

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 1998-01-05 00:00:00

***Action Type:*** Other
***Action:*** Leak Reported
***Date:*** 1997-07-03 00:00:00

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 1997-06-30 00:00:00

***Action Type:*** RESPONSE
***Action:*** Other Report / Document
***Date:*** 1997-07-03 00:00:00

***Contacts***

***Contact Type:*** Regional Board Caseworker
***Contact Name:*** RB3 STAFF
***Organization Name:*** CENTRAL COAST RWQCB (REGION 3)
***Address:*** 895 AEROVISTA PL, SUITE 101
***City:*** SAN LUIS OBISPO
***Email:*** centralcoast@waterboards.ca.gov
***Phone No:*** 8055493147

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 23 | 1 of 1 | SW | 0.46 / 2,441.43 | 186.54 / 3 | Boral Roofing, LLC<br>6500 BREM LN<br>GILROY CA 95020 | DELISTED HAZ |

***Siteid:*** 379869
***Latitude:*** 36.996586
***Longitude:*** -121.554741
***Original Source:*** CHAZ
***Record Date:*** 30-MAY-2017

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 24 | 1 of 3 | NW | 0.49 / 2,572.35 | 190.64 / 7 | SOUTH BAY CHEMICAL CO INC<br>731 RENZ LN<br>GILROY CA 950200000 | ENVIROSTOR |

***Estor/EPA ID:*** 80001324
***Site Code:***
***Special Program:***
***Census Tract:*** 6085512602
***Permit Renew Lead:***
***Project Manager:***
***Pub Particip Spec:***
***Supervisor:*** MARK PIROS
***County:*** SANTA CLARA
***Latitude:*** 37.005716
***Longitude:*** -121.55661
***Office:*** CLEANUP BERKELEY
***Nat Priority List:*** NO
***Funding:***
***Assembly District:*** 30
***Senate District:*** 17
***Site Type:*** CORRECTIVE ACTION
***Cleanup Status:*** INACTIVE - NEEDS EVALUATION AS OF 6/26/2009
***Clean Up Oversight Agency:*** DTSC - SITE CLEANUP PROGRAM
***Cause of Contamination:*** NONE SPECIFIED
***Potential Media Affected:*** NONE SPECIFIED

***School District:***
***APN:*** 841-10-058
***Acres:*** 0 ACRES
***Potential Contaminants:***

NONE SPECIFIED

***Site History:***

***Program Type:*** CORRECTIVE ACTION
***Status:*** INACTIVE - NEEDS EVALUATION
***Cal Enviro Score:*** 86-90%
***Summary Link:*** http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=80001324

***Completed Activities***

***Date Completed:*** 5/14/1990
***Area Name:***
***Sub Area:***
***Title:*** PA OR CERCLA INSPECTION-NOT A PA PLUS (CA049PA)
***Area Link:***
***Sub Area Link:***
***Title Link:***
***Document Type:*** Preliminary Assessment Report
***Comments:***

***Date Completed:*** 7/13/1984
***Area Name:***
***Sub Area:***
***Title:*** Operating Permit
***Area Link:***
***Sub Area Link:***
***Title Link:***
***Document Type:*** * Historical Operating Permit Authority
***Comments:***

***Date Completed:*** 6/30/1993
***Area Name:***
***Sub Area:***
***Title:*** RFA COMPLETED-ASSESSMENT WAS A RFA (CA050RF)
***Area Link:***
***Sub Area Link:***
***Title Link:*** http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=80001324&enforcement_id=6016083
***Document Type:*** RCRA Facility Assessment Report
***Comments:*** RCRA Facility Assessment Completed, aka: Haz Control

***Date Completed:*** 9/21/1994
***Area Name:***
***Sub Area:***
***Title:*** STABILIZATION MEASURES EVALUATION-FACILITY NOT AMENABLE TO STABILIZATION (CA225NR)
***Area Link:***
***Sub Area Link:***
***Title Link:***
***Document Type:*** Interim Measures Questionnaire
***Comments:***

| | | | | | | |
|---|---|---|---|---|---|---|
| 24 | 2 of 3 | NW | 0.49 / 2,572.35 | 190.64 / 7 | **SOUTH BAY CHEMICAL CO INC**<br>**731 RENZ LN**<br>**GILROY CA 950200000** | ENVIROSTOR |

***Estor/EPA ID:*** CAD000628149
***Site Code:***
***Special Program:***
***Census Tract:*** 6085512602
***Permit Renew Lead:***
***Project Manager:***
***County:*** SANTA CLARA
***Latitude:*** 37.005716
***Longitude:*** -121.55661
***Office:***
***Nat Priority List:***
***Funding:***

***Pub Particip Spec:*** ***Assembly District:*** 30
***Supervisor:*** ***Senate District:*** 17
***Site Type:*** CLOSED
- PERMIT AUTHORITY: RCRA
***Cleanup Status:***
***Clean Up Oversight Agency:***
***Cause of Contamination:***
***Potential Media Affected:***
***School District:***
***APN:***
***Acres:***
***Potential Contaminants:***

***Site History:***

NO FACILITY HISTORY HAS BEEN ENTERED FOR THIS SITE

***Program Type:*** HAZ WASTE - RCRA
***Status:*** CLOSED
***Cal Enviro Score:*** 86-90%
***Summary Link:*** http://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD000628149

***Permit Units - Completed Activities***

***Date:*** 6/13/1989
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - FINAL PERMIT (EXPIRES)
***Doc Link:***

***Date:*** 6/13/1984
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - FINAL PERMIT
***Doc Link:***

***Date:*** 3/16/1984
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - PUBLIC COMMENT (BEGIN)
***Doc Link:***

***Date:*** 2/11/1991
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - APPLICATION PART A RECEIVED
***Doc Link:***

***Date:*** 6/13/1984
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - FINAL PERMIT (EFFECTIVE)
***Doc Link:***

***Date:*** 8/8/1983
***Unit:*** CONTAIN1
***Event Description:*** NEW OPERATING PERMIT - APPLICATION PART B RECEIVED
***Doc Link:***

***Units Undergoing Closure***

***Unit:*** MULTIPLE UNITS: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1
***Date:*** 5/17/1995
***Event Description:*** CLOSURE FINAL - RECEIVE CLOSURE CERTIFICATION
***Doc Link:***

***Unit:*** MULTIPLE UNITS: ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1
***Date:*** 6/6/1995
***Event Description:*** CLOSURE FINAL - ISSUE CLOSURE VERIFICATION
***Doc Link:***

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 24 | 3 of 3 | NW | 0.49 / 2,572.35 | 190.64 / 7 | SOUTH BAY CHEMICAL CO INC<br>731 RENZ LN<br>GILROY CA 950200000 | HWP |

**EPA ID:** CAD000628149
**Site Code:**
**Status:** CLOSED
**Facility Type:** Historical - Non-Operating
**Facility Size:**
**Team:**
**Project Manager:**

**Public Part Speci:**
**Public Info Officer:**
**Assembly District:** 30
**Senate District:** 17
**County:** SANTA CLARA
**Latitude:** 37.005716
**Longitude:** -121.55661

***Hazardous Waste Units Completed Activities***

**Completed Date:** 06/13/1984
**Event Description:** New Operating Permit - FINAL PERMIT (EFFECTIVE)
**Unit Names:** CONTAIN1

**Completed Date:** 06/01/1989
**Event Description:** Renewal - Historical - APPLICATION PART B RECEIVED
**Unit Names:** ACIDTRT1, F006BIN1, FLAMABLE1

**Completed Date:** 06/13/1989
**Event Description:** New Operating Permit - FINAL PERMIT (EXPIRES)
**Unit Names:** CONTAIN1

**Completed Date:** 08/08/1983
**Event Description:** New Operating Permit - APPLICATION PART B RECEIVED
**Unit Names:** CONTAIN1

**Completed Date:** 11/01/1993
**Event Description:** New Operating Permit - PERMIT TERMINATED - TERMINATION RECEIVED
**Unit Names:** CONTAIN1

**Completed Date:** 09/26/1988
**Event Description:** Renewal - Historical - CALL-IN LETTER ISSUED
**Unit Names:** ACIDTRT1, F006BIN1, FLAMABLE1

**Completed Date:** 11/01/1993
**Event Description:** Renewal - Historical - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
**Unit Names:** ACIDTRT1, F006BIN1, FLAMABLE1

**Completed Date:** 02/11/1991
**Event Description:** Renewal - Historical - APPLICATION PART A RECEIVED
**Unit Names:** ACIDTRT1, F006BIN1, FLAMABLE1

**Completed Date:** 03/16/1984
**Event Description:** New Operating Permit - PUBLIC COMMENT (BEGIN)
**Unit Names:** CONTAIN1

**Completed Date:** 06/13/1984
**Event Description:** New Operating Permit - FINAL PERMIT
**Unit Names:** CONTAIN1

**Completed Date:** 02/11/1991
**Event Description:** New Operating Permit - APPLICATION PART A RECEIVED
**Unit Names:** CONTAIN1

***Hazardous Waste Units Undergoing Closure***

**Completed Date:** 06/06/1995
**Event Description:** Closure Final - ISSUE CLOSURE VERIFICATION
**Unit Names:** ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1

**Completed Date:** 05/17/1995
**Event Description:** Closure Final - RECEIVE CLOSURE CERTIFICATION

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

**Unit Names:** ACIDTRT1, CONTAIN1, F006BIN1, FLAMABLE1

***Alias***

**Alias:** 43490062
**Alias Type:** Envirostor ID Number

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**25** | **1 of 1** | **NW** | **0.52 / 2,722.07** | **190.02 / 7** | **SOUTH BAY CHEMICAL COMPANY**
**721-731 RENZ LANE**
**GILROY CA 95020** | **ENVIROSTOR**

**Estor/EPA ID:** 43490062
**Site Code:**
**Special Program:**
**Census Tract:** 6085512602
**Permit Renew Lead:**
**Project Manager:**
**Pub Particip Spec:**
**Supervisor:**
**Site Type:** * HISTORICAL
**Cleanup Status:** REFER: RCRA AS OF 6/8/1994
**Clean Up Oversight Agency:** NONE SPECIFIED
**Cause of Contamination:** NONE SPECIFIED
**Potential Media Affected:** NONE SPECIFIED
**School District:**
**APN:** 841-10-019
**Acres:** NONE SPECIFIED
**Potential Contaminants:**

NONE SPECIFIED

**County:** SANTA CLARA
**Latitude:** 37.006388
**Longitude:** -121.556612
**Office:** CLEANUP BERKELEY
**Nat Priority List:** NO
**Funding:**
**Assembly District:** 30
**Senate District:** 17

**Site History:**

**Program Type:** HISTORICAL
**Status:** REFER: RCRA
**Cal Enviro Score:** 86-90%
**Summary Link:** http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=43490062

***Completed Activities***

**Date Completed:** 4/30/1990
**Area Name:**
**Sub Area:**
**Title:** Discovery
**Area Link:**
**Sub Area Link:**
**Title Link:**
**Document Type:** * Discovery
**Comments:** FACILITY IDENTIFIED IDENTIFIED VIA FIT ENVIRONMENTAL PRIOR- ITIES INITIATIVE PA

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**26** | **1 of 1** | **NW** | **0.55 / 2,878.92** | **191.12 / 8** | **HAZCONTROL INC.**
**731 RENZ LANE**
**GILROY CA 95021** | **RCRA CORRACTS**

**EPA Handler ID:** CAD000628149
**Gen Status Universe:** Small Quantity Generator
**Contact Name:**
**Contact Address:** US
**Contact Phone No and Ext:**
**Contact Email:**
**Contact Country:** US
**County Name:** SANTA CLARA
**EPA Region:** 09

***Land Type:***
***Receive Date:***

***Event/Area Details***

***Area Name:*** ENTIRE FACILITY
***Event Code:*** CA075ME
***Corrective Action Event Descri:*** CA PRIORITIZATION-MEDIUM CA PRIORITY
***Actual Date of Event:*** 19940921
***Orig Sched Event Date:***
***New Sched Event Date:***
***Best Date:*** 19940921
***Groundwater Release Indicator:*** Yes
***Soil Release Indicator:*** Yes
***Air Release Indicator:*** Yes
***Surface Waste Release Ind:*** Yes
***Event Responsible Agency:*** EPA

***Area Name:*** ENTIRE FACILITY
***Event Code:*** CA075HI
***Corrective Action Event Descri:*** CA PRIORITIZATION-HIGH CA PRIORITY
***Actual Date of Event:*** 19900514
***Orig Sched Event Date:***
***New Sched Event Date:***
***Best Date:*** 19900514
***Groundwater Release Indicator:*** Yes
***Soil Release Indicator:*** Yes
***Air Release Indicator:*** Yes
***Surface Waste Release Ind:*** Yes
***Event Responsible Agency:*** EPA

***Violation/Evaluation Summary***

***Note:*** VIOLATION or UNDETERMINED: There are VIOLATION or UNDETERMINED details or records associated with this facility (EPA ID) in the Compliance Monitoring and Enforcement table dated Aug, 2018.

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Container Use and Management
***Violation Determined Date:*** 19930914
***Return to Compliance Date:*** 19940101
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930914
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19870505
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19881116
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19880108
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19921118
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930119
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General Facility Standards
***Violation Determined Date:*** 19930914
***Return to Compliance Date:*** 19940101
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930914
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19900601
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19900803
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19900803
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19910918
***Return to Compliance Date:*** 19930105

***Violation Responsible Agency:*** EPA

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19870818
***Return to Compliance Date:*** 19890628
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19881116
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19870819
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19910328
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** REFERRAL TO DEPARTMENT OF JUSTICE
***Enforcement Action Date:*** 19910430
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***

***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19910430
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** Generators - General
***Violation Determined Date:*** 19921118
***Return to Compliance Date:*** 19921118
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930119
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** Generators - Manifest
***Violation Determined Date:*** 19921118
***Return to Compliance Date:*** 19930729
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930119
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***

***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - General
***Violation Determined Date:*** 19890628
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19890811
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19890811
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19920820
***Return to Compliance Date:*** 19930105
***Violation Responsible Agency:*** EPA

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19921120
***Return to Compliance Date:*** 19930105

***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930119
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** Permits - Application
***Violation Determined Date:*** 19930729
***Return to Compliance Date:*** 19940101
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930729
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** Generators - General
***Violation Determined Date:*** 19930729
***Return to Compliance Date:*** 19940101
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930729
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Financial Requirements
***Violation Determined Date:*** 19930914
***Return to Compliance Date:*** 19940114
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19930914
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Violation Details***

***Citation:***
***Violation Short Description:*** TSD - Closure/Post-Closure
***Violation Determined Date:*** 19870505
***Return to Compliance Date:*** 19890628
***Violation Responsible Agency:*** State

***Enforcement Details***

***Enforcement Type Description:*** INITIAL CIVIL JUDICIAL ACTION FOR COMPLIANCE AND/OR MONETARY PENALTY
***Enforcement Action Date:*** 19901015
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** FINAL CIVIL JUDICIAL ACTION FOR IMMINENT AND SUBSTANTIAL ENDANGERMENT
***Enforcement Action Date:*** 19910924
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** REFERRAL TO ATTORNEY GENERAL
***Enforcement Action Date:*** 19881116
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Enforcement Type Description:*** WRITTEN INFORMAL
***Enforcement Action Date:*** 19880108
***Enf Disposition Status:***
***Disposition Status Date:***
***Enforcement Lead Agency:***
***Proposed Penalty Amount:***
***Final Amount:***
***Paid Amount:***

***Evaluation Details***

***Evaluation Start Date:*** 19950620
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE

***Violation Short Description:*** TSD - General Facility Standards
***Return to Compliance Date:*** 19940101
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** Generators - General
***Return to Compliance Date:*** 19940101
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19940114
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - Container Use and Management
***Return to Compliance Date:*** 19940101
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930729
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** Permits - Application
***Return to Compliance Date:*** 19940101
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19930105
***Evaluation Type Description:*** NOT A SIGNIFICANT NON-COMPLIER
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921118
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921118
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** Generators - Manifest
***Return to Compliance Date:*** 19930729
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921118
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** Generators - General
***Return to Compliance Date:*** 19921118
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921118
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19921116
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19920820
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** EPA Contractor/Grantee

***Evaluation Start Date:*** 19910918
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** EPA Contractor/Grantee

***Evaluation Start Date:*** 19910328
***Evaluation Type Description:*** SIGNIFICANT NON-COMPLIER
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19910328
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19900601
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19900514
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19890628
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19890509
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:***
***Return to Compliance Date:***
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19870818
***Evaluation Type Description:*** FINANCIAL RECORD REVIEW
***Violation Short Description:*** TSD - Financial Requirements
***Return to Compliance Date:*** 19890628
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19870505
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - General
***Return to Compliance Date:*** 19930105
***Evaluation Agency:*** State

***Evaluation Start Date:*** 19870505
***Evaluation Type Description:*** COMPLIANCE EVALUATION INSPECTION ON-SITE
***Violation Short Description:*** TSD - Closure/Post-Closure
***Return to Compliance Date:*** 19890628
***Evaluation Agency:*** State

***Handler Summary***

***Importer Activity:*** No
***Mixed Waste Generator:*** No
***Transporter Activity:*** Yes
***Transfer Facility:*** No
***Onsite Burner Exemption:*** No

| | |
|---|---|
| ***Furnace Exemption:*** | No |
| ***Underground Injection Activity:*** | No |
| ***Commercial TSD:*** | Yes |
| ***Used Oil Transporter:*** | No |
| ***Used Oil Transfer Facility:*** | No |
| ***Used Oil Processor:*** | No |
| ***Used Oil Refiner:*** | No |
| ***Used Oil Burner:*** | No |
| ***Used Oil Market Burner:*** | No |
| ***Used Oil Spec Marketer:*** | No |

***Hazardous Waste Handler Details***

| | |
|---|---|
| ***Sequence No:*** | 1 |
| ***Receive Date:*** | 19900412 |
| ***Handler Name:*** | HAZ CONTROL/SOUTH BAY CHEMICALS CO |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | R |

| | |
|---|---|
| ***Sequence No:*** | 1 |
| ***Receive Date:*** | 19960901 |
| ***Handler Name:*** | HAZCONTROL INC. |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | I |

| | |
|---|---|
| ***Sequence No:*** | 1 |
| ***Receive Date:*** | 19900831 |
| ***Handler Name:*** | HAZCONTROL INC. |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | N |

| | |
|---|---|
| ***Sequence No:*** | 2 |
| ***Receive Date:*** | 19920401 |
| ***Handler Name:*** | HAZ/CONTROL, INC. |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | R |

| | |
|---|---|
| ***Sequence No:*** | 2 |
| ***Receive Date:*** | 19960901 |
| ***Handler Name:*** | HAZCONTROL INC. |
| ***Generator Status Universe:*** | Small Quantity Generator |
| ***Source Type:*** | I |

***Owner/Operator Details***

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Owner | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | PO BOX 1626 |
| ***Name:*** | MELVIN E NIELSEN | ***Street 2:*** | |
| ***Date Became Current:*** | | ***City:*** | GILROY |
| ***Date Ended Current:*** | | ***State:*** | CA |
| ***Phone:*** | 408-848-1470 | ***Country:*** | |
| ***Source Type:*** | N | ***Zip Code:*** | 95021 |

| | | | |
|---|---|---|---|
| ***Owner/Operator Ind:*** | Current Operator | ***Street No:*** | |
| ***Type:*** | Private | ***Street 1:*** | PO BOX 1626 |
| ***Name:*** | MELVIN E NEILSEN | ***Street 2:*** | |
| ***Date Became Current:*** | | ***City:*** | GILROY |
| ***Date Ended Current:*** | | ***State:*** | CA |
| ***Phone:*** | 408-848-1470 | ***Country:*** | |
| ***Source Type:*** | I | ***Zip Code:*** | 95021 |

| | | | | | | |
|---|---|---|---|---|---|---|
| ***27*** | ***1 of 1*** | ***SSW*** | ***0.57 / 3,010.66*** | ***186.40 / 3*** | ***INLAND PAPERBOARD AND PACKAGING, INC.<br>6400 JAMIESON WAY<br>GILROY CA 95020*** | ***ENVIROSTOR*** |

| | | | |
|---|---|---|---|
| **Estor/EPA ID:** | 71002634 | **County:** | SANTA CLARA |
| **Site Code:** | | **Latitude:** | 36.994516 |
| **Special Program:** | | **Longitude:** | -121.554725 |
| **Census Tract:** | 6085512602 | **Office:** | CLEANUP BERKELEY |
| **Permit Renew Lead:** | | **Nat Priority List:** | NO |
| **Project Manager:** | | **Funding:** | |
| **Pub Particip Spec:** | | **Assembly District:** | 30 |
| **Supervisor:** | | **Senate District:** | 17 |

**Site Type:** TIERED PERMIT
**Cleanup Status:** REFER: OTHER AGENCY AS OF 5/12/2006
**Clean Up Oversight Agency:** NONE SPECIFIED
**Cause of Contamination:** NONE SPECIFIED
**Potential Media Affected:** NONE SPECIFIED
**School District:**
**APN:** NONE SPECIFIED
**Acres:** NONE SPECIFIED
**Potential Contaminants:**

NONE SPECIFIED

***Site History:***

Site History: Gaylord Container Corporation /Inland Paperboard and Packaging, Inc. /Temple-Inland (GCC) is a paperboard manufacturing and packaging company that has been in operation over 15 years. Parcel size is approximately 20 acres. On April 20, 1992 GCC submitted a Permit by Rule (PBR) initial notification of intent to operate. A facility specific notification form to operate under Conditional Authorization (CA) was submitted on April 1, 1993. On December 31, 1996 GCC submitted a Phase 1 Environmental Assessment Checklist claiming an exemption. Department of Toxic Substances Control (DTSC) informed GCC in a letter dated June 29, 1998 that the phase 1 assessment is not complete. On August 7, 1998 GCC submitted the Phase 1 Environmental Assessment Checklist indicating further investigation is needed to determine the existence, nature, and/or extent of contamination at the facility. The Checklist indicated suspected release in Corrugator Department, Rotary Die Cutter/Flexographic Printing Press Department, Adhesive Mixing Department, Ink Storage, Air Compressors, Former Underground Storage Tank, Fire Prevention Building, Fuel Oil Aboveground Storage Tank, and Corrugator Storage Area. On June 26, 2002 DTSC sent a Further Investigation Questionnaire in connection with Phase 1 Environmental Assessment for GCC. On August 14, 2002 GCC submitted to DTSC the Further Investigation Questionnaire. DTSC conducted a Phase I Environmental Assessment Inspection on May 12, 2006. Several solid waste management units (SWMUs) were identified. On December 28, 2006 DTSC sent a Corrective Action Consent Agreement to the Company. Held a meeting with GCC. During the meeting GCC requested to combine cleanup activities at this location with GCC site at other location. DTSC-Voluntary Cleanup Program (VCP) is overseeing the cleanup at that site. Site was refered to VCP.

Facility Comments: Formerly known as Gaylord Container Corp. (8/19/02 dh)

**Program Type:** TIERED PERMIT
**Status:** REFER: OTHER AGENCY
**Cal Enviro Score:** 86-90%
**Summary Link:** http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=71002634

***Completed Activities***

**Date Completed:** 6/30/2007
**Area Name:**
**Sub Area:**
**Title:** Consent Agreement Executed (Site refered to VCP)
**Area Link:**
**Sub Area Link:**
**Title Link:**
**Document Type:** Consent Agreement
**Comments:**

**Date Completed:** 5/12/2006
**Area Name:**
**Sub Area:**
**Title:** Phase I Inspection Completed
**Area Link:**
**Sub Area Link:**
**Title Link:**
**Document Type:** Phase 1
**Comments:**

**Date Completed:** 5/12/2006
**Area Name:**

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

***Sub Area:***
***Title:*** Inspection - Phase I Verification
***Area Link:***
***Sub Area Link:***
***Title Link:***
***Document Type:*** Phase I Verification
***Comments:*** Inspection report sent on 5/12/2006

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**28** | ***1 of 1*** | ***SSW*** | ***0.58 / 3,081.49*** | ***186.97 / 4*** | ***TEMPLE-INLAND, INC.***
***6400 JAMIESON WAY***
***GILROY CA 95020*** | ***ENVIROSTOR***

| | | | |
|---|---|---|---|
| ***Estor/EPA ID:*** | 60000630 | ***County:*** | SANTA CLARA |
| ***Site Code:*** | 201745 | ***Latitude:*** | 36.9944053492905 |
| ***Special Program:*** | | ***Longitude:*** | -121.554965342556 |
| ***Census Tract:*** | 6085512602 | ***Office:*** | CLEANUP BERKELEY |
| ***Permit Renew Lead:*** | | ***Nat Priority List:*** | NO |
| ***Project Manager:*** | | ***Funding:*** | SITE PROPONENT |
| ***Pub Particip Spec:*** | | ***Assembly District:*** | 30 |
| ***Supervisor:*** | MARK PIROS | ***Senate District:*** | 17 |

***Site Type:*** VOLUNTARY CLEANUP
***Cleanup Status:*** NO FURTHER ACTION AS OF 9/5/2008
***Clean Up Oversight Agency:*** DTSC - SITE CLEANUP PROGRAM - LEAD AGENCY
***Cause of Contamination:*** UNKNOWN
***Potential Media Affected:*** UNDER INVESTIGATION
***School District:***
***APN:*** 841-73-003, 841-73-033
***Acres:*** 20 ACRES
***Potential Contaminants:***

UNDER INVESTIGATION

***Site History:***

The paperboard manufacturing and packaging company has operated on site for roughly 15 years and is classified as a Small Quantity Generator. The facility submitted an application for Conditionally Authorized On-site Hazardous Waste Treatment in 1993 to treat inorganics-contaminated aqueous waste, wastewater treatment sludge, dust, contaminated solid metal and metal workings, and oil/water separator sludge. Activities and equipment used at the facility included: corrugators, rotary die cutters, printing presses, ink storage, air compressors, USTs, and ASTs. Waste streams included: aqueous solution with organic residue, inorganic solid waste, hydrocarbon solvents, waste oil and mixed oil, oil/water separator sludge, unspecified oil-containing waste, organic solids, and liquid with halogenated organic compounds.

***Program Type:*** VOLUNTARY CLEANUP
***Status:*** NO FURTHER ACTION
***Cal Enviro Score:*** 86-90%
***Summary Link:*** http://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60000630

***Completed Activities***

***Date Completed:*** 8/22/2007
***Area Name:***
***Sub Area:***
***Title:*** Voluntary Cleanup Agreement
***Area Link:***
***Sub Area Link:***
***Title Link:*** http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&enforcement_id=6011013
***Document Type:*** Voluntary Cleanup Agreement
***Comments:*** VCA signed by acting branch chief.

***Date Completed:*** 4/7/2008
***Area Name:***
***Sub Area:***
***Title:*** PEA Workplan
***Area Link:***
***Sub Area Link:***
***Title Link:*** http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&doc_id=6016620
***Document Type:*** Preliminary Endangerment Assessment Workplan
***Comments:***

**Date Completed:** 9/5/2008
**Area Name:**
**Sub Area:**
**Title:** PEA Report
**Area Link:**
**Sub Area Link:**
**Title Link:** http://www.envirostor.dtsc.ca.gov/public/final_documents2?global_id=60000630&doc_id=6016622
**Document Type:** Preliminary Endangerment Assessment Report
**Comments:** The Preliminary Endangerment Assessment, dated July 30, 2008, indicates that low concentrations of pesticides and total petroleum hydrocarbons in soils are below screening levels; the concentration of metals in soil is below below background levels; and the groundwater did not contain any metals or solvents above the drinking water standards. The Preliminary Endangerment Assessment Report concluded that no further action is neccessary and DTSC has concurred with this conclusion.

**Date Completed:** 5/5/2008
**Area Name:**
**Sub Area:**
**Title:** PEA field work
**Area Link:**
**Sub Area Link:**
**Title Link:**
**Document Type:** Fieldwork
**Comments:** Field work done on May 5, 6 and 7, 2008.

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| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|
| 29 | 1 of 3 | SSW | 0.83 / 4,379.14 | 186.55 / 3 | METECH RECYCLING INC<br>6200 ENGEL WAY<br>GILROY CA 950207012 | ENVIROSTOR |

**Estor/EPA ID:** CAD077182293
**Site Code:** 200334
**Special Program:**
**Census Tract:** 6085512602
**Permit Renew Lead:**
**Project Manager:**
**Pub Particip Spec:**
**Supervisor:**
**Site Type:** CLOSED
- PERMIT AUTHORITY: Standardized

**County:** SANTA CLARA
**Latitude:** 36.99016
**Longitude:** -121.554015
**Office:**
**Nat Priority List:**
**Funding:**
**Assembly District:** 30
**Senate District:** 17

**Cleanup Status:**
**Clean Up Oversight Agency:**
**Cause of Contamination:**
**Potential Media Affected:**
**School District:**
**APN:**
**Acres:**
**Potential Contaminants:**

**Site History:**

Metech International, Inc. (Metech) is a precious metal recycling facility operating since December 10,1997 when they were first permitted. Metech processes solid hazardous scrap metals and precious metal containing liquid hazardous waste. Precious metals are gold, silver, platinum, palladium, rhodium and iridium. The facility is designed to receive, sort, classify, homogenize, analyze and recover these metals which at the end of processing, are sent to smelters or other facilities for further processing.

Solid scrap metals upon receipt are roasted, milled, melted in furnaces and then cast into ingots. Precious metal containing liquid hazardous waste is separated by pH. High pH liquids are electroplated to recover the metals. Low pH liquids are is neutralized to recover the precious metals.

Metech is applying for a Series B standardized Hazardous Waste Facility Permit renewal. Their permit expired on December 10, 2007 but DTSC is allowing Metech to continue to operate under their old permit until a their permit is finalized. On April 27, 2009, Metech withdrew their Permit application and is now currently undergoing final closure. Metech received their last shipment of hazardous waste in May 2009 and completed all hazardous waste processing activities on September 1, 2009.

**Program Type:** INSPECTION
**Status:** SIGNIFICANT NON-COMPLIER
**Cal Enviro Score:** 86-90%
**Summary Link:** http://www.envirostor.dtsc.ca.gov/public/eerp_profile_report?global_id=3000606

**Program Type:** HAZ WASTE - Standardized
**Status:** CLOSED
**Cal Enviro Score:** 86-90%
**Summary Link:** http://www.envirostor.dtsc.ca.gov/public/hwmp_profile_report?global_id=CAD077182293

***Permit Units - Completed Activities***

**Date:** 12/10/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - FINAL PERMIT (EFFECTIVE)
**Doc Link:**

**Date:** 7/25/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - PUBLIC COMMENT (END)
**Doc Link:**

**Date:** 12/10/2007
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - FINAL PERMIT (EXPIRES)
**Doc Link:**

**Date:** 6/19/2006
**Unit:**
**Event Description:** *MOD CLASS 2 - 2 OR MORE UNITS - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST ACKNOWLEDGED
**Doc Link:**

**Date:** 12/10/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - FINAL PERMIT
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/7597943961/Final%20Permit%201997%2Epdf

**Date:** 8/22/1995
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - 1ST NOTICE OF DEFICIENCY ISSUED
**Doc Link:**

**Date:** 4/27/2009
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
**Doc Link:**

**Date:** 4/27/2009

**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST ACKNOWLEDGED
**Doc Link:**

**Date:** 6/19/2006
**Unit:**
**Event Description:** *MOD CLASS 2 - 2 OR MORE UNITS - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST RECEIVED
**Doc Link:**

**Date:** 4/28/2008
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - 2ND NOTICE OF DEFICIENCY ISSUED
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/5912503898/Metech%20Notice%20of%20Deficiency%202%2Epdf

**Date:** 6/25/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - FINAL PART A & PART B RECEIVED
**Doc Link:**

**Date:** 7/25/1997
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - PUBLIC COMMENT (BEGIN)
**Doc Link:**

**Date:** 5/21/1996
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** NEW OPERATING PERMIT - APPLICATION PART B RECEIVED
**Doc Link:**

**Date:** 11/13/2007
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - APPLICATION PART B RECEIVED
**Doc Link:**

**Date:** 6/5/2007
**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Event Description:** RENEWAL - WITH CHANGES - 1ST NOTICE OF DEFICIENCY ISSUED
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/4086026847/Metech%20Notice%20of%20Deficency%201%2Epdf

**Date:** 11/5/2001

***Unit:***
***Event Description:*** *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
***Doc Link:***

***Date:*** 5/8/2000
***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Event Description:*** *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
***Doc Link:***

***Date:*** 4/12/1999
***Unit:*** BALLMILL(T16,17A,18A,18A-1)
***Event Description:*** *MOD CLASS 1* - PRIOR APPROVAL REQUIRED - FINAL PERMIT MODIFICATION
***Doc Link:***

***Date:*** 12/20/1995
***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Event Description:*** NEW OPERATING PERMIT - 2ND NOTICE OF DEFICIENCY ISSUED
***Doc Link:***

***Units Undergoing Closure***

***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Date:*** 4/27/2009
***Event Description:*** CLOSURE FINAL - CLOSURE NOTICE RECEIVED
***Doc Link:*** http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=CLOSURE+NOTICE&event_description=Closure+Final+%2D+CLOSURE+NOTICE+RECEIVED+&mytype=pa

***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Date:*** 8/31/2012
***Event Description:*** CLOSURE FINAL - RECEIVE CLOSURE CERTIFICATION
***Doc Link:*** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/3693952262/Closure%20Final%20aw%20envirostor%2Epdf

***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Date:*** 3/14/2014
***Event Description:*** CLOSURE FINAL - ISSUE CLOSURE VERIFICATION
***Doc Link:*** http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=CLOSURE+VERIFICATION&event_description=Closure+Final+%2D+ISSUE+CLOSURE+VERIFICATION+&mytype=pa

***Unit:*** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
***Date:*** 4/25/2013
***Event Description:*** CLOSURE FINAL - CEQA DETERMINATION
***Doc Link:*** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/78967720

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

86/NOE%20Final%20Nancy%20Envirostor%2Epdf

**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Date:** 4/25/2013
**Event Description:** CLOSURE FINAL - CLOSURE PLAN APPROVED
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/https://www.hwmpenvirostor.dtsc.ca.gov/public/site_documents/6166288077/Closure%20Plan%20Approval%20letter%20Envirostor%2Epdf

**Unit:** MULTIPLE UNITS: ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)
**Date:** 10/12/2009
**Event Description:** CLOSURE FINAL - CLOSURE PLAN RECEIVED
**Doc Link:** http://www.envirostor.dtsc.ca.gov/public/hwmp_final_documents?global_id=CAD077182293&link_key=108&document_category=PLAN+RECEIVED&event_description=Closure+Final+%2D+CLOSURE+PLAN+RECEIVED+&mytype=pa

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|---|---|---|---|---|---|---|
| 29 | 2 of 3 | SSW | 0.83 / 4,379.14 | 186.55 / 3 | METECH RECYCLING INC<br>6200 ENGEL WAY<br>GILROY CA 950207012 | HWP |

**EPA ID:** CAD077182293
**Site Code:** 200334
**Status:** CLOSED
**Facility Type:** Historical - Non-Operating
**Facility Size:**
**Team:** LORI KOCH
**Project Manager:**

**Public Part Speci:**
**Public Info Officer:**
**Assembly District:** 30
**Senate District:** 17
**County:** SANTA CLARA
**Latitude:** 36.99016
**Longitude:** -121.554015

***Hazardous Waste Units Completed Activities***

**Completed Date:** 05/21/1996
**Event Description:** New Operating Permit - APPLICATION PART B RECEIVED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 04/27/2009
**Event Description:** Renewal - With Changes - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST ACKNOWLEDGED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 06/25/1997
**Event Description:** New Operating Permit - FINAL PART A & PART B RECEIVED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 05/08/2000
**Event Description:** *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 04/12/1999
**Event Description:** *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
**Unit Names:** BALLMILL(T16,17a,18a,18a-1)

**Completed Date:** 04/28/2008
**Event Description:** Renewal - With Changes - 2ND NOTICE OF DEFICIENCY ISSUED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 04/27/2009
**Event Description:** Renewal - With Changes - FINAL PERMIT RENEWAL - WITHDRAWAL REQUEST RECEIVED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 06/19/2006
**Event Description:** *Mod Class 2 - 2 or More Units - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST RECEIVED
**Unit Names:**

**Completed Date:** 12/20/1995
**Event Description:** New Operating Permit - 2ND NOTICE OF DEFICIENCY ISSUED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 06/19/2006
**Event Description:** *Mod Class 2 - 2 or More Units - FINAL PERMIT MODIFICATION - WITHDRAWAL REQUEST ACKNOWLEDGED
**Unit Names:**

**Completed Date:** 11/13/2007
**Event Description:** Renewal - With Changes - APPLICATION PART B RECEIVED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 07/25/1997
**Event Description:** New Operating Permit - PUBLIC COMMENT (END)
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 08/22/1995
**Event Description:** New Operating Permit - 1ST NOTICE OF DEFICIENCY ISSUED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 12/13/2006
**Event Description:** Renewal - With Changes - INITIAL ADMINISTRATIVE REVIEW COMPLETED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 06/05/2007
**Event Description:** Renewal - With Changes - 1ST NOTICE OF DEFICIENCY ISSUED
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 12/10/1997
**Event Description:** New Operating Permit - FINAL PERMIT (EFFECTIVE)
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23),

SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 09/20/2008
***Event Description:*** Renewal - With Changes - DISCLOSURE (CLEARED)
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 12/10/1997
***Event Description:*** New Operating Permit - FINAL PERMIT
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 12/10/2007
***Event Description:*** New Operating Permit - FINAL PERMIT (EXPIRES)
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 11/05/2001
***Event Description:*** *Mod Class 1* - Prior Approval Required - FINAL PERMIT MODIFICATION
***Unit Names:***

***Completed Date:*** 07/17/2006
***Event Description:*** Renewal - With Changes - CALL-IN LETTER ISSUED
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 07/25/1997
***Event Description:*** New Operating Permit - PUBLIC COMMENT (BEGIN)
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Hazardous Waste Units Undergoing Closure***

***Completed Date:*** 04/27/2009
***Event Description:*** Closure Final - CLOSURE NOTICE RECEIVED
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 04/25/2013
***Event Description:*** Closure Final - CLOSURE PLAN APPROVED
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 04/25/2013
***Event Description:*** Closure Final - CEQA DETERMINATION
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Completed Date:*** 10/12/2009
***Event Description:*** Closure Final - CLOSURE PLAN RECEIVED
***Unit Names:*** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23),

| Map Key | Number of Records | Direction | Distance (mi/ft) | Elev/Diff (ft) | Site | DB |
|---|---|---|---|---|---|---|

SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 03/14/2014
**Event Description:** Closure Final - ISSUE CLOSURE VERIFICATION
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

**Completed Date:** 08/31/2012
**Event Description:** Closure Final - RECEIVE CLOSURE CERTIFICATION
**Unit Names:** ACIDTANK(S2), BALLMILL(T16,17a,18a,18a-1), BIF1, CYANIDETANK(S1), LOW PH CYANIDE CONTAINMENT TRAY, MELTINGFURNACE(T12a,13a,15a), MELTINGFURNANCE(T11-14), OUTSIDESTORAGE(S3), PHADJUSTMENT(TANK7-8), RINSETANK(T20), SCREENER(T19), SCREENER(T21-22), SCREENER(T23), SOLUTIONPROCESS(TANK1-6), THERMALREDUCTIONFURNANCES(T9-10), TRUSTAGING(S4)

***Alias***

**Alias:** 200334
**Alias Type:** Project Code (Site Code)

**Alias:** 110000782939
**Alias Type:** FRS

| | | | | | | |
|---|---|---|---|---|---|---|
| 29 | 3 of 3 | SSW | 0.83 / 4,379.14 | 186.55 / 3 | METECH RECYCLING INC<br>6200 ENGEL WAY<br>GILROY CA 95020 | INSP<br>COMP ENF |

**EPA ID:** CAD077182293
**County:** SANTA CLARA
**Geotracker Address:** 6200 ENGEL WAY
**Geotracker City:** GILROY
**Geotracker Latitude:** 36.99016
**Geotracker Longitude:** -121.554015
**Report URL:** https://www.envirostor.dtsc.ca.gov/public/eerp_profile_report?global_id=3000606

***Inspection Information***

**Title:** Focused Compliance Inspection - Universal Waste Electronics Recycler
**Title Link:**
**Inspection Date:** 9/29/2005
**Violations:** No Violations
**Return to Compliance:**
**Report Sent Date:** 10/17/2005

**Title:** Focused Compliance Inspection - Universal Waste Electronics Recycler
**Title Link:** view_eerp_document?global_id=3000606&enforcement_id=2395365
**Inspection Date:** 6/23/2016
**Violations:** Class 1, Class 2, Minor
**Return to Compliance:**
**Report Sent Date:** 7/22/2016

**Title:** Financial Records Review - Universal Waste Electronics Recycler
**Title Link:** view_eerp_document?global_id=3000606&enforcement_id=2398040
**Inspection Date:** 6/29/2017
**Violations:** Class 2, Minor
**Return to Compliance:**
**Report Sent Date:** 7/5/2017

**Title:** Compliance Evaluation Inspection - Standardized Permit
**Title Link:**
**Inspection Date:** 5/1/2012
**Violations:** Class 2, Minor
**Return to Compliance:** 6/8/2012
**Report Sent Date:** 7/18/2013

***Title:*** Financial Records Review - Standardized Permit
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2394466
***Inspection Date:*** 8/7/2014
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 8/7/2014

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 1/28/2005
***Violations:*** Class 2
***Return to Compliance:*** 10/31/2005
***Report Sent Date:*** 1/31/2005

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2395366
***Inspection Date:*** 5/18/2017
***Violations:*** Class 1, Class 2, Minor
***Return to Compliance:***
***Report Sent Date:*** 9/29/2017

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2394592
***Inspection Date:*** 5/20/2015
***Violations:*** Class 1, Class 2, Minor
***Return to Compliance:*** 6/19/2015
***Report Sent Date:*** 5/26/2015

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 6/24/2008
***Violations:*** Minor
***Return to Compliance:*** 6/26/2008
***Report Sent Date:*** 9/17/2008

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 5/18/2011
***Violations:*** Class 2, Minor
***Return to Compliance:*** 11/9/2011
***Report Sent Date:*** 6/15/2011

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 5/18/2011
***Violations:*** Class 2
***Return to Compliance:*** 11/9/2011
***Report Sent Date:*** 3/14/2012

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 6/27/2013
***Violations:*** Class 2
***Return to Compliance:*** 9/26/2013
***Report Sent Date:*** 7/18/2013

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 11/29/2012
***Violations:*** Class 2
***Return to Compliance:*** 3/14/2014
***Report Sent Date:*** 11/29/2012

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 4/29/2010
***Violations:*** Class 2, Minor
***Return to Compliance:*** 2/9/2011
***Report Sent Date:*** 2/11/2011

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 12/14/2004
***Violations:*** Class 2, Minor
***Return to Compliance:*** 12/17/2004
***Report Sent Date:*** 12/29/2004

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 6/27/2013
***Violations:*** Class 2, Minor
***Return to Compliance:*** 9/17/2013
***Report Sent Date:*** 5/7/2014

***Title:*** Financial Records Review - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2395140
***Inspection Date:*** 6/26/2015
***Violations:*** Class 1, Minor
***Return to Compliance:*** 7/31/2015
***Report Sent Date:*** 6/29/2015

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 5/1/2012
***Violations:*** Class 2
***Return to Compliance:*** 10/24/2012
***Report Sent Date:*** 5/30/2012

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 10/12/2000
***Violations:*** Class 1, Class 2, Minor
***Return to Compliance:*** 11/26/2001
***Report Sent Date:*** 3/20/2001

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 7/17/2007
***Violations:*** Class 2
***Return to Compliance:*** 8/26/2007
***Report Sent Date:*** 8/29/2007

***Title:*** Financial Records Review - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 1/31/2005
***Violations:*** Class 2
***Return to Compliance:*** 8/26/2007
***Report Sent Date:*** 1/31/2005

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 6/27/2007
***Violations:*** Minor
***Return to Compliance:*** 8/27/2007
***Report Sent Date:*** 8/7/2007

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 7/11/2008
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 7/15/2008

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2393246
***Inspection Date:*** 5/29/2014
***Violations:*** Class 2
***Return to Compliance:*** 6/13/2014

***Report Sent Date:*** 7/30/2014

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 12/14/2004
***Violations:*** Class 2, Minor
***Return to Compliance:*** 12/22/2004
***Report Sent Date:*** 3/23/2005

***Title:*** Financial Records Review - Universal Waste Electronics Recycler
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2396751
***Inspection Date:*** 8/2/2016
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 8/2/2016

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:*** view_eerp_document?global_id=3000606&enforcement_id=2393285
***Inspection Date:*** 5/29/2014
***Violations:*** Class 2
***Return to Compliance:*** 6/13/2014
***Report Sent Date:*** 7/30/2014

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 4/29/2010
***Violations:*** Class 2, Minor
***Return to Compliance:*** 3/25/2011
***Report Sent Date:*** 5/6/2010

***Title:*** Financial Records Review - Standardized Permit
***Title Link:***
***Inspection Date:*** 1/12/2012
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 1/12/2012

***Title:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Title Link:***
***Inspection Date:*** 6/24/2008
***Violations:*** Minor
***Return to Compliance:*** 6/26/2008
***Report Sent Date:*** 6/26/2008

***Title:*** Compliance Evaluation Inspection - Standardized Permit
***Title Link:***
***Inspection Date:*** 12/4/2001
***Violations:*** No Violations
***Return to Compliance:***
***Report Sent Date:*** 3/15/2002

***Enforcement Information***

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 5/18/2011

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 12/14/2004

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/18/2011

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/20/2015

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 5/1/2012

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/23/2016

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 1/12/2012

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/24/2008

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 6/24/2008

***Enforcement Type:*** Financial Records Review - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/26/2015

***Enforcement Type:*** Financial Records Review - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/29/2017

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 6/27/2013

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 7/11/2008

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 5/29/2014

***Enforcement Type:*** Financial Records Review - Universal Waste Electronics Recycler
***Enforcement Date:*** 8/2/2016

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/1/2012

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 7/17/2007

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 12/14/2004

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 1/28/2005

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 8/7/2014

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 6/27/2007

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 6/27/2013

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/29/2014

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 4/29/2010

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 5/18/2017

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 12/4/2001

***Enforcement Type:*** Focused Compliance Inspection - Universal Waste Electronics Recycler
***Enforcement Date:*** 9/29/2005

***Enforcement Type:*** Consent Order with Enforcement and Settlement - Federal CA/FO (385)
***Enforcement Date:*** 11/26/2001

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 10/12/2000

***Enforcement Type:*** Financial Records Review - Standardized Permit
***Enforcement Date:*** 11/29/2012

***Enforcement Type:*** Financial Records Review - Universal Waste Electronics Recycler
***Enforcement Date:*** 1/31/2005

***Enforcement Type:*** Compliance Evaluation Inspection - Standardized Permit
***Enforcement Date:*** 4/29/2010

***Enforcement Actions***

***Title:*** Consent Order with Enforcement and Settlement - Federal CA/FO (385)
***Title Link:***
***Issued Completed Date:*** 11/26/2001

***Permitting***

***Site Code:*** 200334
***Site Facility Type:*** CLOSED
- PERMIT AUTHORITY: Standardized
***Program Type:*** HAZARDOUS WASTE FACILITY
***Assembly District:*** 30
***Senate District:*** 17
***Facility Type:*** HIST PERMITTED
***Facility History:***

Metech International, Inc. (Metech) is a precious metal recycling facility operating since December 10,1997 when they were first permitted. Metech processes solid hazardous scrap metals and precious metal containing liquid hazardous waste. Precious metals are gold, silver, platinum, palladium, rhodium and iridium. The facility is designed to receive, sort, classify, homogenize, analyze and recover these metals which at the end of processing, are sent to smelters or other facilities for further processing.

Solid scrap metals upon receipt are roasted, milled, melted in furnaces and then cast into ingots. Precious metal containing liquid hazardous waste is separated by pH. High pH liquids are electroplated to recover the metals. Low pH liquids are is neutralized to recover the precious metals.

Metech is applying for a Series B standardized Hazardous Waste Facility Permit renewal. Their permit expired on December 10, 2007 but DTSC is allowing Metech to continue to operate under their old permit until a their permit is finalized. On April 27, 2009, Metech withdrew their Permit application and is now currently undergoing final closure. Metech received their last shipment of hazardous waste in May 2009 and completed all hazardous waste processing activities on September 1, 2009.

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***Site Code:*** 200334
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Solid scrap metals upon receipt are roasted, milled, melted in furnaces and then cast into ingots. Precious metal containing liquid hazardous waste is separated by pH. High pH liquids are electroplated to recover the metals. Low pH liquids are is neutralized to recover the precious metals.
Metech is applying for a Series B standardized Hazardous Waste Facility Permit renewal. Their permit expired on December 10, 2007 but DTSC is allowing Metech to continue to operate under their old permit until a their permit is finalized. On April 27, 2009, Metech withdrew their Permit application and is now currently undergoing final closure. Metech received their last shipment of hazardous waste in May 2009 and completed all hazardous waste processing activities on September 1, 2009.

# Unplottable Summary

**Total: 2 Unplottable sites**

| DB | Company Name/Site Name | Address | City | Zip | ERIS ID |
|---|---|---|---|---|---|
| GILROY CUPA | PG&E - Llagas Satellite Materials Facility and Substation | Renz Lane n/o Pacheco Pass Road (Hwy. 152) | Gilroy CA | 95020 | 824918379 |
| SANTACLARA LO | Caltrans Gilroy Maint. Sta. #2 | Pacheco Pass Hwy Unincorporated<br>***SCVWD ID | Closure Date:*** 11S4E03N01f \| 8/20/1991 | CA | 820144903 |

# Unplottable Report

**Site:** ***PG&E - Llagas Satellite Materials Facility and Substation***
***Renz Lane n/o Pacheco Pass Road (Hwy. 152) Gilroy CA 95020***

GILROY CUPA

| | | | |
|---|---|---|---|
| ***CERS ID:*** | 10147477 | ***RCRA Lrg Qnty Gen:*** | No |
| ***Facility ID:*** | 5655 | ***Fac Info Rpt Req:*** | Applicable |
| ***HM on Site:*** | Yes | ***Inv Rpt Req:*** | Applicable |
| ***CALARP Reg Subst:*** | No | ***UST Rpt Req:*** | Not Applicable |
| ***Own/Op UST:*** | No | ***RMR Rpt Req:*** | Not Applicable |
| ***Own/Op PST:*** | No | ***APSA Rpt Req:*** | Not Applicable |
| ***HW Generator:*** | No | ***CALARP Rpt Req:*** | Not Applicable |
| ***Recycle:*** | No | ***Hw Treat Rpt Req:*** | Not Applicable |
| ***On Site HW Trtmnt:*** | No | ***CALARP Reg Code:*** | |
| ***Consolid Rpt Req:*** | | ***ER training Rpt Req:*** | |
| ***Tank Close Rpt Req:*** | | | |

**Site:** ***Caltrans Gilroy Maint. Sta. #2***
***Pacheco Pass Hwy Unincorporated CA***

SANTACLARA LO

| | |
|---|---|
| ***SCVWD ID:*** | 11S4E03N01f |
| ***Closure Date:*** | 8/20/1991 |
| ***Link:*** | http://lustop.sccgov.org/files/11S4E03N01f/ |

# Appendix: Database Descriptions

*Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13, Section 8.1.8 Sources of Standard Source Information:*

*"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."*

## *Standard Environmental Record Sources*

### *Federal*

***National Priority List:*** NPL

National Priorities List (Superfund)-NPL: EPA's (United States Environmental Protection Agency) list of the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. The NPL, which EPA is required to update at least once a year, is based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action.

***Government Publication Date: Jul 3, 2018***

***National Priority List - Proposed:*** PROPOSED NPL

Includes sites proposed (by the EPA, the state, or concerned citizens) for addition to the NPL due to contamination by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.

***Government Publication Date: Jul 3, 2018***

***Deleted NPL:*** DELETED NPL

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

***Government Publication Date: Jul 3, 2018***

***SEMS List 8R Active Site Inventory:*** SEMS

The Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted.

***Government Publication Date: Jun 8, 2018***

***SEMS List 8R Archive Sites:*** SEMS ARCHIVE

The Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time.

***Government Publication Date: Jun 8, 2018***

***Inventory of Open Dumps, June 1985:*** ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

***Government Publication Date: Jun 1985***

***EPA Report on the Status of Open Dumps on Indian Lands:*** IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

***Government Publication Date: Dec 31, 1998***

***Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS:*** CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

***Government Publication Date: Oct 25, 2013***

***CERCLIS - No Further Remedial Action Planned:*** CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

***Government Publication Date: Oct 25, 2013***

***CERCLIS Liens:*** CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Jan 30, 2014***

***RCRA CORRACTS-Corrective Action:*** RCRA CORRACTS

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

***Government Publication Date: Aug 2, 2018***

***RCRA non-CORRACTS TSD Facilities:*** RCRA TSD

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites listed as treatment, storage and/or disposal facilities of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

***Government Publication Date: Aug 2, 2018***

***RCRA Generator List:*** RCRA LQG

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

***Government Publication Date: Aug 2, 2018***

***RCRA Small Quantity Generators List:*** RCRA SQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

***Government Publication Date: Aug 2, 2018***

***RCRA Conditionally Exempt Small Quantity Generators List:*** RCRA CESQG

RCRA Info is the EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Conditionally Exempt Small Quantity Generators (CESQG) generate 100 kilograms or less per month of hazardous waste or one kilogram or less per month of acutely hazardous waste.

***Government Publication Date: Aug 2, 2018***

***RCRA Non-Generators:*** RCRA NON GEN

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

***Government Publication Date: Aug 2, 2018***

***Federal Engineering Controls-ECs:*** FED ENG

Engineering controls (ECs) encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Jan 20, 2016***

***Federal Institutional Controls- ICs:*** FED INST

Institutional controls are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's (United States Environmental Protection Agency ) expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site.

***Government Publication Date: Jan 20, 2016***

***Emergency Response Notification System:*** ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

***Government Publication Date: 1982-1986***

***Emergency Response Notification System:*** ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

***Government Publication Date: 1987-1989***

***Emergency Response Notification System:*** ERNS

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Feb 12, 2018***

***The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database:*** FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This database is made available by the United States Environmental Protection Agency (EPA).

***Government Publication Date: Feb 20, 2018***

***FEMA Underground Storage Tank Listing:*** FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

***Government Publication Date: Dec 31, 2017***

***LIEN on Property:*** SEMS LIEN

The EPA Superfund Enterprise Management System (SEMS) provides LIEN information on properties under the EPA Superfund Program.

***Government Publication Date: Jun 8, 2018***

***Superfund Decision Documents:*** SUPERFUND ROD

This database contains a listing of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD), along with other associated memos and files. This information is maintained and made available by the US EPA (Environmental Protection Agency).

***Government Publication Date: Jun 8, 2018***

## *State*

***State Response Sites:*** RESPONSE

A list of identified confirmed release sites where the Department of Toxic Substances Control (DTSC) is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk. This database is state equivalent NPL.

***Government Publication Date: Jul 18, 2018***

***EnviroStor Database:*** ENVIROSTOR

The EnviroStor Data Management System is made available by the Department of Toxic Substances Control (DTSC). Includes Corrective Action sites, Tiered Permit sites, Historical Sites and Evaluation/Investigation sites. This database is state equivalent CERCLIS.

***Government Publication Date: Jul 18, 2018***

***Delisted State Response Sites:*** DELISTED ENVS

Sites removed from the list of State Response Sites made available by the EnviroStor Data Management System, Department of Toxic Substances Control (DTSC).

***Government Publication Date: Jul 18, 2018***

***Solid Waste Information System (SWIS):*** SWF/LF

The Solid Waste Information System (SWIS) database made available by the Department of Resources Recycling and Recovery (CalRecycle) contains information on solid waste facilities, operations, and disposal sites throughout the State of California. The types of facilities found in this database include landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites.

***Government Publication Date: Aug 15, 2018***

***EnviroStor Hazardous Waste Facilities:*** HWP

A list of hazardous waste facilities including permitted, post-closure and historical facilities found in the Department of Toxic Substances Control (DTSC) EnviroStor database.

***Government Publication Date: Aug 23, 2018***

***Land Disposal Sites:*** LDS

Land Disposal Sites in GeoTracker, the State Water Resources Control Board (SWRCB)'s data management system. The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units. Waste management units include waste piles, surface impoundments, and landfills.

***Government Publication Date: Jul 19, 2018***

***Sites Listed in the Solid Waste Assessment Test (SWAT) Program Report:*** SWAT

In a 1993 Memorandum of Understanding, the State Water Resources Control Board (SWRCB) agreed to submit a comprehensive report on the Solid Waste Assessment Test (SWAT) Program to the California Integrated Waste Management Board (CIWMB). This report summarizes the work completed to date on the SWAT Program, and addresses both the impacts that leakage from solid waste disposal sites (SWDS) may have upon waters of the State and the actions taken to address such leakage.

***Government Publication Date: Dec 31, 1995***

***Leaking Underground Fuel Tank Reports:*** LUST

List of Leaking Underground Storage Tanks within the Cleanup Sites data in GeoTracker database. GeoTracker is the State Water Resources Control Board's (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense and Site Cleanup Program) as well as permitted facilities such as operating Underground Storage Tanks. The Leak Prevention Program that overlooks LUST sites is the SWRCB in California's Environmental Protection Agency.

***Government Publication Date: Jul 6, 2018***

***Delisted Leaking Storage Tanks:*** DELISTED LST

List of Leaking Underground Storage Tanks (LUST) cleanup sites removed from GeoTracker, the State Water Resources Control Board (SWRCB)'s database system, as well as sites removed from the SWRCB's list of UST Case closures.

***Government Publication Date: Jul 19, 2018***

***Permitted Underground Storage Tank (UST) in GeoTracker:*** UST

List of Permitted Underground Storage Tank (UST) sites made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA).

***Government Publication Date: Jul 1, 2018***

***Solid Waste Disposal Sites with Waste Constituents Above Hazardous Waste Levels:*** SWRCB SWF

This is a list of solid waste disposal sites identified by California State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit.

***Government Publication Date: Sep 20, 2006***

***Proposed Closure of Underground Storage Tank Cases:*** UST CLOSURE

List of UST cases that are being considered for closure by either the California Environmental Protection Agency, State Water Resources Control Board or the Executive Director that have been posted for a 60-day public comment period.

***Government Publication Date: Jul 19, 2018***

***Historical Hazardous Substance Storage Information Database:*** HHSS

The Historical Hazardous Substance Storage database contains information collected in the 1980s from facilities that stored hazardous substances. The information was originally collected on paper forms, was later transferred to microfiche, and recently indexed as a searchable database. When using this database, please be aware that it is based upon self-reported information submitted by facilities which has not been independently verified. It is unlikely that every facility responded to the survey and the database should not be expected to be a complete inventory of all facilities that were operating at that time. This database is maintained by the California State Water Resources Control Board's (SWRCB) Geotracker.

***Government Publication Date: Aug 27, 2015***

***Aboveground Storage Tanks:*** AST

A statewide list from 2009 of aboveground storage tanks (ASTs) made available by the Cal FIRE Office of the State Fire Marshal (OSFM). This list is no longer maintained or updated by the Cal FIRE OSFM.

***Government Publication Date: Aug 31, 2009***

***Delisted Storage Tanks:*** DELISTED TNK

This database contains a list of storage tank sites that were removed by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency (EPA) and the Cal FIRE Office of State Fire Marshal (OSFM).

***Government Publication Date: Jul 01, 2018***

***California Environmental Reporting System (CERS) Tanks:*** CERS TANK

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

***Government Publication Date: Jul 9, 2018***

***Site Mitigation and Brownfields Reuse Program Facility Sites with Land Use Restrictions:*** LUR

The Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

***Government Publication Date: Jul 18, 2018***

***Hazardous Waste Management Program Facility Sites with Deed / Land Use Restrictions:*** HLUR

The Department of Toxic Substances Control (DTSC) Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

***Government Publication Date: Aug 8, 2018***

***Deed Restrictions and Land Use Restrictions:*** DEED

List of Deed Restrictions, Land Use Restrictions and Covenants in GeoTracker made available by the State Water Resources Control Board (SWRCB) in California's Environmental Protection Agency. A deed restriction (land use covenant) may be required to facilitate the remediation of past environmental contamination and to protect human health and the environment by reducing the risk of exposure to residual hazardous materials.

***Government Publication Date: Jul 27, 2018***

***Voluntary Cleanup Program:*** VCP

List of sites in the Voluntary Cleanup Program made available by the Department of Toxic Substances and Control (DTSC). The Voluntary Cleanup Program was designed to respond to lower priority sites. Under the Voluntary Cleanup Program, DTSC enters site-specific agreements with project proponents for DTSC oversight of site assessment, investigation, and/or removal or remediation activities, and the project proponents agree to pay DTSC's reasonable costs for those services.

***Government Publication Date: Jul 18, 2018***

***GeoTracker Cleanup Sites Data:*** CLEANUP SITES

A list of cleanup sites in the state of California made available by The State Water Resources Control Board (SWRCB) of the California Environmental Protection Agency (EPA). SWRCB tracks leaking underground storage tank cleanups as well as other water board cleanups.

***Government Publication Date: Jul 6, 2018***

***Delisted California Environmental Reporting System (CERS) Tanks:*** DELISTED CTNK

This database contains a list of Aboveground Petroleum Storage and Underground Storage Tank sites that were removed from in the California Environmental Protection Agency (CalEPA) Regulated Site Portal.

***Government Publication Date: Jul 9, 2018***

***Historical Hazardous Substance Storage Container Information - Facility Summary:*** HIST TANK

The State Water Resources Control Board maintained the Hazardous Substance Storage Containers listing and inventory in th 1980s. This facility summary lists historic tank sites where the following container types were present: farm motor vehicle fuel tanks; waste tanks; sumps; pits, ponds, lagoons, and others; and all other product tanks. This set, published in May 1988, lists facility and owner information, as well as the number of containers. This data is historic and will not be updated.

***Government Publication Date: May 27, 1988***

## *Tribal*

***Leaking Underground Storage Tanks (LUSTs) on Indian Lands:*** INDIAN LUST

LUSTs on Tribal/Indian Lands in Region 9, which includes California.

***Government Publication Date: Dec 31, 2017***

***Underground Storage Tanks (USTs) on Indian Lands:*** INDIAN UST

USTs on Tribal/Indian Lands in Region 9, which includes California.

***Government Publication Date: Dec 31, 2017***

***Delisted Tribal Leaking Storage Tanks:*** DELISTED ILST

Leaking Underground Storage Tank facilities which have been removed from the Regional Tribal LUST lists made available by the EPA.

***Government Publication Date: Oct 14, 2017***

***Delisted Tribal Underground Storage Tanks:*** DELISTED IUST

Underground Storage Tank facilities which have been removed from the Regional Tribal UST lists made available by the EPA.

***Government Publication Date: Oct 14, 2017***

## *County*

***Delisted County Records:*** DELISTED COUNTY

Records removed from county or CUPA databases. Records may be removed from the county lists made available by the respective county departments because they are inactive, or because they have been deemed to be below reportable thresholds.

***Government Publication Date: Seo 4, 2018***

***Santa Clara County - City of San Jose Hazardous Material Facilities:*** SANJOSE HM

A list of facilities with hazardous materials, including underground and aboveground tanks. This list is maintained by the City of San Jose Fire Department.

***Government Publication Date: Jul 8, 2018***

***Santa Clara County - Gilroy City CUPA Facilities List:*** GILROY CUPA

The Gilroy City Fire Marshal's office maintains a list of CUPA Facilities located in Gilroy City.

***Government Publication Date: Jul 2, 2018***

***Santa Clara County CUPA Facilities List:*** SANTACLARA CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Santa Clara County. This list is made available by Santa Clara County Department of Environmental health (DEH). DEH's Hazardous Materials Compliance Division (HMCD) is CUPA for the county with jurisdiction within the Cities of Los Altos Hills, Monte Sereno, and Saratoga; and in all unincorporated areas of Santa Clara County, including Moffett Field, San Martin, and Stanford.

***Government Publication Date: Jun 12, 2018***

***Santa Clara Historic Solvent Case Listing:*** SANTACLARA HSOL

The Santa Clara Valley Water District was responsible for the oversight of solvent and toxic release cases and maintained a list of historic solvent cases in Santa Clara County.

***Government Publication Date: Aug 22, 2016***

***Santa Clara Local Oversight Program Listing:*** SANTACLARA LO

A list of Leaking Underground Storage Tanks (LUST) facilities in Santa Clara County Provided by Santa Clara Department of Environmental Health (DEH). Since July 1, 2004 the DEH has served as the oversight agency for investigations and clean-up of petroleum releases from underground storage tanks through implementation of the Local Oversight Program (LOP) contract with the State Water Resources Control Board.

***Government Publication Date: Jun 14, 2017***

***Santa Clara County - Sunnyvale City CUPA List:*** SUNNYVALE CUPA

A list of facilities associated with various Certified Unified Program Agency (CUPA) programs in Sunnyvale City, Santa Clara County. This list is made available by the Fire Prevention & Hazardous Materials division of the Sunnyvale Department of Public Safety.

***Government Publication Date: Jun 14, 2018***

## *Additional Environmental Record Sources*

### *Federal*

***Facility Registry Service/Facility Index:*** FINDS/FRS

The US Environmental Protection Agency (EPA)'s Facility Registry System (FRS) is a centrally managed database that identifies facilities, sites or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, data collected from EPA's Central Data Exchange registrations and data management personnel.

***Government Publication Date: Apr 17, 2018***

***Toxics Release Inventory (TRI) Program:*** TRIS

The EPA's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of over 650 toxic chemicals from thousands of U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment.

***Government Publication Date: Dec 31, 2016***

***Hazardous Materials Information Reporting System:*** HMIRS

US DOT - Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) Incidents Reports Database taken from Hazmat Intelligence Portal,  U.S. Department of Transportation.

***Government Publication Date: May 23, 2018***

***National Clandestine Drug Labs:*** NCDL

The U.S. Department of Justice ("the Department") provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

***Government Publication Date: Jul 18, 2018***

***Toxic Substances Control Act:*** TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI).

***Government Publication Date: Jun 30, 2017***

***Hist TSCA:*** HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.

The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

***Government Publication Date: Dec 31, 2006***

***FTTS Administrative Case Listing:*** FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

***Government Publication Date: Jan 19, 2007***

***FTTS Inspection Case Listing:*** FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

***Government Publication Date: Jan 19, 2007***

***Potentially Responsible Parties List:*** PRP

Early in the cleanup process, the Environmental Protection Agency (EPA) conducts a search to find the potentially responsible parties (PRPs). EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site.

***Government Publication Date: Jul 17, 2018***

***State Coalition for Remediation of Drycleaners Listing:*** SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

***Government Publication Date: Nov 08, 2017***

***Integrated Compliance Information System (ICIS):*** ICIS

The Integrated Compliance Information System (ICIS) is a system that provides information for the Federal Enforcement and Compliance (FE&C) and the National Pollutant Discharge Elimination System (NPDES) programs. The FE&C component supports the Environmental Protection Agency's (EPA) Civil Enforcement and Compliance program activities. These activities include Compliance Assistance, Compliance Monitoring and Enforcement. The NPDES program supports tracking of NPDES permits, limits, discharge monitoring data and other program reports.

***Government Publication Date: Nov 18, 2016***

***Drycleaner Facilities:*** FED DRYCLEANERS

A list of drycleaner facilities from the Integrated Compliance Information System (ICIS). The Environmental Protection Agency (EPA) tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.
***Government Publication Date: May 29, 2018***

***Delisted Drycleaner Facilities:*** DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).
***Government Publication Date: May 29, 2018***

***Formerly Used Defense Sites:*** FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DoD) is responsible for an environmental restoration. This list is published by the U.S. Army Corps of Engineers.
***Government Publication Date: Nov 22, 2016***

***Material Licensing Tracking System (MLTS):*** MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.
***Government Publication Date: Jun 30, 2017***

***Historic Material Licensing Tracking System (MLTS) sites:*** HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.
***Government Publication Date: Jan 31, 2010***

***Mines Master Index File:*** MINES

The Master Index File (MIF) contains mine identification numbers issued by the Department of Labor Mine Safety and Health Administration (MSHA) for mines active or opened since 1971. Note that addresses may or may not correspond with the physical location of the mine itself.
***Government Publication Date: Jan 30, 2018***

***Alternative Fueling Stations:*** ALT FUELS

List of alternative fueling stations made available by the US Department of Energy's Office of Energy Efficiency & Renewable Energy. Includes Biodiesel stations, Ethanol (E85) stations, Liquefied Petroleum Gas (Propane) stations, Ethanol (E85) stations, Natural Gas stations, Hydrogen stations, and Electric Vehicle Supply Equipment (EVSE). The National Renewable Energy Laboratory (NREL) obtains information about new stations from trade media, Clean Cities coordinators, a Submit New Station form on the Station Locator website, and through collaborating with infrastructure equipment and fuel providers, original equipment manufacturers (OEMs), and industry groups.
***Government Publication Date: Jul 24, 2018***

***Registered Pesticide Establishments:*** SSTS

List of active EPA-registered foreign and domestic pesticide-producing and device-producing establishments based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that facilities producing pesticides, active ingredients, or devices be registered. The list of establishments is made available by the EPA.
***Government Publication Date: Mar 1, 2018***

***Polychlorinated Biphenyl (PCB) Notifiers:*** PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.
***Government Publication Date: Nov 30, 2017***

## *State*

***EnviroStor Inspection, Compliance, and Enforcement:*** INSP COMP ENF

A list of permitted facilities with inspections and enforcements tracked in the Department of Toxic Substance Control (DTSC) EnviroStor.
***Government Publication Date: May 28, 2018***

***Clandestine Drug Lab Sites:*** CDL

The Department of Toxic Substances Control (DTSC) maintains a listing of drug lab sites. DTSC is responsible for removal and disposal of hazardous substances discovered by law enforcement officials while investigating illegal/clandestine drug laboratories.

***Government Publication Date: Dec 31, 2017***

***School Property Evaluation Program Sites:*** SCH

A list of sites registered with The Department of Toxic Substances Control (DTSC) School Property Evaluation and Cleanup (SPEC) Division. SPEC is responsible for assessing, investigating and cleaning up proposed school sites. The Division ensures that selected properties are free of contamination or, if the properties were previously contaminated, that they have been cleaned up to a level that protects the students and staff who will occupy the new school.

***Government Publication Date: Jul 18, 2018***

***California Hazardous Material Incident Report System (CHMIRS):*** CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS). This list has been made available by the California Office of Emergency Services (OES).

***Government Publication Date: Jun 19, 2018***

***Hazardous Waste Manifest Data:*** HAZNET

A list of hazardous waste manifests received each year by Department of Toxic Substances Control (DTSC). The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

***Government Publication Date: Oct 24, 2016***

***Hazardous Waste and Substances Site List - Site Cleanup:*** HWSS CLEANUP

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. This list is published by California Department of Toxic Substance Control.

***Government Publication Date: Aug 14, 2018***

***List of Hazardous Waste Facilities Subject to Corrective Action:*** DTSC HWF

This is a list of hazardous waste facilities identified in Health and Safety Code (HSC) § 25187.5. These facilities are those where Department of Toxic Substances Control (DTSC) has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.

***Government Publication Date: Jul 18, 2016***

***Historical Hazardous Waste Manifest Data:*** HIST MANIFEST

A list of historic hazardous waste manifests received by the Department of Toxic Substances Control (DTSC) from year the 1980 to 1992. The volume of manifests is typically 900,000 - 1,000,000 annually, representing approximately 450,000 - 500,000 shipments.

***Government Publication Date: Dec 31, 1992***

***Historical California Hazardous Material Incident Report System (CHMIRS):*** HIST CHMIRS

A list of reported hazardous material incidents, spills, and releases from the California Hazardous Material Incident Report System (CHMIRS) prior to 1993. This list has been made available by the California Office of Emergency Services (OES).

***Government Publication Date: Jan 1, 1993***

***Historical Cortese List:*** HIST CORTESE

List of sites which were once included on the Cortese list. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with the California Environmental Quality Act requirements for providing information about the location of hazardous sites.

***Government Publication Date: Nov 13, 2008***

***Cease and Desist Orders and Cleanup and Abatement Orders:*** CDO/CAO

The California Environment Protection Agency "Cortese List" of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO). This list contains many CDOs and CAOs that do NOT concern the discharge of wastes that are hazardous materials. Many of the listed orders concern, as examples, discharges of domestic sewage, food processing wastes, or sediment that do not contain hazardous materials, but the Water Boards' database does not distinguish between these types of orders.

***Government Publication Date: Feb 16, 2012***

***Delisted Environmental Reporting System (CERS) Hazardous Waste Sites:*** DELISTED HAZ

This database contains a list of sites that were removed from the California Environmental Protection Agency (CalEPA) in the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator.

***Government Publication Date: Jul 9, 2018***

***Drycleaner Facilities:*** DRYCLEANERS

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial, linen supply, commercial laundry, dry cleaning and pressing machines - Coin Operated Laundry and Dry Cleaning. This is provided by the Department of Toxic Substance Control.

***Government Publication Date: Jun 21, 2018***

***Delisted Drycleaners:*** DELISTED DRYC

Sites removed from the list of drycleaner related facilities that have EPA ID numbers, made available by the California Department of Toxic Substance Control.

***Government Publication Date: Jun 21, 2018***

***Waste Discharge Requirements:*** WASTE DISCHG

List of sites in California State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDRs) Program in California, made available by the SWRCB via GeoTracker. The WDR program regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

***Government Publication Date: May 30, 2018***

***Toxic Pollutant Emissions Facilities:*** EMISSIONS

A list of criteria and toxic pollutant emissions data for facilities in California made available by the California Environmental Protection Agency - Air Resources Board (ARB). Risk data may be based on previous inventory submittals. The toxics data are submitted to the ARB by the local air districts as requirement of the Air Toxics "Hot Spots" Program. This program requires emission inventory updates every four years.

***Government Publication Date: Dec 31, 2016***

***California Environmental Reporting System (CERS) Hazardous Waste Sites:*** CERS HAZ

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the following regulatory programs: Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, RCRA LQ HW Generator. The CalEPA oversees the statewide implementation of the Unified Program which applies regulatory standards to protect Californians from hazardous waste and materials.

***Government Publication Date: Jul 9, 2018***

## *Tribal*

***No Tribal additional environmental record sources available for this State.***

## *County*

***No County additional environmental databases were selected to be included in the search.***

# Definitions

***Database Descriptions:*** This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

***Detail Report***: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

***Distance:*** The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

***Direction:*** The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

***Elevation:*** The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

***Executive Summary:*** This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

***Map Key:*** The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

***Unplottables:*** These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

# APPENDIX E

# SITE ASSESSMENT CHECKLIST AND ASTM TRANSACTION SCREEN AND ENVIRONMENTAL SITE ASSESSMENT QUESTIONNAIRE

# SITE RECONNAISSANCE CHECKLIST Site visit 10/4/18

| | |
|---|---|
| Site: | 6970 Camino Arroyo, Gilroy |
| Inspector: | David Siegel |
| Non Facility Visitors: | Weather Conditions: |
| 1. Topography / Fill Areas: | Flat site and area w/ a couple of hills of dirt |
| 2. Soil Geology | due to coarse grained alluvial soils |
| 3. Groundwater | estimated ~ 15-45 feet based on nearby leak site info |
| 4. Vegetation | Property is covered w/ grass & weeds (undeveloped site) |
| 5. Wetlands | none |
| 6. Drainage (describe below) | |
| a) Building | no building on property |
| b) Site | unpaved site |
| c) Regional | eastward toward center of Santa Clara Valley |

7. Utilities

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| a) Public | | Drinking Water | | Electric | | Storm | | Waste Water Sewer | | Heating / Nat. Gas |
| b) Private (identify) | | | | | | | | | |

8. Evidence of Contamination ; Note environmental features
(e.g. asbestos, sloppy housekeeping, hazardous chemicals, storage areas, containment structures)

9. Building Information

a) General

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Building number: | no building | | | | | | |
| Age: | N/A | | | | | | |
| Construction: | N/A | | | | | | |
| Type | N/A | | | | | | |
| Features: | | | | | | | |

b) Building Interior

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Odors: | none | | | | | | |
| Spillage | none | | | | | | |
| Potential Asbestos | none | | | | | | |
| Housekeeping | N/A | | | | | | |

c) Building Exterior

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Condition | N/A | | | | | | |
| No. of transformers | none | | | | | | |

| | | | |
|---|---|---|---|
| Area(s) of stained soil | none | | |
| Area(s) of stressed vegetation | none | | |
| Qty of USTs (0) | Age | Size | |
| Qty of ASTs (0) | Age | Size | |

10. Storage Area(s) Condition

| | | | | | |
|---|---|---|---|---|---|
| Qty of Drums (0) | Type | | | | |
| Qty of Gas Cylinders (0) | Type | | | | |
| Waste Removal Storage Containers | | Quantity | | Type | |
| Debris Some dumped garbage and debris | | Quantity | | Type | |

Signature: David Siegel

Site visit 10/4/18 (AA)

**Date:** 10-5-18

**Site Address:** 6970 Camino Arroyo, Gilroy

**Person Interviewed/Title:** JM STOCKHAUSEN / MANAGER

## ASTM Transaction Screen and Environmental Site Assessment Questionnaire

| | Owner | Occupants | Observed during site visit |
|---|---|---|---|
| 1. Is the property or any adjoining site used for an industrial use? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 2. To the best of your knowledge, has the property or any adjoining site been used for an industrial use? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 3. Is the property or any adjoining site used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard, landfill, or waste storage, disposal, processing or recycling? | Yes No (Unk) | Yes No Unk | (Yes) No Unk Shell station across Camino Arroyo to NW |
| 4. To the best of your knowledge, has the Property or any adjoining site been used for a gasoline station, motor repair, commercial printing, dry cleaning, photo processing, junkyard or for waste storage, disposal, processing or recycling? | Yes No (Unk) | Yes No Unk | (Yes) No Unk |
| 5. Are there, or has there been to the best of your knowledge, discarded batteries or pesticides, paints, or other chemicals in more than 5 gallon containers or 50 gallons in total stored or used at the Property? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 6. Are there, or has there been to the best of your knowledge, any industrial drums (usually 55 gallon) or sacks of chemicals on the Property | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 7. Are there, or has there been to the best of your knowledge, any fill dirt from a contaminated or unknown site put on the property | Yes No (Unk) | Yes No Unk | dirt piles on property (Yes) No Unk |
| 8. Are there, or has there been to the best of your knowledge, any pits, ponds or lagoons on the Property in connection with waste treatment or disposal? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 9. Is there, or has there been to the best of your knowledge, any stained soil or ground on the property? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |

return to:
510.886.5399 - fax
or
info@eras.biz

Site visit 10/4/18 (JD)

**Site Address:** **6970 Camino Arroyo, Gilroy**

| | Owner | Occupants | Observed during site visit |
|---|---|---|---|
| 10. Are there, or has there been to the best of your knowledge any registered or unregistered underground (UST) or above ground (AST) storage tanks on the property? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 11. Are there, or has there been to the best of your knowledge, any vent pipes, fill pipes or access ways indicating a fill pipe on the Property? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 12. Are there, or has there been to the best of your knowledge, any flooring, drains, or walls on the Property that are stained by substances other than water or are emitting foul odors? | Yes (No) Unk | Yes No Unk | N/A - no bldg Yes No Unk |
| 13. If the Property is served by a non public water system, is there any indication that the water supply was contaminated or were contaminants identified that exceeded guidelines. | Yes No (Unk) | Yes No Unk | N/A Yes No Unk |
| 14. Does the owner or occupant have knowledge of liens or governmental notification relating to violations of environmental law | Yes (No) Unk | Yes No Unk | Yes No Unk |
| 15. Does the owner or occupant have knowledge of the current or past presence o f hazardous substances or petroleum products on the Property? | Yes No (Unk) | Yes No Unk | Yes No Unk |
| 16. Does the owner or occupant have knowledge of any environmental site assessment that indicated the presence of contamination or recommended further assessment | Yes (No) Unk | Yes No Unk | Yes No Unk |
| 17. Does the owner or occupant have knowledge of past, threatened or pending lawsuits regarding a release of any hazardous release of any hazardous substance on the Property. | Yes No (Unk) | Yes No Unk | Yes No Unk |
| 18. Does the Property discharge waste water, other than storm or sanitary water into sewer? | Yes No (Unk) | Yes No Unk | Yes (No) Unk |
| 19. Is there any evidence to the best of your knowledge that hazardous substances, tires, batteries or other waste materials have been dumped, buried, or burned on the Property. | Yes No (Unk) | Yes No Unk | dumped household garbage & furniture, no hazmats noted Yes (No) Unk |
| 20. Is there a transformer, capacitor or other hydraulic equipment for which there are records indicating the presence of PCB's. | Yes No (Unk) | Yes No Unk | Yes (No) Unk |

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**Site Address:** **6970 Camino Arroyo, Gilroy**

How long have you owned the Property and who have the occupants been? What has the Property been used for in the past? (please provide duration)

Oct. 3rd 2013
always vacant land

Who Occupied the Property prior to you?

M+I regional properties

Interviewee Signature:
Interviewee Printed Name: Jim Stockhausen
Date: 10-5-18
Phone Number: 949 255-2682

Interviewer Signature:
Interviewer Printed Name:

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or
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# APPENDIX F

# CASE CLOSURE AND MONITORING INFORMATION FOR 850 PACHECO PASS HIGHWAY

Santa Clara Valley Water District

# CASE CLOSURE SUMMARY
# LEAKING UNDERGROUND FUEL STORAGE TANK PROGRAM

## I. AGENCY INFORMATION

Date: August 22, 2000

| | |
|---|---|
| Agency Name: Santa Clara Valley Water District | Address: 5750 Almaden Expressway |
| City/State/Zip: San Jose, CA 95118 | Phone: (408) 265-2600 |
| Responsible Staff Person: Mr. Lane R. Davis | Title: Assistant Engineer |

## II. CASE INFORMATION

| | | |
|---|---|---|
| Site Facility Name: Shell | | |
| Site Facility Address: 850 Pacheco Pass Highway, Gilroy, CA | | |
| RB LUSTIS Case No.: — | Local Case No.: 11S4E05K01f | LOP Case No.: 19-082 |
| URF Filing Date: 10-21-87 | SWEEPS No.: — | APN: 841-70-018 |

| Responsible Parties | Addresses | Phone Number |
|---|---|---|
| Equiva Services, LLC<br>% Mr. Lynn Walker | P.O. Box 7869, Burbank, CA 91501-7869 | (559) 645-9306 |
| Trevis Berry, Trustee | 7801 Miller Avenue, Gilroy, CA 95020 | Unknown |

| Tank I.D. No | Size in Gallons | Contents | Closed In Place/Removed? | Date |
|---|---|---|---|---|
| 1, 2 | 8,000 | Gasoline | Removal | November 20, 1987 |
| 3 | 10,000 | Gasoline | Removal | November 20, 1987 |
| 4, 5, 6 | 12,000 | Gasoline | Existing | — |
| Piping | | | Existing | — |

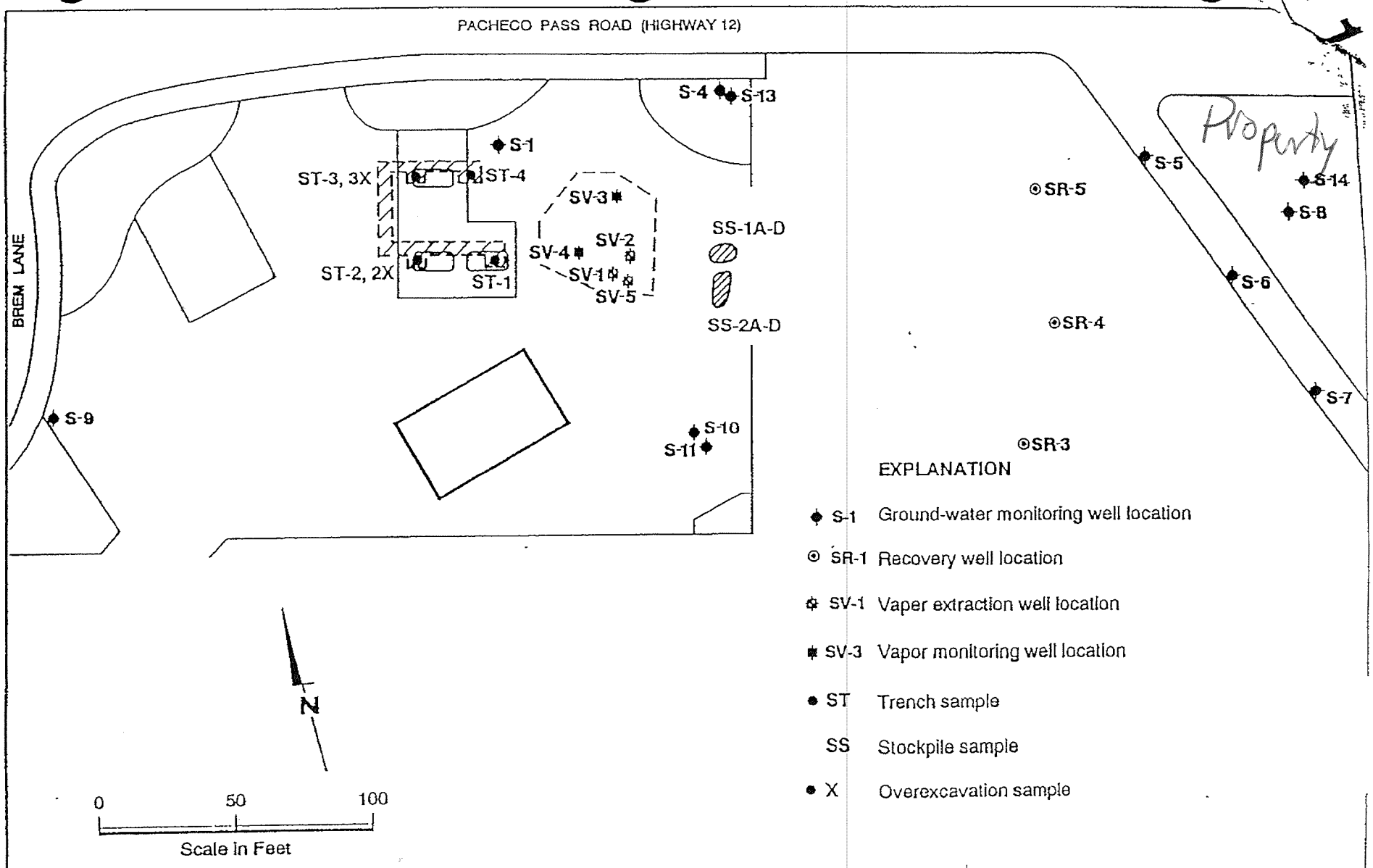
## III. RELEASE AND SITE CHARACTERIZATION INFORMATION

| | | |
|---|---|---|
| Cause and Type of Release: Unknown | | |
| Site characterization complete? Yes | Date Approved By Oversight Agency: — | |
| Monitoring wells installed? Yes | Number: 14 | Proper screened interval? Yes |
| Highest GW Depth Below Ground Surface: 11.5 | Lowest Depth: 43.5 | Flow Direction: E |
| Most Sensitive Current Use: Potential Drinking Water | | |

Wells destroyed in 2004

Trench Sampling 5/92

2d




GSI GeoStrategies Inc.

Site Plan/Soil Sample Map
Shell Service Station
850 Pacheco Pass Road
Gilroy, California

PLATE 2

JOB NUMBER 746506-15

REVIEWED BY CJB

DATE 6/92

REVISED DATE

REVISED DATE

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-4 | 10/25/1993 | <50 | 0.6 | 0.7 | 0.9 | 2.4 | NA | NA | 183.99 | 29.18 | 154.81 | NA | NA |
| S-5 | 03/04/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/15/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 02/02/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 04/11/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 01/11/1989 | <50 | <0 5 | <1 | <1 | <3 | NA | NA | 182 73 | NA | NA | NA | NA |
| S-5 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/06/1989 | <50 | <1 | <1 | <1 | <3 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 05/17/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/11/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 10/22/1990 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 01/24/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 04/12/1991 | <50 | <0.5 | <0.5 | <0.5 | <0 5 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/16/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 10/11/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 03/31/1992 | <30 | <0.3 | <0.3 | <0 3 | <0 3 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 05/04/1992 | <50 | 1.2 | 4 6 | 1.7 | 11 | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 07/23/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 10/15/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.73 | NA | NA | NA | NA |
| S-5 | 01/04/1993 | NA | NA | NA | NA | NA | NA | NA | 182.73 | 32.78 | 149.95 | NA | NA |
| S-5 | 05/14/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.73 | 17.24 | 165.49 | NA | NA |
| S-5 | 09/24/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 182.73 | 29.36 | 153.37 | NA | NA |
| S-5 | 10/25/1993 | <50 | 0.7 | 1.3 | 1.4 | 4.8 | NA | NA | 182.73 | 27.86 | 154.87 | NA | NA |
| S-6 | 03/04/1987 | <50 | <0.5 | 0.5 | * | 6 | NA | NA | 182.48 | NA | NA | NA | NA |

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-6 | 07/15/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 02/02/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 04/11/1988 | <50 | <0.5 | <0.5 | * | <4 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/25/1988 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 10/11/1988 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 01/11/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/06/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 05/17/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/11/1990 | <50 | <0.5 | <0 5 | <0 5 | <1 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 10/22/1990 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 01/24/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 04/12/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/16/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182 48 | NA | NA | NA | NA |
| S-6 | 10/11/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 03/31/1992 | <30 | <0.3 | <0.3 | <0.3 | <0.3 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 05/04/1992 | <50 | 0.8 | 3.2 | 1.3 | 8 | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 07/23/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 10/15/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.48 | NA | NA | NA | NA |
| S-6 | 01/04/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.48 | 32.48 | 150.00 | NA | NA |
| S-6 | 05/14/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.48 | 17.10 | 165.38 | NA | NA |
| S-6 | 09/24/1993 | NA | NA | NA | NA | NA | NA | NA | 182.48 | 29.24 | 153.24 | NA | NA |
| S-6 | 10/25/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.48 | 27.68 | 154.80 | NA | NA |
| S-7 | 03/04/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/15/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182 32 | NA | NA | NA | NA |

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-7 | 02/02/1988 | <50 | 0.6 | 2.0 | * | 5 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 04/11/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/25/1988 | 50 | <0 5 | <1 | <1 | 6 0 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 01/11/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 05/17/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/11/1990 | <50 | <0.5 | <0.5 | <0 5 | <1 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 10/22/1990 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 01/24/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 04/12/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/16/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 10/11/1991 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 03/31/1992 | <30 | <0.3 | <0.3 | <0 3 | <0 3 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 05/04/1992 | 55 | 2.8 | 7.3 | 3 | 16 | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 07/23/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 10/15/1992 | Well dry | NA | NA | NA | NA | NA | NA | 182.32 | NA | NA | NA | NA |
| S-7 | 01/04/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 182.32 | 30.72 | 151.60 | NA | NA |
| S-7 | 05/14/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 182.32 | 17.18 | 165.14 | NA | NA |
| S-7 | 09/24/1993 | <50 | <0.5 | <0 5 | <0 5 | <0 5 | NA | NA | 182.32 | 28.66 | 153.66 | NA | NA |
| S-7 | 10/25/1993 | <50 | <0.5 | 0.5 | <0.5 | 1.9 | NA | NA | 182.32 | 27.42 | 154.90 | NA | NA |
| S-8 | 03/04/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/15/1987 | 50 | 3.0 | 10 | * | 14 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 08/24/1987 | 50 | <0.5 | <1 | * | <4 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 02/02/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 04/11/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 181.38 | NA | NA | NA | NA |

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-8 | 07/25/1988 | 50 | <0 5 | <1 | <1 | 4 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 01/11/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/06/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 05/17/1990 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/11/1990 | <50 | <0.5 | <0.5 | <0.5 | <1 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 10/22/1990 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 01/24/1991 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 04/12/1991 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/16/1991 | <50 | <0.5 | <0 5 | <0.5 | <0.5 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 10/11/1991 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 03/31/1992 | <30 | <0.3 | <0.3 | <0.3 | <0.3 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 05/04/1992 | <50 | 1.0 | 4.0 | 1 5 | 8.8 | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 07/23/1992 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 10/15/1992 | Well dry | NA | NA | NA | NA | NA | NA | 181.38 | NA | NA | NA | NA |
| S-8 | 01/04/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.38 | 31.40 | 149.98 | NA | NA |
| S-8 | 05/14/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.38 | 15.92 | 165.46 | NA | NA |
| S-8 | 09/24/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.38 | 28.00 | 153.38 | NA | NA |
| S-8 | 10/25/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 181.38 | 26.52 | 154.86 | NA | NA |
| S-9 | 07/15/1987 | <50 | <0.5 | <1 | * | <4 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 02/02/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 04/11/1988 | <50 | <0.5 | <1 | * | <4 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 01/11/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 04/12/1989 | <50 | <0.5 | <1 | <1 | <3 | NA | NA | 185.72 | NA | NA | NA | NA |
| S-9 | 05/17/1990 | Well dry | NA | NA | NA | NA | NA | NA | 185.72 | NA | NA | NA | NA |

# WELL CONCENTRATIONS
## Shell-branded Service Station
## 850 Pacheco Pass Road
## Gilroy, CA
## Wic #204-2988-0402

| Well ID | Date | TPPH (ug/L) | B (ug/L) | T (ug/L) | E (ug/L) | X (ug/L) | MTBE 8020 (ug/L) | MTBE 8260 (ug/L) | TOB (MSL) | Depth to Water (ft.) | GW Elevation (MSL) | SPH Thickness (ft.) | DO Reading (ppm) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S-14 | 10/22/1990 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 01/24/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181 92 | NA | NA | NA | NA |
| S-14 | 07/16/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 10/11/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.4 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 04/01/1992 | 47 | 8.7 | 1.5 | <0.3 | 2.4 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 05/04/1992 | <50 | 0.8 | 2.8 | 1.1 | 6.5 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 07/23/1992 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.92 | NA | NA | NA | NA |
| S-14 | 10/15/1992 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 181.92 | 42.80 | 139.12 | NA | NA |
| S-14 | 01/04/1993 | <50 | <0.5 | <0.5 | <0.5 | <0 5 | NA | NA | 181.92 | 33.20 | 148.72 | NA | NA |
| S-14 | 05/14/1993 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 181.92 | 17.20 | 164.72 | NA | NA |
| S-14 | 09/24/1993 | NA | NA | NA | NA | NA | NA | NA | 181.92 | 29.10 | 152.82 | NA | NA |
| S-14 | 10/25/1993 | NA | NA | NA | NA | NA | NA | NA | 181.92 | NA | NA | NA | NA |
| SR-1 | 04/10/1991 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.28 | NA | NA | NA | NA |
| SR-1 | 09/24/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.28 | 31.70 | 152.58 | NA | NA |
| SR-1 | 10/25/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.28 | 29.72 | 154.56 | NA | NA |
| SR-2 | 04/10/1991 | 110 | 0.8 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | NA | NA | NA | NA |
| SR-2 | 09/24/1993 | 70 | 3.5 | 6.5 | 2.1 | 9.7 | NA | NA | 184.60 | 32.36 | 152.24 | NA | NA |
| SR-2 | 10/25/1993 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | 30.10 | 154.50 | NA | NA |
| SR-2 | 01/20/1994 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | 24.08 | 160.52 | NA | NA |
| SR-2 | 04/22/1994 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | 22.53 | 162.07 | NA | NA |
| SR-2 | 07/07/1994 | <50 | <0.5 | <0 5 | <0 5 | <0.5 | NA | NA | 184.60 | 31.11 | 153.49 | NA | NA |
| SR-2 | 10/06/1994 | <50 | <0.5 | <0.5 | <0.5 | <0.5 | NA | NA | 184.60 | 59.10 | 125.50 | NA | NA |
| SR-2 | 01/12/1995 | <50 | <0 5 | <0.5 | <0.5 | <0 5 | NA | NA | 184.60 | 26.28 | 158.32 | NA | NA |
| SR-2 | 05/17/1995 | <50 | <0.5 | <0.5 | <0 5 | <0.5 | NA | NA | 184.60 | 14.86 | 169.74 | NA | 4.6 |

# Noise Assessment

F

APPENDIX

# ENVIRONMENTAL NOISE ASSESSMENT

# GILROY SQUARE DEVELOPMENT
# GILROY, CALIFORNIA

**WJVA Report No. 22-23**

**PREPARED FOR**

**EMC PLANNING**
**301 LIGHTHOUSE AVENUE, SUITE C**
**MONTEREY, CA 93940**

**PREPARED BY**

**WJV ACOUSTICS, INC.**
**VISALIA, CALIFORNIA**

wjv acoustics

**SEPTEMBER 28, 2022**

# 1. INTRODUCTION

## Project Description

The Gilroy Square project is a proposed new commercial development that would include two, four-story hotels, a drive-through fast food restaurant, a convenience store, gas station and car wash, a four-story outpatient treatment facility, and a one-story warehouse building. The project site consists of approximately 10 acres of currently undeveloped land, located in the City of Gilroy, California. The proposed project includes changing the general plan and zoning designations from industrial to commercial. The project site plan is provided as Figure 1.

## Environmental Noise Assessment

This environmental noise assessment has been prepared to determine if significant noise impacts would be produced by the project and to describe mitigation measures for noise if significant impacts are determined. The environmental noise assessment, prepared by WJV Acoustics, Inc. (WJVA), is based upon the project site plan provided by the project applicant (dated 2/14/2022), project-related traffic data provided by Hexagon Transportation Consultants, Inc. and a project site visit on March 22 and 23, 2022. Revisions to the site plan, project-related traffic data or other project-related information available to WJVA at the time the analysis was prepared may require a reevaluation of the findings and/or recommendations of the report.

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

In terms of human perception, a 5 dB increase or decrease is considered to be a noticeable change in noise levels. Additionally, a 10 dB increase or decrease is perceived by the human ear as half as loud or twice as loud. In terms of perception, generally speaking the human ear cannot perceive an increase (or decrease) in noise levels less than 3 dB.

there are no residential land uses proposed onsite and the nearest residential land uses are located approximately one-half mile west of the site. Therefore, the term "sensitive land uses," for the purpose of this assessment will also include transient lodging and medical facilities, where appropriate.

## 2. THRESHOLDS OF SIGNIFICANCE

The CEQA Guidelines apply the following questions for the assessment of significant noise impacts for a project:

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

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

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

### a. Noise Level Standards

**City of Gilroy General Plan-**

Section 9 (Potential Hazards) of the City of Gilroy General Plan[1] (adopted November 2, 2020) establishes land use compatibility criteria in terms of the Day-Night Average Level (DNL or $L_{dn}$). The $L_{dn}$ is the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The $L_{dn}$ represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon *annual average* conditions.

**Goal PH6: Protect Gilroy residents from exposure to excessive noise and its effects through appropriate mitigation measures and responsive land use planning, especially in regard to noise-sensitive land uses such as schools, hospitals, and housing for seniors.**

**PH 6.1** Noise and Land Use Establish a physical development pattern that is compatible with the noise environment of Gilroy, ensuring that residential neighborhoods and park areas are the quietest areas in the community.

**PH 6.2** Noise Standard Consistency Review development proposals to assure consistency with noise standards, using the Future Noise Contours map to determine if additional noise studies are needed for proposed development.

**PH 6.3** Maximum Permissible Noise Levels Ensure that outdoor and indoor noise levels are within the maximum permitted levels. Prohibit further development of sensitive uses in areas where the current or projected future noise levels exceed these standards and feasible mitigation is not available to reduce the noise level to meet the standards identified in Table 9-1 (provided below as Table I).

**PH 6.4** Noise Study and Mitigation Require proposed development projects in areas where future residents or visitors may be exposed to major noise sources (e.g. roadways, rail lines, industrial activities) to conduct an environmental noise analysis. The noise analysis shall determine noise exposure and noise standard compatibility with respect to the noise standards identified in Table 9-1 and shall incorporate noise mitigation when located in noise environments that are not compatible with the proposed uses of the project.

**PH 6.5** Acoustical Design Consider the acoustical design of projects in the development review process to reduce noise to an acceptable level. Ensure that noise mitigation features are designed and implemented in an aesthetically pleasing and consistent manner.

**PH 6.6** Setbacks and Earth Berms Require landscaped setbacks and earth berms as an alternative to soundwalls where feasible to buffer noise along major thoroughfares and rail lines adjacent to residential areas. Where an adequate setback and earth berm is not feasible, a masonry wall screened with drought tolerant, low maintenance landscaping will be required.

**PH 6.7** Residential Noise Standards Require the design of new residential development to comply with the noise standards found in Table 9-1 (provided below as Table I). Maximum outdoor sound levels for residential properties shall be 60 dBA LDN, in areas where outdoor use is a major consideration (e.g., backyards in single family housing and common recreational areas in multi-family developments). In the Downtown Specific Plan Area, the maximum outdoor noise level in common recreation areas of multi-family residential uses shall be 65 dBA LDN. In outdoor use areas where the City determines that maintaining the outdoor noise levels mentioned above cannot be achieved after the application of reasonable and feasible mitigation, a level of up to 70 dBA LDN may be permitted, if the following findings are made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer's disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public.

**PH 6.8** Incremental Noise Impacts of Commercial and Industrial Development Review of proposed new or expanding commercial and industrial development shall consider potential noise impacts on nearby residential uses and, as necessary, shall require noise mitigation measures as a condition of project approval.

**PH 6.9** Transportation Noise Consider potential noise impacts when evaluating proposals for transportation projects, including road, freeway, and transit projects, and incorporate mitigation measures to meet General Plan standards.

**PH 6.10** Construction Noise Require proposed development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses, to the extent feasible.

**6.13** Transportation Vibration Require proposed residential and commercial projects located within 200 feet of existing major freeways and railroad lines (e.g. freight, Amtrak, and Caltrain) to conduct a ground vibration and vibration noise evaluation consistent with City-approved methodologies (e.g. Caltrans, Federal Transportation Authority).

**TABLE I**

**CITY OF GILROY MAXIMUM PERMITTED OUTDOOR AND INDOOR NOISE LEVELS**

| Land Use Category | Maximum Outdoor $L_{dn}$, dBA | Maximum Indoor $L_{dn}$, dBA |
|---|---|---|
| Residential | 60 | 45 |
| Commercial | 65 | 61 |
| Industrial | 76 | See Note 2 |

[1]The Outdoor sound levels for residential properties shall be held to 60-dBA LDN, or a maximum of 70-dBA if ALL of the following FINDINGS can be made:

- That feasible sound attenuation measures have been incorporated in the project design;
- That potential noise levels are part of the developer's disclosure to future residents;
- That interior noise limits established by the General Plan are strictly maintained; and
- Potential noise levels will not jeopardize the health, safety, and general welfare of the public.

[2]The indoor standards for industrial land uses have been set by the Occupational Safety and Health Administration. The maximum level to be exceeded no more than 10 percent of the time (L10) is 65 dBA, while the maximum level to be exceeded no more than 50 percent of the time (L50) is 60 dBA.

Source: City of Gilroy General Plan

The City of Gilroy General Plan provides an interior noise level standard of 45 dB $L_{dn}$, within residential land uses. This is consistent with Title 24 of the California Code of Regulations for residential construction and consistent with U.S. Department of Housing and Urban Development (HUD). The intent of the interior noise level guideline is to provide an acceptable noise environment for indoor communication and sleep.

Additionally, Section 1207.4 of the California Building Code states *"Interior noise levels attributable to exterior sources should not exceed 45 dB in any inhabitable room. The noise metric shall be the day-night average sound level ($L_{dn}$) or the community noise equivalent level (CNEL), consistent with the noise level of the local general plan."* The section of the California Building Code applies to Hotels and Motels.

**City of Gilroy Zoning Ordinance-**
Additionally, Section 30.41.31 (Specific Provisions-Noise) of the City of Gilroy Zoning Ordinance[2] establishes noise level standards for non-transportation noise sources (stationary/fixed sources).

- For residential noise sources, the ordinance establishes an $L_{max}$ (maximum) noise level criterion of 60 dB and an $L_{10}$ statistical performance standard of 70 dB.

- For commercial noise sources (impacting residential properties), the ordinance establishes an $L_{10}$ statistical performance standard of 70 dB between the hours of 7:00 a.m. and 10:00 p.m. Such noise is limited to the hours of 7:00 a.m. to 10:00 p.m., and prohibited between the hours of 10:00 p.m. and 7:00 a.m.

## b. Construction Noise and Vibration

Section 9 (Potential Hazards) of the City of Gilroy General Plan also provides some guidance in regards to construction noise and vibration:

**PH 6.11** Construction and Maintenance Noise Limits Limit the hours of construction and maintenance activities to the less sensitive hours of the day (7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays). Construction hours that vary from these timeframes may be approved by the Building Official, in conformance with Article XVI. Hours of Construction of the Gilroy City Code.

**PH 6.12** Vibration Impact Assessment Require a vibration impact assessment for proposed development projects in which heavy-duty construction equipment would be used (e.g. pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.

Some further guidance related to vibration is provided by the Caltrans Transportation and Construction Vibration Guidance Manual[3]. The Manual provides guidance for determining annoyance potential criteria and damage potential threshold criteria. These criteria are provided below in Table III and Table IV, and are presented in terms of peak particle velocity (PPV) in inches per second (in/sec).

**TABLE II**

**GUIDELINE VIBRATION ANNOYANCE POTENTIAL CRITERIA**

| Human Response | Maximum PPV (in/sec) | |
|---|---|---|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Barely Perceptible | 0.04 | 0.01 |
| Distinctly Perceptible | 0.25 | 0.04 |
| Strongly Perceptible | 0.9 | 0.1 |
| Severe | 2.0 | 0.4 |

Source: Caltrans

**TABLE III**

**GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA**

| Structure and Condition | Maximum PPV (in/sec) | |
|---|---|---|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Extremely fragile, historic buildings, ancient monuments | 0.12 | 0.08 |
| Fragile buildings | 0.2 | 0.1 |
| Historic and some old buildings | 0.5 | 0.25 |
| Older residential structures | 0.5 | 0.3 |
| New residential structures | 1.0 | 0.5 |
| Modern industrial/commercial buildings | 2.0 | 0.5 |

Source: Caltrans

## 3. SETTING

The proposed project would include a commercial development on an approximately 10-acre parcel of land, located within the City of Gilroy. The project site is located approximately 0.3 miles east of US Route 101 (US 101), along the south side of State Route 152 (SR 152). The project site is currently undeveloped land. The project site is generally bound by Camino Arroyo (and retail/commercial land uses) to the west, SR 152 to the north, and Holloway Road, commercial land uses and undeveloped land to the east and the south.

The City of Gilroy General Plan does not clearly define what is considered a noise-sensitive land use. The General Plan does state, that in addition to residential land uses, land uses *"such as schools, hospitals, and housing for seniors"* should be protected from excessive noise. The closest existing sensitive receptors (residential land uses) to the project site are located approximately 0.5 miles west (west side of US 101) and approximately 1 mile to the east, along SR 152. Additionally, Eliot Elementary School is located approximately 0.6 miles northwest of the project site.

### a. Background Noise Level Measurements

Existing ambient noise levels in the project vicinity are dominated by traffic noise along State Route 152 (SR 152), as well traffic along Camino Arroyo and US 101. Additional sources of noise observed during site inspection included aircraft overflights and noise associated with nearby commercial/retail land uses.

Measurements of existing ambient noise levels in the project vicinity were conducted on May 22 and May 23, 2022. Long-term (24-hour) ambient noise level measurements were conducted at one (1) location (site LT-1). LT-1 was located within the project site, in the general vicinity of the proposed hotels.

Additionally, short-term (15-minute) ambient noise level measurements were conducted at five (5) locations (Sites ST-1 through ST-5). The project vicinity and locations of the noise monitoring sites are shown on Figure 2. Two (2) individual measurements were taken at each of the five short-term sites to quantify ambient noise levels in the morning and afternoon hours.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzers equipped with B&K Type 4176 1/2" microphones. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meters were calibrated with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements.

Measured hourly energy average noise levels ($L_{eq}$) at site LT-1 ranged from a low of 50.2 dB between 1:00 a.m. and 2:00 a.m. to a high of 58.8 dB between 6:00 a.m. and 7:00 a.m. Hourly maximum ($L_{max}$) noise levels at site LT-1 ranged from 67.1 to 85.2 dB. Residual noise levels at the monitoring site, as defined by the $L_{90}$ statistical descriptor ranged from 45.8 to 56.1 dB. The $L_{90}$ is

a statistical descriptor that defines the noise level exceeded 90% of the time during each hour of the sample period. The $L_{90}$ is generally considered to represent the residual (or background) noise level in the absence of identifiable single noise events from traffic, aircraft and other local noise sources. The measured $L_{dn}$ value at site LT-1 during the 24-hour noise measurement period was 61.6 dB CNEL. Figure 3 graphically depicts hourly variations in ambient noise levels at the LT-1 long-term monitoring site as well as a site photograph.

The short-term site noise measurement data included energy average ($L_{eq}$) maximum ($L_{max}$) as well as five (5) individual statistical parameters. Observations were made of the dominant noise sources affecting the measurements. The statistical parameters describe the percent of time a noise level was exceeded during the measurement period. Table IV summarizes short-term noise measurement results.

**TABLE IV**

**SUMMARY OF SHORT-TERM NOISE MEASUREMENT DATA**
**GILROY SQUARE DEVELOPMENT**
**MAY 22 & 23, 2022**

| Site | Time | A-Weighted Decibels, dBA | | | | | | | Sources |
|---|---|---|---|---|---|---|---|---|---|
| | | $L_{eq}$ | $L_{max}$ | $L_2$ | $L_8$ | $L_{25}$ | $L_{50}$ | $L_{90}$ | |
| ST-1 | 8:05 a.m. | 62.2 | 78.4 | 71.2 | 65.0 | 62.1 | 58.8 | 54.9 | TR |
| ST-1 | 3:50 p.m. | 61.4 | 72.7 | 70.7 | 64.6 | 61.0 | 58.5 | 54.4 | TR |
| ST-2 | 8:25 a.m. | 68.2 | 77.7 | 78.4 | 42.3 | 68.6 | 64.0 | 59.0 | TR, AC |
| ST-2 | 4:10 p.m. | 67.9 | 80.0 | 77.9 | 70.9 | 67.5 | 63.1 | 58.2 | TR |
| ST-3 | 8:45 a.m. | 58.6 | 75.2 | 69.2 | 56.4 | 53.7 | 52.0 | 51.5 | TR, C |
| ST-3 | 4:30 p.m. | 56.0 | 71.3 | 67.9 | 54.3 | 51.8 | 50.8 | 49.3 | TR, C |
| ST-4 | 9:10 a.m. | 54.7 | 65.2 | 62.4 | 58.8 | 53.9 | 52.2 | 51.9 | TR, C |
| ST-4 | 4:50 p.m. | 52.8 | 63.1 | 59.9 | 56.2 | 52.0 | 50.9 | 49.6 | TR, C |
| ST-5 | 9:30 a.m. | 52.2 | 66.4 | 55.0 | 53.8 | 52.8 | 51.8 | 50.5 | TR, AC, C |
| ST-5 | 5:10 p.m. | 51.1 | 65.0 | 53.9 | 52.7 | 51.7 | 50.7 | 49.2 | TR, C |

TR: Traffic AC: Aircraft V: Voices C: Commercial Activities
Source: WJV Acoustics, Inc.

Short-term noise measurements were conducted for 15-minute periods. Sites ST-1 and ST-2 were located in relatively close proximity to SR 152, and as such noise levels were elevated as compared to the remaining ambient noise measurement sites. Short-term measurement sites ST-3 and ST-4 were located along Holloway Road, near the southern portion of the project site. Site ST-5 was located within the eastern portion of the project site, near existing commercial land uses.

# 4. PROJECT IMPACTS AND MITIGATION MEASURES

## a. Project Traffic Noise Impacts on Existing Noise-Sensitive Land Uses Outside Project Site (Less Than Significant)

WJVA utilized the FHWA Traffic Noise Model[4] to quantify expected project-related increases in traffic noise exposure at representative noise-sensitive receptor locations in the project vicinity. Traffic noise exposure levels for Existing, Existing Plus Project, 2040 and 2040 Plus Project traffic conditions were calculated based upon the FHWA Model and traffic volumes provided by Hexagon Transportation Consultants, Inc. The percentages of trucks on SR 152 was obtained from Caltrans. The day/night distribution of traffic and the percentages of trucks on the remaining roadways used for modeling were obtained from previous studies WJVA has conducted along similar roadways as such data was not available from governmental sources. The Noise modeling assumptions used to calculate project traffic noise are provided as Appendix C.

Project-related significant impacts would occur if an increase in traffic noise associated with the project would result in noise levels exceeding the City's applicable noise level standards at the location(s) of sensitive receptors. For the purpose of this analysis a significant impact is also assumed to occur if traffic noise levels were to increase by 3 dB at sensitive receptor locations where noise levels already exceed the City's applicable noise level standards (without the project), as 3 dB generally represents the threshold of perception in change for the human ear. This analysis of project traffic noise focuses on residential land uses, as they represent the most restrictive noise level criteria by land use type provided in the General Plan. The City's exterior noise level standard for residential land uses is 60 dB $L_{dn}$. It should be noted, the nearest residential land uses to the project site are located approximately one-half mile to the west.

Traffic noise was modeled at ten (10) receptor locations (R-1 through R-10). The ten modeled receptors are located at roadway setback distances representative of the sensitive receptors (residences) along each analyzed roadway segment. The receptor locations are described below and provided graphically on Figure 4.

- R-1: Approximately 115 feet from the centerline of Monterey Rd., s/o W. 10th St.
- R-2: Approximately 120 feet from the centerline of Alexander St., n/o W. 10th St.
- R-3: Approximately 95 feet from the centerline of Chestnut St., n/o W. 10th St.
- R-4: Approximately 200 feet from the centerline of SR 152, w/o Holsclaw Rd.
- R-5: Approximately 80 feet from the centerline of Holsclaw Rd., n/o SR 152.
- R-6: Approximately 135 feet from the centerline of SR 152, e/o Holsclaw Rd.
- R-7: Approximately 100 feet from the centerline of Frazier Lake Rd. s/o SR 152.
- R-8: Approximately 75 feet from the centerline of SR 152, e/o Frazier Lake Rd.
- R-9: Approximately 95 feet from the centerline of Monterey Rd. n/o W. Luchessa Ave.
- R-10: Approximately 90 feet from the centerline of W. Luchessa Ave, w/o Monterey Rd.

Table V provides a comparison of traffic noise levels at the ten modeled receptor locations for Existing, Existing Plus Project, 2040 and 2040 Plus Project traffic conditions. Noise levels

described in Table V do not take into account any localized acoustic shielding that may result from intervening topography, existing buildings or existing sound walls, and should be considered a worst-case assessment of traffic noise exposure levels.

**TABLE V**

**PROJECT-RELATED INCREASES IN TRAFFIC NOISE, dB, CNEL**
**GILROY SQUARE DEVELOPMENT**

| Modeled Receptor | Existing | Existing Plus Project | 2040 | 2040 Plus Project | Change (Maximum) | Significant Impact? |
|---|---|---|---|---|---|---|
| R-1 | 59 | 59 | 60 | 60 | 0 | No |
| R-2 | 55 | 55 | 55 | 55 | 0 | No |
| R-3 | 58 | 58 | 59 | 59 | 0 | No |
| R-4 | 66 | 66 | 67 | 67 | 0 | No |
| R-5 | 49 | 49 | 49 | 49 | 0 | No |
| R-6 | 69 | 69 | 70 | 70 | 0 | No |
| R-7 | 59 | 59 | 61 | 61 | 0 | No |
| R-8 | 71 | 71 | 71 | 71 | 0 | No |
| R-9 | 60 | 60 | 60 | 60 | 0 | No |
| R-10 | 61 | 61 | 63 | 63 | 0 | No |

Source: WJV Acoustics, Inc.
Hexagon Transportation Consultants, Inc.

As described in Table V, project-related traffic is not expected to result in noise levels at any sensitive receptors to exceed the City's noise level standard, nor result in an increase of 3 dB in any sensitive receptor locations where noise levels already exceed the City's noise level standard without the implementation of the project. Furthermore, project-related increases in traffic are not expected to result in an increase in noise levels, as quantified by the $L_{dn}$ metric, at any sensitive receptor locations. Therefore, project-related increases in traffic noise exposure are not considered to be a significant impact.

### b. Noise Impacts from On-Site Noise Sources (No Impact)

The project would include a variety of commercial retail land uses, including a drive-through quick serve restaurant, convenience store, gas station and car wash, hotels, outpatient treatment facility, and a warehouse building. A wide variety of noise sources can be associated with such land uses. The noise levels produced by such sources can also be highly variable. The closest sensitive receptors to the proposed project site are located at distance of 0.5 miles or greater from the project site. At these distances, noise levels associated with these noise-producing activities would not be audible. However, noise levels associated with such activities are discussed qualitatively below. For the purpose of this analysis and discussion, all associated noise levels have been normalized to a setback distance of 100 feet. Typical examples of stationary noise sources associated with such land uses include:

- HVAC/Mechanical equipment
- Truck deliveries and movements
- Parking lot activities (closing of car doors and trunks, stereos, alarms etc.)
- Drive-Through operations
- Loading Dock Activities
- Car Wash Operations

**Mechanical Equipment**

It is assumed that the project would include roof-mounted HVAC units on the proposed buildings. For the purpose of noise and aesthetics, roof-mounted HVAC units are typically shielded by means of a roof parapet. WJVA has conducted reference noise level measurements at numerous commercial and retail buildings with roof-mounted HVAC units, and associated noise levels typically range between approximately 39-44 dB at a distance of 100 feet from the building façade.

**Slowly Moving Trucks**

Large trucks would enter and exit the project site for deliveries as well as to access the proposed warehouse facility. WJVA has conducted measurements of the noise levels produced by slowly moving trucks for a number of studies. Such truck movements would be expected to produce noise levels in the range of 65 to 71 dBA at a distance of 100 feet. The range in measured truck noise levels is due to differences in the size of trucks, their speed of movement and whether they have refrigeration units in operation during the pass-by.

**Parking Lot Activities**

Noise due to traffic in parking lots is typically limited by low speeds and is not usually considered to be significant. Human activity in parking lots that can produce noise includes voices, stereo systems and the opening and closing of car doors and trunk lids. Such activities can occur at any time. The noise levels associated with these activities cannot be precisely defined due to variables such as the number of parking movements, time of day and other factors. It is typical for a passing car in a parking lot to produce a maximum noise level of 54-59 dBA at a distance of 100 feet.

**Drive Thru Retail**

The proposed project would include a drive-thru quick serve restaurant. WJVA previously conducted reference noise levels measured at a Wendy's drive-thru restaurant located on South Mooney Boulevard in Visalia. Measurements were conducted during the early afternoon of July 11, 2011 between 12:45 p.m. and 1:45 p.m. using the previously-described noise monitoring equipment.

The microphone used by customers to order food and the loudspeaker used by employees to confirm orders are both integrated into a menu board that is located a few feet from the drive-thru lane at the approximate height of a typical car window. Vehicles would enter the drive-thru lane from the west and then turn to the north along the east side of the restaurant.

Reference noise measurements were obtained at a distance of approximately 40 feet from the menu board containing the microphone/loudspeaker system at an angle of about 45° toward the rear of the vehicle being served. This provided a worst-case exposure to sound from the loudspeaker system since the vehicle was not located directly between the loudspeaker and measurement location. Cars were lined up in the access lane during the noise measurement period indicating that the drive-through lane was operating at or near a peak level of activity.

Each ordering cycle was observed to take approximately 60 seconds including vehicle movements. A typical ordering cycle included 5-10 seconds of loudspeaker use with typical maximum noise levels in the range of 60-62 dBA at the 40 foot-reference location. Vehicles moving through the drive-thru lane produced noise levels in the range of 55-60 dBA at the same distance. Vehicles parked at the ordering position (between the menu board and measurement site) were observed to provide significant acoustic shielding during the ordering sequence. The effects of such shielding are reflected by the noise measurement data. Noise levels were measured to approximately 60 dB $L_{eq}$ at the measurement site, and included noise from all sources, including the loudspeaker, vehicle movements and HVAC equipment. At a reference distance of 100 feet, maximum noise levels associated with the amplified menu board would be approximately 52-54 dB.

**Loading Dock Activities**

The proposed project includes a 15,000 square-foot warehouse facility. The time and frequency of warehouse loading dock activities was not known at the time this analysis was prepared.

Noise sources typically associated with loading dock activities include truck engines, the operation of truck-mounted refrigeration units, fork lifts, the banging of hand carts and roll-up doors, noise from P.A. systems, and the voices of truck drivers and store employees. Truck engines and/or refrigeration units are typically turned off while trucks are in loading dock areas to reduce noise and save energy. Based upon noise level measurements conducted by WJVA for other studies, loading dock noise levels would be expected to be in the range of 58 to 76 dBA at a distance of 100 feet.

**Car Wash**

The project would include an automated car wash facility, to be located in the vicinity of the convenience store and gas station. WJVA has conducted noise studies of numerous car wash operations. Automated car wash facilities can generally be categorized in two ways, 1). Conveyor belt operations and 2). Drive-in operations. With conveyor belt operations, multiple cars can proceed through the tunnel simultaneously, and are pulled along through the wash tunnel by the conveyor belt, and during peak hours of operation, the dryer blowers (dominant noise producing component) may be in constant operation. With drive-in styles one vehicle drives into the car wash tunnel bay and remains in place while the car wash operates around the vehicle. With this type of system one car is processed through the car wash tunnel at a time, and typical wash cycle times are approximately six (6) minutes, with the dryer blower in operation for approximately 90 seconds out of the 6-minute wash cycle time.

The drive-in type of car wash operations is the most common at convenience store/fuel service retail operations while the conveyor belt type of car wash is more common with “stand-alone”

car wash retail locations. Reference to the project site plan indicates that a drive-in car wash operation will likely be utilized. However, both types of car wash operations are discussed below.

**Conveyor Belt Car Wash-**
During peak hours of operation, conveyor belt car wash operations may be in constant operation, with the dryer blowers continuously operating. WJVA has conducted noise level measurements at numerous such car wash operations and has reviewed manufacturer-supplied noise level data. Noise levels associated with such operations typically range between approximately 69-73 dB a distance of 100 feet from the tunnel entrance and exit.

The noise levels described above represent the noise levels that occur directly in front the tunnel entrance and exit. The blowers are located within the tunnel, and the tunnel provides acoustical shielding of blower noise to the sides of the car wash tunnel. Generally speaking, at a 45-degree angle from a car wash tunnel entrance/exit, noise levels are approximately 6-8 dB below noise levels measured directly in line with the tunnel, at the same distance. Additionally, at a 90-degree angle, WJVA has observed noise levels to be approximately 10-15 dB below noise levels measured directly in line with the tunnel, at the same distance.

The noise levels described above apply noise levels measured and reviewed for Tommy Car Wash Systems, Peco Wash and Dryer System and MacNeil Wash Systems washers with Motor City drying systems.

**Drive-Thru Car Wash-**
As described above, with drive-thru type car wash operations (most common at convenience store/fuel service retail locations), one car is processed through the car wash tunnel at a time. Typical wash cycles take approximately 6 minutes in length, of which the dryer blowers are in operation for approximately 90 seconds per cycle. Taking these cycle times into account, the maximum number of car washes that could occur per hour would be ten (10). As described above, the blowers are in operation for approximately 90 seconds during each 6-minute cycle, with the resulting maximum blower operation time of fifteen (15) minutes during any one hour.

The most common type of equipment associated with drive-thru style of car wash operations is the Mark VII ChoiceWash XT Wash System utilizing a Mark VII Dryer System. WJVA has measured noise levels at numerous locations utilizing this equipment and has also reviewed manufacturer-supplied noise level data. Noise levels measured by WJVA indicate that car wash noise levels for the drive-thru (Mark VII equipment) would be approximately 63 dB $L_{50}$ during any one hour, at a distance of 100 feet directly in front of the entrance and exit of the tunnel. This noise level assumes the car wash is in constant peak operation during any given hour, and should therefore be considered a worst-case assessment of car wash operational noise levels.

### c. Noise From Construction (Less Than Significant)

Construction noise would occur at various locations within and near the project site through the build-out period. Table VI provides typical construction-related noise levels at distances of 100 feet, 200 feet, and 300 feet.

**TABLE VI**

**TYPICAL CONSTRUCTION EQUIPMENT MAXIMUM NOISE LEVELS, dBA**

| Type of Equipment | 100 Ft. | 200 Ft. | 300 Ft. |
|---|---|---|---|
| Concrete Saw | 84 | 78 | 74 |
| Crane | 75 | 69 | 65 |
| Excavator | 75 | 69 | 65 |
| Front End Loader | 73 | 67 | 63 |
| Jackhammer | 83 | 77 | 73 |
| Paver | 71 | 65 | 61 |
| Pneumatic Tools | 79 | 73 | 69 |
| Dozer | 76 | 70 | 66 |
| Rollers | 74 | 68 | 64 |
| Trucks | 80 | 72 | 70 |
| Pumps | 74 | 68 | 64 |
| Scrapers | 81 | 75 | 71 |
| Portable Generators | 74 | 68 | 64 |
| Backhoe | 80 | 74 | 70 |
| Grader | 80 | 74 | 70 |

Source: FHWA
*Noise Control for Buildings and Manufacturing Plants*, Bolt, Beranek & Newman, 1987

Construction noise is not considered to be a significant impact if construction is limited to the daytime hours and construction equipment is adequately maintained and muffled. The City of Gilroy provides a restriction on the hours that construction activities may occur, between 7:00am to 7:00pm Monday through Friday and 9:00am to 7:00 pm on Saturdays.

### d. Vibration Impacts (Less Than Significant)

The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. Typical vibration levels at distances of 100 feet and 300 feet are summarized by Table VII. These levels would not be expected to exceed any significant threshold levels for annoyance or damage, as provided above in Table II and Table III.

| TABLE VII<br>TYPICAL VIBRATION LEVELS DURING CONSTRUCTION | | |
|---|---|---|
| | PPV (in/sec) | |
| Equipment | @ 100´ | @ 300´ |
| Bulldozer (Large) | 0.011 | 0.006 |
| Bulldozer (Small) | 0.0004 | 0.00019 |
| Loaded Truck | 0.01 | 0.005 |
| Jackhammer | 0.005 | 0.002 |
| Vibratory Roller | .03 | 0.013 |
| Caisson Drilling | .01 | 0.006 |
| Source: *Caltrans* | | |

After full project build out, it is not expected that ongoing operational activities will result in any vibration impacts at nearby sensitive uses. Activities involved in trash bin collection could result in minor on-site vibrations as the bin is placed back onto the ground. Such vibrations would not be expected to be felt at the closest off-site sensitive uses and would generally not be expected to be felt at on-site sensitive receptors as well. Additional mitigation is not required.

### e. Noise Impacts from Nearby Airports or Airstrips (No Impact)

The Project site is not located within two miles of a public airport or private airstrip. The San Martin Airport and Frazier Lake Airpark are located approximately six miles from project site.

### f. Noise Impacts to On-Site Proposed Noise-Sensitive Uses (Less Than Significant, With Mitigation)

The proposed project would include two hotels as well as an outpatient treatment facility, to be located in the southern portion of the project site. While not specifically described in the City of Gilroy General Plan, transient lodging facilities (hotels and motels) and medical facilities are typically considered to be a noise-sensitive land use. The exterior noise level standards for transient lodging are typically applied to outdoor common use areas, such as pools, common courtyards and designated picnic or BBQ areas. The assumed exterior noise levels standard for transient lodging is 60 dB $L_{dn}$. Medical facilities typically do not have applicable exterior noise level standards.

Typical interior noise level standards state that interior noise levels attributable to exterior sources shall not exceed 45 dB $L_{dn}$ within residential land uses (including transient lodging). This is consistent with Title 24 of the California Code of Regulations for residential construction and consistent with U.S. Department of Housing and Urban Development (HUD) as well as Section 1207.4 of the California Building Code. The intent of the interior noise level guideline is to provide an acceptable noise environment for indoor communication and sleep.

**Exterior Hotel Noise**

The site plan indicates that both proposed hotels would include outdoor pool areas. Both pools would be located along the south side of each hotel, where the hotel building would provide acoustical shielding from traffic noise associated with SR 152, the dominant source of project site noise. Noise levels measured at ambient noise measurement site LT-1 indicate that project site noise exposure, in the vicinity of the proposed hotels, is approximately 62 dB $L_{dn}$. Taking into account the acoustical shielding provided by the hotel buildings, noise levels in the vicinity of the pool location at both hotels would be below the City's (assumed) exterior noise level standard of 60 dB $L_{dn}$.

**Interior Hotel Noise**

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

A specific analysis of interior noise levels was not performed. However, it may be assumed that construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB or more if windows and doors are closed. This will be sufficient for compliance with the City's 45 dB $L_{dn}$ interior standard at all proposed at all proposed rooms for the two hotels. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required.

## 5. IMPACT SUMMARY

- The proposed Gilroy Square development project would comply with all City of Gilroy exterior and interior noise level standards, provided air conditioning or mechanical ventilation should be installed in all hotel units so that it will be possible for windows to remain closed for sound insulation purposes. The closest off-site noise-sensitive land uses are located at distance of 0.5 miles or greater from the project site. At such distances, noise levels associated with the various project components would not be audible.

- Project-related increases in traffic noise exposure was calculated to be less than 1 dB at all analyzed roadways where sensitive receptors (residential land uses and transient lodging) exist. An analysis of existing and 2040 traffic conditions indicate that the project would not result in a measurable increase in traffic noise exposure over existing noise levels.

- The project would include two hotels and outpatient treatment facility, which while not specifically described as such in the City of Gilroy General Plan, were considered to be noise-sensitive land uses within this analysis and report. Exterior noise levels at the outdoor common use areas for each proposed hotel (outdoor swimming pool areas) would be below 60 dB $L_{dn}$. Additionally, interior noise levels within all rooms of both proposed hotels and the outpatient treatment facility would not exceed 45 dB $L_{dn}$.

## 6. SOURCES CONSULTED

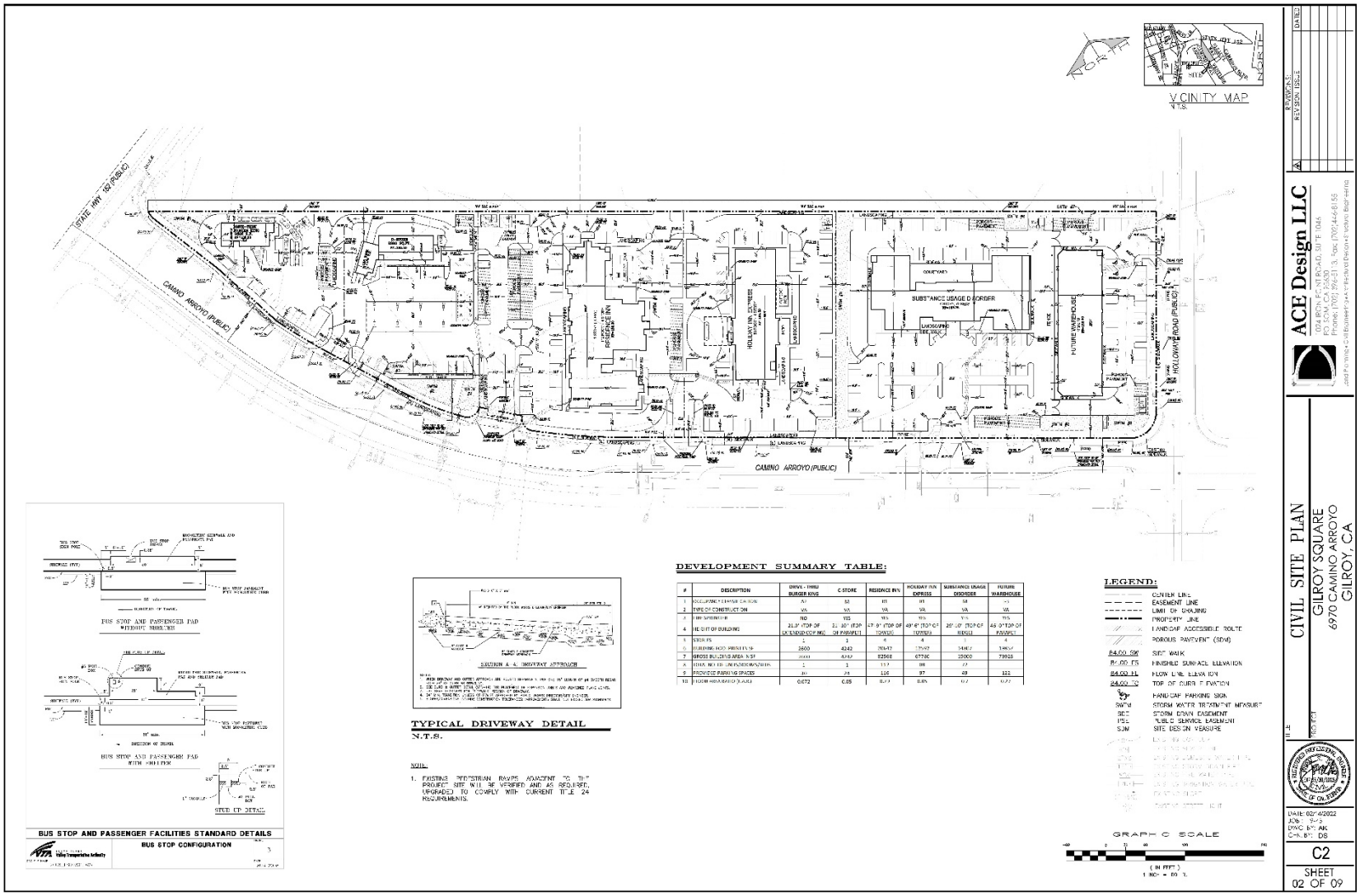

1. City of Gilroy General Plan, November 2, 2020.

2. City of Gilroy Zoning Ordinance, April 2022.

3. California Department of Transportation, *Transportation and Construction Vibration Guidance Manual,* September 2013.

4. Federal Highway Administration, *Traffic Noise Model, Version 2.5,* April 14, 2004

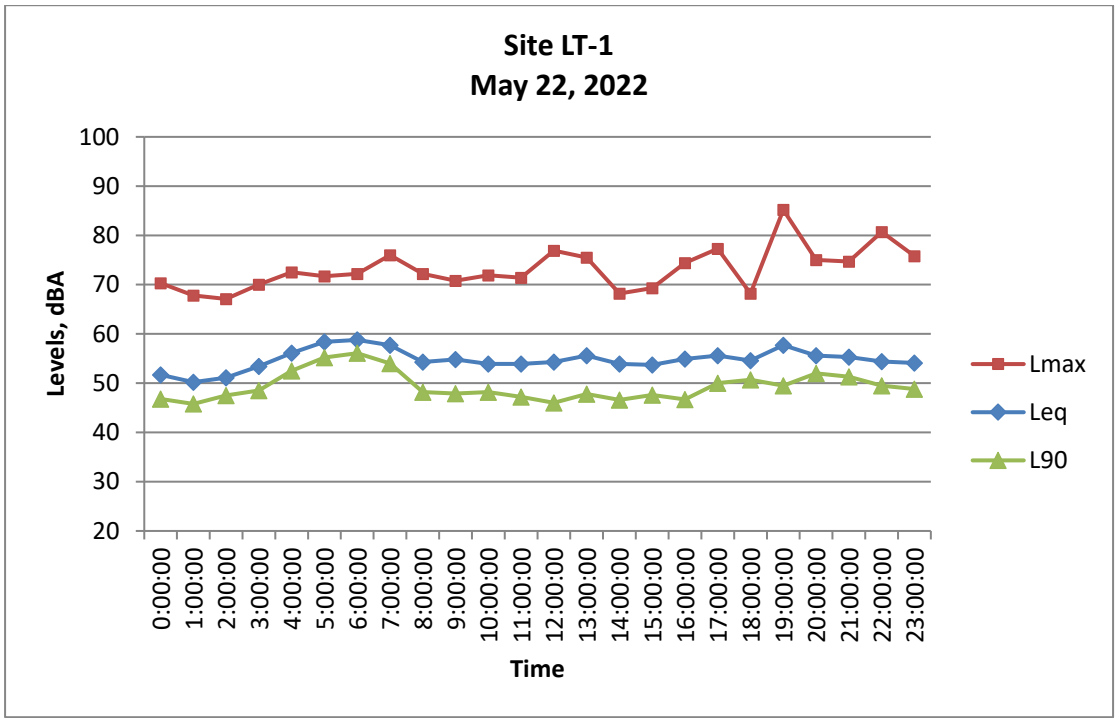
## FIGURE 1: PROJECT SITE PLAN




## FIGURE 2: PROJECT VICINITY AND AMBIENT NOISE MONITORING SITES


ST-2
ST-1
ST-5
LT-1
ST-3
ST-4
Pacheco Pass Hwy
Canire Arroyo
Canire Arroyo
Canire Arroyo
Steed Way
Cameron Blvd
Cameron Blvd
152
Google Earth
800 ft
N

## FIGURE 3: HOURLY NOISE LEVELS AT LONG-TERM MONITORING SITE LT-1






## FIGURE 4: LOCATIONS OF MODELED TRAFFIC NOISE RECEPTORS



# APPENDIX A-1

## ACOUSTICAL TERMINOLOGY

**AMBIENT NOISE LEVEL:** The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**CNEL:** Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

**DECIBEL, dB:** A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

**DNL/$L_{dn}$:** Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

**$L_{eq}$:** Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. $L_{eq}$ is typically computed over 1, 8 and 24-hour sample periods.

**NOTE:** The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while $L_{eq}$ represents the average noise exposure for a shorter time period, typically one hour.

**$L_{max}$:** The maximum noise level recorded during a noise event.

**$L_n$:** The sound level exceeded "n" percent of the time during a sample interval ($L_{90}$, $L_{50}$, $L_{10}$, etc.). For example, $L_{10}$ equals the level exceeded 10 percent of the time.

## A-2

# ACOUSTICAL TERMINOLOGY

**NOISE EXPOSURE CONTOURS:** Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

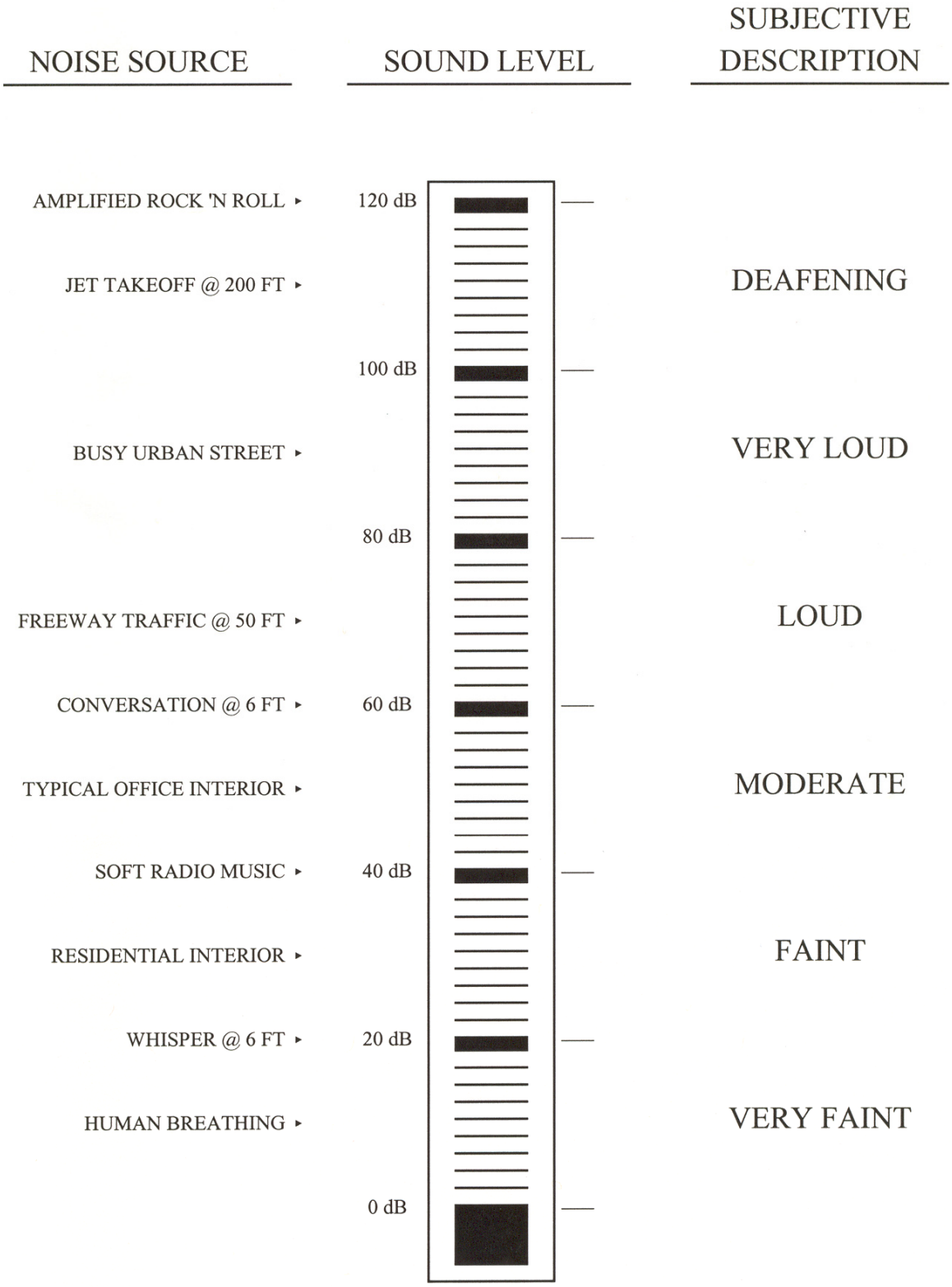
**NOISE LEVEL REDUCTION (NLR)**: The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of Anoise level reduction" combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

**SEL or SENEL:** Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

**SOUND LEVEL:** The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

**SOUND TRANSMISSION CLASS (STC):** The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

# APPENDIX B
## EXAMPLES OF SOUND LEVELS



# APPENDIX C

# TRAFFIC NOISE MODELING CALCULATIONS

**WJV Acoustics, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
July 14, 2022

| | |
|---|---|
| Project #: | 22-23 |
| Description: | Existing |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

**Contour Levels (dB)** 60 65 70 75

| Segment | Roadway Name | Segment Description | ADT | %Day | %Evening | %Night | %Med | %Heavy | Speed | Distance | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey | s/o 10th R-1 | 8900 | 90 | | 10 | 2 | 2 | 35 | 115 | |
| 2 | Alexander | n/o 10th R-2 | 3870 | 90 | | 10 | 2 | 2 | 35 | 120 | |
| 3 | Chestnut | n/o 10th R-3 | 6010 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 4 | SR 152 | w/o Holsclaw R-4 | 17170 | 83 | | 17 | 2.7 | 14.3 | 50 | 200 | |
| 5 | Holsclaw | n/o SR 152 R-5 | 580 | 90 | | 10 | 2 | 2 | 35 | 80 | |
| 6 | SR 152 | e/o Holsclaw R-6 | 17170 | 83 | | 17 | 2.7 | 14.3 | 50 | 135 | |
| 7 | Frazier Lake Rd | s/o SR 152 R-7 | 7860 | 90 | | 10 | 2 | 2 | 35 | 100 | |
| 8 | SR 152 | e/o Frazier Lake | 10870 | 83 | | 17 | 2.7 | 14.3 | 50 | 75 | |
| 9 | Monterey | n/o Luchessa | 8880 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 10 | Luchessa | w/o Monterey | 9820 | 90 | | 10 | 2 | 2 | 35 | 90 | |

**WJV Acoustics, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
July 14, 2022

| | |
|---|---|
| Project #: | 22-23 |
| Description: | Existing + Project |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

**Contour Levels (dB)** 60, 65, 70, 75

| Segment | Roadway Name | Segment Description | ADT | %Day | %Evening | %Night | %Med | %Heavy | Speed | Distance | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey | s/o 10th R-1 | 9130 | 90 | | 10 | 2 | 2 | 35 | 115 | |
| 2 | Alexander | n/o 10th R-2 | 3870 | 90 | | 10 | 2 | 2 | 35 | 120 | |
| 3 | Chestnut | n/o 10th R-3 | 6010 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 4 | SR 152 | w/o Holsclaw R-4 | 17600 | 83 | | 17 | 2.7 | 14.3 | 50 | 200 | |
| 5 | Holsclaw | n/o SR 152 R-5 | 580 | 90 | | 10 | 2 | 2 | 35 | 80 | |
| 6 | SR 152 | e/o Holsclaw R-6 | 17600 | 83 | | 17 | 2.7 | 14.3 | 50 | 135 | |
| 7 | Frazier Lake Rd | s/o SR 152 R-7 | 7960 | 90 | | 10 | 2 | 2 | 35 | 100 | |
| 8 | SR 152 | e/o Frazier Lake | 11200 | 83 | | 17 | 2.7 | 14.3 | 50 | 75 | |
| 9 | Monterey | n/o Luchessa | 9110 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 10 | Luchessa | w/o Monterey | 10050 | 90 | | 10 | 2 | 2 | 35 | 90 | |

**WJV Acoustics, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
July 14, 2022

| | |
|---|---|
| Project #: | 22-23 |
| Description: | 2040 |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

**Contour Levels (dB)** 60 65 70 75

| Segment | Roadway Name | Segment Description | ADT | %Day | %Evening | %Night | %Med | %Heavy | Speed | Distance | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey | s/o 10th R-1 | 12420 | 90 | | 10 | 2 | 2 | 35 | 115 | |
| 2 | Alexander | n/o 10th R-2 | 4180 | 90 | | 10 | 2 | 2 | 35 | 120 | |
| 3 | Chestnut | n/o 10th R-3 | 6540 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 4 | SR 152 | w/o Holsclaw R-4 | 22100 | 83 | | 17 | 2.7 | 14.3 | 50 | 200 | |
| 5 | Holsclaw | n/o SR 152 R-5 | 590 | 90 | | 10 | 2 | 2 | 35 | 80 | |
| 6 | SR 152 | e/o Holsclaw R-6 | 22110 | 83 | | 17 | 2.7 | 14.3 | 50 | 135 | |
| 7 | Frazier Lake Rd | s/o SR 152 R-7 | 11960 | 90 | | 10 | 2 | 2 | 35 | 100 | |
| 8 | SR 152 | e/o Frazier Lake | 12340 | 83 | | 17 | 2.7 | 14.3 | 50 | 75 | |
| 9 | Monterey | n/o Luchessa | 9110 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 10 | Luchessa | w/o Monterey | 18530 | 90 | | 10 | 2 | 2 | 35 | 90 | |

**WJV Acoustics, Inc**
**FHWA-RD-77-108**
**Calculation Sheets**
July 14, 2022

| | |
|---|---|
| Project #: | 22-23 |
| Description: | 2040 + Project |
| Ldn/Cnel: | Ldn |
| Site Type: | Soft |

**Contour Levels (dB)** 60 65 70 75

| Segment | Roadway Name | Segment Description | ADT | %Day | %Evening | %Night | %Med | %Heavy | Speed | Distance | Offset |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey | s/o 10th R-1 | 12560 | 90 | | 10 | 2 | 2 | 35 | 115 | |
| 2 | Alexander | n/o 10th R-2 | 4180 | 90 | | 10 | 2 | 2 | 35 | 120 | |
| 3 | Chestnut | n/o 10th R-3 | 6540 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 4 | SR 152 | w/o Holsclaw R-4 | 22530 | 83 | | 17 | 2.7 | 14.3 | 50 | 200 | |
| 5 | Holsclaw | n/o SR 152 R-5 | 590 | 90 | | 10 | 2 | 2 | 35 | 80 | |
| 6 | SR 152 | e/o Holsclaw R-6 | 22530 | 83 | | 17 | 2.7 | 14.3 | 50 | 135 | |
| 7 | Frazier Lake Rd | s/o SR 152 R-7 | 12060 | 90 | | 10 | 2 | 2 | 35 | 100 | |
| 8 | SR 152 | e/o Frazier Lake | 12670 | 83 | | 17 | 2.7 | 14.3 | 50 | 75 | |
| 9 | Monterey | n/o Luchessa | 9340 | 90 | | 10 | 2 | 2 | 35 | 95 | |
| 10 | Luchessa | w/o Monterey | 18760 | 90 | | 10 | 2 | 2 | 35 | 90 | |

# Transportation Summary of Findings and Analysis

APPENDIX G

# Hexagon Transportation Consultants, Inc.

## Memorandum

**Date:** December 7, 2022

**To:** Kraig Tambornini, City of Gilroy

**CC:** Gary Heap, P.E., City of Gilroy

**From:** Gicela Del Rio, T.E.

**Subject:** Gilroy Square Development Transportation Analysis ï Summary of Findings

This memo summarizes the result of the Transportation Analysis (TA) completed for the proposed Gilroy Square Development, located at 6970 Camino Arroyo, as documented in the TA report dated October 10, 2022. The memo also discusses the necessary actions required from the project to address project deficiencies at intersections, as discussed with City staff on November 15, 2022. Lastly, the memo lists site design recommendations included in the TA report.

The project, as evaluated in the October 2022 TA, consists of the following uses:

- 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- 112-room 4-story all-suites hotel (Residence Inn)
- 88-room 4-story hotel (Holiday Inn Express)
- 18,000-s.f. industrial warehouse
- 27,500-s.f. industrial warehouse

## CEQA VMT Evaluation Results

The *VTA's VMT Evaluation Tool* was utilized to evaluate the effects of the projectôs employment land uses (industrial warehouse land use) on VMT. The Cityôs TDF model was utilized to complete the VMT evaluation for the rest of the proposed land uses (retail).

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPRôs small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

Therefore, the proposed project was determined to create a less-than-significant impact on VMT.

# Roadway Capacity Analysis Results

## Intersection Level of Service Analysis Results and Required Project Action

The results of the intersection level of service analysis show that the project would create (under background plus project conditions) or contribute to (under General Plan plus project conditions) operational deficiencies at the intersections listed below. The projectôs required actions described for each of the intersection deficiencies were identified by City staff as the action required to satisfy City policies.

**Background Plus Project – With Proposed Luchessa/Holloway Connection**

**13. Automall Parkway and Luchessa Avenue** (LOS F and peak-hour signal warrant met ï PM peak-hour)
Project Deficiency: PM peak-hour
Possible Improvements: The projected deficiency at this intersection could be improved with the installation of a traffic signal.
**Project's Required Action**: The signalization of this intersection is included in the Cityôs Traffic Circulation Master Plan (TCMP) and Traffic Impact Fee (TIF) Program. Therefore, the proposed project will be required to pay the applicable TIF as a fair-share contribution towards the implementation of the above improvement. It has been determined that the projectôs contribution to this intersectionôs deficiency is approximately 2% of the projected near-term growth (see discussion below).

**2040 General Plan Plus Project Conditions (GP & with Luchessa/Holloway Connection networks)**

**7. Silacci Way and Pacheco Pass Highway** (LOS F and peak-hour signal warrant met ï PM and SAT peak hours)
Project deficiency: Contribution to an operational deficiency during the PM and SAT peak hours
Possible Improvements: The projected deficiency at this intersection could be improved with the installation of a traffic signal or by restricting left-turn access to and from Silacci Way.
**Project's Required Action**: The project is projected to contribute to a deficiency caused cumulatively by the proposed project and all projected growth that is part of the General Plan buildout conditions. Therefore, since the intersection is not part of the TIF Program, the project must make a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels. It has been determined that the projectôs contribution to this intersectionôs deficiency is approximately 5-7% of the projected near-term growth (see discussion below).

**13. Automall Parkway and Luchessa Avenue** (LOS F and peak-hour signal warrant met ï AM and PM peak hours)
Project deficiency: Contribution to an operational deficiency during the AM and PM peak hours
Possible Improvements: Same as above.
**Project's Required Action**: Same as above.

## Intersection Operations Analysis Results

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies under background plus project conditions for the following turn-movements:

**6. Camino Arroyo and SR 152 –**

*Northbound Left-Turn Movement* (SAT peak-hour)
Project deficiency: increase queue length by 4 vehicles per lane
Possible Improvements: No feasible improvement due to back-to-back left-turn pockets with the upstream intersection at Camino Arroyo/Gilroy Crossing.

*Westbound Left-turn movement* (SAT peak-hour)
Project deficiency: increase queue length by 4 vehicles per lane
Possible Improvements: The possible extension of the existing left-turn pockets would affect the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152).

*Northbound Right-Turn Movement* (PM and SAT peak hours)
Project deficiency: increase queue length by 4 vehicles
Possible Improvements: The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage.

The above queue storage deficiencies at this intersection will be addressed as part of the US 101/Tenth Street/SR 152 Interchange Improvements project, currently in the Project Initiation Document (PID) phase, being conducted by the Santa Clara County Valley Transportation Authority (VTA).

**Project's Required Action**: This intersection is included in the City's Traffic Circulation Master Plan (TCMP) and Traffic Impact Fee (TIF) Program. Therefore, the proposed project will be required to pay the applicable TIF as a fair-share contribution towards the implementation of the above improvement. It has been determined that the project's contribution to this intersection's deficiency is approximately 19-22% of the projected near-term growth (see discussion below).

**16. Camino Arroyo and Gilroy Crossing –**
*Southbound left-turn movement* (PM and SAT peak hours)
Project deficiency: increase queue length by 5 vehicles
Possible Improvements: The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.
**Project's Required Action**: The project must implement the above-identified improvements.

## Projects Contribution to Potential Growth

In addition to the proposed project, other development projects in the area would add traffic to the adjacent roadway network and would increase the need for the enhancement of the existing roadway network to accommodate the projected future traffic demand.

Potential projects that would add traffic to the roadway network in the project area include:

- Holloway Site ï 426,500 square feet of warehouse and distribution facility land use
- Luchessa Site ï 1.1 million square feet of warehouse and distribution facility land use

Trip generation estimates for the proposed project and above potential projects were compared to determine the percent contribution each of these projects represent of the potential traffic growth in

the project area. As shown on Table A below, the proposed Gilroy Square development (proposed project) would represent approximately 19% of the projected daily traffic growth and approximately 10% of the PM peak-hour traffic growth.

The proposed project represents approximately 2% of the near-term growth projections at the intersection of Automall Parkway and Luchessa Avenue during the PM peak-hour (see Table B).

The proposed project also is estimated to contribute approximately 5-7% of the projected near-term growth at the intersection of Silacci Way/Pacheco Pass Highway (see Table C) and approximately 19-22% of the projected near-term growth at the intersection of Camino Arroyo/Pacheco Pass Highway during the PM and Saturday peak hours (see Table D).

## Other Recommended Improvements

### Operations at Driveways

***Recommendation:*** The following are recommendations for Driveway 2:

- Widen Driveway 2 to provide two outbound lanes (as proposed) and two inbound lanes. Driveway 2 must also align with the west leg of the Camino Arroyo/Gilroy Crossing intersection.
- At the first internal access point from Driveway 2 (approximately 125 feet east of the driveway), the two inbound lanes should become a left-turn lane providing access to the gas station/fast-food restaurant and a shared right-and-through lane, providing access to the hotels and parking spaces.
- Align the Driveway 2 drive aisle lanes, in particular, the inbound lane. If necessary, remove the parking spaces along the south side of the driveway aisle so that the inbound through lane from Driveway 2 aligns with the eastbound lane along the rest of the drive aisle.
- At the first internal access point from Driveway 2, provide uncontrolled inbound access, while stop-controlling the rest of the approaches.

***Recommendation:*** It is recommended that the project considers providing a connection extending from Driveway 2 to Silacci Way, via the adjacent undeveloped site. This new connection would displace some of the northbound right-turning project trips at the intersection of Camino Arroyo/SR 152 to Silacci Way, eliminating the project deficiency and need to extend the existing northbound right-turn pocket while enhancing the adjacent roadway network.

### Sight Distance

***Recommendation:*** The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

### Pedestrian On-Site Circulation

***Recommendation:*** A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

### Project's Effect on Bicycle Facilities

***Recommendation:*** It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTAôs recommended bicycle-parking rates, to serve the potential demand

of the project. Based on VTAôs bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

### Project's Effect on Pedestrian Facilities

***Recommendation:*** It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

***Recommendation:*** It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

## Table A
## Growth Projections (Trip Generation Estimates)

| Proposed Land Use | Size | Weekday Daily Rate | Weekday Daily Trip | | AM Peak Hour Rate | AM Peak Hour Trip In | AM Peak Hour Trip Out | AM Peak Hour Trip Total | | PM Peak Hour Rate | PM Peak Hour Trip In | PM Peak Hour Trip Out | PM Peak Hour Trip Total | | SAT Peak Hour Rate | SAT Peak Hour Trip In | SAT Peak Hour Trip Out | SAT Peak Hour Trip Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Gilroy Square** [1] | | | | | | | | | | | | | | | | | | | |
| **Retail Land Uses** | | | | | | | | | | | | | | | | | | | |
| #945 - Convenience Store/Gas Station | 16 Vehicle Fueling Positions | 265.12 | 4,242 | | 16.06 | 129 | 128 | 257 | | 18.42 | 148 | 147 | 295 | | 17.01 | 136 | 136 | 272 | |
| *Passby Reduction* | | *75%* | *-3,182* | | *76%* | *-98* | *-97* | *-195* | | *75%* | *-111* | *-110* | *-221* | | *75%* | *-102* | *-102* | *-204* | |
| #934 - Fast-Food Restaurant with Drive-Through Window | 2,600 s.f. | 467.48 | 1,215 | | 44.61 | 59 | 57 | 116 | | 33.03 | 45 | 41 | 86 | | 55.25 | 73 | 71 | 144 | |
| *Passby Reduction* | | *55%* | *-668* | | *50%* | *-30* | *-29* | *-59* | | *55%* | *-25* | *-23* | *-48* | | *55%* | *-40* | *-39* | *-79* | |
| ***Retail Total (Prior to Reductions)*** | | | ***5,457*** | | | ***188*** | ***185*** | ***373*** | | | ***193*** | ***188*** | ***381*** | | | ***209*** | ***207*** | ***416*** | |
| *Hotel and Retail Internal Reduction* | | | *-85* | | | *-3* | *-4* | *-7* | | | *-4* | *-3* | *-7* | | | *-5* | *-5* | *-10* | |
| **Hotel Land Uses** | | | | | | | | | | | | | | | | | | | |
| #311 - All Suites Hotel | 112 Rooms | 4.40 | 493 | | 0.34 | 20 | 18 | 38 | | 0.36 | 20 | 20 | 40 | | 0.53 | 29 | 31 | 60 | |
| #312 - Business Hotel | 88 Rooms | 4.02 | 354 | | 0.36 | 12 | 20 | 32 | | 0.31 | 15 | 12 | 27 | | 0.46 | 19 | 21 | 40 | |
| ***Hotel Total (Prior to Reductions)*** | | | ***847*** | | | ***32*** | ***38*** | ***70*** | | | ***35*** | ***32*** | ***67*** | | | ***48*** | ***52*** | ***100*** | |
| *Hotel and Retail Internal Reduction* | | *10%* | *-85* | | *10%* | *-3* | *-4* | *-7* | | *10%* | *-4* | *-3* | *-7* | | *10%* | *-5* | *-5* | *-10* | |
| **Employment Land Uses** | | | | | | | | | | | | | | | | | | | |
| #150 - Warehousing | 45,500 s.f. | 2.42 | 110 | | 0.64 | 22 | 7 | 29 | | 0.70 | 9 | 23 | 32 | | 0.05 | 1 | 1 | 2 | |
| ***Employment Total (Prior to Reductions)*** | | | ***110*** | | | ***22*** | ***7*** | ***29*** | | | ***9*** | ***23*** | ***32*** | | | ***1*** | ***1*** | ***2*** | |
| **Gilroy Square Total Net Project Trips:** | | | **2,394** | **19%** | | **108** | **96** | **204** | **13%** | | **93** | **104** | **197** | **10%** | | **106** | **109** | **215** | **8%** |
| **Holloway Site – (APN: 841-67-029)** [2] | | | | | | | | | | | | | | | | | | | |
| **High-Quality Warehouse and Distribution Center** | | | | | | | | | | | | | | | | | | | |
| **#155 - High-Cube Fulfillment Center Warehouse - Sort** | | | | | 0.89 | | | | | 1.22 | | | | | 1.59 | | | | |
| **Holloway Site Total:** | **426,500 s.f.** | **6.63** | **2,828** | **23%** | | **305** | **75** | **380** | **24%** | | **317** | **203** | **520** | **25%** | | **415** | **265** | **680** | **26%** |
| **Luchessa Site – (APN: 841-73-007 and 841-73-008)** [2] | | | | | | | | | | | | | | | | | | | |
| **#155 - High-Cube Fulfillment Center Warehouse - Sort** | | | | | 0.89 | | | | | 1.22 | | | | | 1.59 | | | | |
| **Luchessa Site Total:** | **1,088,000 s.f.** | **6.63** | **7,213** | **58%** | | **778** | **190** | **968** | **62%** | | **808** | **519** | **1,327** | **65%** | | **1,057** | **677** | **1,734** | **66%** |
| **Total Trips Generated by All Proposed Development** | | | **12,435** | **100%** | | **1,191** | **361** | **1,552** | **100%** | | **1,218** | **827** | **2,045** | **####** | | **1,578** | **1,051** | **2,629** | **100%** |

Source: ITE Trip Generation Manual, 11th Edition 2021, and project description per site plan dated 2/14/22 by ACE Design LLC.

[1] Gilroy Square TA report, dated October 10, 2022, by Hexagon.

[2] Luchessa-Holloway TA report, dated November 11, 2022, by Hexagon.

## Table B
## Growth Projections at Automall Parkway/Luchessa Avenue (#13) Intersection (PM Peak-Hour)

| Int.#[Model#](Traffix#) | 13 | 70666 | 11592 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Automall Parkway and Luchessa Avenue | | | | | | | | | | | | | |
| Peak Hour: | PM | | | | | | | | | | | | | |
| Count Date: | 03/24/22 | | | | | | | | | | | | | |
| | | | | | | | Movements | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **343** | **3** | **80** | **130** | **259** | **0** | **0** | **6** | **3** | **9** | **79** | **184** | **1,096** | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 317 | 3 | 67 | 131 | 472 | 0 | 1 | 6 | 3 | 8 | 251 | 211 | 1,470 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 0 | 3 | 2 | 295 | 0 | 0 | 0 | 0 | 0 | 458 | 0 | 758 | 98% |
| Gilroy Square Project Trips (Option 2) | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 2% |
| **Total Projected Growth:** | **0** | **0** | **3** | **2** | **303** | **0** | **0** | **0** | **0** | **0** | **465** | **0** | **773** | |
| **Background + Gilroy Square** | 317 | 3 | 67 | 131 | 480 | 0 | 1 | 6 | 3 | 8 | 258 | 211 | 1,485 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 317 | 3 | 70 | 133 | 775 | 0 | 1 | 6 | 3 | 8 | 716 | 211 | 2,243 | |

## Table C
## Growth Projections at Silacci Way/Pacheco Pass Highway (#7) Intersection (PM and Saturday Peak Hours)

| Int.#[Model#](Traffix#) | 7 | 71180 | 50935 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Silacci Way and Pacheco Pass Highway (SR 152) | | | | | | | | | | | | | |
| Peak Hour: | PM | | | | | | | | | | | | | |
| Count Date: | 11/05/20 | | | | | | | | | | | | | |
| | | | | | | Movements | | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **0** | **0** | **0** | **0** | **656** | **15** | **17** | **0** | **10** | **9** | **1,257** | **0** | **1,964** | |
| ***With Luchessa-Holloway Connection (Option 2)*** | | | | | | | | | | | | | | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 0 | 0 | 0 | 0 | 1,143 | 16 | 29 | 0 | 11 | 2 | 1,597 | 0 | 2,798 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 0 | 0 | 0 | 228 | 0 | 0 | 0 | 0 | 0 | 147 | 0 | 375 | 93% |
| Gilroy Square Project Trips (Option 2) | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 30 | 7% |
| **Total Projected Growth:** | **0** | **0** | **0** | **0** | **242** | **0** | **0** | **0** | **0** | **0** | **163** | **0** | **405** | |
| **Background + Gilroy Square** | 0 | 0 | 0 | 0 | 1,157 | 16 | 29 | 0 | 11 | 2 | 1,613 | 0 | 2,828 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 0 | 0 | 0 | 0 | 1,385 | 16 | 29 | 0 | 11 | 2 | 1,760 | 0 | 3,203 | |

| Int.#[Model#](Traffix#) | 7 | 71180 | 50935 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Silacci Way and Pacheco Pass Highway (SR 152) | | | | | | | | | | | | | |
| Peak Hour: | SAT | | | | | | | | | | | | | |
| Count Date: | 11/07/20 | | | | | | | | | | | | | |
| | | | | | | Movements | | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **0** | **0** | **0** | **0** | **857** | **12** | **10** | **0** | **0** | **4** | **1,066** | **0** | **1,949** | |
| ***With Luchessa-Holloway Connection (Option 2)*** | | | | | | | | | | | | | | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 0 | 0 | 0 | 0 | 975 | 13 | 22 | 0 | 0 | 0 | 1,197 | 0 | 2,207 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 0 | 0 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 191 | 0 | 489 | 95% |
| Gilroy Square Project Trips (Option 2) | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 28 | 5% |
| **Total Projected Growth:** | **0** | **0** | **0** | **0** | **312** | **0** | **0** | **0** | **0** | **0** | **205** | **0** | **517** | |
| **Background + Gilroy Square** | 0 | 0 | 0 | 0 | 989 | 13 | 22 | 0 | 0 | 0 | 1,211 | 0 | 2,235 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 0 | 0 | 0 | 0 | 1,287 | 13 | 22 | 0 | 0 | 0 | 1,402 | 0 | 2,724 | |

## Table D
## Growth Projections at Camino Arroyo/Pacheco Pass Highway (#6) Intersection (PM and Saturday Peak Hours)

| Int.#[Model#](Traffix#) | 6 | 70834 | 10715 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Camino Arroyo and Pacheco Pass Highway (SR 152) | | | | | | | | | | | | | |
| Peak Hour: | PM | | | | | | | | | | | | | |
| Count Date: | 03/24/22 | | | | | | | | | | | | | |
| | Movements | | | | | | | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **617** | **229** | **222** | **118** | **619** | **39** | **81** | **184** | **465** | **230** | **785** | **548** | **4,137** | |
| ***With Luchessa-Holloway Connection (Option 2)*** | | | | | | | | | | | | | | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 605 | 263 | 238 | 133 | 1,078 | 51 | 95 | 200 | 541 | 246 | 1,110 | 541 | 5,101 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 23 | 0 | 0 | 0 | 228 | 147 | 15 | 277 | 429 | 0 | 0 | 1,119 | 78% |
| Gilroy Square Project Trips (Option 2) | 0 | 5 | 0 | 0 | -68 | 81 | 83 | 6 | 142 | 134 | -67 | 0 | 316 | 22% |
| **Total Projected Growth:** | **0** | **28** | **0** | **0** | **-68** | **309** | **230** | **21** | **419** | **563** | **-67** | **0** | **1435** | |
| **Background + Gilroy Square** | 605 | 268 | 238 | 133 | 1,010 | 132 | 178 | 206 | 683 | 380 | 1,043 | 541 | 5,417 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 605 | 291 | 238 | 133 | 1,010 | 360 | 325 | 221 | 960 | 809 | 1,043 | 541 | 6,536 | |

| Int.#[Model#](Traffix#) | 6 | 70834 | 10715 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Intersection Name: | Camino Arroyo and Pacheco Pass Highway (SR 152) | | | | | | | | | | | | | |
| Peak Hour: | SAT | | | | | | | | | | | | | |
| Count Date: | 03/26/22 | | | | | | | | | | | | | |
| | Movements | | | | | | | | | | | | | |
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | Percent |
| Scenario: | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | Total | of Growth |
| **Existing Conditions** | **711** | **292** | **250** | **187** | **770** | **74** | **89** | **304** | **596** | **365** | **750** | **783** | **5,171** | |
| ***With Luchessa-Holloway Connection (Option 2)*** | | | | | | | | | | | | | | |
| Existing Plus Approved (with Reassignment due to Luchessa-Holloway Connection) | 696 | 322 | 255 | 180 | 868 | 81 | 100 | 316 | 673 | 367 | 882 | 770 | 5,510 | |
| Luchessa-Holloway Project Trips (Option 2) | 0 | 30 | 0 | 0 | 0 | 298 | 191 | 19 | 359 | 560 | 0 | 0 | 1,457 | 81% |
| Gilroy Square Project Trips (Option 2) | 0 | 6 | 0 | 0 | -71 | 85 | 85 | 6 | 150 | 148 | -71 | 0 | 338 | 19% |
| **Total Projected Growth:** | **0** | **36** | **0** | **0** | **-71** | **383** | **276** | **25** | **509** | **708** | **-71** | **0** | **1,795** | |
| **Background + Gilroy Square** | 696 | 328 | 255 | 180 | 797 | 166 | 185 | 322 | 823 | 515 | 811 | 770 | 5,848 | |
| **Bckgd + Luchessa-Holloway + Gilroy Square** | 696 | 358 | 255 | 180 | 797 | 464 | 376 | 341 | 1,182 | 1,075 | 811 | 770 | 7,305 | |

HEXAGON TRANSPORTATION CONSULTANTS, INC.

# Gilroy Square Development

## Transportation Analysis

Prepared for:

**EMC Planning Group**

**October 10, 2022**


**Hexagon Transportation Consultants, Inc.**

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# Executive Summary

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the proposed Gilroy Square Development project in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The project consists of the development of the project site with the following uses:

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)
- an 88-room 4-story hotel (Holiday Inn Express)
- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

## Scope of Study

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In 2013, the State of California passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. Therefore, in adherence to SB 743, the effects and impacts to the transportation network as the result of the proposed project were evaluated based on VMT.

However, the City of Gilroy currently uses LOS as their adopted methodology for the evaluation of the effects of new development and land use changes on the local transportation network. In addition, the City is still required to conform to the requirements of the VTA, which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. Therefore, in addition to the evaluation of VMT, this transportation study also includes a level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

## CEQA VMT Evaluation Results

The *VTA's VMT Evaluation Tool* could be utilized to evaluate the effects of the project's employment land uses on VMT. However, since the proposed project would include retail, restaurant, and hotel uses for which the VMT tool is not capable of estimating VMT, the City's TDF model was utilized to complete the VMT evaluation for the proposed retail category uses.

For the purpose of this analysis, and for consistency with the City of Gilroy General Plan, the VMT analysis considers OPR's recommended impact threshold of 15% below the existing citywide average VMT per job, which equates to 15.97 VMT per job. Additionally, the analysis also considers OPR's recommendation of a net increase in total VMT from baseline conditions as the threshold to identify potential VMT impacts for commercial/retail projects.

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The VMT results for the proposed retail and hotel uses are presented in Table ES-1.

**Table ES 1**
**VMT Analysis Summary**

| VMT Analysis (Citywide) | No Project | With Project | Change (Proj - No Proj) |
|---|---|---|---|
| Home-Based Work VMT | 452,495 | 454,403 | 1,908 |
| Home-Based Shop VMT | 343,999 | 340,758 | -3,241 |
| **Total VMT** | 796,495 | 795,161 | **-1,334** |

Source: City of Gilroy Travel Demand Forecasting Model.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPR's small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

## Roadway Capacity Analysis Results

### Intersection Level of Service Analysis Results

The results of the intersection level of service analysis conducted for the study intersections are described below and summarized in Table ES-2.

#### Background Plus Project – With Proposed Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the project would have an operational deficiency at the following intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection:

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

**Project Deficiency**: PM peak-hour

### 2040 General Plan Plus Project Conditions

The results of the intersection level of service analysis show that the project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and the planned future roadway network:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   **Project deficiency**: AM and PM peak hours

### 2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   **Project deficiency**: AM and PM peak hours

## Intersection Operations Analysis Results

The operations analysis results are described below and summarized in Table ES-3.

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies for the following turn-movements:

**6. Camino Arroyo and SR 152 –**

**Northbound Left-Turn Movement**
**Project deficiency**: SAT peak-hour
**Westbound Left-turn movement**
**Project deficiency**: SAT peak-hour
**Northbound Right-Turn Movement**
**Project deficiency**: PM and SAT peak hours

**16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement**
**Project deficiency**: PM and SAT peak hours

## Projected Deficiencies and Possible Improvements

Described below are possible improvements to improve operating conditions for the projected deficiencies.

### Level of Service Deficiencies – Background Plus Project Conditions

#### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

## Level of Service Deficiencies – General Plan Conditions

#### 7. Silacci Way and Pacheco Pass Highway/SR 152

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

#### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

## Queue Storage Deficiencies

#### 6. Camino Arroyo and Pacheco Pass Highway (SR 152)

**Movement:** Northbound left-turn
**Available queue storage:** 350 feet (14 vehicles) per lane
**Change in queue length:** from 16 vehicles under background conditions to 20 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** SAT peak-hour
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the

adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

**Movement:** Westbound left-turn
**Available queue storage:** 150 feet (6 vehicles) per lane
**Change in queue length:** from 4 vehicles under background conditions to 8 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** SAT peak-hour
**Deficiency:** 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

**Movement:** Northbound right-turn
**Available queue storage:** 125 feet (5 vehicles)
**Change in queue length:** from 6 vehicles under background conditions to 10 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** PM and SAT peak hours
**Deficiency:** 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

### 16. Camino Arroyo and Gilroy Crossing

**Movement:** Southbound left-turn
**Available queue storage:** 175 feet (7 vehicles)
**Change in queue length:** from 8 vehicles under background conditions to 13 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** PM and SAT peak hours
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

## Freeway Segment Evaluation

The results of the freeway level of service analysis are summarized in Table ES-4.

### Freeway Segment Level of Service Results

The results of the freeway segment level of service analysis show that the proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segments, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

## Other Transportation Issues

### Sight Distance

***Recommendation:*** The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

### Emergency Vehicle Access

***Recommendation:*** The project should widen the inbound lane at Driveway 2 (Camino Arroyo/Gilroy Crossing intersection) to meet the minimum width requirement for emergency access (20 feet), or provide a second inbound lane, to provide adequate inbound emergency vehicle access at this signalized intersection.

***Recommendation:*** The project must work with the City and the Fire Department to identify the best access route for emergency vehicles to provide access to the entire project site and adequate response times.

### Pedestrian On-Site Circulation

***Recommendation:*** A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

## Freeway Ramp Analysis Results

The results of the freeway ramp analysis are summarized in Table ES-5.

Based on the calculated V/C ratios, all of the study freeway ramps currently operate at acceptable levels. Under background plus project conditions, based on the ramp capacities and traffic volume projections, it is projected that all of the study freeway ramps would continue to operate at acceptable levels.

### Project's Effect on Bicycle Facilities

***Recommendation:*** It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTA's recommended bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

### Project's Effect on Pedestrian Facilities

***Recommendation:*** It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

***Recommendation:*** It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

## Table ES 2
## Intersection Level of Service Results

| Study Int. Number | Intersection | Intersection Control | LOS Standard | Peak Hour | Count Date | Existing Conditions Delay | Existing Conditions LOS | Existing Conditions Warrant Met?[1] | Background Conditions Delay | Background Conditions LOS | Background Conditions Warrant Met?[1] | Background Plus Project (Existing Roadway Network) Delay | LOS | Delay Change[2] | Warrant Met?[1] | Background Plus Project with Proposed LH Connnection Delay | LOS | Delay Change[2] | Warrant Met?[1] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Monterey Road and Tenth Street | Signal | D | AM | 03/24/22 | 22.7 | C+ | -- | 22.6 | C+ | -- | 22.9 | C+ | +0.3 | -- | 22.8 | C+ | +0.2 | -- |
| | | | | PM | 03/24/22 | 28.6 | C | -- | 28.4 | C | -- | 28.6 | C | +0.2 | -- | 28.5 | C | +0.1 | -- |
| | | | | SAT | 03/26/22 | 29.8 | C | -- | 29.4 | C | -- | 29.6 | C | +0.2 | -- | 29.5 | C | +0.1 | -- |
| 2 | Alexander Street and Tenth Street | Signal | D | AM | 03/24/22 | 17.2 | B | -- | 16.7 | B | -- | 16.7 | B | +0.0 | -- | 16.8 | B | +0.1 | -- |
| | | | | PM | 03/24/22 | 16.9 | B | -- | 17.8 | B | -- | 17.9 | B | +0.1 | -- | 17.2 | B | -0.6 | -- |
| | | | | SAT | 03/26/22 | 20.1 | C+ | -- | 18.0 | B- | -- | 17.8 | B | -0.2 | -- | 18.3 | B- | +0.3 | -- |
| 3 | Chestnut Street/Automall Parkway and Tenth Street | Signal | D | AM | 03/24/22 | 29.9 | C | -- | 34.4 | C- | -- | 34.2 | C- | -0.2 | -- | 34.5 | C- | +0.1 | -- |
| | | | | PM | 03/24/22 | 32.5 | C- | -- | 38.0 | D+ | -- | 38.1 | D+ | +0.1 | -- | 37.6 | D+ | -0.4 | -- |
| | | | | SAT | 03/26/22 | 29.4 | C | -- | 37.7 | D+ | -- | 37.8 | D+ | +0.1 | -- | 37.3 | D+ | -0.4 | -- |
| 4 | US 101 SB Ramps and Tenth Street | Signal | D | AM | 03/24/22 | 20.0 | C+ | -- | 21.1 | C+ | -- | 21.4 | C+ | +0.3 | -- | 21.5 | C+ | +0.4 | -- |
| | | | | PM | 03/24/22 | 22.8 | C+ | -- | 26.0 | C | -- | 26.5 | C | +0.5 | -- | 25.7 | C | -0.3 | -- |
| | | | | SAT | 03/26/22 | 27.9 | C | -- | 29.9 | C | -- | 30.5 | C | +0.6 | -- | 30.2 | C | +0.3 | -- |
| 5 | US 101 NB Ramps and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 8.1 | A | -- | 9.0 | A | -- | 9.1 | A | +0.1 | -- | 8.7 | A | -0.3 | -- |
| | | | | PM | 03/24/22 | 8.3 | A | -- | 10.1 | B+ | -- | 10.5 | B+ | +0.4 | -- | 9.8 | A | -0.3 | -- |
| | | | | SAT | 03/26/22 | 9.9 | A | -- | 10.7 | B+ | -- | 11.0 | B+ | +0.3 | -- | 10.6 | B+ | -0.1 | -- |
| 6 | Camino Arroyo and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 21.1 | C+ | -- | 18.2 | B- | -- | 20.4 | C+ | +2.2 | -- | 20.8 | C+ | +2.6 | -- |
| | | | | PM | 03/24/22 | 32.4 | C- | -- | 41.8 | D | -- | 45.1 | D | +3.3 | -- | 38.3 | D+ | -3.5 | -- |
| | | | | SAT | 03/26/22 | **55.4** | **E+** | -- | **59.9** | **E+** | -- | **63.3** | **E** | **+3.4** | -- | **60.5** | **E** | **+0.6** | -- |
| 7 | Silacci Way and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 11/05/20 | 0.2 | A+ | -- | 0.3 | A+ | No | 0.3 | A+ | +0.0 | -- | 0.3 | A+ | +0.0 | -- |
| | | | | PM | 11/05/20 | 0.5 | A+ | -- | 1.5 | A+ | No | 1.6 | A+ | +0.1 | -- | 0.8 | A+ | -0.7 | -- |
| | | | | SAT | 11/05/20 | 0.1 | A+ | -- | 0.1 | A+ | No | 0.1 | A+ | +0.0 | -- | 0.2 | A+ | +0.1 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 11/05/20 | 16.5 | C | No | 36.0 | E | No | 37.0 | E | +1.0 | No | 28.8 | D | -7.2 | No |
| | | | | PM | 11/05/20 | 26.4 | D | No | **>120** | **F** | No | **>120** | **F** | **>120** | No | **51.3** | **F** | **-83.6** | No |
| | | | | SAT | 11/07/20 | 12.4 | B | No | 13.3 | B | No | 13.4 | B | +0.1 | No | 13.5 | B | +0.2 | No |
| 8 | Cameron Boulevard and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 5.4 | A | -- | 7.1 | A | -- | 7.0 | A | -0.1 | -- | 6.7 | A | -0.4 | -- |
| | | | | PM | 11/05/20 | 7.8 | A | -- | 14.6 | B | -- | 14.7 | B | +0.1 | -- | 12.7 | B | -1.9 | -- |
| | | | | SAT | 11/07/20 | 7.3 | A | -- | 8.5 | A | -- | 8.4 | A | -0.1 | -- | 8.1 | A | -0.4 | -- |
| 9 | Gilroy Foods and Pacheco Pass Highway (SR 152) | Signal | D | AM | 11/05/20 | 9.2 | A | -- | 9.1 | A | -- | 9.0 | A | -0.1 | -- | 10.4 | B+ | +1.3 | -- |
| | | | | PM | 11/05/20 | 10.2 | B+ | -- | 10.9 | B+ | -- | 10.9 | B+ | +0.0 | -- | 11.4 | B+ | +0.5 | -- |
| | | | | SAT | 11/07/20 | 5.5 | A | -- | 3.2 | A | -- | 3.2 | A | +0.0 | -- | 7.2 | A | +4.0 | -- |
| 10 | Holsclaw Road and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 03/24/22 | 0.1 | A+ | -- | 0.1 | A+ | No | 0.1 | A+ | +0.0 | -- | 0.1 | A+ | +0.0 | -- |
| | | | | PM | 03/24/22 | 0.8 | A+ | -- | 1.0 | A+ | No | 1.0 | A+ | +0.0 | -- | 0.9 | A+ | -0.1 | -- |
| | | | | SAT | 03/24/22 | 0.4 | A+ | -- | 0.4 | A+ | No | 0.4 | A+ | +0.0 | -- | 0.4 | A+ | +0.0 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 03/24/22 | 17.0 | C | No | 19.2 | C | No | 19.7 | C | +0.5 | No | 19.5 | C | +0.3 | No |
| | | | | PM | 03/24/22 | 35.0 | E | No | **50.4** | **F** | No | **53.1** | **F** | **+2.7** | No | 49.8 | E | -0.6 | No |
| | | | | SAT | 03/26/22 | 33.1 | D | No | 38.7 | E | No | 40.1 | E | +1.4 | No | 37.9 | E | -0.8 | No |
| 11 | Frazier Lake Road and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 14.9 | B | -- | 15.3 | B | -- | 15.4 | B | +0.1 | -- | 15.8 | B | +0.5 | -- |
| | | | | PM | 03/24/22 | 8.2 | A | -- | 7.8 | A | -- | 7.8 | A | +0.0 | -- | 7.8 | A | +0.0 | -- |
| | | | | SAT | 03/26/22 | 10.0 | B+ | -- | 10.2 | B+ | -- | 10.2 | B+ | +0.0 | -- | 10.2 | B+ | +0.0 | -- |
| 12 | Monterey Road and Luchessa Avenue | Signal | D | AM | 03/24/22 | 26.1 | C | -- | 26.6 | C | -- | 26.6 | C | +0.0 | -- | 26.0 | C | -0.6 | -- |
| | | | | PM | 03/24/22 | 35.5 | D+ | -- | 39.5 | D | -- | 39.5 | D | +0.0 | -- | 38.0 | D+ | -1.5 | -- |
| | | | | SAT | 03/26/22 | 22.8 | C+ | -- | 23.7 | C | -- | 23.7 | C | +0.0 | -- | 23.8 | C | +0.1 | -- |
| 13 | Automall Parkway and Luchessa Avenue | One-Way Stop (Average Delay) | D | AM | 03/24/22 | 6.4 | A | -- | 6.9 | A- | -- | 6.9 | A- | +0.0 | -- | 7.0 | A- | +0.1 | -- |
| | | | | PM | 03/24/22 | 7.4 | A- | -- | 7.9 | A- | -- | 7.9 | A- | +0.0 | -- | 8.3 | A- | +0.4 | -- |
| | | | | SAT | 03/24/22 | 7.2 | A- | -- | 7.5 | A- | -- | 7.5 | A- | +0.0 | -- | 6.3 | A | -1.2 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 03/24/22 | 22.2 | C | **Yes** | 25.0 | C | **Yes** | 25.0 | C | +0.0 | **Yes** | 34.7 | D | +9.7 | **Yes** |
| | | | | PM | 03/24/22 | 25.7 | D | **Yes** | 29.4 | D | **Yes** | 29.4 | D | +0.0 | **Yes** | **52.2** | **F** | **+22.8** | **Yes** |
| | | | | SAT | 03/26/22 | 15.8 | C | No | 17.9 | C | **Yes** | 17.9 | C | +0.0 | **Yes** | 18.2 | C | +0.3 | **Yes** |
| 14 | US 101 SB Ramps and Monterey Road | Signal | D | AM | 03/24/22 | 12.0 | B | -- | 12.0 | B+ | -- | 12.0 | B+ | +0.0 | -- | 12.0 | B+ | +0.0 | -- |
| | | | | PM | 03/24/22 | 22.2 | C+ | -- | 22.1 | C+ | -- | 22.1 | C+ | +0.0 | -- | 22.2 | C+ | +0.1 | -- |
| | | | | SAT | 03/26/22 | 20.2 | C+ | -- | 19.9 | B- | -- | 19.9 | B- | +0.0 | -- | 20.2 | C+ | +0.3 | -- |
| 15 | Monterey Road and US 101 NB Ramps | Signal | D | AM | 03/24/22 | 18.9 | B- | -- | 18.8 | B- | -- | 18.8 | B- | +0.0 | -- | 18.7 | B- | -0.1 | -- |
| | | | | PM | 03/24/22 | 23.8 | C | -- | 25.2 | C | -- | 25.2 | C | +0.0 | -- | 25.7 | C | +0.5 | -- |
| | | | | SAT | 03/26/22 | 26.1 | C | -- | 26.4 | C | -- | 26.4 | C | +0.0 | -- | 26.5 | C | +0.1 | -- |
| 16 | Camino Arroyo and Gilroy Crossing | Signal | D | AM | 03/24/22 | 13.4 | B | -- | 13.3 | B | -- | 19.6 | B- | +6.3 | -- | 22.5 | C+ | +9.2 | -- |
| | | | | PM | 03/24/22 | 16.1 | B | -- | 15.8 | B | -- | 24.8 | C | +9.0 | -- | 23.1 | C | +7.3 | -- |
| | | | | SAT | 03/26/22 | 18.1 | B- | -- | 18.3 | B- | -- | 27.6 | C | +9.3 | -- | 26.2 | C | +7.9 | -- |
| 17 | Camino Arroyo and Holloway Road | All-Way Stop | D | AM | 03/24/22 | 7.7 | A | No | 7.7 | A | No | 7.8 | A | +0.1 | No | 8.6 | A | +0.9 | No |
| | | | | PM | 03/24/22 | 7.8 | A | No | 7.8 | A | No | 7.9 | A | +0.1 | No | 11.2 | B | +3.4 | **Yes** |
| | | | | SAT | 03/26/22 | 8.1 | A | No | 8.1 | A | No | 8.1 | A | +0.0 | No | 10.0 | A | +1.9 | No |
| 18 | Luchessa/Holloway Connection and Holloway Road | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 8.5 | A | +8.5 | No |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | +12.2 | **Yes** |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 9.0 | A | +9.0 | No |
| 19 | Luchessa/Holloway Connection and Luchessa Avenue | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 20 | Rossi Lane and Luchessa Avenue | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 9.6 | A | +9.6 | No |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 13.8 | B | +13.8 | **Yes** |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 8.1 | A | +8.1 | No |

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes project deficiency based on City of Gilroy criteria.

## Table ES 2 (Continued)
## Intersection Level of Service Results

| Study Int. Number | Intersection | Intersection Control | LOS Standard | Peak Hour | 2040 General Plan (No Project) Conditions | | | General Plan Plus Project (GP Roadway Network) | | | | General Plan Plus Project with Proposed LH Connnection | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Delay | LOS | Warrant Met?[1] | Delay | LOS | Delay Change[2] | Warrant Met?[1] | Delay | LOS | Warrant Met?[1] |
| 1 | Monterey Road and Tenth Street | Signal | D | AM | 23.6 | C | -- | 23.6 | C | +0.0 | -- | Same as General Plan Plus Project Conditions (GP Roadway Network) | | |
| | | | | PM | 29.3 | C | -- | 29.5 | C | +0.2 | -- | | | |
| | | | | SAT | 32.6 | C- | -- | 32.9 | C- | +0.3 | -- | | | |
| 2 | Alexander Street and Tenth Street | Signal | D | AM | 20.3 | C+ | -- | 20.3 | C+ | +0.0 | -- | | | |
| | | | | PM | 16.4 | B | -- | 16.4 | B | +0.0 | -- | | | |
| | | | | SAT | 21.5 | C+ | -- | 21.5 | C+ | +0.0 | -- | | | |
| 3 | Chestnut Street/Automall Parkway and Tenth Street | Signal | D | AM | 32.1 | C- | -- | 31.9 | C | -0.2 | -- | | | |
| | | | | PM | 36.2 | D+ | -- | 36.3 | D+ | +0.1 | -- | | | |
| | | | | SAT | 31.5 | C | -- | 31.6 | C | +0.1 | -- | | | |
| 4 | US 101 SB Ramps and Tenth Street | Signal | D | AM | 20.6 | C+ | -- | 20.6 | C+ | +0.0 | -- | | | |
| | | | | PM | 22.4 | C+ | -- | 22.2 | C+ | -0.2 | -- | | | |
| | | | | SAT | 27.6 | C | -- | 27.4 | C | -0.2 | -- | | | |
| 5 | US 101 NB Ramps and Pacheco Pass Highway (SR 152) | Signal | D | AM | 11.5 | B+ | -- | 11.3 | B+ | -0.2 | -- | | | |
| | | | | PM | 12.8 | B | -- | 12.7 | B | -0.1 | -- | | | |
| | | | | SAT | 14.8 | B | -- | 14.7 | B | -0.1 | -- | | | |
| 6 | Camino Arroyo and Pacheco Pass Highway (SR 152) | Signal | D | AM | 21.4 | C+ | -- | 22.5 | C+ | +1.1 | -- | | | |
| | | | | PM | 34.8 | C- | -- | 34.1 | C- | -0.7 | -- | | | |
| | | | | SAT | **80.2** | **F** | -- | **75.2** | **E-** | **-5.0** | -- | | | |
| 7 | Silacci Way and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 0.5 | A+ | -- | 0.5 | A+ | +0.0 | -- | | | |
| | | | | PM | 3.3 | A+ | -- | 8.4 | A- | +5.1 | -- | | | |
| | | | | SAT | 1.5 | A+ | -- | 3.8 | A | +2.3 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | 22.7 | C | No | 23.2 | C | +0.5 | No | | | |
| | | | | PM | **80.9** | **F** | **Yes** | **>120** | **F** | **+96.2** | **Yes** | | | |
| | | | | SAT | 42.5 | E | **Yes** | **91.6** | **F** | **+49.1** | **Yes** | | | |
| 8 | Cameron Boulevard and Pacheco Pass Highway (SR 152) | Signal | D | AM | 17.6 | B | -- | 17.6 | B | +0.0 | -- | | | |
| | | | | PM | 26.6 | C | -- | 26.6 | C | +0.0 | -- | | | |
| | | | | SAT | 22.5 | C+ | -- | 22.6 | C+ | +0.1 | -- | | | |
| 9 | Gilroy Foods and Pacheco Pass Highway (SR 152) | Signal | D | AM | 8.5 | A | -- | 11.4 | B+ | +2.9 | -- | | | |
| | | | | PM | 9.4 | A | -- | 10.3 | B+ | +0.9 | -- | | | |
| | | | | SAT | 5.0 | A | -- | 10.2 | B+ | +5.2 | -- | | | |
| 10 | Holsclaw Road and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 0.1 | A+ | -- | 0.1 | A+ | +0.0 | -- | | | |
| | | | | PM | 1.4 | A+ | -- | 1.4 | A+ | +0.0 | -- | | | |
| | | | | SAT | 0.6 | A+ | -- | 0.6 | A+ | +0.0 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | 24.8 | C | No | 24.9 | C | +0.1 | No | | | |
| | | | | PM | **81.5** | **F** | No | **80.6** | **F** | **-0.9** | No | | | |
| | | | | SAT | **69.0** | **F** | No | **68.6** | **F** | **-0.4** | No | | | |
| 11 | Frazier Lake Road and Pacheco Pass Highway (SR 152) | Signal | D | AM | 36.6 | D+ | -- | 35.2 | D+ | -1.4 | -- | | | |
| | | | | PM | 8.7 | A | -- | 8.5 | A | -0.2 | -- | | | |
| | | | | SAT | 9.9 | A | -- | 10.0 | B+ | +0.1 | -- | | | |
| 12 | Monterey Road and Luchessa Avenue | Signal | D | AM | 29.6 | C | -- | 30.1 | C | +0.5 | -- | | | |
| | | | | PM | 39.2 | D | -- | 38.8 | D+ | -0.4 | -- | | | |
| | | | | SAT | 23.9 | C | -- | 23.8 | C | -0.1 | -- | | | |
| 13 | Automall Parkway and Luchessa Avenue | One-Way Stop (Average Delay) | D | AM | 29.5 | D | -- | 32.8 | D- | +3.3 | -- | | | |
| | | | | PM | 15.0 | B- | -- | 15.3 | C+ | +0.3 | -- | | | |
| | | | | SAT | 6.5 | A | -- | 6.3 | A | -0.2 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | **>120** | **F** | **Yes** | **>120** | **F** | **+24.7** | **Yes** | | | |
| | | | | PM | **86.7** | **F** | **Yes** | **86.9** | **F** | **+0.2** | **Yes** | | | |
| | | | | SAT | 20.8 | C | **Yes** | 21.3 | C | +0.5 | **Yes** | | | |
| 14 | US 101 SB Ramps and Monterey Road | Signal | D | AM | 15.2 | B | -- | 15.0 | B | -0.2 | -- | | | |
| | | | | PM | 31.6 | C | -- | 31.1 | C | -0.5 | -- | | | |
| | | | | SAT | 22.8 | C+ | -- | 22.7 | C+ | -0.1 | -- | | | |
| 15 | Monterey Road and US 101 NB Ramps | Signal | D | AM | **82.7** | **F** | -- | **85.2** | **F** | **+2.5** | -- | | | |
| | | | | PM | **67.9** | **E** | -- | **70.3** | **E** | **+2.4** | -- | | | |
| | | | | SAT | 28.4 | C | -- | 28.6 | C | +0.2 | -- | | | |
| 16 | Camino Arroyo and Gilroy Crossing | Signal | D | AM | 17.7 | B | -- | 22.3 | C+ | +4.6 | -- | | | |
| | | | | PM | 20.7 | C+ | -- | 22.8 | C+ | +2.1 | -- | | | |
| | | | | SAT | 23.8 | C | -- | 26.4 | C | +2.6 | -- | | | |
| 17 | Camino Arroyo and Holloway Road | All-Way Stop | D | AM | 8.4 | A | No | 8.5 | A | +0.1 | No | | | |
| | | | | PM | 9.6 | A | No | 9.6 | A | +0.0 | No | | | |
| | | | | SAT | 10.2 | B | No | 10.3 | B | +0.1 | No | | | |
| 18 | Luchessa/Holloway Connection and Holloway Road | All-Way Stop | D | AM | -- | -- | -- | -- | -- | -- | -- | 8.6 | A | No |
| | | | | PM | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | **Yes** |
| | | | | SAT | -- | -- | -- | -- | -- | -- | -- | 9.1 | A | No |
| 19 | Luchessa/Holloway Connection and Luchessa Avenue | All-Way Stop | D | AM | -- | -- | -- | -- | -- | -- | -- | 9.1 | A | No |
| | | | | PM | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | **Yes** |
| | | | | SAT | -- | -- | -- | -- | -- | -- | -- | 9.8 | A | No |
| 20 | Rossi Lane and Luchessa Avenue | All-Way Stop | D | AM | 12.0 | B | **Yes** | 11.9 | B | -- | **Yes** | 12.0 | B | **Yes** |
| | | | | PM | 29.5 | D | **Yes** | 28.6 | D | -- | **Yes** | 21.8 | C | **Yes** |
| | | | | SAT | 8.7 | A | No | 8.7 | A | -- | No | 8.5 | A | No |

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
▭ - Denotes project deficiency based on City of Gilroy criteria.

## Table ES 3
## Intersection Vehicle Queue Analysis Results

| Measurement | US 101 SB Ramps and Tenth Street | | | US 101 NB Ramps and SR 152 | | | Camino Arroyo and SR 152 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Left | | | Northbound Right | | | Northbound Left | | | Westbound Left | | | Northbound Right | | | Eastbound Right | | |
| | SBL AM | SBL PM | SBL SAT | NBR AM | NBR PM | NBR SAT | NBL AM | NBL PM | NBL SAT | WBL AM | WBL PM | WBL SAT | NBR AM | NBR PM | NBR SAT | EBR AM | EBR PM | EBR SAT |
| ***Existing Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 253 | 446 | 476 | 115 | 134 | 212 | 48 | 155 | 199 | 9 | 20 | 37 | 11 | 65 | 59 | 121 | 106 | 206 |
| 95th %. Queue (veh/ln.) | 14 | 22 | 27 | 5 | 6 | 8 | 3 | 8 | 15 | 1 | 2 | 4 | 1 | 4 | 6 | 5 | 6 | 16 |
| 95th %. Queue (ft./ln)[2] | 350 | 550 | 675 | 125 | 150 | 200 | 75 | 200 | 375 | 25 | 50 | 100 | 25 | 100 | 150 | 125 | 150 | 400 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | YES | YES | YES | **NO** | YES | YES | YES |
| ***Background Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 309 | 492 | 474 | 173 | 178 | 223 | 59 | 178 | 216 | 9 | 20 | 37 | 11 | 65 | 59 | 147 | 149 | 239 |
| 95th %. Queue (veh/ln.) | 16 | 24 | 27 | 6 | 7 | 8 | 4 | 9 | 16 | 1 | 2 | 4 | 1 | 4 | 6 | 6 | 8 | 18 |
| 95th %. Queue (ft./ln)[2] | 400 | 600 | 675 | 150 | 175 | 200 | 100 | 225 | 400 | 25 | 50 | 100 | 25 | 100 | 150 | 150 | 200 | 450 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | YES | YES | YES | **NO** | YES | YES | YES |
| ***Background Plus Project (No LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 328 | 509 | 494 | 184 | 188 | 234 | 106 | 228 | 270 | 49 | 60 | 80 | 55 | 116 | 110 | 258 | 251 | 353 |
| 95th %. Queue (veh/ln.) | 17 | 25 | 28 | 7 | 7 | 9 | 5 | 11 | 20 | 3 | 4 | 8 | 3 | 6 | 10 | 9 | 12 | 25 |
| 95th %. Queue (ft./ln)[2] | 425 | 625 | 700 | 175 | 175 | 225 | 125 | 275 | 500 | 75 | 100 | 200 | 75 | 150 | 250 | 225 | 300 | 625 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | **NO** | YES | **NO** | **NO** | YES | YES | YES |
| ***Background Plus Project (With LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 339 | 515 | 500 | 153 | 158 | 219 | 103 | 228 | 274 | 52 | 66 | 83 | 60 | 125 | 119 | 216 | 198 | 295 |
| 95th %. Queue (veh/ln.) | 18 | 25 | 29 | 6 | 7 | 8 | 5 | 11 | 20 | 3 | 4 | 8 | 3 | 7 | 10 | 8 | 10 | 21 |
| 95th %. Queue (ft./ln)[2] | 450 | 625 | 725 | 150 | 175 | 200 | 125 | 275 | 500 | 75 | 100 | 200 | 75 | 175 | 250 | 200 | 250 | 525 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | **NO** | YES | **NO** | **NO** | YES | YES | YES |

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

## Table ES 3 (continued)
## Intersection Vehicle Queue Analysis Results

| Measurement | Camino Arroyo and Gilroy Crossing | | | | | | Camino Arroyo and Holloway Road | | | | | | L/H Connection and Holloway Road (All-way Stop) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Left | | | Westbound Right | | | Eastbound Left | | | Southbound Left | | | Westbound Left | | | Northbound Left | | |
| | SBL AM | SBL PM | SBL SAT | WBR AM | WBR PM | WBR SAT | EBL AM | EBL PM | EBL SAT | SBL AM | SBL PM | SBL SAT | WBL AM | WBL PM | WBL SAT | NBL AM | NBL PM | NBL SAT |
| ***Existing Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | -- | -- | -- | 8.4 | 8.4 | 8.6 | 8.0 | 8.3 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 23 | 178 | 209 | -- | -- | -- | 42 | 49 | 61 | 20 | 47 | 69 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 2 | 6 | 8 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 50 | 150 | 200 | -- | -- | -- | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | -- | -- | -- | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | YES | **NO** | -- | -- | -- | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | -- | -- | -- | 8.4 | 8.4 | 8.6 | 8.0 | 8.3 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 23 | 178 | 209 | -- | -- | -- | 42 | 49 | 61 | 20 | 47 | 69 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 2 | 6 | 8 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 50 | 150 | 200 | -- | -- | -- | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | -- | -- | -- | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | YES | **NO** | -- | -- | -- | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Plus Project (No LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | 60 | 60 | 70 | 8.4 | 8.5 | 8.6 | 8.2 | 8.4 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 221 | 382 | 435 | 64 | 68 | 74 | 42 | 49 | 61 | 42 | 56 | 70 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 7 | 11 | 13 | 3 | 3 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 175 | 275 | 325 | 75 | 75 | 100 | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | Future | Future | Future | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | **NO** | **NO** | | | | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Plus Project (With LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | 60 | 60 | 70 | 9.5 | 12.7 | 11.8 | 9.0 | 10.0 | 9.5 | 9.1 | 14.7 | 10.1 | 8.1 | 8.9 | 8.4 |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 214 | 376 | 426 | 64 | 67 | 73 | 109 | 201 | 215 | 40 | 55 | 70 | 93 | 329 | 170 | 2 | 1 | 1 |
| 95th %. Queue (veh/ln.) | 7 | 11 | 13 | 3 | 3 | 4 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln)[2] | 175 | 275 | 325 | 75 | 75 | 100 | 25 | 50 | 50 | 25 | 25 | 25 | 25 | 75 | 50 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 175 | 175 | 175 | Future | Future | Future | 125 | 125 | 125 | 100 | 100 | 100 | Future | Future | Future | Future | Future | Future |
| Adequate (Y/N) | YES | **NO** | **NO** | | | | YES | YES | YES | YES | YES | YES | | | | | | |

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

**Table ES 4**
**Freeway Segment Level of Service Results**

| # | Freeway | Segment | Direction | Peak Hour | Existing Plus Project Speed[1] (mi/hr) | # of Lanes[1] | Capacity (vph) | Volume[1] (pc/h) | Density (pc/mi/ln) | LOS | Project Trips (Existing Roadway Network) Volume (vph) | % of Capacity | Project Trips (w/ Luchessa-Holloway Connection) Volume (vph) | % of Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | US 101 | from Betabel Road to Bloomfield Avenue (SR 25) | NB | AM | 38 | 2 | 4,400 | 3,770 | 50 | E | 11 | 0.25 | 11 | 0.25 |
| | | | NB | PM | 58 | 2 | 4,400 | 3,769 | 33 | D | 10 | 0.23 | 10 | 0.23 |
| 2 | US 101 | from Bloomfield Avenue (SR 25) to Monterey Road | NB | AM | 36 | 2 | 4,400 | 3,713 | 51 | E | 22 | 0.50 | 22 | 0.50 |
| | | | NB | PM | 42 | 2 | 4,400 | 3,901 | 46 | D | 20 | 0.45 | 20 | 0.45 |
| 3 | US 101 | from Monterey Road to Pacheco Pass Highway | NB | AM | 64 | 3 | 6,900 | 4,318 | 23 | C | 22 | 0.32 | 22 | 0.32 |
| | | | NB | PM | 63 | 3 | 6,900 | 4,558 | 24 | C | 20 | 0.29 | 20 | 0.29 |
| 4 | US 101 | from Pacheco Pass Highway to Leavesley Road | NB | AM | 59 | 3 | 6,900 | 5,596 | 32 | D | 35 | 0.51 | 35 | 0.51 |
| | | | NB | PM | 59 | 3 | 6,900 | 5,494 | 31 | D | 38 | 0.55 | 38 | 0.55 |
| 5 | US 101 | from Leavesley Road to Masten Avenue | NB | AM | 40 | 3 | 6,900 | 5,779 | 48 | E | 24 | 0.34 | 24 | 0.34 |
| | | | NB | PM | 57 | 3 | 6,900 | 5,772 | 34 | D | 26 | 0.37 | 26 | 0.37 |
| 6 | US 101 | from Masten Avenue to San Martin Avenue | NB | AM | 34 | 3 | 6,900 | 5,431 | 53 | E | 20 | 0.29 | 20 | 0.29 |
| | | | NB | PM | 52 | 3 | 6,900 | 5,979 | 38 | D | 22 | 0.32 | 22 | 0.32 |
| 7 | US 101 | from San Martin Avenue to Masten Avenue | SB | AM | 60 | 3 | 6,900 | 5,369 | 30 | D | 22 | 0.32 | 22 | 0.32 |
| | | | SB | PM | 38 | 3 | 6,900 | 5,647 | 50 | E | 20 | 0.28 | 20 | 0.28 |
| 8 | US 101 | from Masten Avenue to Leavesley Road | SB | AM | 67 | 3 | 6,900 | 2,626 | 13 | B | 26 | 0.37 | 26 | 0.37 |
| | | | SB | PM | 66 | 3 | 6,900 | 5,533 | 28 | D | 23 | 0.33 | 23 | 0.33 |
| 9 | US 101 | from Leavesley Road to Pacheco Pass Highway | SB | AM | 64 | 3 | 6,900 | 4,419 | 23 | C | 38 | 0.55 | 38 | 0.55 |
| | | | SB | PM | 59 | 3 | 6,900 | 5,504 | 31 | D | 34 | 0.49 | 34 | 0.49 |
| 10 | US 101 | from Pacheco Pass Highway to Monterey Road | SB | AM | 64 | 3 | 6,900 | 4,225 | 22 | C | 19 | 0.28 | 19 | 0.28 |
| | | | SB | PM | 30 | 3 | 6,900 | 5,154 | 57 | E | 22 | 0.32 | 22 | 0.32 |
| 11 | US 101 | from Monterey Road to Bloomfield Avenue (SR 25) | SB | AM | 62 | 2 | 4,400 | 3,315 | 27 | D | 19 | 0.43 | 19 | 0.43 |
| | | | SB | PM | 21 | 2 | 4,400 | 2,804 | **67** | **F** | 22 | 0.50 | 22 | 0.50 |
| 12 | US 101 | from Bloomfield Avenue (SR 25) to Betabel Road | SB | AM | 62 | 2 | 4,400 | 3,212 | 26 | C | 10 | 0.22 | 10 | 0.22 |
| | | | SB | PM | 58 | 2 | 4,400 | 3,726 | 32 | D | 11 | 0.25 | 11 | 0.25 |

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program (CMP) Monitoring Study, 2018.
Although the CMP Monitoring report does not include count data for the Saturday peak-hour, for informational purposes, the Saturday peak-hour project traffic on the freeway is included.
**Bold** indicates unacceptable LOS, or project traffic exceeding one percent (1%) of the segments capacity.
**Bold** and boxed indicate adverse effect.

## Table ES 5
## Freeway Ramp Analysis Results

| Interchange/Ramp | Peak Hour | Ramp Type | | Constraint Point[1] | Control | Capacity[2] (vph) | Existing Conditions Volume[3] (vph) | Existing Conditions V/C | Existing Conditions LOS[4] | Background Conditions Volume (vph) | Background Conditions V/C | Background Conditions LOS[4] | Background Plus Proj (Existing Roadway Network) Volume (vph) | Background Plus Proj (Existing Roadway Network) V/C | Background Plus Proj (Existing Roadway Network) LOS[4] | Background Plus Proj (Luchessa/Holloway Connection) Volume (vph) | Background Plus Proj (Luchessa/Holloway Connection) V/C | Background Plus Proj (Luchessa/Holloway Connection) LOS[4] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **US 101 at Monterey Road** | | | | | | | | | | | | | | | | | | |
| Southbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 242 | 0.134 | A | 244 | 0.136 | A | 244 | 0.136 | A | 244 | 0.136 | A |
| | PM | | | | Signal | 1,800 | 662 | 0.368 | A | 685 | 0.381 | A | 685 | 0.381 | A | 701 | 0.389 | A |
| | SAT | | | | Signal | 1,800 | 429 | 0.238 | A | 455 | 0.253 | A | 455 | 0.253 | A | 466 | 0.259 | A |
| Southbound On-Ramp | AM | Diagonal | On | 1 | Meter-Off | 1,800 | 334 | 0.186 | A | 339 | 0.188 | A | 339 | 0.188 | A | 352 | 0.196 | A |
| | PM | | | | Meter-On | 900 | 536 | 0.596 | A | 564 | 0.627 | B | 564 | 0.627 | B | 638 | 0.709 | C |
| | SAT | | | | Meter-Off | 1,800 | 517 | 0.287 | A | 549 | 0.305 | A | 549 | 0.305 | A | 564 | 0.313 | A |
| Northbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 499 | 0.277 | A | 538 | 0.299 | A | 538 | 0.299 | A | 596 | 0.331 | A |
| | PM | | | | Signal | 1,800 | 373 | 0.207 | A | 469 | 0.261 | A | 469 | 0.261 | A | 512 | 0.284 | A |
| | SAT | | | | Signal | 1,800 | 319 | 0.177 | A | 403 | 0.224 | A | 403 | 0.224 | A | 412 | 0.229 | A |
| Northbound On-Ramp | AM | Loop | On | 1 | Meter-On | 900 | 437 | 0.486 | A | 438 | 0.487 | A | 438 | 0.487 | A | 413 | 0.459 | A |
| | PM | | | | Meter-Off | 1,600 | 292 | 0.183 | A | 321 | 0.201 | A | 321 | 0.201 | A | 223 | 0.139 | A |
| | SAT | | | | Meter-Off | 1,600 | 340 | 0.213 | A | 372 | 0.233 | A | 372 | 0.233 | A | 303 | 0.190 | A |
| **US 101 at Tenth Street/Pacheco Pass Highway (SR 152)** | | | | | | | | | | | | | | | | | | |
| Southbound Off-Ramp | AM | Diagonal | Off | 2 | Signal | 3,600 | 839 | 0.233 | A | 1,104 | 0.307 | A | 1,142 | 0.317 | A | 1,141 | 0.317 | A |
| | PM | | | | Signal | 3,600 | 1,434 | 0.398 | A | 1,712 | 0.476 | A | 1,746 | 0.485 | A | 1,748 | 0.486 | A |
| | SAT | | | | Signal | 3,600 | 1,483 | 0.412 | A | 1,691 | 0.470 | A | 1,730 | 0.481 | A | 1,732 | 0.481 | A |
| Southbound On-Ramp | AM | Loop | On | 1 | Meter-Off | 1,600 | 101 | 0.063 | A | 130 | 0.081 | A | 149 | 0.093 | A | 135 | 0.084 | A |
| | PM | | | | Meter-On | 900 | 277 | 0.308 | A | 432 | 0.480 | A | 454 | 0.504 | A | 380 | 0.422 | A |
| | SAT | | | | Meter-Off | 1,600 | 219 | 0.137 | A | 255 | 0.159 | A | 277 | 0.173 | A | 262 | 0.164 | A |
| Northbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 325 | 0.181 | A | 520 | 0.289 | A | 542 | 0.301 | A | 482 | 0.268 | A |
| | PM | | | | Signal | 1,800 | 385 | 0.214 | A | 550 | 0.306 | A | 570 | 0.317 | A | 510 | 0.283 | A |
| | SAT | | | | Signal | 1,800 | 536 | 0.298 | A | 656 | 0.364 | A | 677 | 0.376 | A | 648 | 0.360 | A |
| Northbound On-Ramp | AM | Diagonal | On | 1 | Meter-On | 900 | 592 | 0.658 | B | 617 | 0.686 | B | 652 | 0.724 | C | 652 | 0.724 | C |
| | PM | | | | Meter-Off | 1,800 | 869 | 0.483 | A | 1,038 | 0.577 | A | 1,076 | 0.598 | A | 1,076 | 0.598 | A |
| | SAT | | | | Meter-Off | 1,800 | 955 | 0.531 | A | 977 | 0.543 | A | 1,017 | 0.565 | A | 1,017 | 0.565 | A |

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
4. The ramp level of service corresponds to the calculated ramp V/C ratios.

# 1. Introduction

This report presents the results of a Transportation Analysis (TA) completed for the proposed Gilroy Square Development project located at 6970 Camino Arroyo in the City of Gilroy, California.

The project site consists of an undeveloped 10.18-acre site bounded by Pacheco Pass Highway (SR 152) to the north, Camino Arroyo to the west, Holloway Road to the south, and undeveloped land to the east. The proposed project would be developed in three phases with the following land uses:

Phase 1 –

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)

Phase 2 –

- an 88-room 4-story hotel (Holiday Inn Express)

Phase 3 –

- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway cuts and one proposed new driveway) and one along Holloway Road (existing).

It should be noted that the project site, along with the parcel south of the project site along Holloway Road, was evaluated with potential development as Phase II of the Regency Centers Gilroy Crossing shopping center project in 2002 (*Regency Centers Traffic Impact Analysis*, by Hexagon). The Regency Centers Phase I project is located in the southwest corner of the Camino Arroyo/Pacheco Pass Highway intersection, across the street from the project site, and is completed and occupied (Gilroy Crossing shopping center).

## Land Use and Zoning Conformance

The City of Gilroy General Plan land use designation for the project site is General Industrial. The Zoning Map designation for the site is Highway Commercial (HC) and General Industrial (M2). Therefore, the development of the project site, as proposed, will require a General Plan amendment and Zoning amendment.

### Roadway Network

Under the current roadway network, all access to the project sites is provided via Pacheco Pass Highway (SR 152) and Camino Arroyo. In the 2002 Regency Centers TIA, it was determined that in order to provide the additional capacity required to serve Phase II of the Regency Centers project (now the proposed project), a roadway connection from the project area to the south would be required.

The adopted City of Gilroy 2040 General Plan includes roadway improvements throughout the city that will support the projected growth associated with the buildout of the General Plan. Some of these planned improvements would directly affect the project area by changing travel patterns. Planned roadway network improvements in the project area include:

- The extension of Luchessa Avenue from its current terminus point at Rossi Lane eastward to connect to the future Cameron Boulevard extension.
- The extension of Cameron Boulevard to the north to connect to Marcella Avenue at Leavesley Road and to the south to connect to and past the Luchessa Avenue extension, terminating at the Southside Drive extension.
- The extension of Rossi Lane from its current terminus point at Luchessa Avenue northward to connect to Holloway Road.

The planned Rossi Lane extension would provide a second access route between the project site area and the south and southwest parts of Gilroy via Holloway Road, Rossi Lane, and Luchessa Avenue. From conversations with City staff, a more feasible option for the planned Rossi Lane extension would be a new roadway from Holloway Road, parallel to/west of Camino Arroyo/Venture Way and the existing UNFI building, and connecting to Luchessa Avenue at its planned extension, approximately 1,900 feet east of Rossi Lane. This new north/south roadway connection is referred to within this report as the *Luchessa/Holloway connection*. The Luchessa/Holloway connection would replace the planned Rossi Lane extension to Holloway Road included in the General Plan roadway network.

Therefore, this study will evaluate operations of the proposed project under the current roadway network (near-term conditions) and assuming the construction of a new roadway providing a direct connection between Luchessa Avenue and Holloway Road (near-term and General Plan conditions).

As specified in the Gilroy 2040 General Plan (Chapter 3, Mobility), the addition or deletion of planned roadways will require a General Plan Amendment.

The project site location and surrounding study area are shown on Figure 1. The site plan is shown on Figure 2.

## Transportation Analysis Scope

The purpose of this transportation analysis is to evaluate the potential transportation impacts associated with the increase in traffic due to the proposed project in conformance with the requirements of the California Environmental Quality Act (CEQA) and the City of Gilroy.

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *City of Gilroy 2040 General Plan* goals and policies.

**Figure 1**
**Site Location**

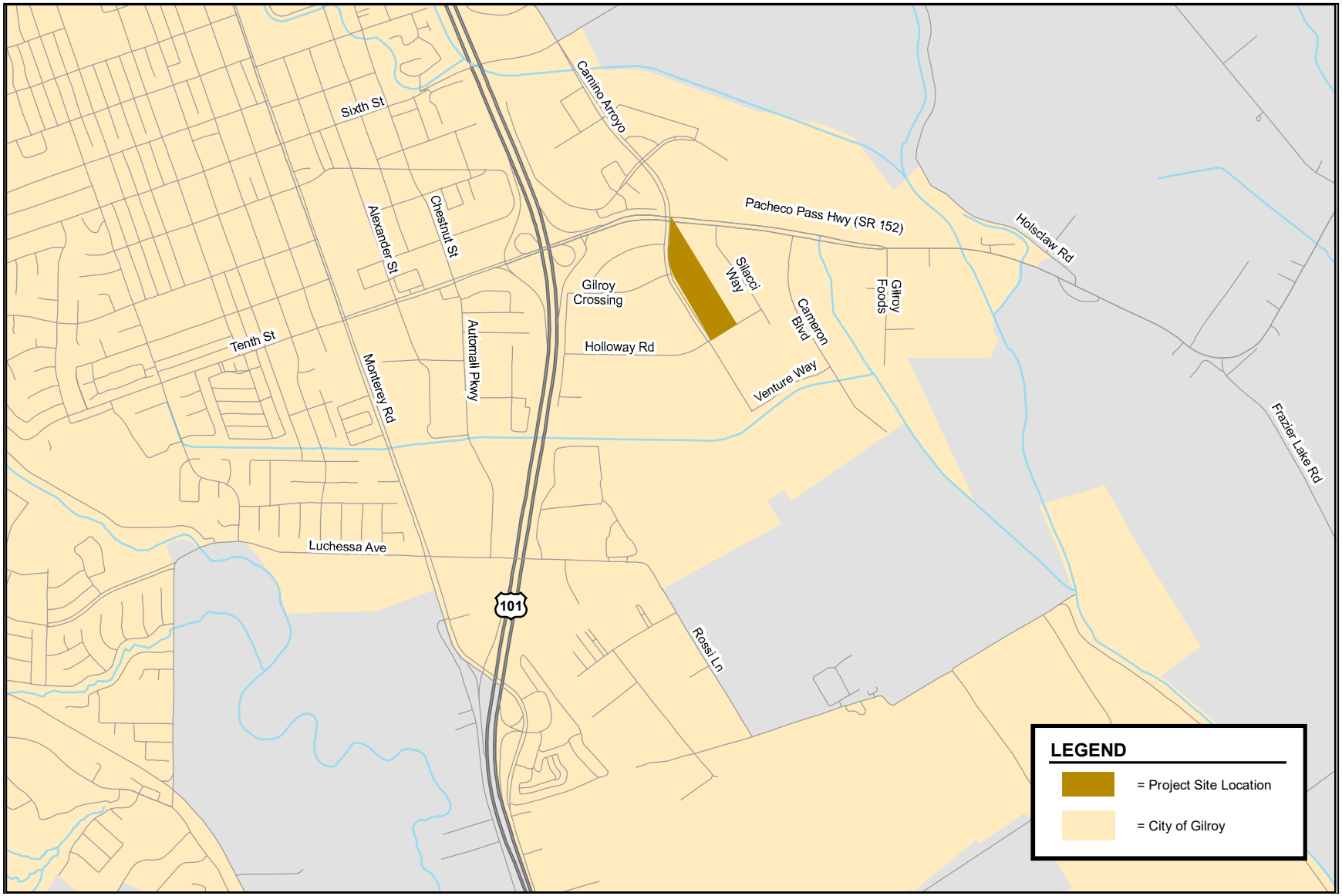


**Figure 2**
**Proposed Site Plan**

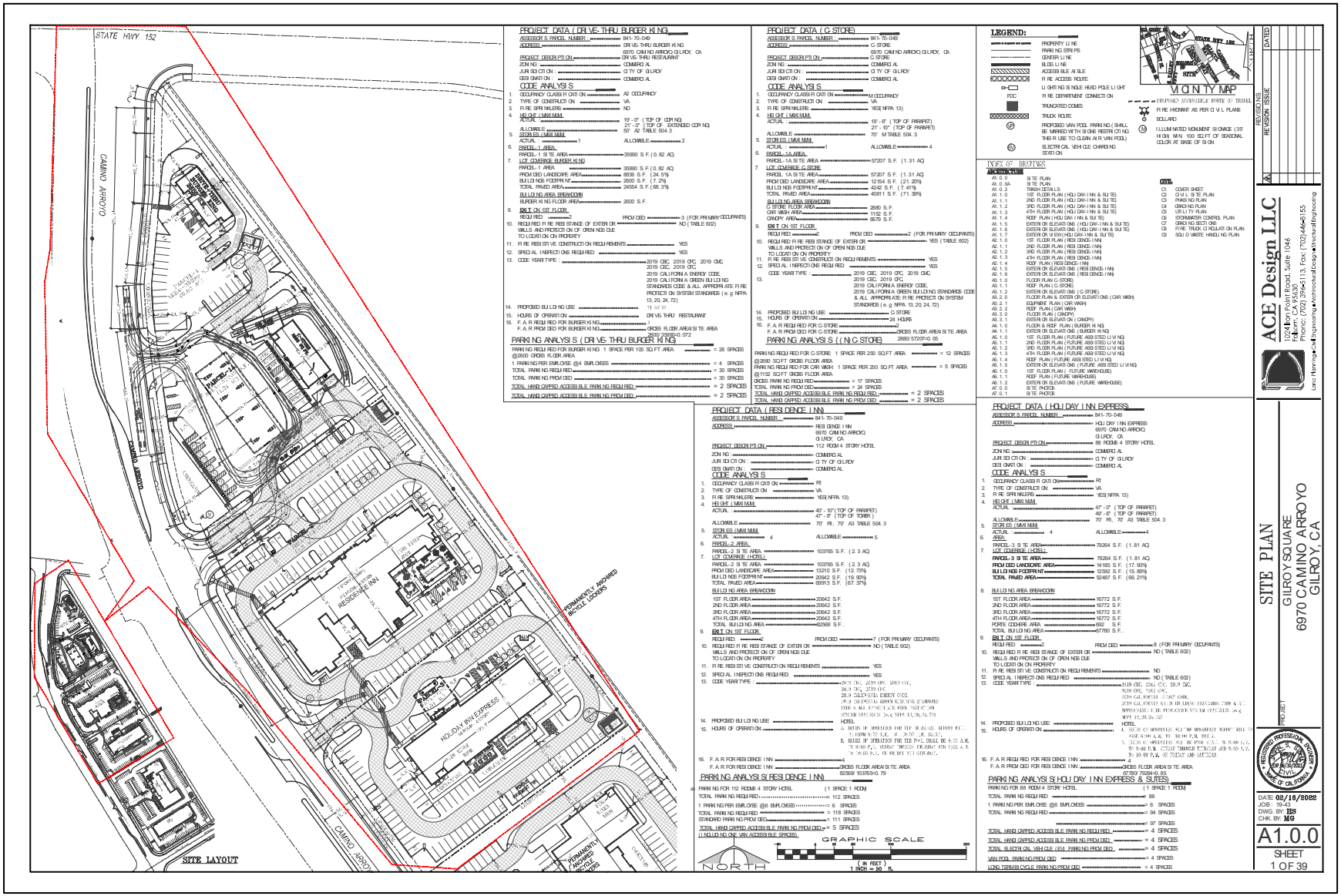
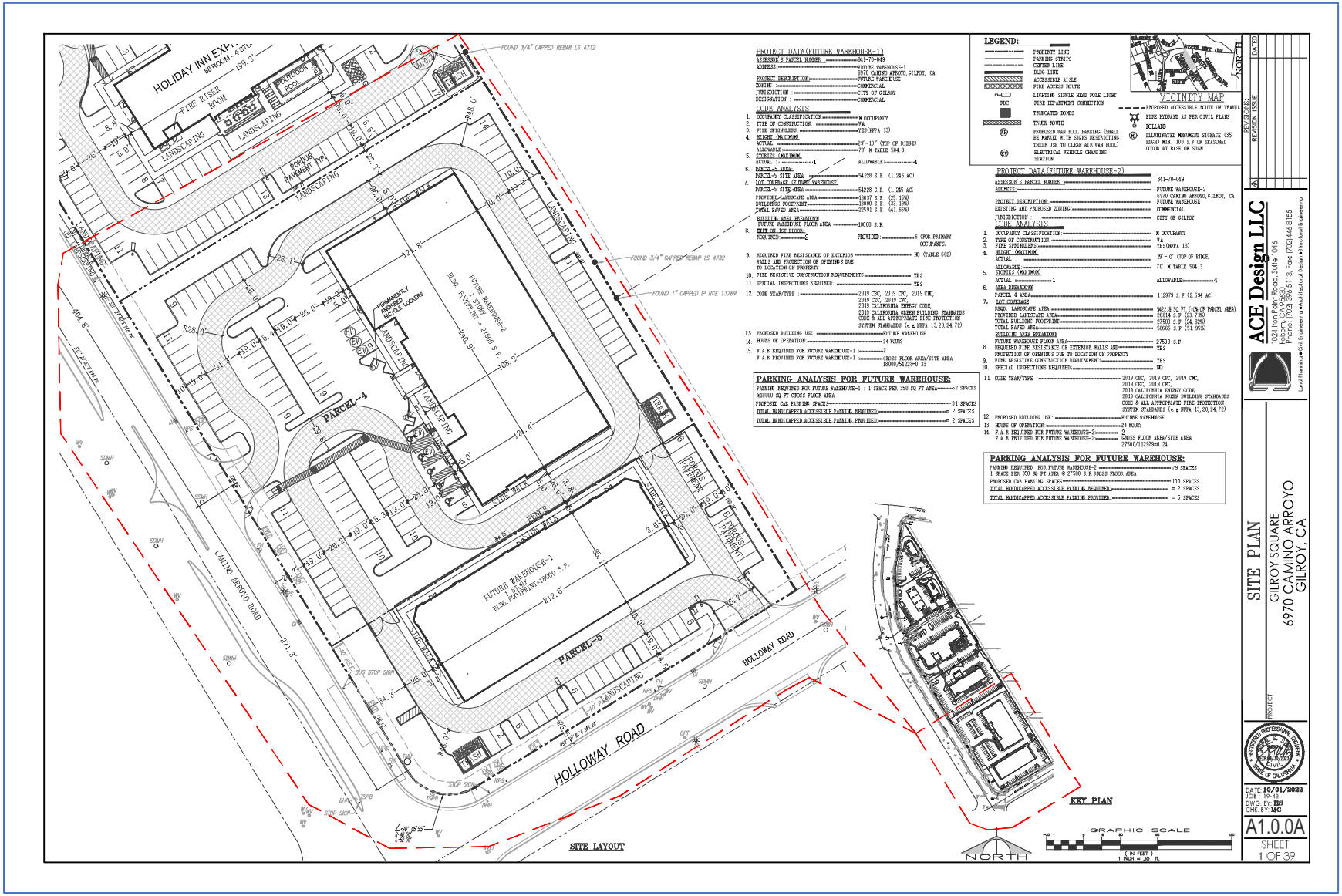


**Figure 2 (continued)**
**Proposed Site Plan**



## CEQA Transportation Analysis Scope

Like most other jurisdictions in Santa Clara County and the State, the City of Gilroy has historically utilized vehicular delay as the primary analysis metric to evaluate traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects of development growth on the State's goal for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics (total VMT for retail/commercial projects).

The CEQA VMT impact analysis was completed using the *Valley Transportation Authority's* (*VTA) VMT Evaluation Tool* and the City of Gilroy Travel Demand Forecasting (TDF) Model.

The City of Gilroy is currently developing the framework for new transportation policies based on VMT as the primary measure of transportation impacts. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, for the evaluation of projects.

## Traffic Operations Analysis Scope

The current *City of Gilroy 2040 General Plan*, adopted in November 2020, uses Level of Service (LOS) as its primary metric for the evaluation of the effects of new development and land use changes on the City's transportation network. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included to determine the project's conformance with General Plan transportation goals and policies. The traffic operations analysis supplements the CEQA-required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The traffic operations analysis includes the evaluation of weekday AM and PM peak-hour and Saturday peak-hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) in the general vicinity of the project site. The traffic operations analysis also includes an evaluation of the effects of the project on other transportation issues relating to on-site access, on-site circulation, sight distance, parking, roadway segments, freeway segments and ramps, pedestrian, bicycle, and transit facilities, and related safety elements in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Gilroy, the Gilroy 2040 General Plan, and the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014). The VTA administers the Congestion Management Program (CMP) for Santa Clara County.

## Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 presents the CEQA transportation analysis. Chapter 4 describes the traffic operations analysis and the project's effects on the transportation system and describes the recommended roadway improvements. An evaluation of other transportation issues, including site access and on-site circulation review, parking, freeway ramp analysis, and effects on bicycle, pedestrian, and transit facilities, are presented in Chapter 5. Chapter 6 presents the conclusions of the transportation analysis.

# 2. Existing Transportation Setting

This chapter describes the existing transportation system within the project area. It describes existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, transit service, and bicycle and pedestrian facilities.

## Existing Roadway Network

Regional access to the project site is provided via US 101 and State Route (SR) 152/Pacheco Pass Highway. Local access to the project site is provided by Tenth Street, Camino Arroyo, Holloway Road, Cameron Boulevard, Silacci Way, and Luchessa Avenue. These facilities are shown on Figure 1 and described below.

***US 101*** is a six-lane freeway north of the Monterey Road interchange (in south Gilroy) and transitions to a four-lane freeway south of that point. US 101 extends northward through San Jose and southward into Salinas. This freeway serves as the primary roadway connection between Gilroy and Morgan Hill and other Santa Clara County communities to the north and between Gilroy and Salinas to the south. US 101 includes full-access interchanges at Leavesley Road, Tenth Street/SR 152, and Monterey Road in Gilroy. A fourth interchange at Masten Avenue, north of Gilroy in unincorporated Santa Clara County, serves the north and northwestern areas of Gilroy. Regional access to the project site is provided via the US 101 interchange at Tenth Street/SR 152.

***SR 152 (Pacheco Pass Highway)*** is a two- to four-lane east-west highway that extends to the east, where it is known as Pacheco Pass Highway, starting at the US 101 interchange at Tenth Street, over the Pacheco Pass to Interstate 5 and through Los Banos. West of Gilroy, SR 152 is known as Hecker Pass Highway and extends westward from the US 101 interchange at Leavesley Road via Monterey Road and First Street over the Santa Cruz Mountains to Watsonville and Highway 1. SR 152 connects the communities of Watsonville and Gilroy to the Central Valley via Interstate 5. Access to the project site would be provided via its intersection with Camino Arroyo.

***Tenth Street*** is a two- to six-lane arterial roadway that begins at Uvas Parkway and extends eastward to US 101, where it changes designation to Pacheco Pass Highway (SR 152). Tenth Street has one lane in each direction with a two-way left-turn lane west of Church Street. Between Church Street and Monterey Road, Tenth Street consists of two lanes in each direction, then transitions to three westbound lanes and two eastbound lanes between Monterey Road and Alexander Street, three lanes in each direction with a landscaped median between Alexander Street and Chestnut Street, and again to two lanes in each direction east of Chestnut Street. Tenth Street is one of six freeway crossings

within Gilroy and it is proposed to be extended from its current terminus point at Uvas Parkway westward over Llagas Creek to connect to Santa Teresa Boulevard at the current Miller Avenue/Santa Teresa Boulevard intersection. Bike lanes are available along Tenth Street, between Monterey Road and Orchard Drive.

***Camino Arroyo*** is a four-lane north-south roadway that extends from Arroyo Circle, just north of Sixth Street/Gilman Road, to Venture Way, south of SR 152. Arroyo Circle extends northward to Leavesley Road along the east side of US 101, and in conjunction with Camino Arroyo, provides a north/south connection between Leavesley Road and SR 152. Camino Arroyo would provide direct access to the project site via one full-access driveway at its intersection with Gilroy Crossing and three limited-access driveways. Bike lanes are available along the entire length of Camino Arroyo, including along the western project frontage.

***Holloway Road*** is a two-lane east-west roadway that begins at its intersection with Brem Lane and continues eastward until its intersection with Silacci Way, where it terminates. Direct access to the project site would be provided via a full-access driveway along Holloway Road.

***Cameron Boulevard*** is a four-lane north-south roadway that currently extends from SR 152 south to Venture Way, where it terminates as an access road to the UNFI warehouse facility. Bike lanes are available along the entire length of Cameron Boulevard.

The 2040 Gilroy General Plan indicates that Cameron Boulevard is planned to be extended from its current terminus point at SR 152 northward to Gilman Road, and continuing north to form the south leg of the Marcella Avenue/Leavesley Road intersection. Additionally, Cameron Boulevard is planned to be extended from its current southern terminus point southward to connect to a planned extension of Luchessa Avenue and terminate at Southside Drive. Fully implemented, the Cameron Boulevard extension would provide an alternative north-south connection (east of US 101) between the south and southwest parts of Gilroy (Luchessa Avenue), SR 152, and Leavesley Road.

***Luchessa Avenue*** is a two- to four-lane arterial roadway that begins at Miller Avenue and extends eastward approximately 1,700 feet past US 101, where it terminates at its intersection with Rossi Lane. Luchessa Avenue consists of one to two lanes in each direction with a landscaped median west of Thomas Road. Between Thomas Road and Church Street, Luchessa Avenue is an undivided two-lane roadway. Between Church Street and Monterey Road, Luchessa Avenue is a four-lane roadway with left-turn pockets. East of Monterey Road, Luchessa Avenue is an undivided two-lane roadway. Bike lanes are available along Luchessa Avenue, west of Monterey Road.

The 2040 Gilroy General Plan indicates that Luchessa Avenue is planned to be extended from its current terminus point at Rossi Lane eastward to form the west leg of the Cameron Boulevard/Luchessa Avenue intersection. Fully implemented, the Luchessa Avenue extension would provide an alternative east-west connection (south of SR 152) between the southwest and southeast parts of Gilroy.

## Existing Bicycle Facilities

Bicycle facilities are divided into three classes of relative significance:

- **Class I Bikeways (Bike Path)**. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path.
- **Class II Bikeways (Bike Lane)**. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings.

- **Class III Bikeways (Bike Route)**. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

There are several bicycle facilities in the vicinity of the project site. These are listed below and shown on Figure 3:

### Class I Bikeways (Bike Paths)

The nearest bike path to the project site is the *Western Ronan Channel Trail*. This trail is located on the western side of the Ronan Channel between Leavesley Road and Sixth Street.

### Class II Bikeways (Bike Lanes)

Class II Bikeways in the vicinity of the project site are provided along the following roadways:

- Camino Arroyo/Arroyo Circle, along the entire length of the street
- Venture Way, along the entire length of the street
- Cameron Boulevard, along the entire length of the street
- Renz Lane, between 1000 feet west of Camino Arroyo and eastern terminus
- Sixth Street, between Maple Street and Camino Arroyo; between Hanna Street and Wren Avenue
- Chestnut Street, between Tenth Street and Sixth Street
- Tenth Street, between Monterey Road and Orchard Drive (Gilroy High School)
- Forest Street, between Eighth Street and IOOF Avenue
- Eigleberry Street, between Tenth Street and First Street
- Church Street, between Tenth Street and First Street
- Luchessa Avenue, between Monterey Road and Princevalle Street; between Thomas Road and Miller Avenue

### Class III Bikeways (Bike Routes)

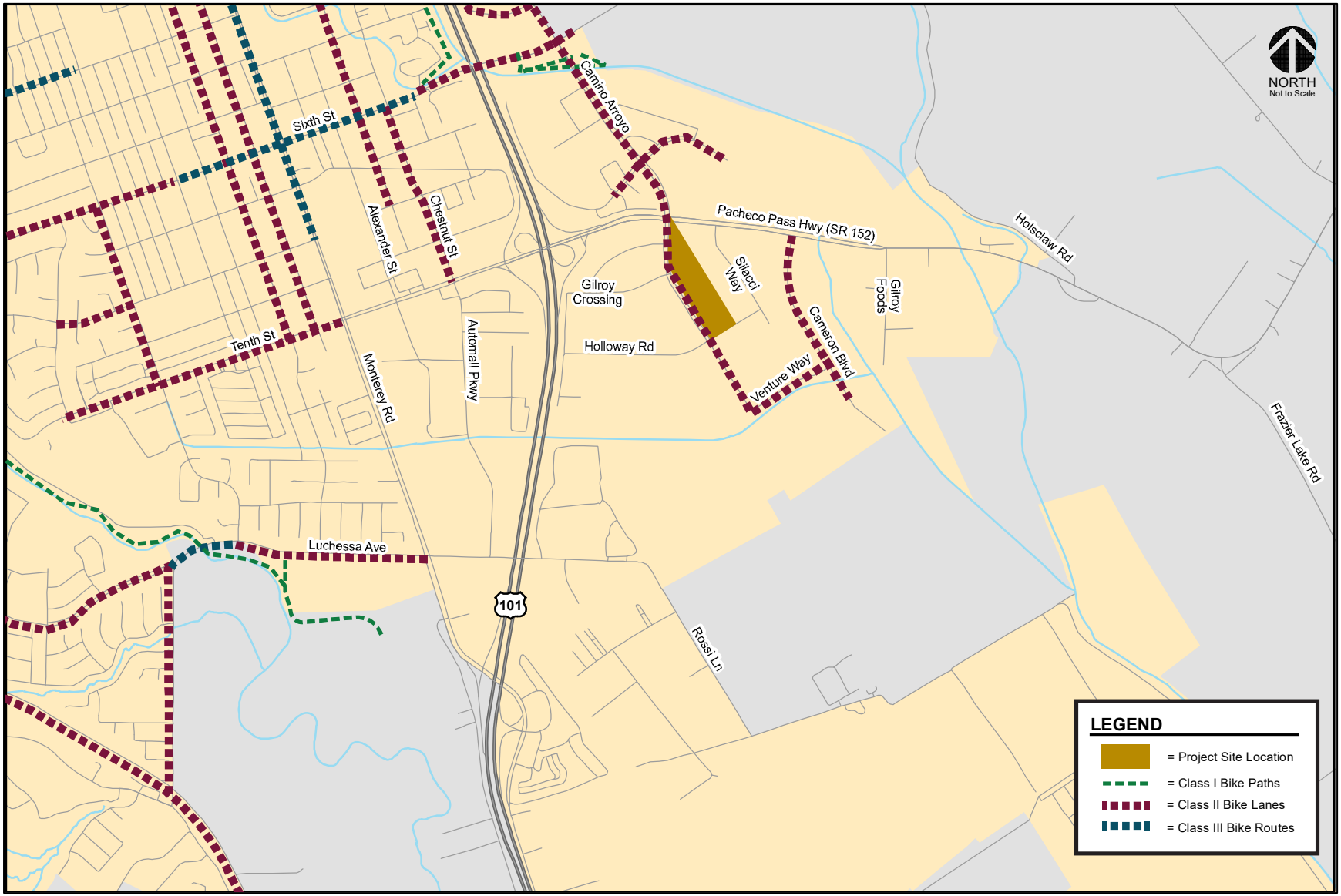
Class III Bikeways in the vicinity of the project site are provided along the following roadways:

- Monterey Street, between First Street and Eighth Street
- Sixth Street, between Hanna Street and Rogers Lane

## Existing Pedestrian Facilities

The project area consists of a mixture of commercial and industrial land uses, and undeveloped land. Pedestrian facilities in the project area consist primarily of sidewalks along both sides of the road within all commercial areas. Crosswalks and pedestrian push buttons are available along three or more legs of all signalized intersections in the vicinity of the project site (with the exception of the intersection of Cameron Boulevard/SR 152, which only has a crosswalk along the south side of the intersection). The existing sidewalks, along with the crosswalks and pedestrian push buttons, provide a pedestrian connection between all shopping centers in the study area. However, most undeveloped and industrial use parcels have missing sidewalks, including along the entire project site frontage on Camino Arroyo and Holloway Road, creating an incomplete pedestrian network. Sidewalks are missing along the following roadway segments in the vicinity of the project site:

**Figure 3**
**Existing Bicycle Facilities**



- Camino Arroyo, along the east side of the roadway, starting approximately 370 feet south of Renz Lane to approximately 300 feet south of Holloway Road (including along the project frontage).
- Camino Arroyo, along the west side of the roadway between Holloway Road and 300 feet south of Holloway Road
- Holloway Road, along the north side of the roadway between Camino Arroyo and Silacci Way (including along the project frontage).
- Holloway Road, along the south side of the roadway between 900 feet west of Camino Arroyo and Silacci Way
- SR 152, along the entire south side of the roadway, east of Camino Arroyo, with the exception of an approximately 825-foot segment along the McCarthy Business Park frontage, west from Cameron Boulevard.
- SR 152, along the entire north side of the roadway, with the exception of an approximately 275-foot segment on the east side of Camino Arroyo.
- Silacci Way, along both sides of the roadway.

Continuous sidewalks along the south side of SR 152 that run across the US 101 interchange connect the existing commercial uses along Camino Arroyo (east of US 101) with the land uses along Tenth Street, west of US 101.

The existing pedestrian facilities in the study area are shown on Figure 4.

## Existing Transit Services

Transit services in Gilroy consist of local, regional, and intercity bus services, rail services, and paratransit services. Existing transit service in Gilroy is provided primarily by Santa Clara County VTA buses. Caltrain commuter rail service, San Benito County express bus service, and Greyhound bus service also serve Gilroy. The existing transit services in the study area are shown on Figure 5.

The project site is served by ***Local Route 84***, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital via Tenth Street, Camino Arroyo, and San Ysidro Avenue with approximately 60-minute headways during commute hours. Existing VTA bus stops serving Route 84 are located directly along the Camino Arroyo project frontage at the Gilroy Crossing and Holloway Road intersections. Additionally, the Gilroy Transit Station is located just over one mile northwest of the project site, along Monterey Road.

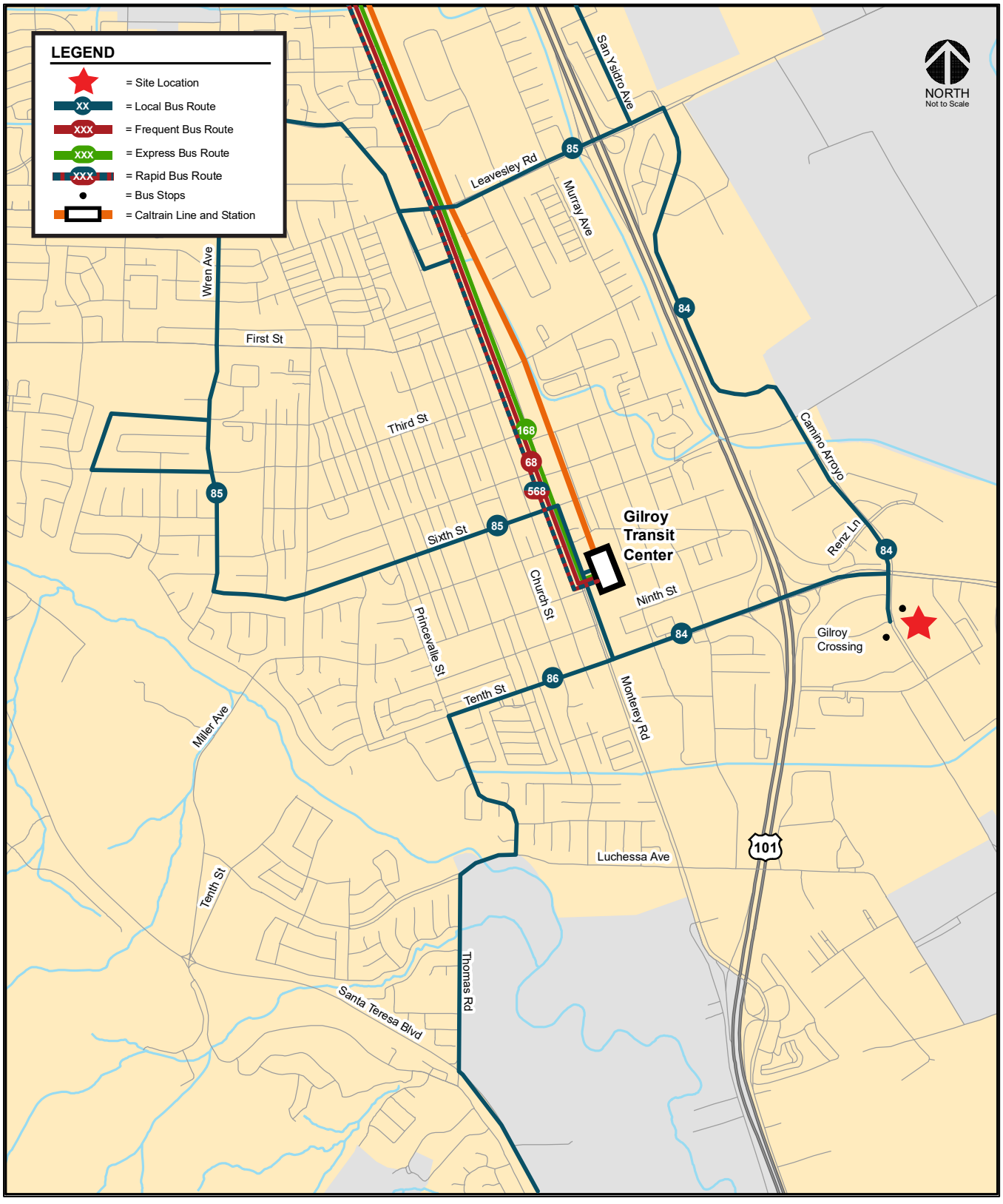
Other bus transit services currently serving Gilroy, as of June 2022, include:

- ***Local Bus Route 85*** provides weekday and weekend services between the Gilroy Transit Center and Saint Louise Regional Hospital via Sixth Street, Wren Avenue, Mantelli Drive, Leavesley Road, and San Ysidro Avenue with approximately 60-minute headways during commute hours.
- ***Local Bus Route 86*** provides weekday-only services between the Gilroy Transit Center and Gavilan College via Tenth Street, Princevalle Street, Luchessa Avenue, Thomas Road, and Santa Teresa Boulevard between the hours of 7:45 AM and 3:34 PM with approximately 30-minute headways.
- ***Frequent Route 68*** provides weekday and weekend services between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 4:43 AM and 1:20 AM with approximately 15- to 30-minute headways during commute hours.

**Figure 4**
**Existing Pedestrian Facilities**



**Figure 5**
**Existing Transit Services**



- ***Express Route 121*** provides weekday services between the Gilroy Transit Center and the Lockheed Martin Transit Center in Sunnyvale with northbound service (three trips) during the morning commute period and southbound service (three trips) during the afternoon commute period with approximately 60-minute headways. This express route has scheduled stops at the Gilroy Transit Center, the Morgan Hill Caltrain Station, Old Ironsides Light Rail Station, and the Lockheed Martin Transit Center.
- ***Rapid Route 568*** provides weekday services between the Gilroy Transit Center and the San Jose Diridon Transit Center via Monterey Road between 5:00 AM and 12:20 AM with approximately 30-minute headways during commute hours.
- ***San Benito County Express Bus Service (Caltrain and Gavilan College Shuttle)*** provides express bus service between Hollister and the Gilroy Transit Center Monday through Friday. Currently, five northbound (to Gilroy) shuttles run during the morning and evening commute periods, between 4:55 and 10:40 AM and between 1:15 and 7:35 PM, respectively. In addition, there are four southbound (to Hollister) runs in the morning between 7:05 and 11:50 AM and five runs in the evening between 2:00 and 8:20 PM. The schedule is coordinated with the Caltrain schedule to facilitate connections with Caltrain arrivals and departures.
- ***San Benito County Express Bus Service (Greyhound Shuttle)*** provides service between Hollister and the Gilroy Transit Center, (which serves as the Greyhound Bus Depot) on Saturdays and Sundays. There are currently two northbound (to Gilroy) and two southbound (to Hollister) runs in the morning between 7:30 and 11:10 AM and two northbound and two southbound runs in the evening between 12:05 and 6:35 PM. The schedule is designed to allow for connections to Greyhound service.

Additionally, ***Caltrain*** provides train service from Gilroy to San Francisco, with limited-stop service at other stations along the peninsula corridor. Caltrain service to Gilroy is only provided on weekdays; weekend service south of San Jose is not available. Currently, as of June 2022, the Gilroy Caltrain station is served by three northbound trains in the morning and three southbound trains in the evening. The northbound trains have scheduled departures from the Gilroy Transit Center at 5:54 and 6:52 AM and the southbound trains have scheduled arrivals at the Gilroy Transit Center at 5:21 and 7:19 PM.

***Greyhound Lines, Inc***. is an intercity, long-distance bus service offering services to over 3,700 destinations in the United States, Canada, and Mexico. The Gilroy Transit Center also serves as the Greyhound Bus Depot in Gilroy. Greyhound buses operate from the Transit Center every day of the week.

All of the above transit routes serve the Gilroy Transit Center, located in Downtown Gilroy, along Monterey Road.

# 3. CEQA Vehicle Miles Traveled (VMT) Evaluation

This chapter provides an evaluation of the proposed project's effect on Vehicle Miles Traveled (VMT). Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes.

## VMT Evaluation Methodology

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity. Local-serving retail projects also would result in shorter vehicle trips as new local-serving retail development typically diverts/shortens existing shopping trips, rather than generating new retail trips.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics. The daily VMT per resident accounts for trips that start or end at the home. Daily VMT per employee is calculated based on trips made by people driving to and from work. However, non-residential and non-employment projects, such as retail and hotel projects, include both trips made by employees and patrons. Thus, for non-residential and non-employment projects, OPR guidelines recommend the evaluation of total VMT.

To determine whether a project would result in CEQA transportation impacts related to VMT, VTA has developed a VMT Evaluation Tool to streamline the analysis for development projects. However, the VMT tool is limited to the evaluation of VMT for the general land use categories of residential, office, and industrial. For non-residential or non-office/industrial projects, very large projects, or projects that can potentially shift travel patterns, a Travel Demand Forecasting (TDF) model, or other City-approved methods, must be used to determine project VMT.

Thus, for the evaluation of this project, the proposed land uses were categorized into employment and retail land uses. The proposed warehouse land use was categorized as an employment use since its trip-making characteristics are mainly dictated by its employees. The proposed gas station/retail, fast-food restaurant, and hotel were categorized as retail uses since their trip-making characteristics are dictated by their employees and patrons. The VTA's VMT tool was used to estimate VMT for the employment uses proposed by the project. However, since the proposed project would include retail, restaurant, and hotel uses for which the VMT tool is not capable of estimating VMT, the City's TDF model was utilized to complete the VMT evaluation for the proposed retail category uses.

## VTA VMT Evaluation Tool

The *VTA's VMT Evaluation Tool* could be utilized to evaluate the effects of the project's employment land uses on VMT . The VMT tool identifies the existing average VMT per capita and VMT per employee for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

## City of Gilroy Travel Demand Forecasting Model

The City of Gilroy Travel Demand Forecasting Model (also referred to as the Gilroy Model within this report) was utilized to complete the VMT evaluation for the proposed gas station/retail, fast-food restaurant, and hotel uses of the project. The Gilroy Model, built in 2014, was developed as an extension and refinement of the Santa Clara VTA Countywide TDF Model (VTA Model). The Gilroy Model is a subarea model of VTA's Model and provides a more detailed roadway network and zone system within Gilroy. The Gilroy Model was last updated for the evaluation of the City of Gilroy 2040 General Plan and has a 2017 base year (based on VTA/ABAG *Projections 2017*) and a 2040 horizon year (based on City of Gilroy 2040 General Plan land use data). The Gilroy Model was used since it can estimate the diversion of traffic and change in traffic patterns due to the proposed project.

## VMT Policies and Impact Criteria

A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee/job. Retail uses are assessed based on their effects on total VMT.

To adhere to the state's legislation, the City of Gilroy is currently developing the framework for new transportation policies based on the implementation of VMT as the primary measure of transportation impacts for CEQA purposes. The new policies will replace the City's current transportation policies that are based on levels of service. However, since the City has not formally adopted its own City-specific VMT policies, the City relies on VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the *Technical Advisory* suggests criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment.

The impact criteria and thresholds used for the evaluation of the proposed project are described below.

### Employment Uses Impact Thresholds

As stated in the technical advisory, for office projects, OPR recommends an impact threshold of 15% below the existing regional VMT per employee. OPR also states that in cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography that includes the area over which most workers would be expected to live.

Currently, the City of Gilroy has limited employment land uses, which results in longer commute trips as a large number of Gilroy residents are required to travel outside of Gilroy for employment. This is reflected in the average VMT per employee for the City of Gilroy (18.79 miles per employee) compared to the regional VMT (15.33) and the County VMT (16.64) per employee, as reported by the VTA VMT Evaluation Tool. Providing employment opportunities in Gilroy will likely attract most employees from within the City. Therefore, for the purpose of this analysis, the impact threshold for the evaluation of the employment uses was assumed to be 15% below the citywide employment VMT per job. The citywide employment VMT threshold is also consistent with the Gilroy 2040 General Plan EIR, which utilized 15% below the citywide VMT as the impact threshold for both residential (per-capita) and employment (per-job) VMT.

The VTA's VMT Evaluation Tool indicates that the existing citywide average VMT per job is currently 18.79. Therefore, the OPR recommended impact threshold of 15% below the existing average VMT per job equates to 15.97 VMT per job.

*Employment Impact Threshold:* ***15.97 VMT per Job***

### Retail Use Impact Thresholds

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

*Retail Impact Threshold:* ***Any Increase in VMT***

## CEQA Transportation Analysis Exemption Criteria

The 2018 OPR CEQA technical advisory identifies screening thresholds to determine whether a CEQA transportation analysis would be required for specific development projects. The screening thresholds are based on the project size, map-based screening (areas with low VMT), transit availability, and/or provision of affordable housing. If a project meets the screening thresholds, it is then presumed that the project, or the component of the project, would result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required. Screening thresholds applicable to the proposed project include the following:

*Screening Threshold/Presumption of Less-Than-Significant Impact for Small Projects*

The OPR guidelines state that projects that generate or attract fewer than 110 trips per day, have no substantial evidence indicating that the project would generate a potentially significant level of VMT, and are consistent with the adopted General Plan, generally may be assumed to cause a less-than-significant impact on VMT. Typical land uses that would generate 110 or fewer daily trips include up to 10,000 s.f. of office space.

*Retail Projects*

Although the OPR technical advisory does not specify screening criteria for the presumption of less-than-significant VMT impact for retail projects, it recognizes that the addition of new local-serving retail development tends to shorten trips, and consequently reduce VMT, by improving retail destination proximity. That is, new local-serving retail projects would provide an alternative to other similar uses located farther away. OPR specifies that, generally, retail development less than 50,000 square feet in size might be considered local-serving and should be considered to have a less-than-significant VMT impact.

## Evaluation of Screening Criteria

*Small Project Screening Criteria*

The proposed warehouse land use is estimated to generate a total of 110 daily trips (see Table 3, Trip Generation Table, in the following chapter). Based on OPR's small project screening threshold, the proposed warehouse buildings would have a less-than-significant impact on VMT and, therefore, a detailed VMT analysis for this portion of the proposed project is not required.

*Local-Serving Retail*

The proposed gas station with convenience store and fast-food restaurant with drive-through window are not reflective of larger regional retail development, such as large shopping centers, which would attract new trips from outside the general city limits. Rather, the proposed commercial uses consist of readily available local-serving retail uses that are not anticipated to attract patrons from outside the project area, but instead, would result in a redistribution of local trips currently traveling to other similar locations. Furthermore, because of the location of the project site (adjacent to a freeway interchange and major thoroughfare (SR 152)), it is anticipated that a large percentage of traffic to the retail uses of the project would be pass-by traffic, or traffic already on the roadway system that would stop at the project site, access the proposed land uses, and continue on their final destination.

Based on OPR's screening threshold recommendations, retail development less than 50,000 square feet in size might be considered local-serving. In order to verify if the proposed gas station and fast-food restaurant have trip-making characteristics equivalent to a 50,000-square-foot or less retail project, the proposed gas station and fast-food restaurant were converted into an equivalent amount of retail space, based on their daily trip generation estimates. Trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) were utilized for this process.

Based on the ITE daily trip rate, and after applying the applicable pass-by trip reductions, the proposed gas station and fast-food restaurant are estimated to generate a total of 1,607 daily trips, which are equivalent to the trips estimated to be generated by 43,000 s.f. of retail space (see Table 1). Therefore, the proposed gas station and fast-food restaurants are estimated to generate daily traffic comparable to a 43,000-square-foot local-serving retail project, and therefore, should be considered to have a less-than-significant VMT impact. However, since the proposed hotel uses also were categorized as retail uses for the purpose of the VMT evaluation, the equivalent amount of retail space, including the hotel uses, equates to 66,000 s.f. of retail space. Therefore, the combined size of all three land uses categorized as retail land use (gas station, fast-food restaurant, hotels) would exceed the 50,000-s.f. local-serving retail size threshold identified by OPR and a VMT evaluation for these land uses was completed with the use of the Gilroy Model.

**Table 1**
**Equivalent Retail Land Use Calculations**

| Land Use | Size | Daily Rate | Daily Trip |
|---|---|---|---|
| #945 Gas station with convenience store,<br>#934 Fast-food restaurant with drive-through window | 16 vehicle fueling positions<br>2,600 s.f. | | 1,607 |
| #820 - Shopping Center (>150k) | **Equivalent Retail Space = 43,000 s.f.** | 37.01 | 1,607 |

Source: ITE Trip Generation Manual, 11th Edition, 2021
The daily trip estimates for the gas station and fast-food restaurant include the applicable passby reductions.

# VMT Evaluation

## Employment VMT

As discussed in the previous section, the proposed warehouse (employment) land use is estimated to generate 110 total daily trips and, per OPR's small project screening threshold, is consider a small project and is presumed to have a less-than-significant impact on VMT.

## Retail and Hotel VMT

The City of Gilroy TDF Model was used to estimate VMT for the proposed retail uses of the project site. As described previously, the retail uses of the proposed project are not reflective of larger regional retail development, which would attract new trips from outside the City of Gilroy, but rather, they would be considered local-serving retail and provide a service that is currently provided in other parts of town. Thus, the proposed retail use of the project would result in a redistribution of trips that are currently made to other surrounding similar uses located outside the immediate project area and city limits. The underlying premise is that the proposed retail would not cause an increase in trips but rather result in a change in trip making as patrons and employees of the proposed retail uses access the project site because of its more convenient location instead of other similar uses elsewhere.

In order to estimate the impact on VMT with the Gilroy Model for the proposed land uses categorized as retail, the proposed gas station and fast-food restaurant land uses were converted to equivalent retail land use which, along with the proposed hotel uses, were coded in the model within the project site. The anticipated shifts in trips associated with the proposed project were coded in the Gilroy Model by reallocating retail and service jobs from Traffic Analysis Zones (TAZ) that are used to reflect other locations with similar land uses in the City's model to the TAZ representing the project site. The Gilroy Model was then used to estimate daily VMT for work and shop trips, without and with the proposed retail/restaurant and hotel uses, to quantify the effect of the project and the associated job reallocation.

The model results summarized in Table 2 show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

**Table 2**
**Retail and Hotel VMT Analysis**

| VMT Analysis (Citywide) | No Project | With Project | Change (Proj - No Proj) |
|---|---|---|---|
| Home-Based Work VMT | 452,495 | 454,403 | 1,908 |
| Home-Based Shop VMT | 343,999 | 340,758 | -3,241 |
| **Total VMT** | 796,495 | 795,161 | **-1,334** |

Source: City of Gilroy Travel Demand Forecasting Model.

# 4. Traffic Operations Analysis

This chapter describes the traffic operations analysis. The traffic operations analysis provides supplemental analysis for use by the City of Gilroy in identifying potential improvement of the transportation system that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

The chapter presents the method by which project traffic is estimated, intersection operations analysis for existing and future conditions, the identification of any adverse effects on study intersections caused by project-generated trips, and recommended improvements to alleviate the identified operational issues. In addition, the chapter includes an intersection vehicle queuing analysis and freeway segment capacity evaluation.

## Project Description

The proposed project site is located at 6970 Camino Arroyo (Assessor's Parcel Number [APN] 841-70-049) and consists of an undeveloped 10.18-acre site bounded by Pacheco Pass Highway (SR 152) to the north, Camino Arroyo to the west, Holloway Road to the south, and undeveloped land to the east. The proposed project would be developed in three phases with the following land uses:

Phase 1 –

- a 2,600-square-foot (s.f.) fast-food with drive-thru restaurant (Burger King)
- a 16-fueling positions gas station with a 2,880- s.f. convenience store and 1,152-s.f. car wash
- a 112-room 4-story all-suites hotel (Residence Inn)

Phase 2 –

- an 88-room 4-story hotel (Holiday Inn Express)

Phase 3 –

- an 18,000-s.f. industrial warehouse
- a 27,500-s.f. industrial warehouse

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway curb cuts and one proposed new driveway) and one along Holloway Road (existing).

The project site plan is shown on Figure 2.

# Scope of Analysis

A level of service analysis at key intersections was completed to satisfy local guidelines and determine conformance to General Plan transportation goals and policies. The effects of the project on the study facilities were evaluated in accordance with City of Gilroy and CMP methodologies and standards.

The study intersections are listed below and shown on Figure 6.

## Study Intersections

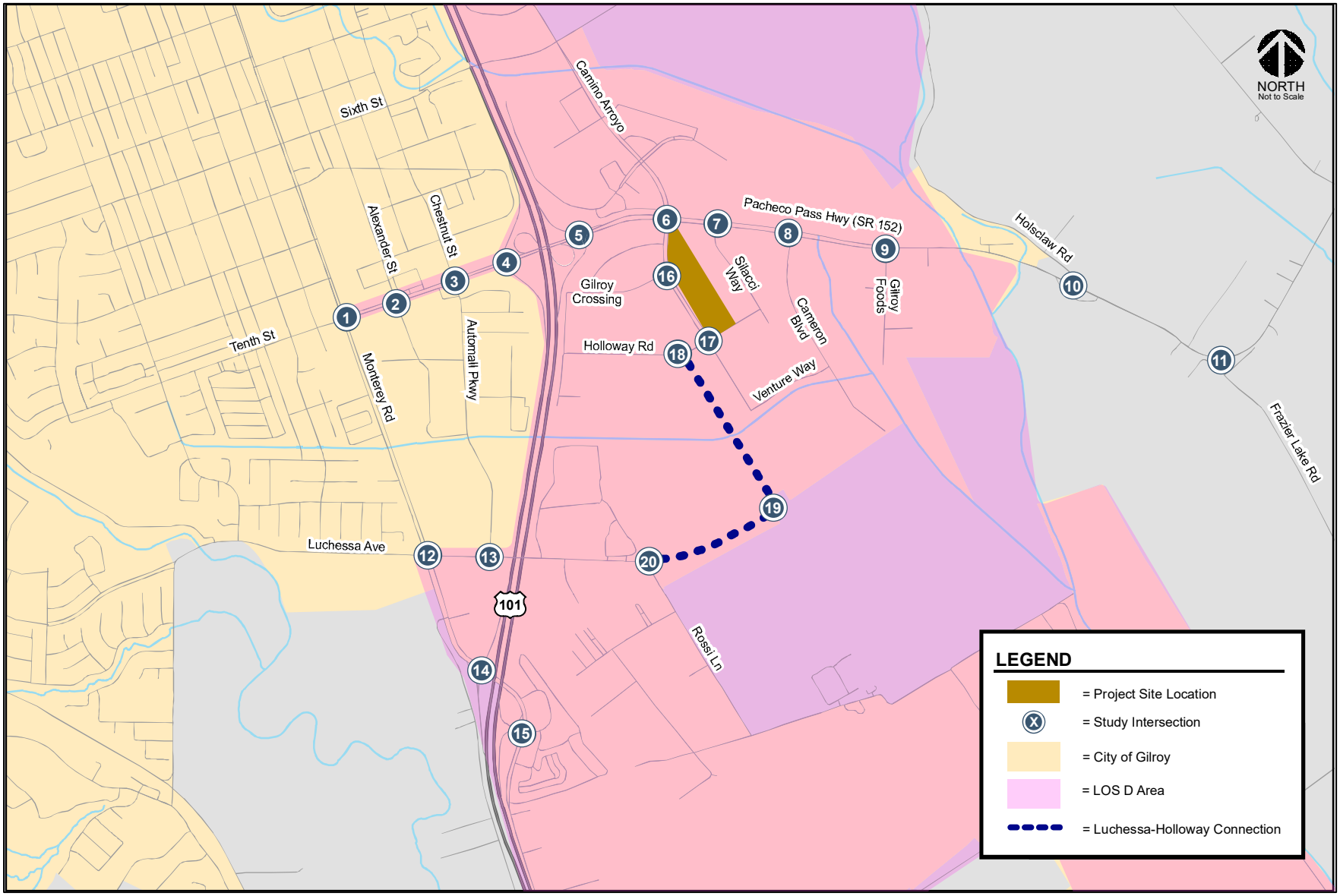
The study includes the evaluation of traffic conditions at 14 signalized intersections, three unsignalized intersections, and three future intersections. All but two of the study intersections are located within the City of Gilroy (denoted on the list below with a CofG superscript). The two study intersections outside the City of Gilroy limits are located within unincorporated Santa Clara County (denoted with an SCC superscript), within Gilroy's sphere of influence, as identified in the Gilroy 2040 General Plan. The following key intersections were evaluated:

1. Monterey Street and Tenth Street [CofG]
2. Alexander Street and Tenth Street [CofG]
3. Chestnut Street/Automall Parkway and Tenth Street [CofG]
4. US 101 Southbound Ramps and Tenth Street [CofG]
5. US 101 Northbound Ramps and Pacheco Pass Highway (SR 152) [CofG]
6. Camino Arroyo and Pacheco Pass Highway (SR 152) [CofG]
7. Silacci Way and Pacheco Pass Highway (SR 152) [CofG]
8. Cameron Boulevard and Pacheco Pass Highway (SR 152) [CofG]
9. Gilroy Foods and Pacheco Pass Highway (SR 152) [CofG]
10. Holsclaw Road and Pacheco Pass Highway (SR 152) [SCC]
11. Frazier Lake Road and Pacheco Pass Highway (SR 152) [SCC]
12. Monterey Street and Luchessa Avenue [CofG]
13. Automall Parkway and Luchessa Avenue [CofG]
14. US 101 SB Ramps and Monterey Road [CofG]
15. US 101 NB Ramps and Monterey Road [CofG]
16. Camino Arroyo and Gilroy Crossing [CofG]
17. Camino Arroyo and Holloway Road [CofG]
18. Luchessa/Holloway Connection and Holloway Road (future) [CofG]
19. Luchessa/Holloway Connection and Luchessa Avenue (future) [CofG]
20. Rossi Lane and Luchessa Avenue (future) [CofG]

## Study Periods

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours of adjacent street traffic and the Saturday peak-hour. It is during these times that the most congested traffic conditions occur on an average day. The weekday AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is typically between 4:00 PM and 6:00 PM. The Saturday peak-hour is generally an hour between the 11:00 AM to 2:00 PM period. It is during these time periods that the most congested traffic conditions occur on an average weekday and weekend.

**Figure 6**
**Study Intersections**



### Study Scenarios

Traffic conditions were evaluated for the conditions described below:

Scenario 1: *Existing Conditions.* Existing intersection traffic volumes were obtained/derived from available intersection turning-movement counts (conducted in 2017- 2019) and new intersection traffic count data collected in March 2022. Current 2022 traffic counts were compared to traffic counts conducted prior to the Covid19 pandemic and adjusted as necessary to identify traffic volumes that would represent current 2022 traffic conditions without the effect of the Covid19 pandemic. This is discussed in more detail in the following section.

Scenario 2: *Background Conditions*. Background traffic conditions represent future traffic volumes on the future transportation network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected trips from approved but not yet constructed developments in the study area. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining the project's adverse traffic effects on the surrounding roadway network.

Scenario 3: *Background Plus Project Conditions.* Background plus project conditions, or simply referred to as *Project Conditions*, represent future traffic volumes with the proposed project. Background plus project conditions were estimated by adding to background traffic volumes the trips associated with the proposed project (or *project traffic volumes*). Background plus project conditions were evaluated under two roadway scenarios: (1) under the existing roadway network; and (2) assuming a new roadway connection from Holloway Road (project site area) to Luchessa Avenue (the proposed Luchessa/Holloway connection). The comparison of these two roadway network scenarios demonstrates the effect of providing a second access roadway between the project area and the south and southwest parts of Gilroy. Background plus project conditions were evaluated relative to background conditions in order to determine adverse traffic effects on the roadway network caused by the proposed project.

Scenario 4: *2040 General Plan Conditions.* Year 2040 General Plan conditions represent future traffic conditions associated with buildout of the City of Gilroy 2040 General Plan land use growth projections and planned future roadway network. With implementation of the proposed project, changes to the adopted General Plan land use and roadway network would occur. Thus, Year 2040 General Plan conditions were evaluated for three scenarios: (1) Year 2040 General Plan conditions, as adopted in November 2020; (2) with the proposed project (replacing the planned land uses on the project site) and planned General Plan roadway network; and (3) with the proposed project and proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension). The change between these scenarios demonstrates the relative effect the proposed project and proposed roadway network change would have on adopted General Plan conditions.

## Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the peak hours. As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment step, the

project trips are assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

## Trip Generation

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

The proposed gas station would include a convenience store and an automated car wash. Although the description of the gas station with convenience store land use in the ITE Trip Generation Manual, 11th Edition, does not specify this land use also includes a car wash, it is believed that trip generation for a gas station/convenience store/car wash land use is mainly dictated by the gas station and convenience store, and the presence, or lack of, a car wash would have minimal effect on the number of trips generated by this land use. That is, the majority of the car wash users are patrons of the gas station/convenience store who conveniently decide to run their vehicle through the car wash. Additionally, the 10th Edition Trip Generation Manual does specify that the trip rates for the gas station/convenience store land use might also include a car wash. The trip generation rates for gas station with convenience store land use contained in the 10th and 11th Editions were compared. The trip generation rates comparison revealed that the 11th Edition trip generation rates are higher than the rates contained in the 10th Edition Manual. Therefore, it is concluded that the ITE trip generation rates for gasoline/service station with convenience market from the 11th Edition Manual are applicable to the proposed gas station/convenience store/car wash use.

Based on the above assumptions, the project trip generation was estimated by applying to the size of the proposed development ITE trip generation rates for gasoline/service station with convenience market (ITE land use code #945), fast-food restaurant with drive-through window (ITE land use code #934), all-suites hotel (ITE land use code #311), business hotel (ITE land use code #312), and warehouse (ITE land use code #150). Based on the recommended rates and the size of the proposed project, it is estimated that, prior to any trip reductions, the proposed project would generate a total of 6,414 daily trips, with 472 trips (242 inbound and 230 outbound) occurring during the AM peak hour, 480 trips (237 inbound and 243 outbound) occurring during the PM peak hour, and 518 trips (258 inbound and 260 outbound) occurring during the Saturday peak-hour.

### Trip Reductions

A 10-percent (%) trip reduction was applied to the project trip generation estimates for internalization between the proposed hotel and commercial land uses, as prescribed by VTA guidelines. This trip reduction represents patrons from the hotel walking to the proposed commercial sites instead of driving to a similar land use elsewhere, eliminating these trips from the roadway network. According to VTA guidelines, the percent reduction must be based on the smaller trip generator, in this case, the hotel uses, and the resulting number of trips must be reduced from both components.

Furthermore, trip generation for commercial uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections to yield net new project trips generated by the project. However, at intersections providing direct access to the retail sites and project site driveways, all project-generated

traffic is included, including pass-by trips. The applicable pass-by trip reductions were obtained from the ITE Trip Generation Manual, 11th Edition.

### Net Project Trips

On the basis of the ITE trip generation rates, and after applying the above trip reductions, it is estimated that the proposed project would generate 2,394 net daily vehicle trips, with 204 trips (108 inbound and 96 outbound) occurring during the AM peak-hour, 197 trips (93 inbound and 104 outbound) occurring during the PM peak-hour, and 215 trips (106 inbound and 109 outbound) occurring during the Saturday peak-hour. The trip generation estimates for the proposed project are presented in Table 3.

### Trip Distribution and Assignment

The trip distribution patterns for project-generated traffic for the proposed project were estimated based on existing travel patterns on the surrounding roadway system, locations of complementary land uses, and use of the Gilroy Model. The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns discussed above. The project trip distribution patterns are shown graphically in Figure 7. Figures 8 and 9 show the assignment of project traffic on the local transportation network, without and with the proposed Luchessa/Holloway connection, respectively. A tabular summary of project traffic at each study intersection is contained in Appendix D.

## Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at each of the study intersections for each study scenario. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining deficiencies at the study facilities. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

### Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Gilroy, the CMP Annual Monitoring Report, the City of Gilroy Travel Demand Forecasting Model, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing and planned lane configurations
- signal timing and phasing (for signalized intersections only)
- average speed (for freeway segments only)
- approved development information (size, use, and location)
- Year 2040 General Plan Conditions traffic forecasts

## Table 3
## Project Trip Generation Estimates

| Proposed Land Use | Size | Weekday Daily | | AM Peak Hour | | | | | | PM Peak Hour | | | | | | SAT Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Split | | Trip | | | | Split | | Trip | | | | Split | | Trip | | |
| | | Rate | Trip | Rate | In | Out | In | Out | Total | Rate | In | Out | In | Out | Total | Rate | In | Out | In | Out | Total |
| **Retail Land Uses** | | | | | | | | | | | | | | | | | | | | | |
| #945 - Convenience Store/Gas Station | 16 Vehicle Fueling Positions | 265.12 | 4,242 | 16.06 | 50% | 50% | 129 | 128 | 257 | 18.42 | 50% | 50% | 148 | 147 | 295 | 17.01 | 50% | 50% | 136 | 136 | 272 |
| *Passby Reduction*[1] | | *75%* | *-3,182* | *76%* | | | *-98* | *-97* | *-195* | *75%* | | | *-111* | *-110* | *-221* | *75%* | | | *-102* | *-102* | *-204* |
| #934 - Fast-Food Restaurant with Drive-Through Window | 2,600 Square Feet | 467.48 | 1,215 | 44.61 | 51% | 49% | 59 | 57 | 116 | 33.03 | 52% | 48% | 45 | 41 | 86 | 55.25 | 51% | 49% | 73 | 71 | 144 |
| *Passby Reduction*[1] | | *55%* | *-668* | *50%* | | | *-30* | *-29* | *-59* | *55%* | | | *-25* | *-23* | *-48* | *55%* | | | *-40* | *-39* | *-79* |
| ***Retail Total (Prior to Reductions)*** | | | ***5,457*** | | | | ***188*** | ***185*** | ***373*** | | | | ***193*** | ***188*** | ***381*** | | | | ***209*** | ***207*** | ***416*** |
| *Hotel and Retail Internal Reduction*[2] | | | *-85* | | | | *-3* | *-4* | *-7* | | | | *-4* | *-3* | *-7* | | | | *-5* | *-5* | *-10* |
| **Hotel Land Uses** | | | | | | | | | | | | | | | | | | | | | |
| #311 - All Suites Hotel[3] | 112 Rooms | 4.40 | 493 | 0.34 | 53% | 47% | 20 | 18 | 38 | 0.36 | 49% | 51% | 20 | 20 | 40 | 0.53 | 48% | 52% | 29 | 31 | 60 |
| #312 - Business Hotel | 88 Rooms | 4.02 | 354 | 0.36 | 39% | 61% | 12 | 20 | 32 | 0.31 | 55% | 45% | 15 | 12 | 27 | 0.46 | 48% | 52% | 19 | 21 | 40 |
| ***Hotel Total (Prior to Reductions)*** | | | ***847*** | | | | ***32*** | ***38*** | ***70*** | | | | ***35*** | ***32*** | ***67*** | | | | ***48*** | ***52*** | ***100*** |
| *Hotel and Retail Internal Reduction*[2] | | *10%* | *-85* | *10%* | | | *-3* | *-4* | *-7* | *10%* | | | *-4* | *-3* | *-7* | *10%* | | | *-5* | *-5* | *-10* |
| **Employment Land Uses** | | | | | | | | | | | | | | | | | | | | | |
| #150 - Warehousing | 45,500 Square Feet | 2.42 | 110 | 0.64 | 77% | 23% | 22 | 7 | 29 | 0.70 | 28% | 72% | 9 | 23 | 32 | 0.05 | 64% | 36% | 1 | 1 | 2 |
| ***Employment Total (Prior to Reductions)*** | | | ***110*** | | | | ***22*** | ***7*** | ***29*** | | | | ***9*** | ***23*** | ***32*** | | | | ***1*** | ***1*** | ***2*** |
| **Total Project Trips Prior to Reductions** | | | 6,414 | | | | 242 | 230 | 472 | | | | 237 | 243 | 480 | | | | 258 | 260 | 518 |
| **Total Passby Trip Reductions** | | | -3,850 | | | | -128 | -126 | -254 | | | | -136 | -133 | -269 | | | | -142 | -141 | -283 |
| **Total Internal Reduction** | | | -170 | | | | -6 | -8 | -14 | | | | -8 | -6 | -14 | | | | -10 | -10 | -20 |
| **Total Net Project Trips (With Reductions)** | | | **2,394** | | | | **108** | **96** | **204** | | | | **93** | **104** | **197** | | | | **106** | **109** | **215** |

Source: ITE Trip Generation Manual, 11th Edition 2021, and project description per site plan dated 2/14/22 by ACE Design LLC.

[1] AM and PM peak-hour passer-by reduction rates obtained from the *ITE Trip Generation Manual, 11th Edition 2021*. Daily and Saturday peak-hour pass-by reductions for the land uses listed above are assumed to be the same as their PM peak-hour pass-by rate.

[2] A 10 percent (%) internal trip reduction was applied for the interaction between the hotel and the retail land uses, as recommended in the VTA *Transportation Impact Analysis Guidelines*. Ten percent of the smaller trip-generator is applied to both land uses.

[3] Since no Saturday peak-hour trip generation rate is available for the All Suites Hotel land use (ITE land use code #311), the Saturday peak-hour rate for this land use was derived by multiplying the Saturday peak-hour rate for Business Hotel (ITE land use #312) by the ratio between the PM peak-hour rates for the All Suites Hotel and Business Hotel land uses. The in and out split was assumed to be as that identified for the Business Hotel land use.

**Figure 7**
**Project Trip Distribution**

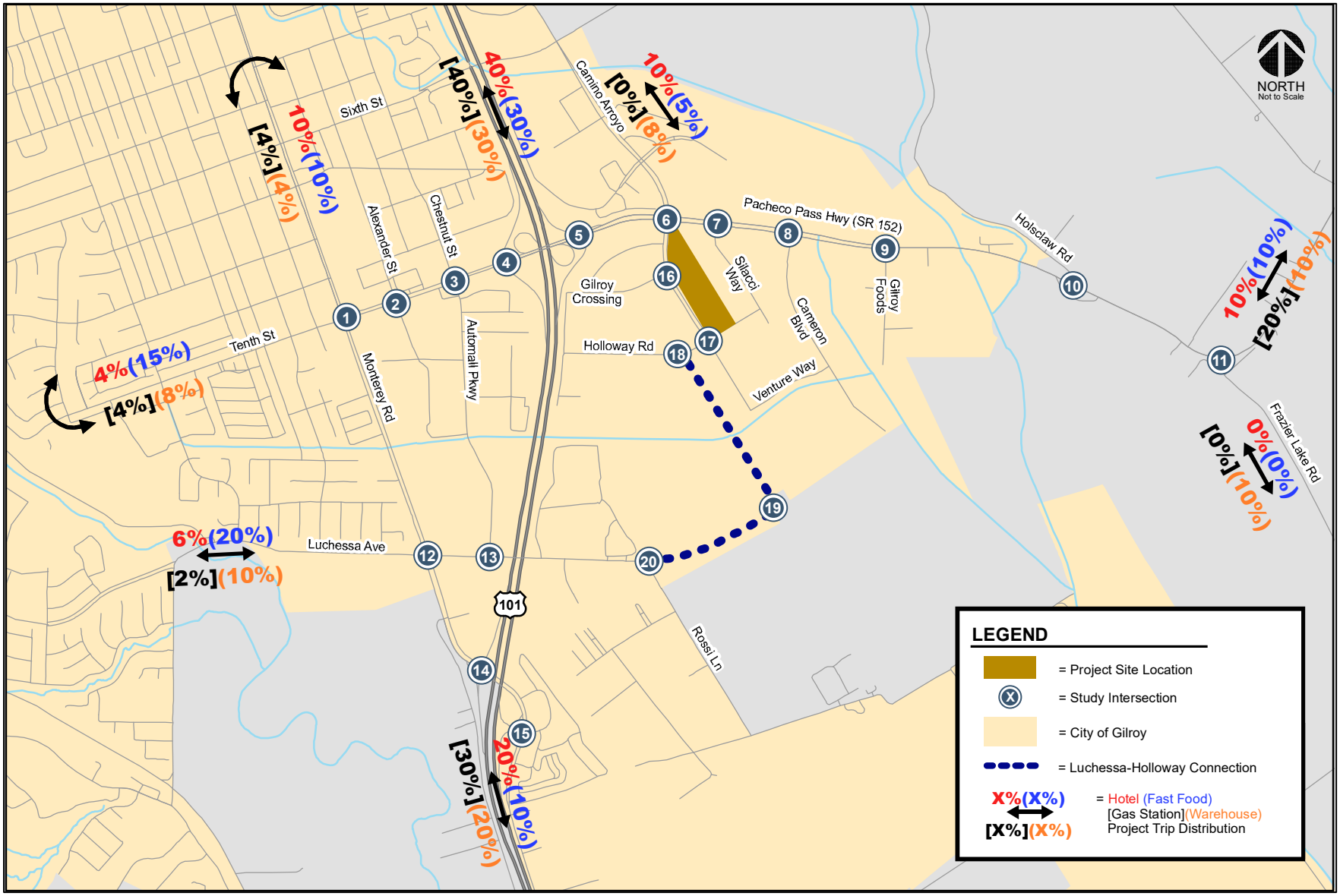


**Figure 8**
**Project Trip Assignment (Existing Roadway Network)**

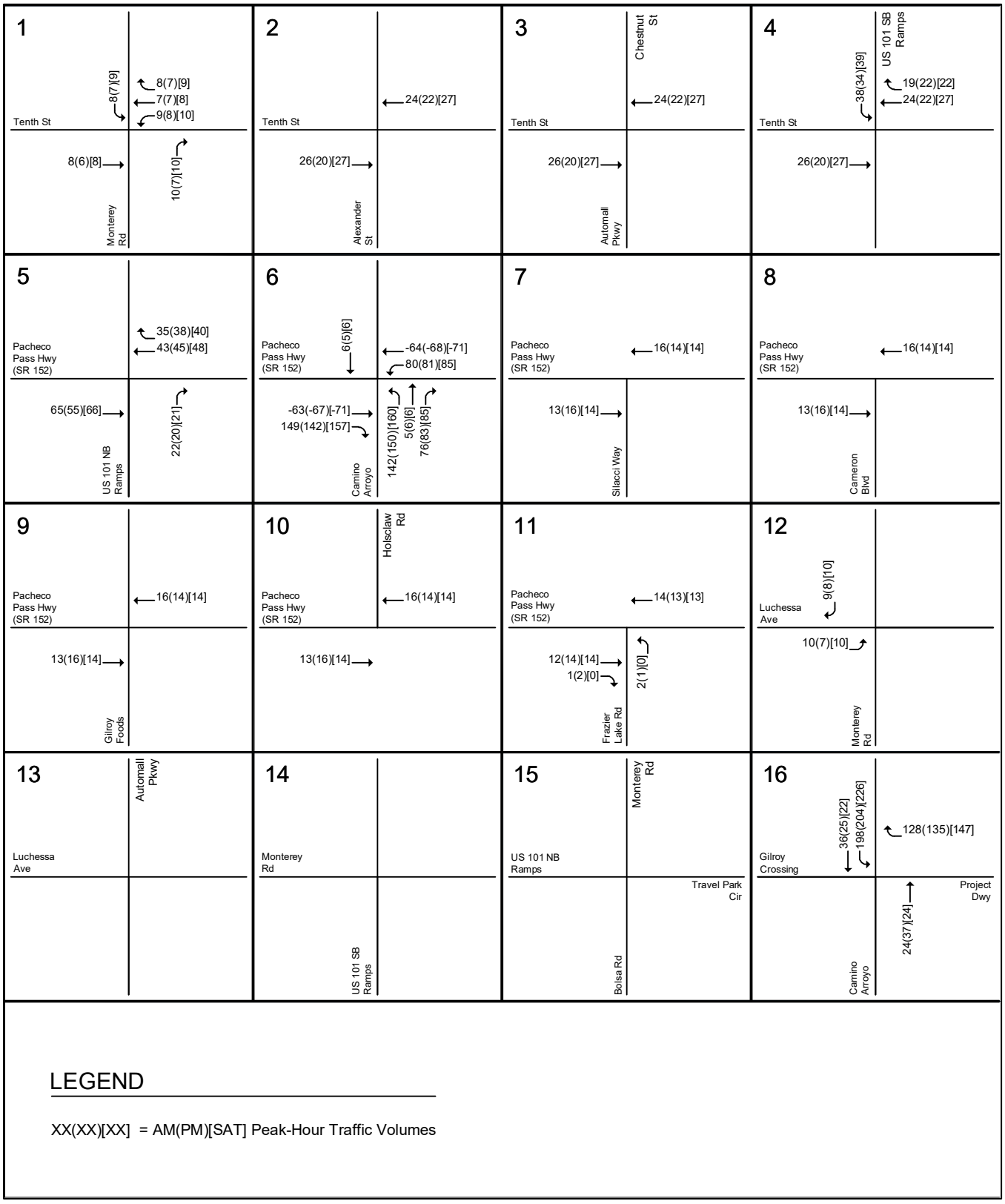


**Figure 8 (continued)**
**Project Trip Assignment (Existing Roadway Network)**

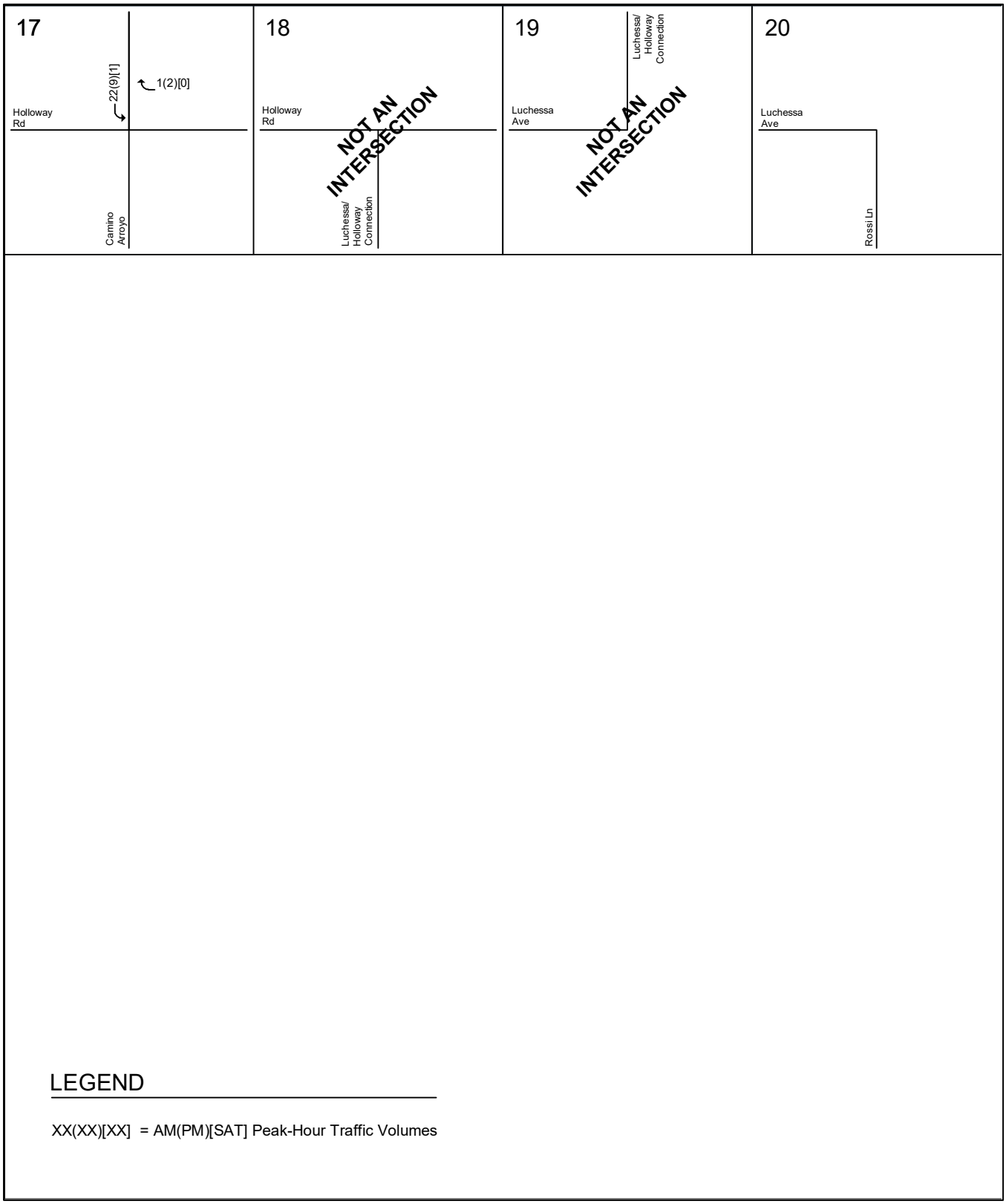


**Figure 9**
**Project Trip Assignment (With Luchessa/Holloway Connection)**

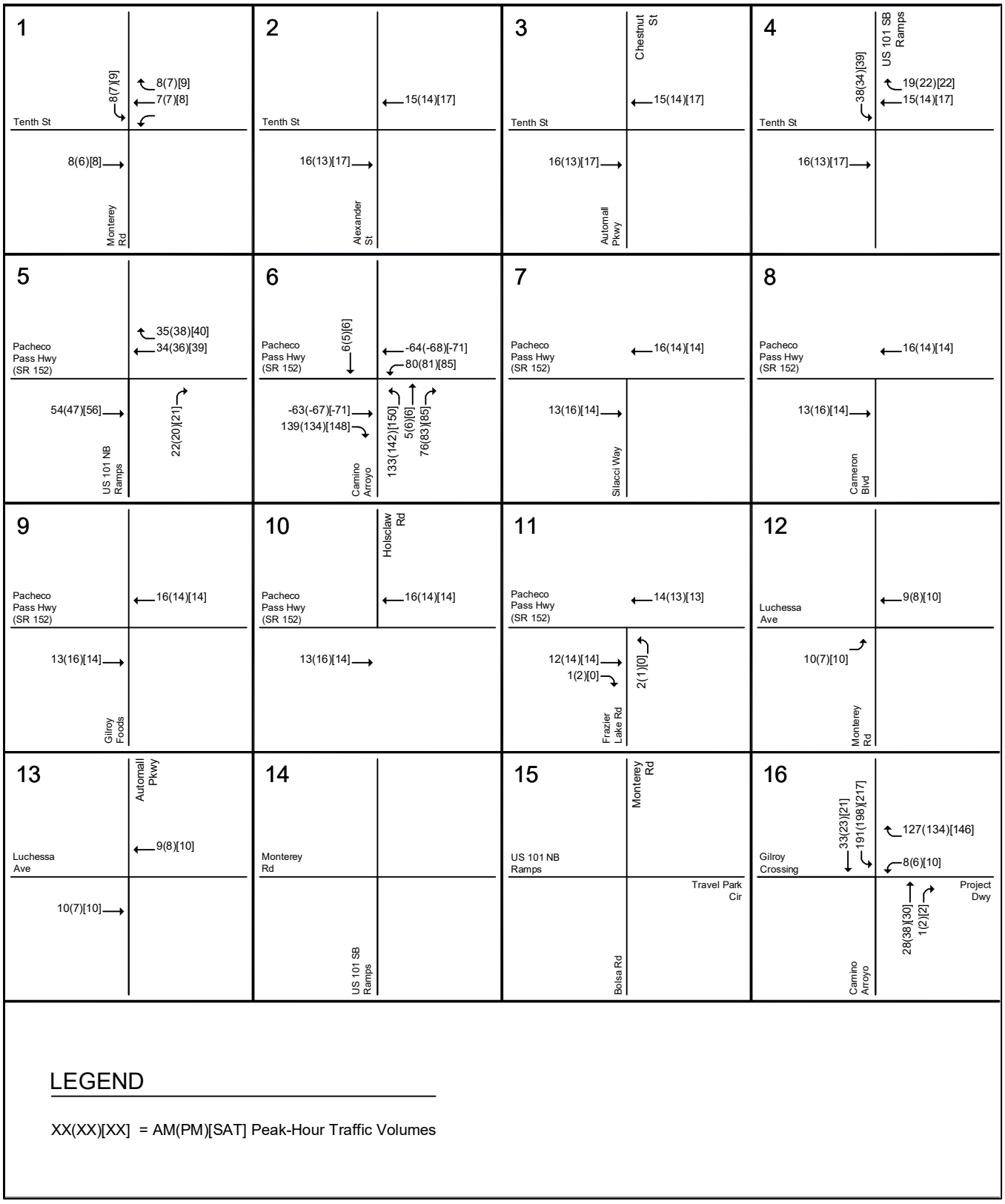
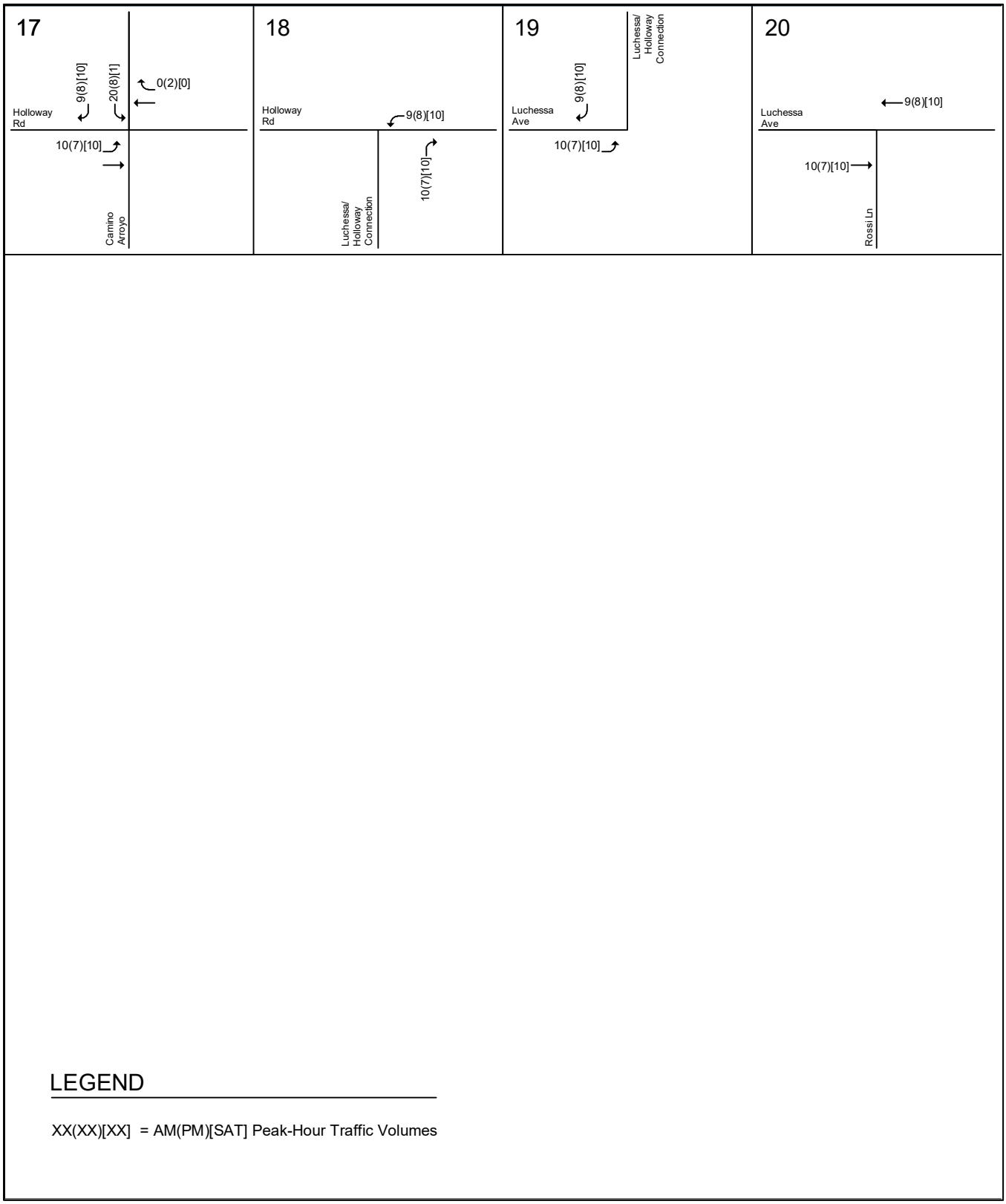


**Figure 9 (continued)**
**Project Trip Assignment (With Luchessa/Holloway Connection)**



## Roadway Network and Lane Configurations

### Existing and Background Conditions

The existing lane configurations and traffic-control devices at the study intersections were determined by observations in the field and are presented graphically on Figure 10.

It is assumed in this analysis that the transportation network under background conditions (without and with the project) would be the same as under existing conditions. Currently, all access to the project site is provided via Pacheco Pass Highway (SR 152) and Camino Arroyo.

### Background Plus Project Conditions

Background plus project conditions were evaluated under two roadway network scenarios: (1) under the existing roadway network; and (2) assuming a secondary access route from the project site area via Holloway Road and Luchessa Avenue.

Previous traffic analyses for site development in the project area, including the project site, have identified the need to provide a secondary access route to the project area to be able to adequately serve the planned future demand. A new access route connecting Holloway Road to Luchessa Avenue would provide an alternative access route between the project site area and the south and southwest parts of Gilroy. While the City investigates potential roadway connection layouts between Holloway Road and Luchessa Avenue, from conversations with City staff, a potential new roadway could be constructed from Holloway Road parallel to/west of Camino Arroyo/Venture Way and the existing UNFI building and connect to Luchessa Avenue at its planned extension, at approximately 1,900 feet east of its current terminus point at Rossi Lane (see Figure 6). Therefore, this study also evaluates traffic conditions with the project assuming a new north/south roadway between Luchessa Avenue and Holloway Road would be constructed as part of the project. This new proposed roadway connection is referred to hereafter as the *Luchessa/Holloway connection*.

With the implementation of the Luchessa/Holloway connection, the following three new intersections would be created:

18. Luchessa/Holloway Connection and Holloway Road – in this analysis, this new T-intersection is assumed to be controlled by a stop sign on all legs of the intersection (all-way stop-controlled) and have the following lane configuration: south leg: 1 left and 1 right-turn lane; west leg: 1 through and 1 right-turn lane; east leg: 1 left and 1 through lane.
19. Luchessa/Holloway Connection and Luchessa Avenue – under near-term future conditions with the project, this new intersection would have no conflicting movements as it would consist of a 90-degree north and west road connection.
20. Rossi Lane and Luchessa Avenue – in this analysis, this new T-intersection is assumed to be controlled by a stop sign on all legs of the intersection (all-way stop-controlled) and have the following lane configuration: south leg: 1 left and 1 right-turn lane; west leg: 1 through and 1 right-turn lane; east leg: 1 left and 1 through lane.

### 2040 General Plan Conditions

The adopted City of Gilroy 2040 General Plan includes roadway improvements throughout the City that will support the projected growth associated with buildout of the General Plan. Some of these roadway network improvements would affect the project area directly and are listed below:

**Figure 10**
**Existing Intersection Lane Configurations and Traffic Control Devices**

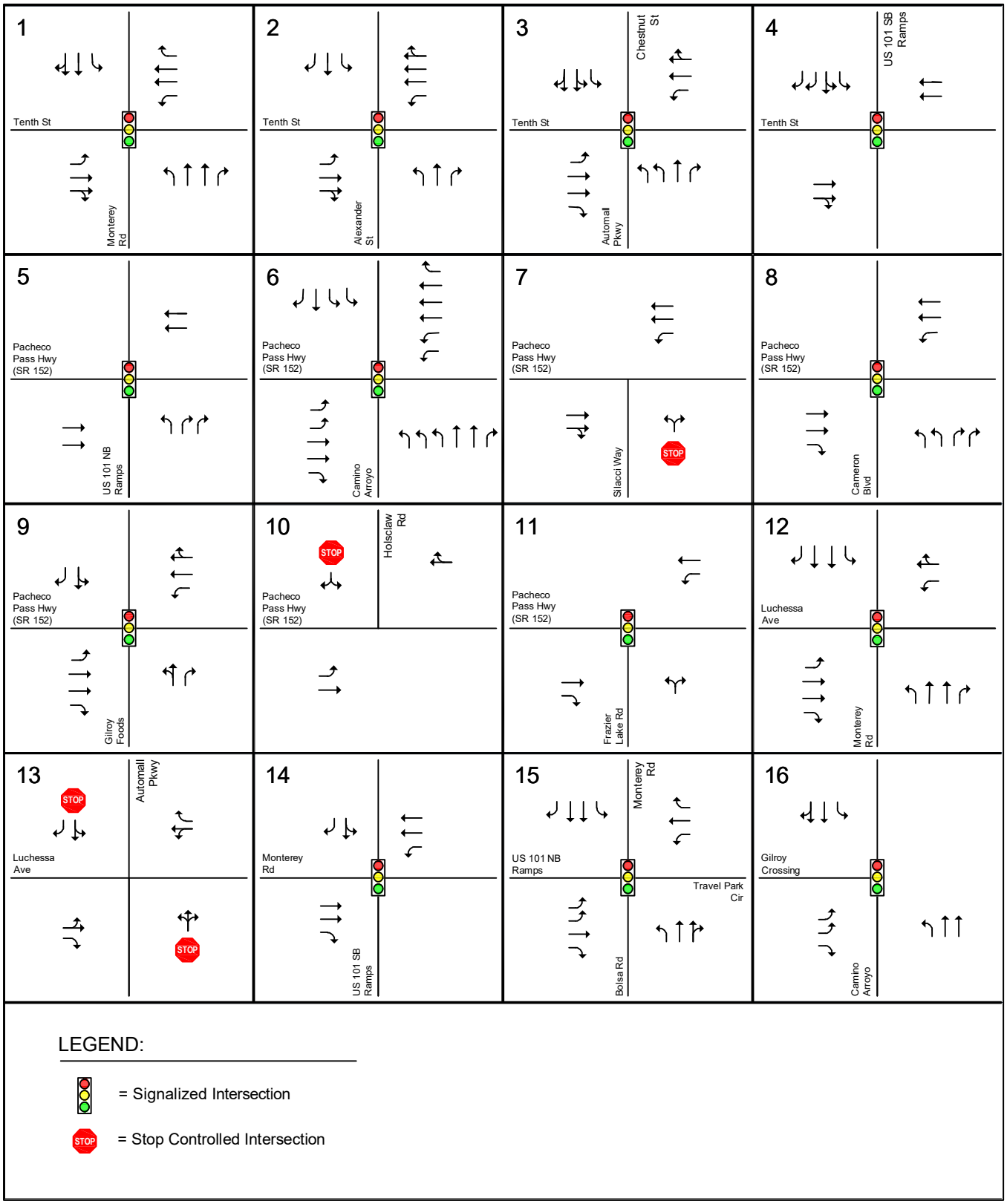
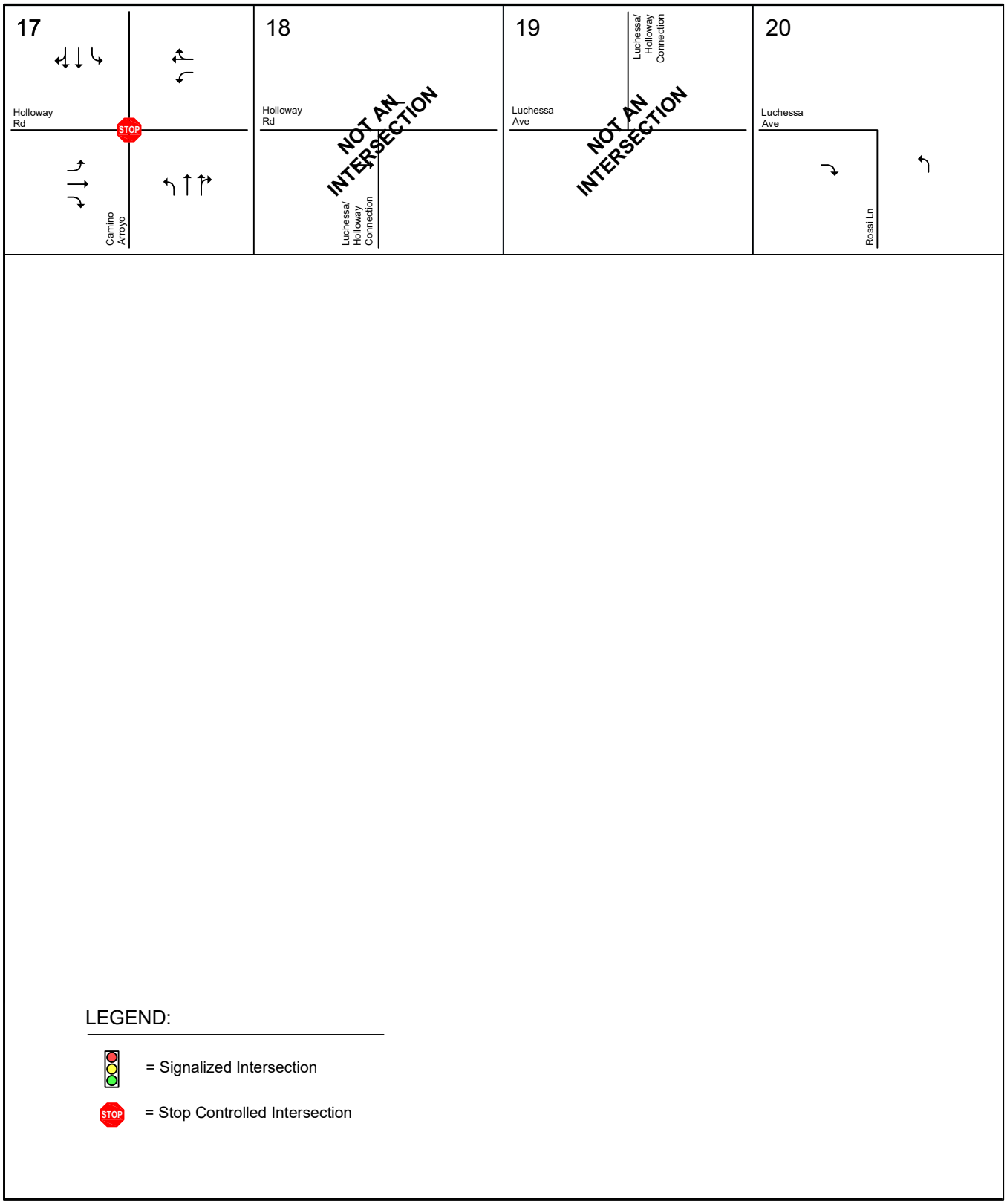


**Figure 10 (Continued)**
**Existing Intersection Lane Configurations and Traffic Control Devices**



***Luchessa Avenue*** is planned to be extended from its current terminus point at Rossi Lane eastward to connect to the future Cameron Boulevard extension. This planned extension would result in the following roadway network changes near the project site:

- Cameron Boulevard/Luchessa Avenue intersection – create a new T-intersection with the planned Cameron Boulevard extension.

***Cameron Boulevard*** is planned to be extended from its current terminus point at SR 152 northward to connect to Marcella Avenue at Leavesley Road. Additionally, Cameron Boulevard is planned to be extended from its current southern terminus point southward to connect to and past the planned Luchessa Avenue extension and terminate at the Southside Drive extension. This planned extension would result in the following roadway network changes near the project site:

- Cameron Boulevard/SR 152 intersection – add north leg to this existing T-intersection.
- Cameron Boulevard/Luchessa Avenue extension – create new T-intersection.
- Cameron Boulevard/Southside Drive – connect to and terminate at Southside Drive.
- Cameron Boulevard/Gilman Road intersection – create a new intersection with Gilman Road.

***Rossi Lane*** is planned to be extended from its current northern terminus point at Luchessa Avenue northward to connect to Holloway Road at its western end. This planned extension would result in the following roadway network changes near the project site:

- Rossi Lane/Luchessa Avenue extension – create a new 4-legged intersection with the planned Luchessa Avenue extension.
- Provide a second access route to/from the project site area to/from the south and southwest parts of Gilroy via Holloway Road, Rossi Lane, and Luchessa Avenue.

In addition to the above roadway extensions, the 2040 GP roadway network includes the following roadway improvements:

***Tenth Street/Pacheco Pass Highway (SR 152)*** is planned to be widened to six travel lanes from Monterey Road to Holsclaw Road.

***Luchessa Avenue*** is planned to be widened to two through lanes in each direction between Monterey Road and Cameron Boulevard.

Therefore, under 2040 General Plan conditions, this study evaluates operations of the proposed project under the planned future roadway network, as described above and identified in the adopted General Plan. This scenario also represents the General Plan Amendment associated with replacing the planned land uses on the project site identified in the adopted General Plan with the proposed project.

### 2040 General Plan Amendment Conditions

As mentioned above, the planned Rossi Lane extension would provide a new roadway connection between Luchessa Avenue/Rossi Lane and Holloway Road, providing a second access route between the project site area and the south and southwest parts of Gilroy. While the City investigates potential roadway connection layouts between Luchessa Avenue and Holloway Road, the previously described *Luchessa/Holloway connection* was identified by City staff as a more feasible option to the planned Rossi Lane extension included as part of the 2040 General Plan roadway network. Therefore, as part of this analysis, it was assumed that the Luchessa/Holloway connection would replace the planned Rossi Lane extension between Luchessa Avenue and Holloway Road. The proposed Luchessa/Holloway connection would result in two new intersections (Luchessa/Holloway Connection and Holloway Road and Luchessa/Holloway Connection and Luchessa Avenue), as described previously.

The 2040 General Plan Amendment conditions scenario represents the General Plan Amendment associated with the proposed project (replacing the planned land uses on the project site) and the proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension).

## Traffic Volumes

### Existing Conditions

After almost two years of unprecedented traffic conditions caused by the Covid19 pandemic and the order to shelter in place issued by Santa Clara County Department of Public Health in March 2020, traffic conditions on the transportation network have slowly been restoring back to what is considered typical traffic conditions. For the purpose of this analysis, existing weekday AM and PM and Saturday peak-hour intersection traffic volumes were obtained from new intersection traffic count data or derived by comparing new and available intersection counts.

With ambient traffic conditions returning back to “normal” levels, new intersection turn-movement traffic counts were collected at all of the study intersections in March 2022 for the analysis of the project. Additionally, intersection traffic counts from 2017-2019 (prior to the pandemic) were available at most of the study intersections. The 2022 traffic counts were compared to the older pre-pandemic counts to determine whether the current traffic volumes appear to be back to pre-pandemic conditions (traffic volumes are equal or greater than pre-pandemic conditions) or if the new traffic counts continue to show the effects of the Covid-19 pandemic (traffic volumes continue to be less than pre-pandemic levels). The comparison of new 2022 traffic count data to pre-pandemic traffic counts showed that 2022 traffic counts at all of the study intersections along Pacheco Pass Highway (SR 152) and most of the intersections along Tenth Street increased from pre-pandemic conditions during both the AM and PM peak hours while all study intersection along Monterey Road showed a decrease in traffic volumes compared to pre-pandemic conditions during the AM and PM peak hours. During the Saturday peak-hour, traffic counts at all but one intersection along Monterey Road and three intersections along SR 152 increased, compared to pre-pandemic conditions. Based on this comparison, a growth factor was calculated to be applied to the intersections that showed a decrease in traffic volumes to increase the 2022 traffic counts to pre-pandemic conditions. Intersections where traffic counts were shown to be larger than pre-pandemic conditions, the collected new 2022 counts were assumed to accurately represent typical current traffic conditions.

The existing peak-hour intersection volumes are shown on Figure 11. The existing traffic count data are included in Appendix B.

### Near-Term (Background) Conditions

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. Approved project information was obtained from City staff in April 2022 and is included in Appendix C. The traffic added to the study intersections from approved developments was estimated by distributing and assigning trips generated by these developments to the roadway network using the same procedure of trip generation, distribution, and assignment described previously. Background traffic volumes are shown on Figure 12.

Background plus project peak-hour traffic volumes were estimated by adding to background traffic volumes the estimated project-generated traffic. Project traffic was added to the roadway network under two scenarios: 1.) under the existing roadway network, and 2.) assuming the implementation of the Luchessa/Holloway connection. In addition, a reassignment of background traffic (both existing and

**Figure 11**
**Existing Conditions Traffic Volumes**

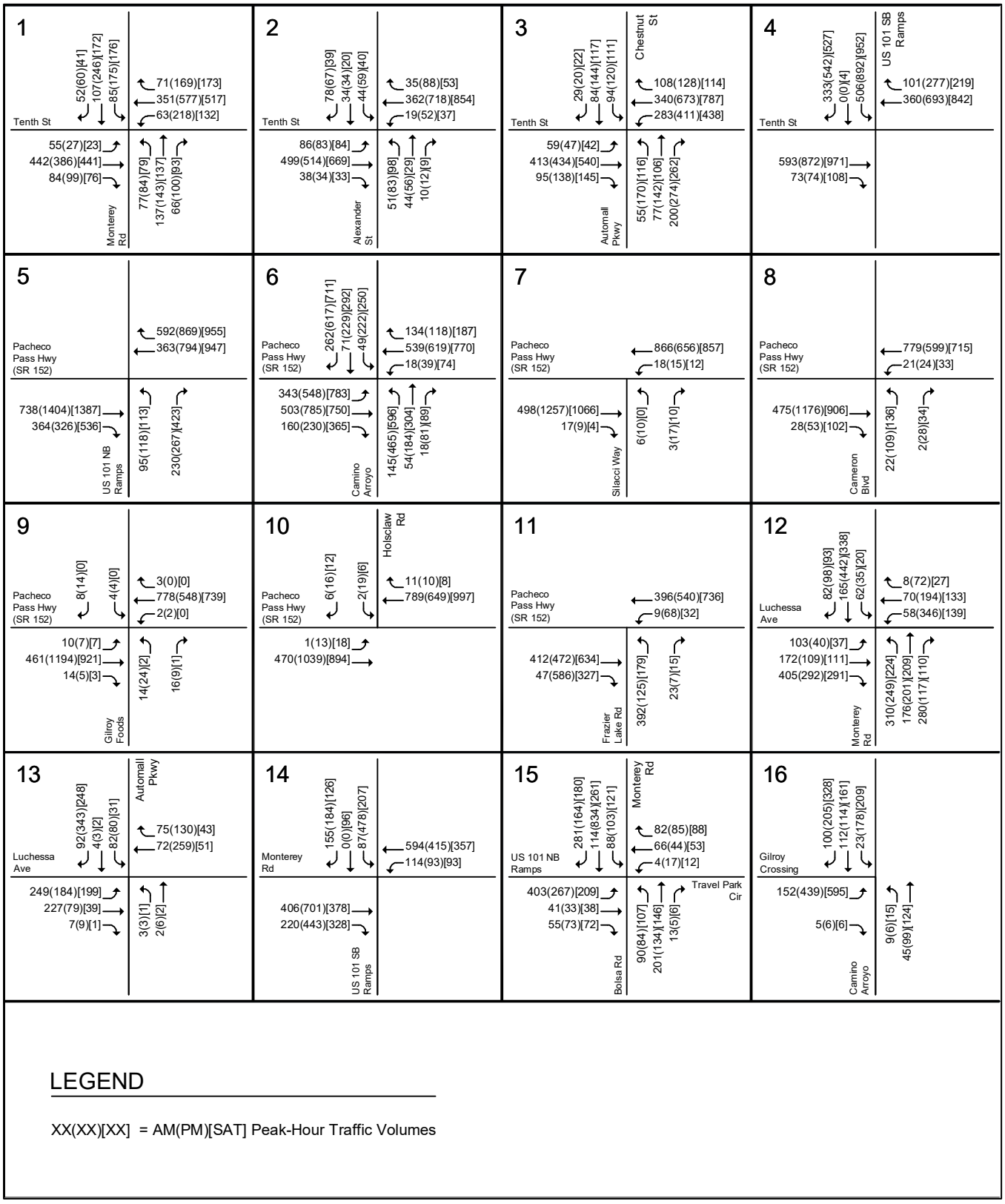


**Figure 11 (continued)**
**Existing Conditions Traffic Volumes**

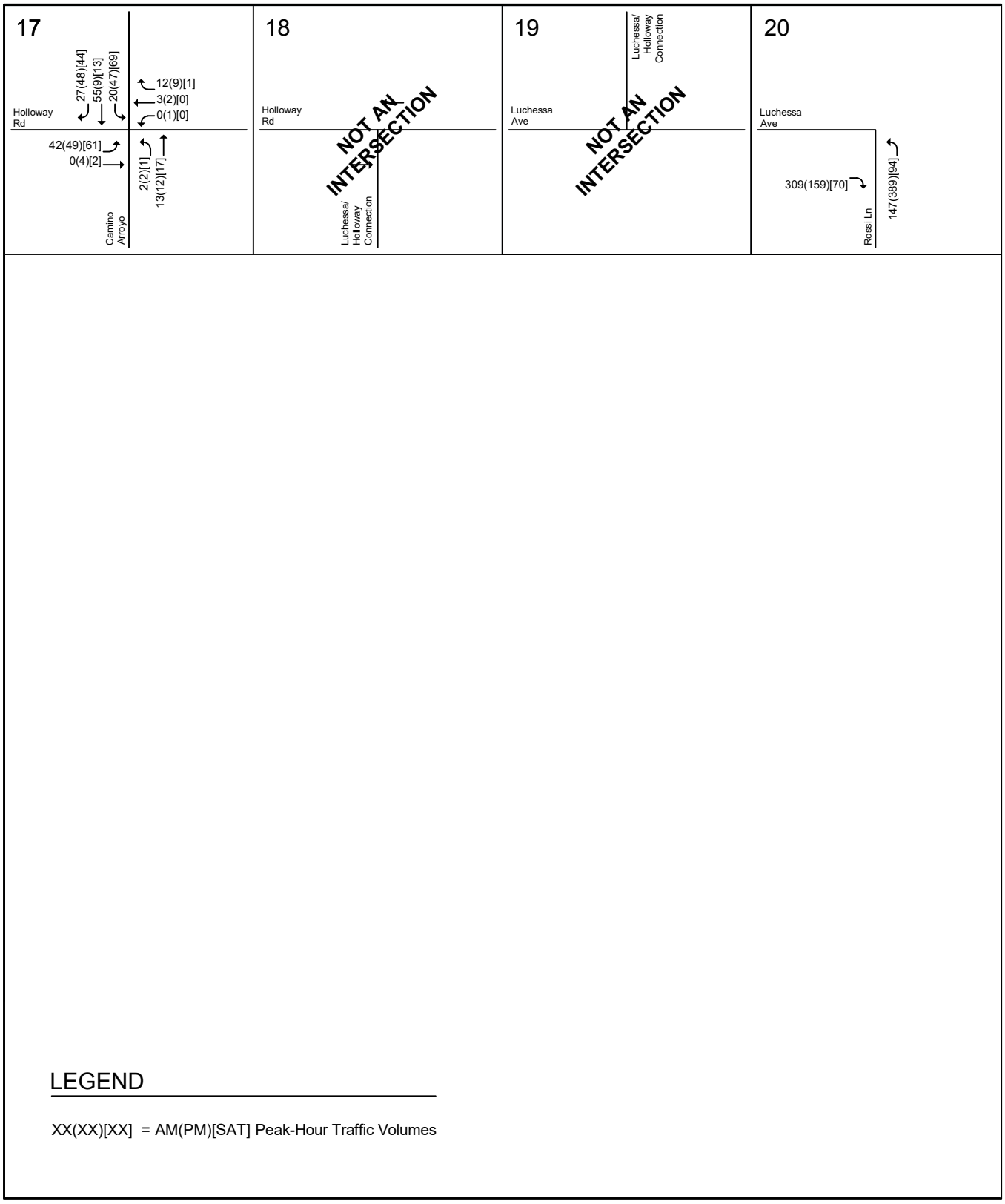


**Figure 12**
**Background Conditions Traffic Volumes**

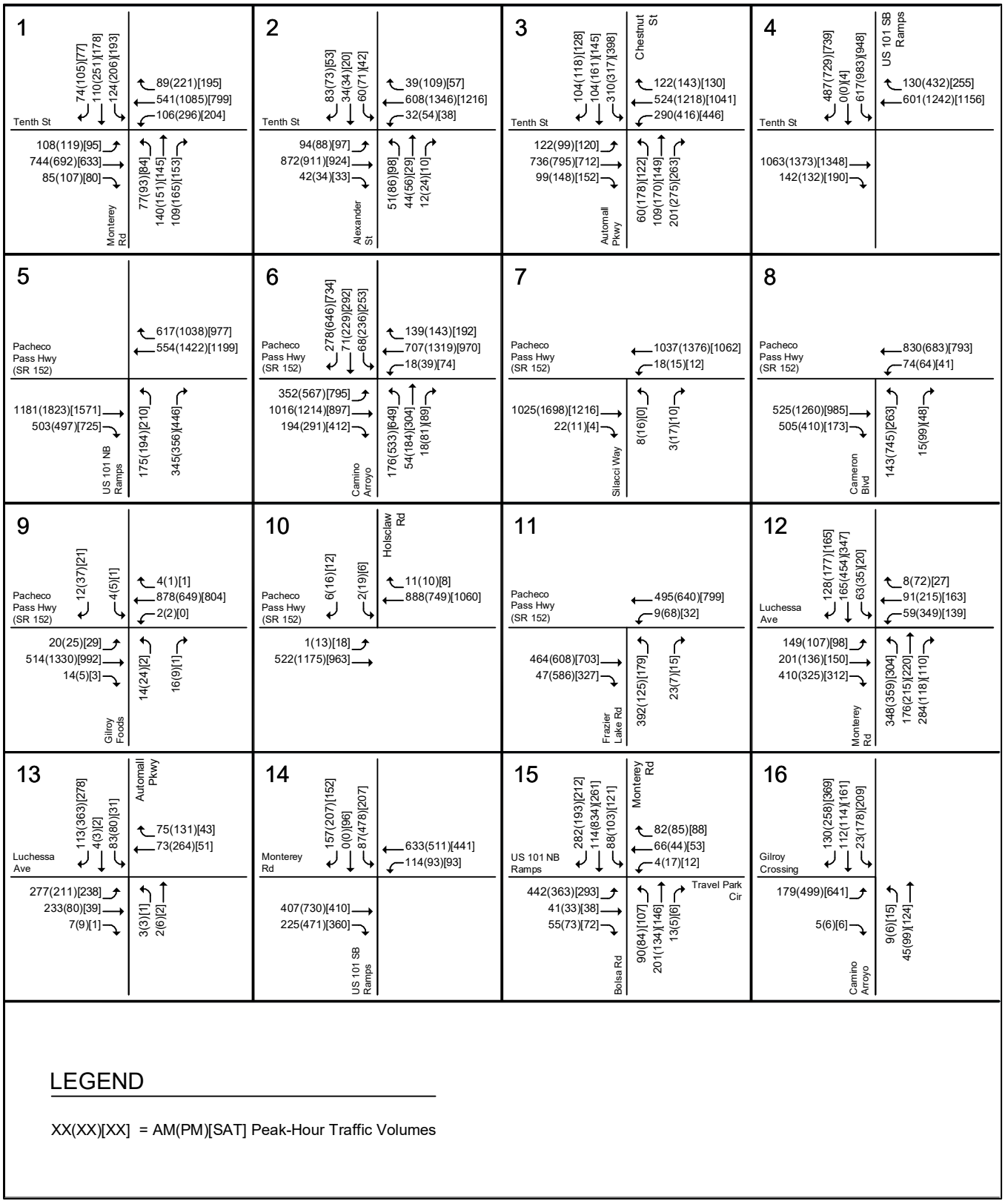
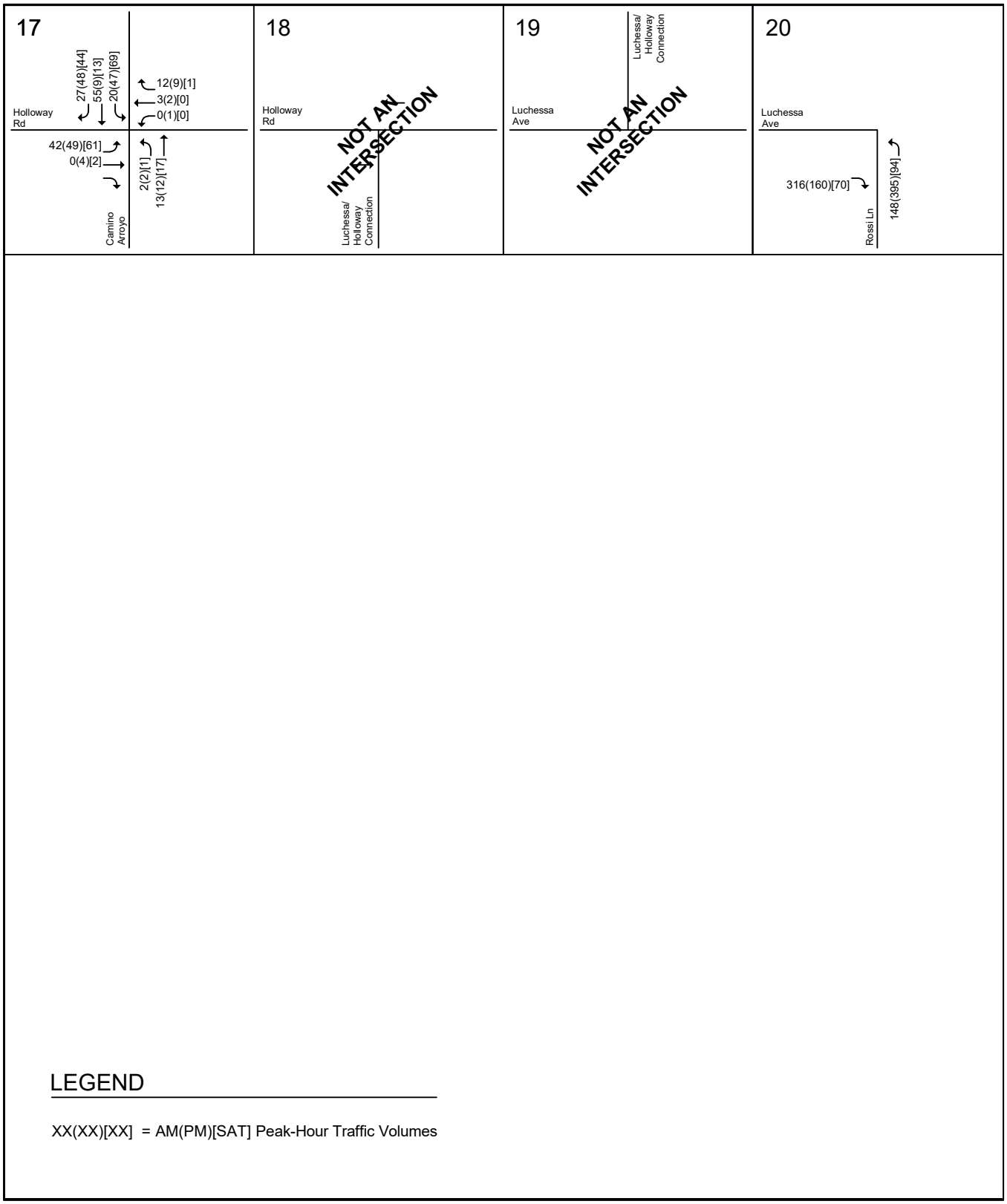


**Figure 12 (continued)**
**Background Conditions Traffic Volumes**



approved) was completed to account for the new traffic patterns in the area that would result from the implementation of the Luchessa/Holloway connection. The background plus project traffic volumes are shown graphically on Figures 13 and 14.

## Year 2040 General Plan Conditions

Traffic volumes under Year 2040 General Plan conditions were obtained from traffic forecasts produced using the Gilroy TDF Model. These volumes represent traffic conditions that would occur with build out of all projects and planned roadway improvements included in the 2040 General Plan, as adopted in November 2020.

General Plan plus project traffic conditions also were obtained from the Gilroy Model. Land use adjustments were made to the traffic zone in the model representing the project site, replacing the adopted General Plan land uses for the site with the proposed project. This scenario represents 2040 General Plan plus project conditions and the General Plan Amendment for the land use change associated with the proposed project.

In addition, the planned Rossi Lane extension included in the General Plan roadway network was replaced with the proposed Luchessa/Holloway connection (described in the roadway network section). The resulting conditions represent 2040 General Plan plus project conditions with the proposed Luchessa/Holloway connection. This scenario also represents the General Plan Amendment for the land use change associated with the proposed project and the roadway network change associated with the proposed Luchessa/Holloway connection.

Year 2040 General Plan traffic volumes are presented on Figure 15. Year 2040 General Plan plus project traffic conditions are presented on Figure 16. Year 2040 General Plan plus project traffic conditions with Luchessa/Holloway connection are presented on Figure 17.

Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

### Intersection Level of Service Methodologies, Standards, and Deficiency Thresholds

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

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

## Signalized Intersections

The City of Gilroy uses the Santa Clara County CMP level of service analysis procedure, TRAFFIX, for the evaluation of signalized intersections, based on the *2000 Highway Capacity Manual* (2000 HCM) method. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 4.

**Figure 13**
**Background Plus Project Conditions Traffic Volumes – Existing Roadway Network**

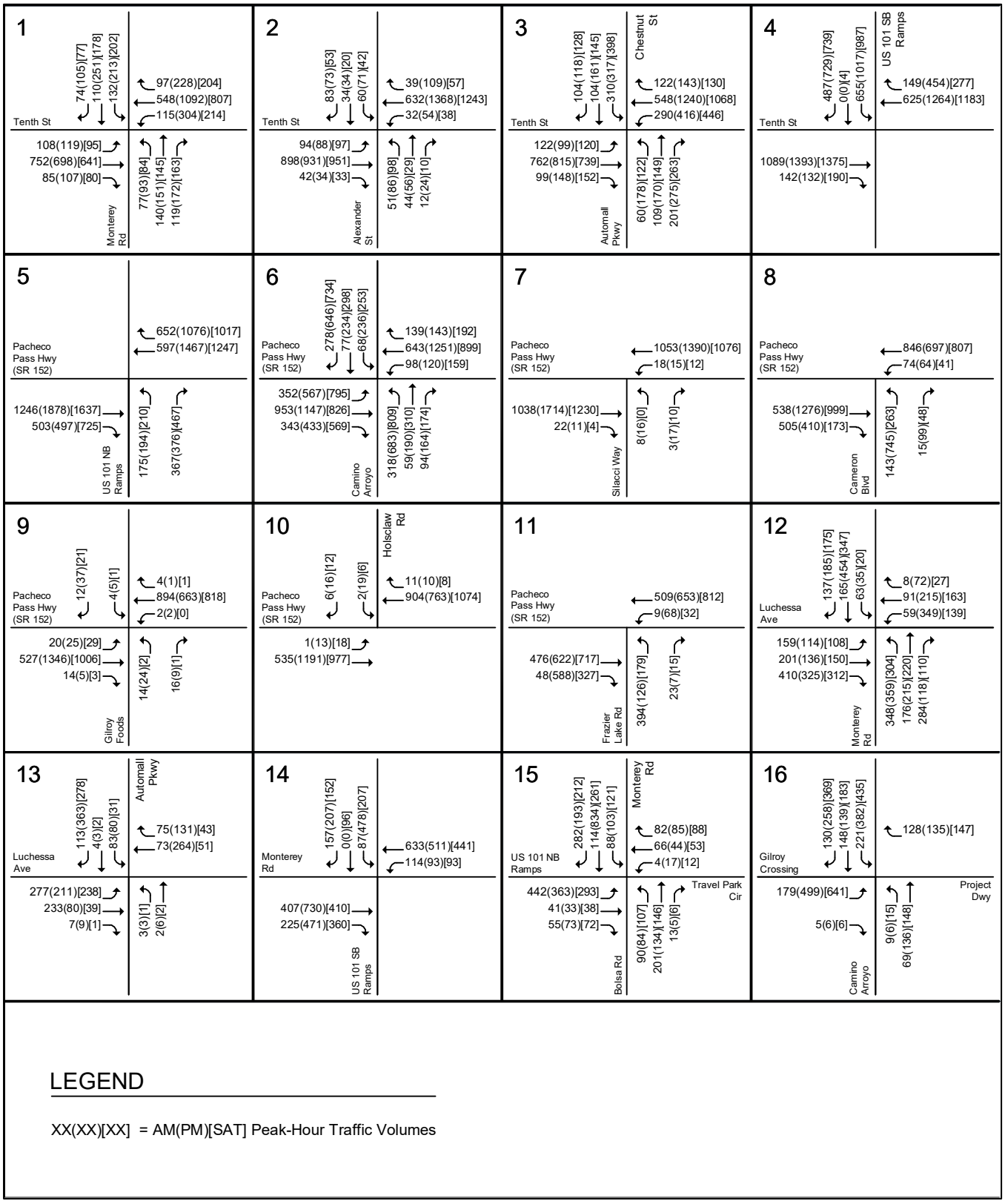


**Figure 13 (continued)**
**Background Plus Project Conditions Traffic Volumes – Existing Roadway Network**

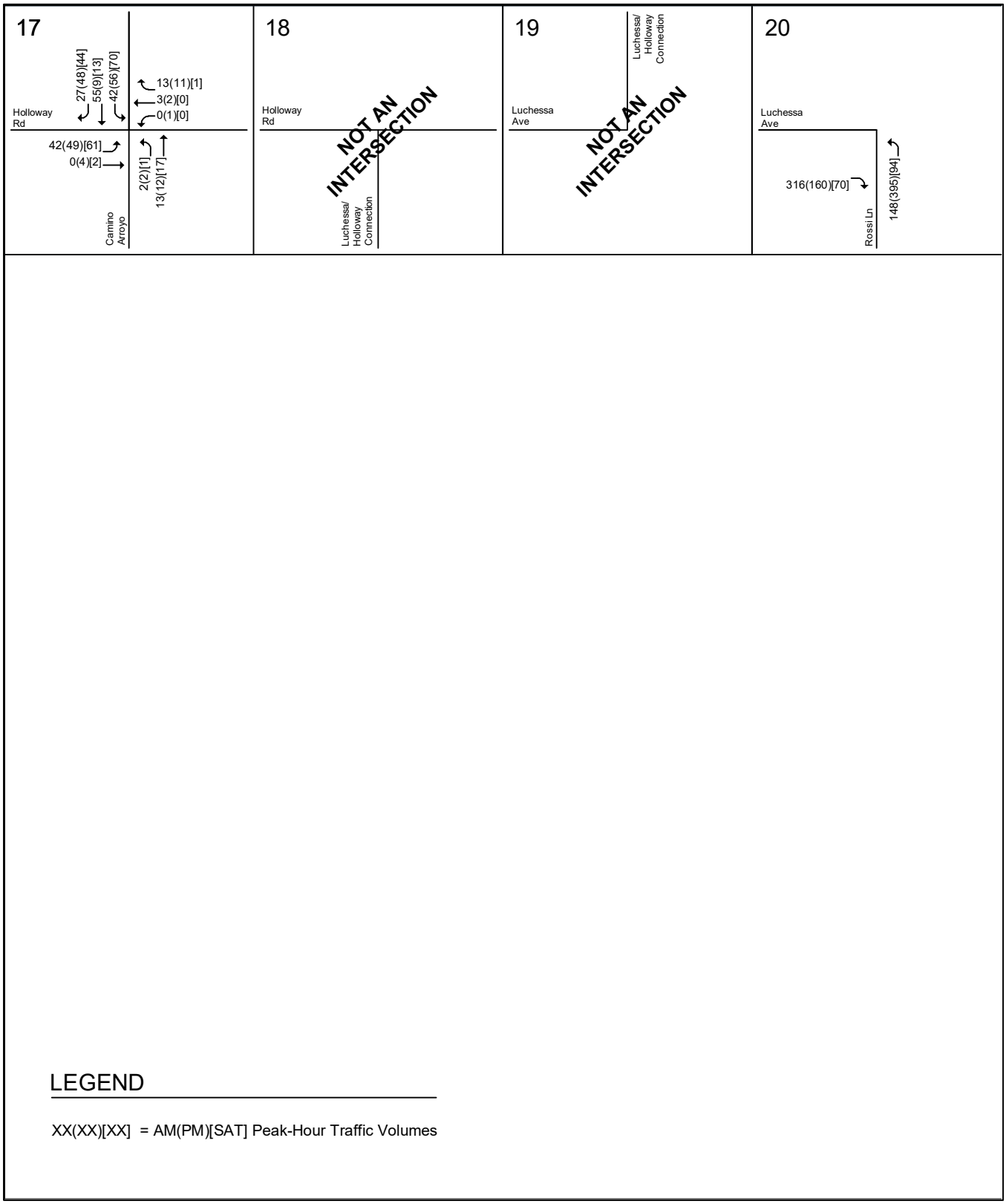


**Figure 14**
**Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection**

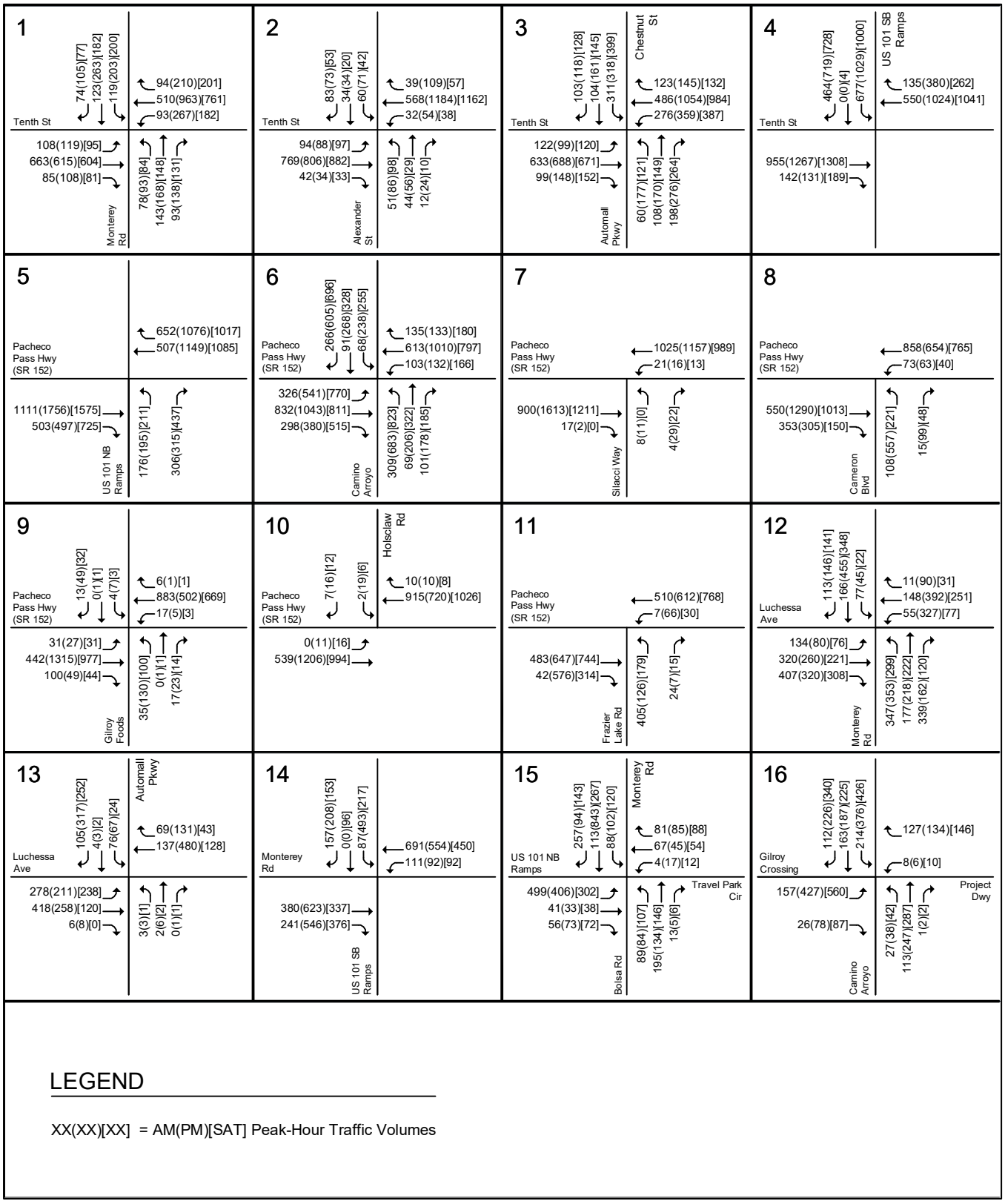


**Figure 14 (continued)**
**Background Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection**

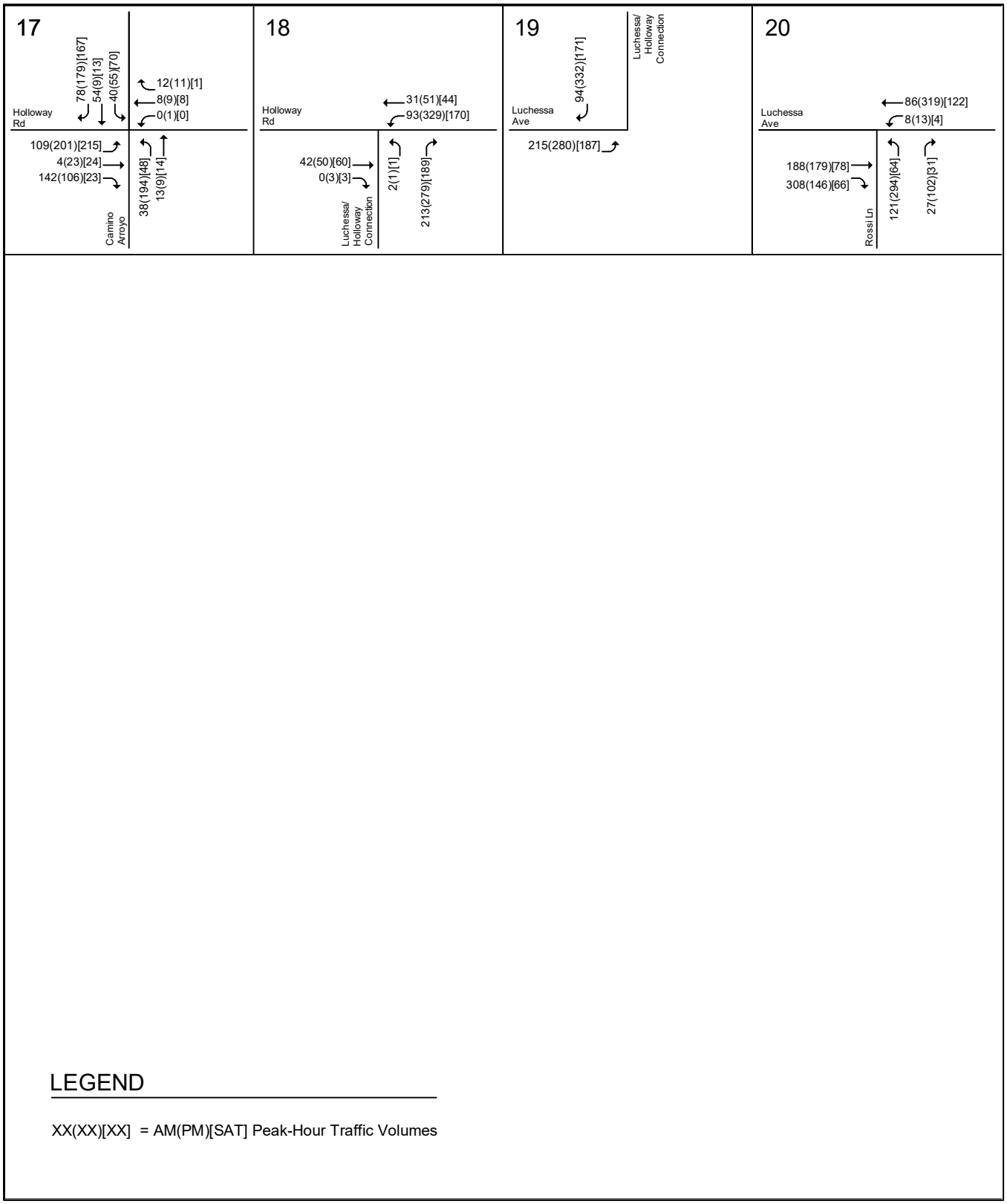


**Figure 15**
**Year 2040 General Plan Conditions Traffic Volumes**

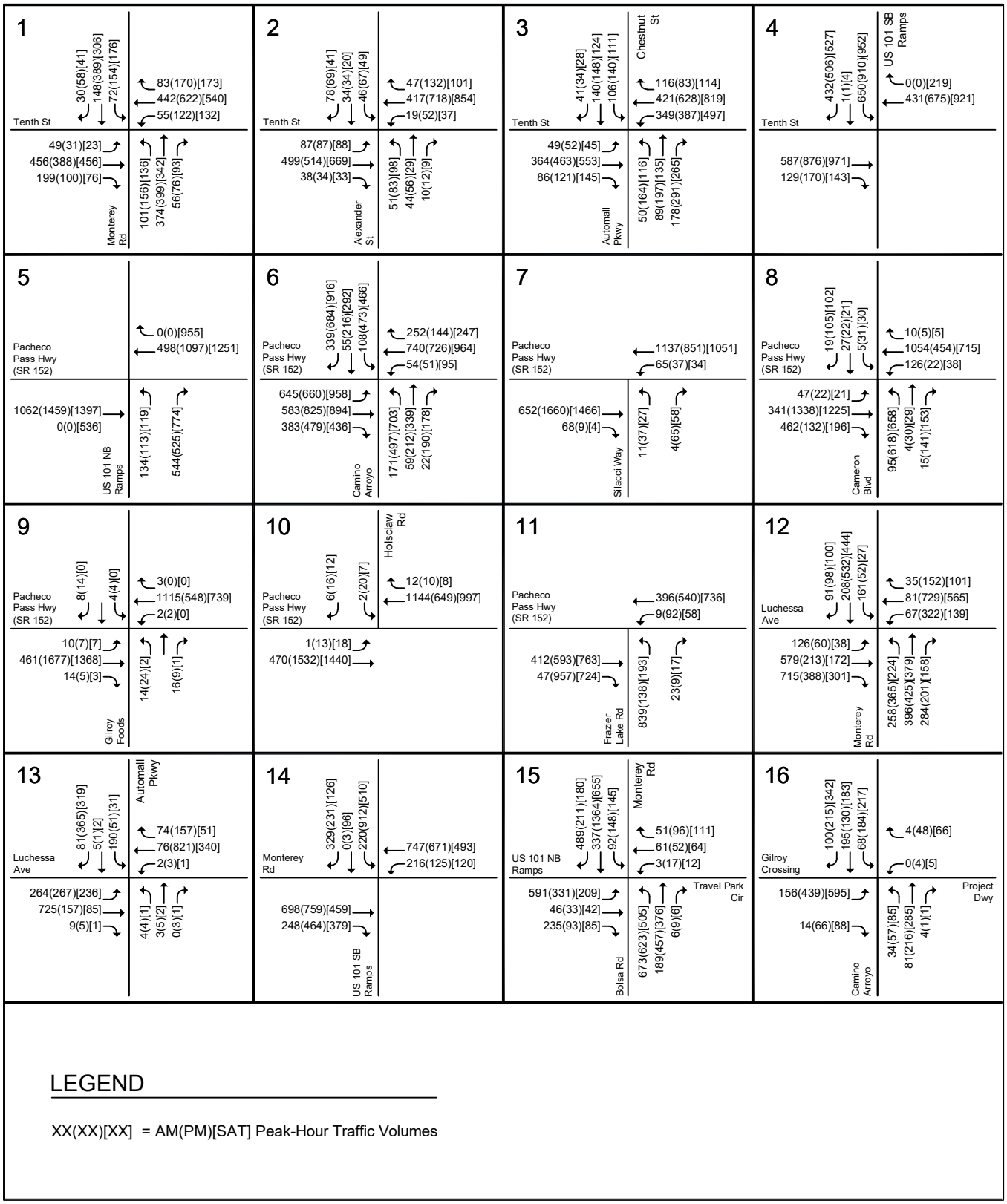


**Figure 15 (continued)**
**Year 2040 General Plan Conditions Traffic Volumes**

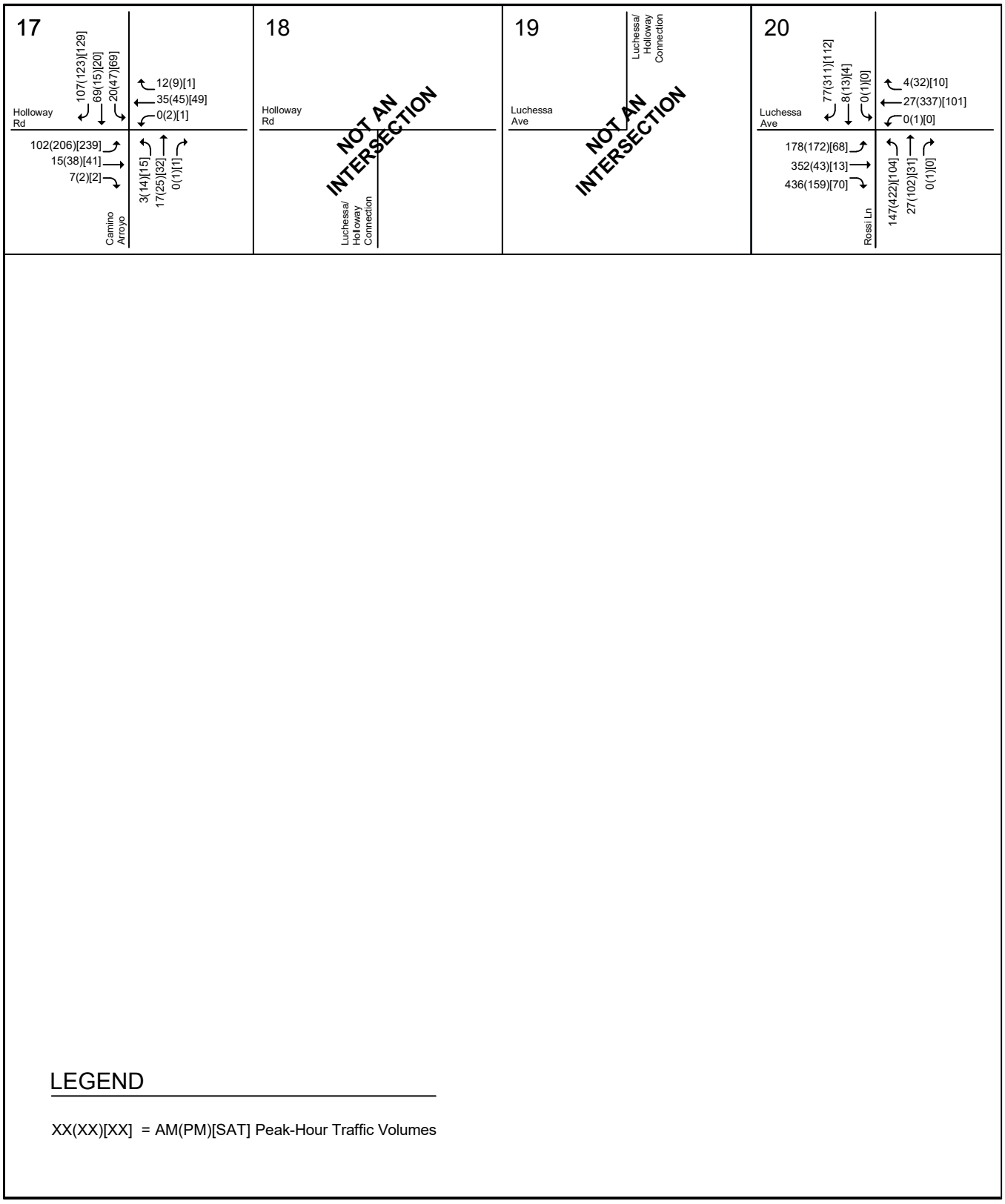


**Figure 16**
**Year 2040 General Plan Plus Project Conditions Traffic Volumes – General Plan Roadway Network**

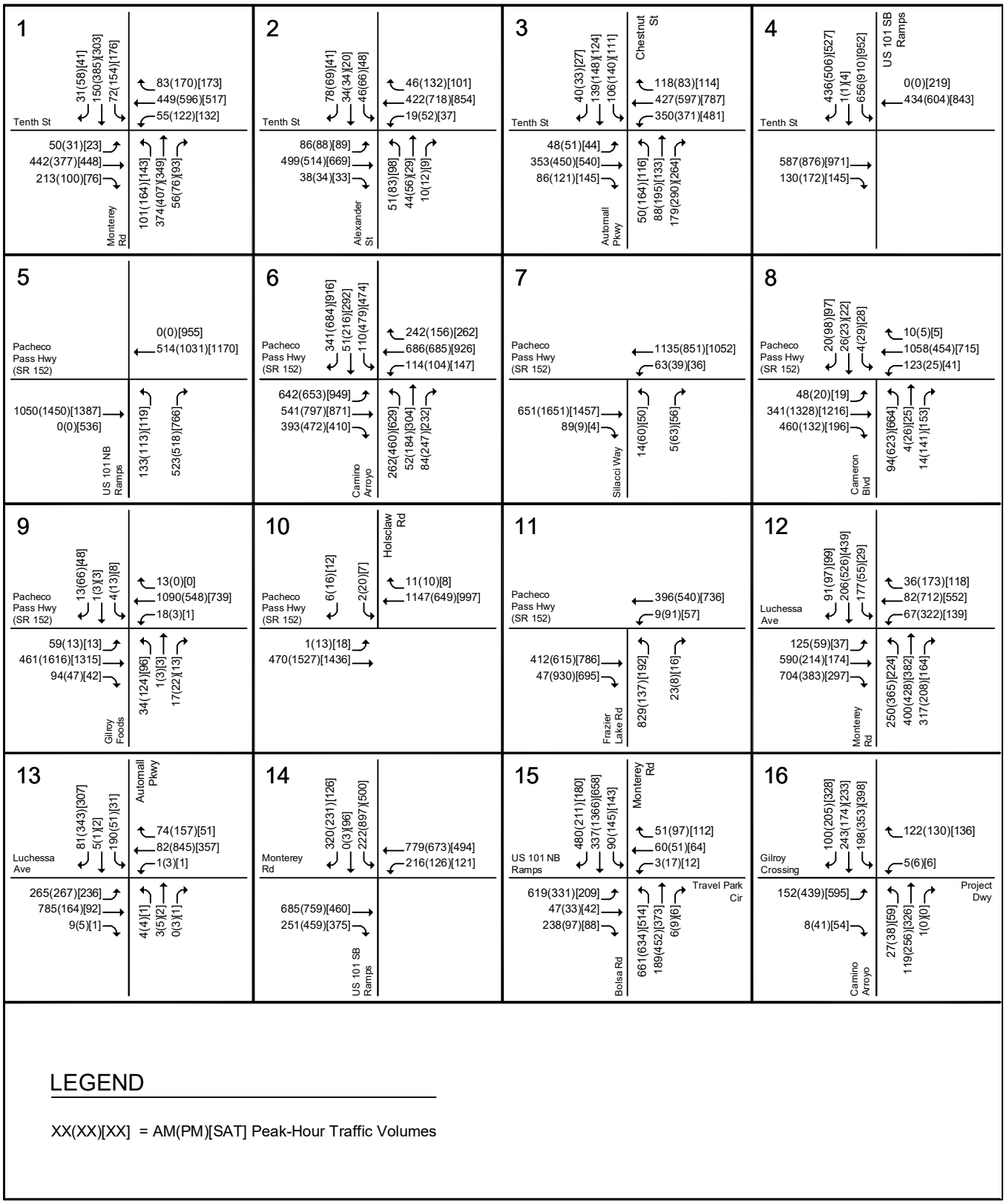


**Figure 16 (continued)**
**Year 2040 General Plan Plus Project Conditions Traffic Volumes– General Plan Roadway Network**

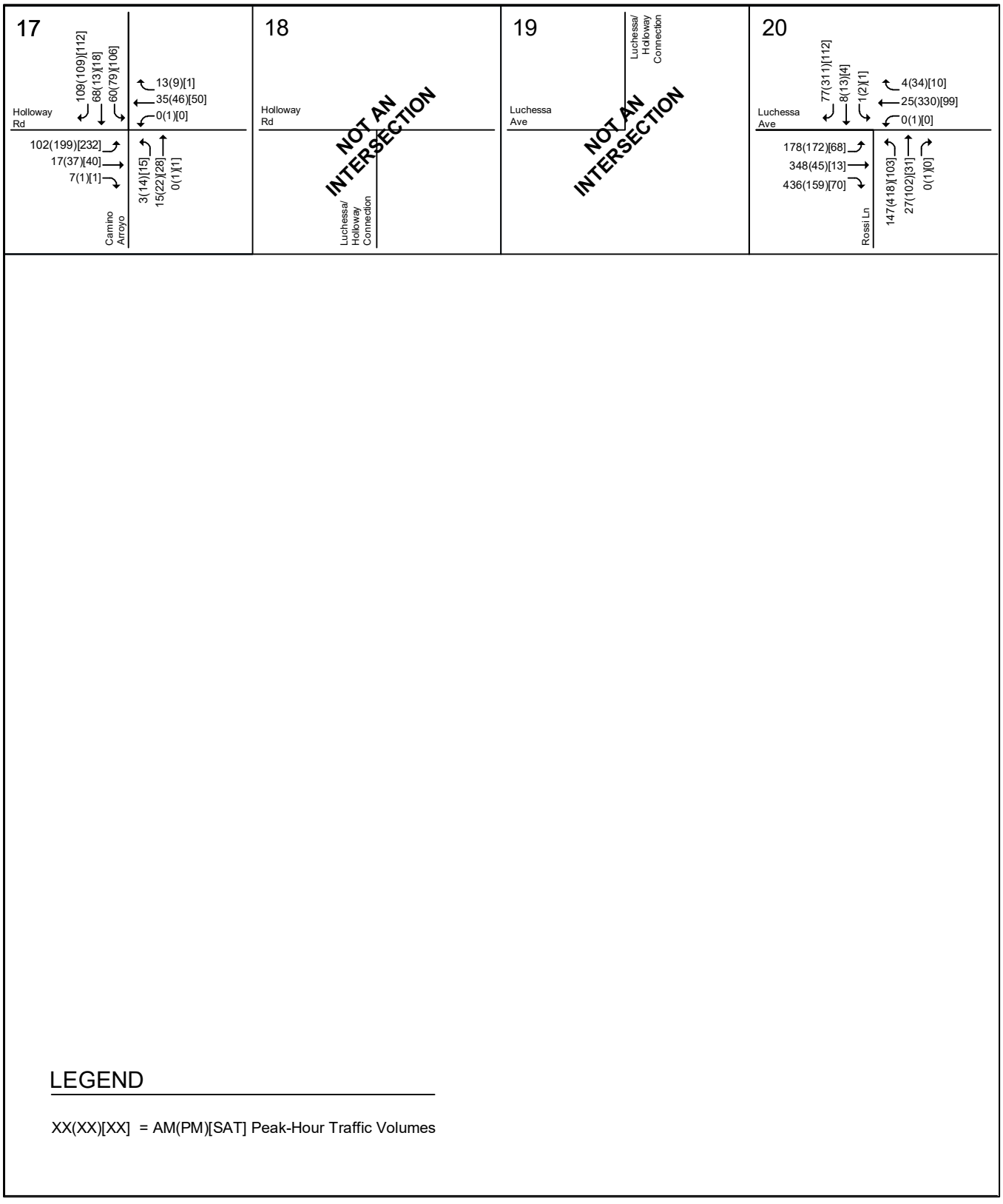


**Figure 17**
**Year 2040 General Plan Plus Project Conditions Traffic Volumes – With Luchessa/Holloway Connection**

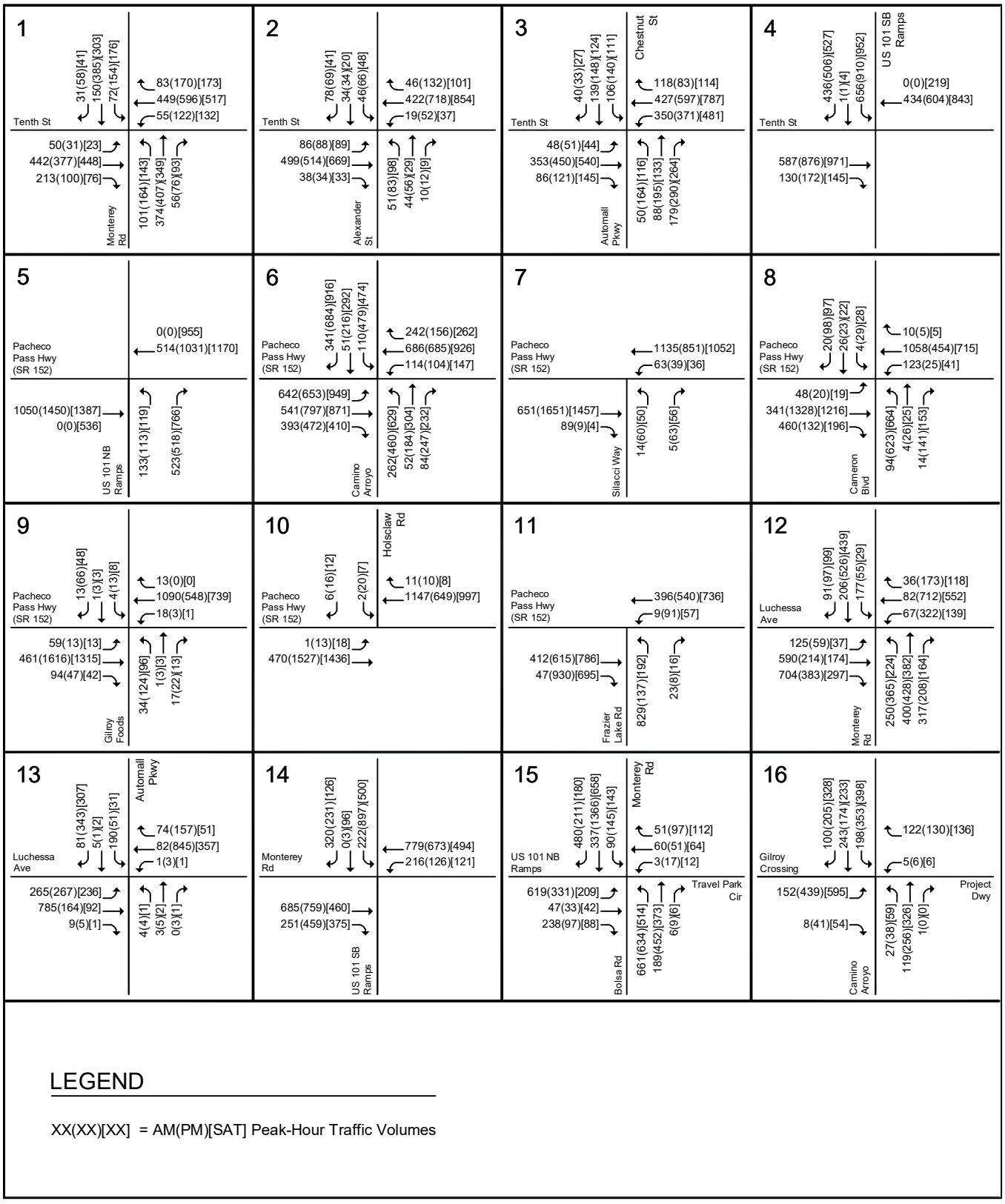


**Figure 17 (continued)**
**Year 2040 General Plan Plus Project Conditions Traffic Volumes– With Luchessa/Holloway Connection**

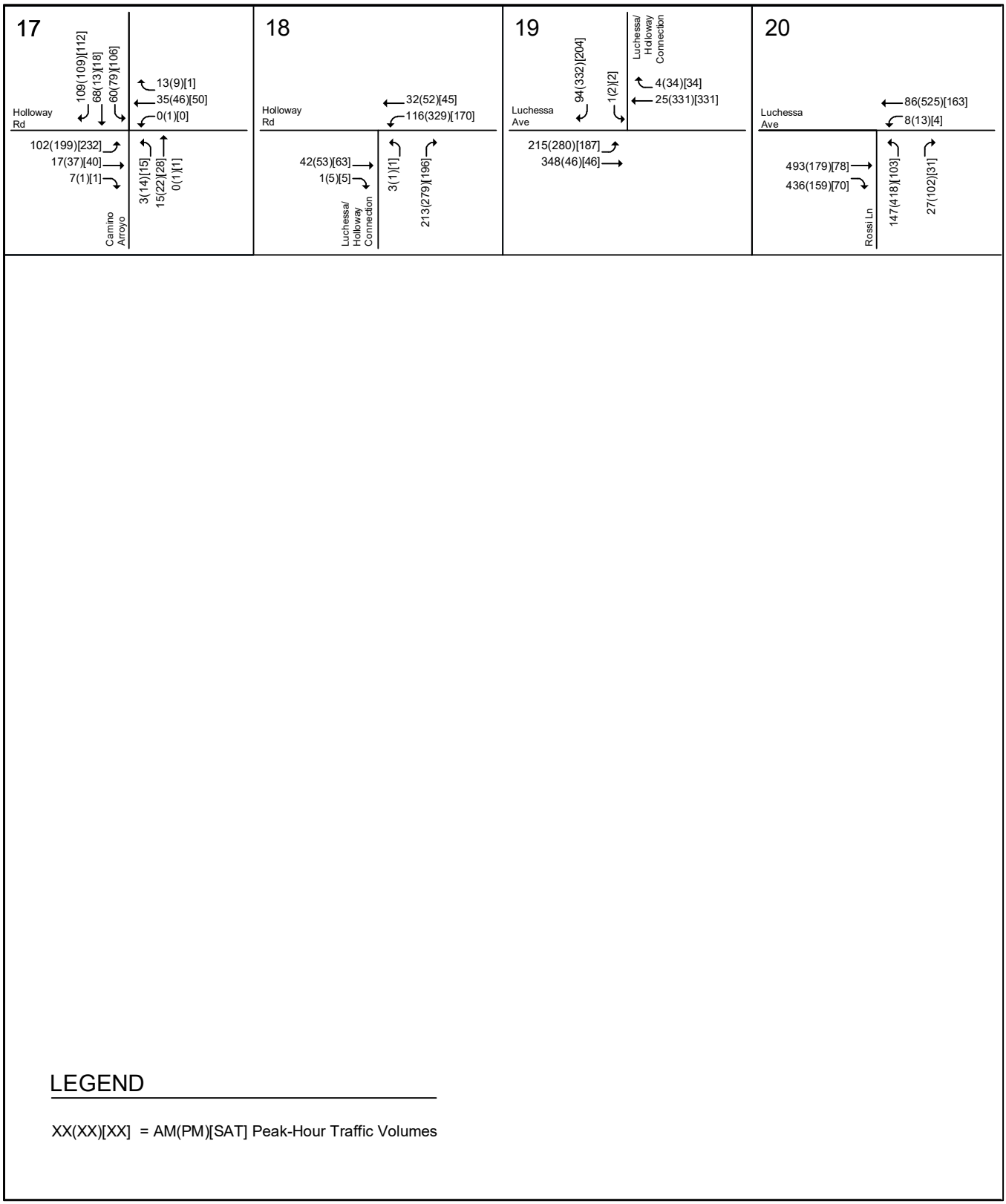


**Table 4**
**Signalized Intersection Level of Service Definition Based on Delay**

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

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

The City of Gilroy level of service standard for most signalized intersections located west of US 101 is LOS C or better, allowing some commercial and industrial areas (e.g., downtown Gilroy, First Street corridor) to operate at LOS D or better. For signalized intersections located east of US 101 and those in the commercial area designated in the City of Gilroy General Plan (LOS D Area), the City standard is LOS D or better. The level of service D area includes all areas east of US 101, the Tenth Street corridor from Monterey Road to US 101, the Luchessa corridor east of Monterey Road, and the Monterey Road corridor from Luchessa Avenue to the Monterey Road/US 101 interchange. The current City of Gilroy LOS D Area is depicted graphically on Figure 6 (Study Intersections).

All of the signalized study intersections are located within the LOS D area.

### City of Gilroy Definition of Operational Deficiencies at Signalized Intersections

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

*LOS D Area*

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

## Unsignalized Intersections

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

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

For the purpose of reporting level of service for stop-controlled intersections, two levels of service are used. For all-way stop-controlled intersections, "overall intersection average" delay and corresponding level of service are used, which is a measure of the average delay incurred by all motorists at the intersection. For one- and two-way stop-controlled intersections, the delay and corresponding level of service for the "highest delay approach", which is a measure of the delay incurred by motorists only on the stop-controlled approach which is most impacted by traffic conditions at the intersection, is used. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 5.

**Table 5**
**Unsignalized Intersection Level of Service Definition Based on Control Delay**

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

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

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

of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

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

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

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

**City of Gilroy Definition of Operational Deficiencies at Unsignalized Intersections**

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

*All-Way Stop-Controlled Intersections:*

*LOS D Area*

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

*One- and Two-Way Stop-Controlled Intersections:*

*LOS D Area*

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

# Intersection Level of Service Analysis Results

The results of the intersection level of service analysis are described below and summarized in Table 6. The level of service calculation sheets are included in Appendix E. The peak-hour signal warrant sheets are contained in Appendix F.

## Existing and Background Intersection Level of Service Analysis

The results of the intersection level of service analysis under existing conditions indicate that the following intersection currently operates deficiently during the Saturday peak-hour:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)

Under background conditions, the above intersection would continue to operate deficiently (LOS E) during the Saturday peak-hour.

The remaining study intersections are projected to operate at acceptable levels of service during all three peak hours analyzed under existing and background conditions.

## Background Plus Project Intersection Level of Service Analysis

Background plus project conditions were evaluated under two roadway scenarios: (1) under the existing roadway network; and (2) assuming implementation of the proposed Luchessa/Holloway connection. The comparison of these two roadway network scenarios demonstrates the effect of providing a second access roadway between the project area and the south and southwest parts of Gilroy.

### Background Plus Project – Existing Roadway Network

The results of the intersection level of service analysis show that the following intersection would operate deficiently during the Saturday peak-hour under background plus project conditions and under the existing roadway network:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)

The addition of project traffic to the intersection of Camino Arroyo/Pacheco Pass Highway (SR 152) is not projected to increase the intersection's average delay by more than the 4-second operational deficiency threshold. Therefore, the proposed project is not projected to create an operational deficiency at any of the study intersections under this scenario.

### Background Plus Project – With Proposed Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the following intersections would operate deficiently under background plus project conditions and assuming the implementation of the proposed Luchessa/Holloway connection:

6. Camino Arroyo and Pacheco Pass Highway/SR 152 (LOS E – Sat peak-hour)
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

**Project Deficiency**: PM peak-hour

## Table 6
## Intersection Level of Service Results

| Study Int. Number | Intersection | Intersection Control | LOS Standard | Peak Hour | Count Date | Existing Conditions | | | Background Conditions | | | Background Plus Project (Existing Roadway Network) | | | | Background Plus Project with Proposed LH Connnection | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Delay | LOS | Warrant Met?[1] | Delay | LOS | Warrant Met?[1] | Delay | LOS | Delay Change[2] | Warrant Met?[1] | Delay | LOS | Delay Change[2] | Warrant Met?[1] |
| 1 | Monterey Road and Tenth Street | Signal | D | AM | 03/24/22 | 22.7 | C+ | -- | 22.6 | C+ | -- | 22.9 | C+ | +0.3 | -- | 22.8 | C+ | +0.2 | -- |
| | | | | PM | 03/24/22 | 28.6 | C | -- | 28.4 | C | -- | 28.6 | C | +0.2 | -- | 28.5 | C | +0.1 | -- |
| | | | | SAT | 03/26/22 | 29.8 | C | -- | 29.4 | C | -- | 29.6 | C | +0.2 | -- | 29.5 | C | +0.1 | -- |
| 2 | Alexander Street and Tenth Street | Signal | D | AM | 03/24/22 | 17.2 | B | -- | 16.7 | B | -- | 16.7 | B | +0.0 | -- | 16.8 | B | +0.1 | -- |
| | | | | PM | 03/24/22 | 16.9 | B | -- | 17.8 | B | -- | 17.9 | B | +0.1 | -- | 17.2 | B | -0.6 | -- |
| | | | | SAT | 03/26/22 | 20.1 | C+ | -- | 18.0 | B- | -- | 17.8 | B | -0.2 | -- | 18.3 | B- | +0.3 | -- |
| 3 | Chestnut Street/Automall Parkway and Tenth Street | Signal | D | AM | 03/24/22 | 29.9 | C | -- | 34.4 | C- | -- | 34.2 | C- | -0.2 | -- | 34.5 | C- | +0.1 | -- |
| | | | | PM | 03/24/22 | 32.5 | C- | -- | 38.0 | D+ | -- | 38.1 | D+ | +0.1 | -- | 37.6 | D+ | -0.4 | -- |
| | | | | SAT | 03/26/22 | 29.4 | C | -- | 37.7 | D+ | -- | 37.8 | D+ | +0.1 | -- | 37.3 | D+ | -0.4 | -- |
| 4 | US 101 SB Ramps and Tenth Street | Signal | D | AM | 03/24/22 | 20.0 | C+ | -- | 21.1 | C+ | -- | 21.4 | C+ | +0.3 | -- | 21.5 | C+ | +0.4 | -- |
| | | | | PM | 03/24/22 | 22.8 | C+ | -- | 26.0 | C | -- | 26.5 | C | +0.5 | -- | 25.7 | C | -0.3 | -- |
| | | | | SAT | 03/26/22 | 27.9 | C | -- | 29.9 | C | -- | 30.5 | C | +0.6 | -- | 30.2 | C | +0.3 | -- |
| 5 | US 101 NB Ramps and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 8.1 | A | -- | 9.0 | A | -- | 9.1 | A | +0.1 | -- | 8.7 | A | -0.3 | -- |
| | | | | PM | 03/24/22 | 8.3 | A | -- | 10.1 | B+ | -- | 10.5 | B+ | +0.4 | -- | 9.8 | A | -0.3 | -- |
| | | | | SAT | 03/26/22 | 9.9 | A | -- | 10.7 | B+ | -- | 11.0 | B+ | +0.3 | -- | 10.6 | B+ | -0.1 | -- |
| 6 | Camino Arroyo and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 21.1 | C+ | -- | 18.2 | B- | -- | 20.4 | C+ | +2.2 | -- | 20.8 | C+ | +2.6 | -- |
| | | | | PM | 03/24/22 | 32.4 | C- | -- | 41.8 | D | -- | 45.1 | D | +3.3 | -- | 38.3 | D+ | -3.5 | -- |
| | | | | SAT | 03/26/22 | **55.4** | **E+** | -- | **59.9** | **E+** | -- | **63.3** | **E** | **+3.4** | -- | **60.5** | **E** | **+0.6** | -- |
| 7 | Silacci Way and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 11/05/20 | 0.2 | A+ | -- | 0.3 | A+ | No | 0.3 | A+ | +0.0 | -- | 0.3 | A+ | +0.0 | -- |
| | | | | PM | 11/05/20 | 0.5 | A+ | -- | 1.5 | A+ | No | 1.6 | A+ | +0.1 | -- | 0.8 | A+ | -0.7 | -- |
| | | | | SAT | 11/05/20 | 0.1 | A+ | -- | 0.1 | A+ | No | 0.1 | A+ | +0.0 | -- | 0.2 | A+ | +0.1 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 11/05/20 | 16.5 | C | No | 36.0 | E | No | 37.0 | E | +1.0 | No | 28.8 | D | -7.2 | No |
| | | | | PM | 11/05/20 | 26.4 | D | No | **>120** | **F** | No | **>120** | **F** | **>120** | No | **51.3** | **F** | **-83.6** | No |
| | | | | SAT | 11/07/20 | 12.4 | B | No | 13.3 | B | No | 13.4 | B | +0.1 | No | 13.5 | B | +0.2 | No |
| 8 | Cameron Boulevard and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 5.4 | A | -- | 7.1 | A | -- | 7.0 | A | -0.1 | -- | 6.7 | A | -0.4 | -- |
| | | | | PM | 11/05/20 | 7.8 | A | -- | 14.6 | B | -- | 14.7 | B | +0.1 | -- | 12.7 | B | -1.9 | -- |
| | | | | SAT | 11/07/20 | 7.3 | A | -- | 8.5 | A | -- | 8.4 | A | -0.1 | -- | 8.1 | A | -0.4 | -- |
| 9 | Gilroy Foods and Pacheco Pass Highway (SR 152) | Signal | D | AM | 11/05/20 | 9.2 | A | -- | 9.1 | A | -- | 9.0 | A | -0.1 | -- | 10.4 | B+ | +1.3 | -- |
| | | | | PM | 11/05/20 | 10.2 | B+ | -- | 10.9 | B+ | -- | 10.9 | B+ | +0.0 | -- | 11.4 | B+ | +0.5 | -- |
| | | | | SAT | 11/07/20 | 5.5 | A | -- | 3.2 | A | -- | 3.2 | A | +0.0 | -- | 7.2 | A | +4.0 | -- |
| 10 | Holsclaw Road and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 03/24/22 | 0.1 | A+ | -- | 0.1 | A+ | No | 0.1 | A+ | +0.0 | -- | 0.1 | A+ | +0.0 | -- |
| | | | | PM | 03/24/22 | 0.8 | A+ | -- | 1.0 | A+ | No | 1.0 | A+ | +0.0 | -- | 0.9 | A+ | -0.1 | -- |
| | | | | SAT | 03/24/22 | 0.4 | A+ | -- | 0.4 | A+ | No | 0.4 | A+ | +0.0 | -- | 0.4 | A+ | +0.0 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 03/24/22 | 17.0 | C | No | 19.2 | C | No | 19.7 | C | +0.5 | No | 19.5 | C | +0.3 | No |
| | | | | PM | 03/24/22 | 35.0 | E | No | **50.4** | **F** | No | **53.1** | **F** | **+2.7** | No | 49.8 | E | -0.6 | No |
| | | | | SAT | 03/26/22 | 33.1 | D | No | 38.7 | E | No | 40.1 | E | +1.4 | No | 37.9 | E | -0.8 | No |
| 11 | Frazier Lake Road and Pacheco Pass Highway (SR 152) | Signal | D | AM | 03/24/22 | 14.9 | B | -- | 15.3 | B | -- | 15.4 | B | +0.1 | -- | 15.8 | B | +0.5 | -- |
| | | | | PM | 03/24/22 | 8.2 | A | -- | 7.8 | A | -- | 7.8 | A | +0.0 | -- | 7.8 | A | +0.0 | -- |
| | | | | SAT | 03/26/22 | 10.0 | B+ | -- | 10.2 | B+ | -- | 10.2 | B+ | +0.0 | -- | 10.2 | B+ | +0.0 | -- |
| 12 | Monterey Road and Luchessa Avenue | Signal | D | AM | 03/24/22 | 26.1 | C | -- | 26.6 | C | -- | 26.6 | C | +0.0 | -- | 26.0 | C | -0.6 | -- |
| | | | | PM | 03/24/22 | 35.5 | D+ | -- | 39.5 | D | -- | 39.5 | D | +0.0 | -- | 38.0 | D+ | -1.5 | -- |
| | | | | SAT | 03/26/22 | 22.8 | C+ | -- | 23.7 | C | -- | 23.7 | C | +0.0 | -- | 23.8 | C | +0.1 | -- |
| 13 | Automall Parkway and Luchessa Avenue | One-Way Stop (Average Delay) | D | AM | 03/24/22 | 6.4 | A | -- | 6.9 | A- | -- | 6.9 | A- | +0.0 | -- | 7.0 | A- | +0.1 | -- |
| | | | | PM | 03/24/22 | 7.4 | A- | -- | 7.9 | A- | -- | 7.9 | A- | +0.0 | -- | 8.3 | A- | +0.4 | -- |
| | | | | SAT | 03/24/22 | 7.2 | A- | -- | 7.5 | A- | -- | 7.5 | A- | +0.0 | -- | 6.3 | A | -1.2 | -- |
| | | One-Way Stop (Worst Approach) | E | AM | 03/24/22 | 22.2 | C | **Yes** | 25.0 | C | **Yes** | 25.0 | C | +0.0 | **Yes** | 34.7 | D | +9.7 | **Yes** |
| | | | | PM | 03/24/22 | 25.7 | D | **Yes** | 29.4 | D | **Yes** | 29.4 | D | +0.0 | **Yes** | **52.2** | **F** | **+22.8** | **Yes** |
| | | | | SAT | 03/26/22 | 15.8 | C | No | 17.9 | C | **Yes** | 17.9 | C | +0.0 | **Yes** | 18.2 | C | +0.3 | **Yes** |
| 14 | US 101 SB Ramps and Monterey Road | Signal | D | AM | 03/24/22 | 12.0 | B | -- | 12.0 | B+ | -- | 12.0 | B+ | +0.0 | -- | 12.0 | B+ | +0.0 | -- |
| | | | | PM | 03/24/22 | 22.2 | C+ | -- | 22.1 | C+ | -- | 22.1 | C+ | +0.0 | -- | 22.2 | C+ | +0.1 | -- |
| | | | | SAT | 03/26/22 | 20.2 | C+ | -- | 19.9 | B- | -- | 19.9 | B- | +0.0 | -- | 20.2 | C+ | +0.3 | -- |
| 15 | Monterey Road and US 101 NB Ramps | Signal | D | AM | 03/24/22 | 18.9 | B- | -- | 18.8 | B- | -- | 18.8 | B- | +0.0 | -- | 18.7 | B- | -0.1 | -- |
| | | | | PM | 03/24/22 | 23.8 | C | -- | 25.2 | C | -- | 25.2 | C | +0.0 | -- | 25.7 | C | +0.5 | -- |
| | | | | SAT | 03/26/22 | 26.1 | C | -- | 26.4 | C | -- | 26.4 | C | +0.0 | -- | 26.5 | C | +0.1 | -- |
| 16 | Camino Arroyo and Gilroy Crossing | Signal | D | AM | 03/24/22 | 13.4 | B | -- | 13.3 | B | -- | 19.6 | B- | +6.3 | -- | 22.5 | C+ | +9.2 | -- |
| | | | | PM | 03/24/22 | 16.1 | B | -- | 15.8 | B | -- | 24.8 | C | +9.0 | -- | 23.1 | C | +7.3 | -- |
| | | | | SAT | 03/26/22 | 18.1 | B- | -- | 18.3 | B- | -- | 27.6 | C | +9.3 | -- | 26.2 | C | +7.9 | -- |
| 17 | Camino Arroyo and Holloway Road | All-Way Stop | D | AM | 03/24/22 | 7.7 | A | No | 7.7 | A | No | 7.8 | A | +0.1 | No | 8.6 | A | +0.9 | No |
| | | | | PM | 03/24/22 | 7.8 | A | No | 7.8 | A | No | 7.9 | A | +0.1 | No | 11.2 | B | +3.4 | **Yes** |
| | | | | SAT | 03/26/22 | 8.1 | A | No | 8.1 | A | No | 8.1 | A | +0.0 | No | 10.0 | A | +1.9 | No |
| 18 | Luchessa/Holloway Connection and Holloway Road | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 8.5 | A | +8.5 | No |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | +12.2 | **Yes** |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 9.0 | A | +9.0 | No |
| 19 | Luchessa/Holloway Connection and Luchessa Avenue | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 20 | Rossi Lane and Luchessa Avenue | All-Way Stop | D | AM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 9.6 | A | +9.6 | No |
| | | | | PM | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 13.8 | B | +13.8 | **Yes** |
| | | | | SAT | Future | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 8.1 | A | +8.1 | No |

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes project deficiency based on City of Gilroy criteria.

## Table 6 (Continued)
## Intersection Level of Service Results

| Study Int. Number | Intersection | Intersection Control | LOS Standard | Peak Hour | 2040 General Plan (No Project) Conditions | | | General Plan Plus Project (GP Roadway Network) | | | | General Plan Plus Project with Proposed LH Connnection | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Delay | LOS | Warrant Met?[1] | Delay | LOS | Delay Change[2] | Warrant Met?[1] | Delay | LOS | Warrant Met?[1] |
| 1 | Monterey Road and Tenth Street | Signal | D | AM | 23.6 | C | -- | 23.6 | C | +0.0 | -- | Same as General Plan Plus Project Conditions (GP Roadway Network) | | |
| | | | | PM | 29.3 | C | -- | 29.5 | C | +0.2 | -- | | | |
| | | | | SAT | 32.6 | C- | -- | 32.9 | C- | +0.3 | -- | | | |
| 2 | Alexander Street and Tenth Street | Signal | D | AM | 20.3 | C+ | -- | 20.3 | C+ | +0.0 | -- | | | |
| | | | | PM | 16.4 | B | -- | 16.4 | B | +0.0 | -- | | | |
| | | | | SAT | 21.5 | C+ | -- | 21.5 | C+ | +0.0 | -- | | | |
| 3 | Chestnut Street/Automall Parkway and Tenth Street | Signal | D | AM | 32.1 | C- | -- | 31.9 | C | -0.2 | -- | | | |
| | | | | PM | 36.2 | D+ | -- | 36.3 | D+ | +0.1 | -- | | | |
| | | | | SAT | 31.5 | C | -- | 31.6 | C | +0.1 | -- | | | |
| 4 | US 101 SB Ramps and Tenth Street | Signal | D | AM | 20.6 | C+ | -- | 20.6 | C+ | +0.0 | -- | | | |
| | | | | PM | 22.4 | C+ | -- | 22.2 | C+ | -0.2 | -- | | | |
| | | | | SAT | 27.6 | C | -- | 27.4 | C | -0.2 | -- | | | |
| 5 | US 101 NB Ramps and Pacheco Pass Highway (SR 152) | Signal | D | AM | 11.5 | B+ | -- | 11.3 | B+ | -0.2 | -- | | | |
| | | | | PM | 12.8 | B | -- | 12.7 | B | -0.1 | -- | | | |
| | | | | SAT | 14.8 | B | -- | 14.7 | B | -0.1 | -- | | | |
| 6 | Camino Arroyo and Pacheco Pass Highway (SR 152) | Signal | D | AM | 21.4 | C+ | -- | 22.5 | C+ | +1.1 | -- | | | |
| | | | | PM | 34.8 | C- | -- | 34.1 | C- | -0.7 | -- | | | |
| | | | | SAT | **80.2** | **F** | -- | **75.2** | **E-** | **-5.0** | -- | | | |
| 7 | Silacci Way and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 0.5 | A+ | -- | 0.5 | A+ | +0.0 | -- | | | |
| | | | | PM | 3.3 | A+ | -- | 8.4 | A- | +5.1 | -- | | | |
| | | | | SAT | 1.5 | A+ | -- | 3.8 | A | +2.3 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | 22.7 | C | No | 23.2 | C | +0.5 | No | | | |
| | | | | PM | **80.9** | **F** | **Yes** | **>120** | **F** | **+96.2** | **Yes** | | | |
| | | | | SAT | 42.5 | E | **Yes** | **91.6** | **F** | **+49.1** | **Yes** | | | |
| 8 | Cameron Boulevard and Pacheco Pass Highway (SR 152) | Signal | D | AM | 17.6 | B | -- | 17.6 | B | +0.0 | -- | | | |
| | | | | PM | 26.6 | C | -- | 26.6 | C | +0.0 | -- | | | |
| | | | | SAT | 22.5 | C+ | -- | 22.6 | C+ | +0.1 | -- | | | |
| 9 | Gilroy Foods and Pacheco Pass Highway (SR 152) | Signal | D | AM | 8.5 | A | -- | 11.4 | B+ | +2.9 | -- | | | |
| | | | | PM | 9.4 | A | -- | 10.3 | B+ | +0.9 | -- | | | |
| | | | | SAT | 5.0 | A | -- | 10.2 | B+ | +5.2 | -- | | | |
| 10 | Holsclaw Road and Pacheco Pass Highway (SR 152) | One-Way Stop (Average Delay) | D | AM | 0.1 | A+ | -- | 0.1 | A+ | +0.0 | -- | | | |
| | | | | PM | 1.4 | A+ | -- | 1.4 | A+ | +0.0 | -- | | | |
| | | | | SAT | 0.6 | A+ | -- | 0.6 | A+ | +0.0 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | 24.8 | C | No | 24.9 | C | +0.1 | No | | | |
| | | | | PM | **81.5** | **F** | No | **80.6** | **F** | **-0.9** | No | | | |
| | | | | SAT | **69.0** | **F** | No | **68.6** | **F** | **-0.4** | No | | | |
| 11 | Frazier Lake Road and Pacheco Pass Highway (SR 152) | Signal | D | AM | 36.6 | D+ | -- | 35.2 | D+ | -1.4 | -- | | | |
| | | | | PM | 8.7 | A | -- | 8.5 | A | -0.2 | -- | | | |
| | | | | SAT | 9.9 | A | -- | 10.0 | B+ | +0.1 | -- | | | |
| 12 | Monterey Road and Luchessa Avenue | Signal | D | AM | 29.6 | C | -- | 30.1 | C | +0.5 | -- | | | |
| | | | | PM | 39.2 | D | -- | 38.8 | D+ | -0.4 | -- | | | |
| | | | | SAT | 23.9 | C | -- | 23.8 | C | -0.1 | -- | | | |
| 13 | Automall Parkway and Luchessa Avenue | One-Way Stop (Average Delay) | D | AM | 29.5 | D | -- | 32.8 | D- | +3.3 | -- | | | |
| | | | | PM | 15.0 | B- | -- | 15.3 | C+ | +0.3 | -- | | | |
| | | | | SAT | 6.5 | A | -- | 6.3 | A | -0.2 | -- | | | |
| | | One-Way Stop (Worst Approach) | E | AM | **>120** | **F** | **Yes** | **>120** | **F** | **+24.7** | **Yes** | | | |
| | | | | PM | **86.7** | **F** | **Yes** | **86.9** | **F** | **+0.2** | **Yes** | | | |
| | | | | SAT | 20.8 | C | **Yes** | 21.3 | C | +0.5 | **Yes** | | | |
| 14 | US 101 SB Ramps and Monterey Road | Signal | D | AM | 15.2 | B | -- | 15.0 | B | -0.2 | -- | | | |
| | | | | PM | 31.6 | C | -- | 31.1 | C | -0.5 | -- | | | |
| | | | | SAT | 22.8 | C+ | -- | 22.7 | C+ | -0.1 | -- | | | |
| 15 | Monterey Road and US 101 NB Ramps | Signal | D | AM | **82.7** | **F** | -- | **85.2** | **F** | **+2.5** | -- | | | |
| | | | | PM | **67.9** | **E** | -- | **70.3** | **E** | **+2.4** | -- | | | |
| | | | | SAT | 28.4 | C | -- | 28.6 | C | +0.2 | -- | | | |
| 16 | Camino Arroyo and Gilroy Crossing | Signal | D | AM | 17.7 | B | -- | 22.3 | C+ | +4.6 | -- | | | |
| | | | | PM | 20.7 | C+ | -- | 22.8 | C+ | +2.1 | -- | | | |
| | | | | SAT | 23.8 | C | -- | 26.4 | C | +2.6 | -- | | | |
| 17 | Camino Arroyo and Holloway Road | All-Way Stop | D | AM | 8.4 | A | No | 8.5 | A | +0.1 | No | | | |
| | | | | PM | 9.6 | A | No | 9.6 | A | +0.0 | No | | | |
| | | | | SAT | 10.2 | B | No | 10.3 | B | +0.1 | No | | | |
| 18 | Luchessa/Holloway Connection and Holloway Road | All-Way Stop | D | AM | -- | -- | -- | -- | -- | -- | -- | 8.6 | A | No |
| | | | | PM | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | **Yes** |
| | | | | SAT | -- | -- | -- | -- | -- | -- | -- | 9.1 | A | No |
| 19 | Luchessa/Holloway Connection and Luchessa Avenue | All-Way Stop | D | AM | -- | -- | -- | -- | -- | -- | -- | 9.1 | A | No |
| | | | | PM | -- | -- | -- | -- | -- | -- | -- | 12.2 | B | **Yes** |
| | | | | SAT | -- | -- | -- | -- | -- | -- | -- | 9.8 | A | No |
| 20 | Rossi Lane and Luchessa Avenue | All-Way Stop | D | AM | 12.0 | B | **Yes** | 11.9 | B | -- | **Yes** | 12.0 | B | **Yes** |
| | | | | PM | 29.5 | D | **Yes** | 28.6 | D | -- | **Yes** | 21.8 | C | **Yes** |
| | | | | SAT | 8.7 | A | No | 8.7 | A | -- | No | 8.5 | A | No |

Notes:
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
▭ - Denotes project deficiency based on City of Gilroy criteria.

The addition of project traffic is projected to increase the worst approach delay at the deficient intersection of Automall Parkway/Luchessa Avenue by more than 4 seconds during the PM peak-hour. Therefore, based on the City of Gilroy definition of operational deficiencies at unsignalized intersections, the project would have an operational deficiency at the Automall Parkway/Luchessa Avenue intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection.

The addition of project traffic to the intersection of Camino Arroyo/Pacheco Pass Highway (SR 152) is not projected to increase the intersection's average delay by more than the 4-second operational deficiency threshold under this scenario.

## Year 2040 General Plan Conditions Intersection Level of Service Analysis

Year 2040 General Plan conditions were evaluated for three scenarios: (1) Year 2040 General Plan conditions, as adopted in November 2020; (2) with the proposed project (replacing the planned land uses on the project site) and planned General Plan roadway network; and (3) with the proposed project and proposed Luchessa/Holloway connection (replacing the planned Rossi Lane extension). The change between these scenarios demonstrates the relative effect the proposed project and proposed roadway network change would have on adopted General Plan conditions.

### 2040 General Plan (No Project) Conditions

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently with buildout of the City of Gilroy 2040 General Plan land use growth projections and planned future roadway network:

6. Camino Arroyo and Pacheco Pass Highway (LOS F – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM peak-hour)
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The remaining study intersections are projected to operate at acceptable levels of service during all three peak hours analyzed under 2040 General Plan conditions.

### 2040 General Plan Plus Project Conditions

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently under 2040 General Plan with project conditions and the planned future roadway network:

6. Camino Arroyo and Pacheco Pass Highway (LOS E – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)

   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)

    **Project deficiency**: AM and PM peak hours
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The addition of project traffic is projected to increase the intersection delay (or the worst approach delay) at two of the above four deficient intersections by more than 4 seconds during the noted peak

hours. Therefore, based on the City of Gilroy definition of operational deficiencies at intersections, the project would contribute to an operational deficiency at the two intersections noted above under General Plan plus project conditions.

### 2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The results of the intersection level of service analysis show that the following four intersections are projected to operate deficiently under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

6. Camino Arroyo and Pacheco Pass Highway (LOS E – SAT peak-hour)
7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)

   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)

    **Project deficiency**: AM and PM peak hours
15. Monterey Road and US 101 NB Ramps (LOS F – AM peak-hour; LOS E – PM peak-hour)

The addition of project traffic is projected to increase the intersection delay (or the worst approach delay) at two of the above four deficient intersections by more than 4 seconds during the noted peak hours. Therefore, based on the City of Gilroy definition of operational deficiencies at intersections, the project would contribute to an operational deficiency at the two intersections noted above under General Plan plus project conditions with the Luchessa/Holloway connection.

Based on the intersection level of service results, the proposed Luchessa/Holloway connection would not change projected intersection operations at any of the study intersections, compared to the Rossi Lane extension that is part of the 2040 General Plan roadway network, with the exception of the intersections of the connection with Holloway Road and Luchessa Avenue, which would be created with the proposed Luchessa/Holloway connection but not the planned Rossi Lane extension. Therefore, in terms of intersection operations, both the Holloway/Luchessa connection and the Rossi Lane extension would provide the same benefits.

## Intersection Operations (Queue) Analysis

The analysis of the intersection levels of service was supplemented with an analysis of intersection operations (queuing) for selected intersections. The intersection queuing analysis is an important component of the process to evaluate traffic conditions at an intersection. Although calculated levels of service may appear adequate at some locations, traffic operations problems caused by inadequate storage space for vehicle queues could prevent the intersection from ever realizing the calculated level of service. When inadequate storage space becomes an issue, queues in one turn movement might spill into an adjacent lane and block traffic in that lane from proceeding through the intersection.

### Vehicle Queue Estimate Methodology

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles in the queue for a vehicle movement using the following formula:

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

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
$\lambda$ = average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle (20 feet vehicle length plus 5-foot headway space); and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for identifying locations where potential problems may arise in the future and for estimating future storage requirements at intersections.

*City of Gilroy Definition of Queue Deficiencies*

Based on City of Gilroy guidelines, a queue deficiency at an intersection would occur if:

1. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to be less than the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to exceed the available or planned storage length, or
2. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to exceed the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to grow by at least one vehicle.

Queue deficiencies may be addressed by providing the additional queue storage capacity required to serve the projected queue length.

## Study Intersection Turn-Movements

Key intersections where the project is anticipated to add more than 10 peak-hour trips per lane to the left-turn movement were selected for evaluation. Additionally, locations where the project would add a significant amount of trips to the right-turn movement also were included. The adequacy of the queue storage capacity for the following intersection movements was evaluated in this analysis:

4. US 101 NB Ramps and Tenth Street – Southbound left-turn movement
5. US 101 SB Ramps and SR 152 – Northbound right-turn movement
6. Camino Arroyo and SR 152 – Northbound and Westbound left-turn movements; Northbound and Eastbound right-turn movements
16. Camino Arroyo and Gilroy Crossing – Southbound left-turn and Westbound right-turn movements
17. Camino Arroyo and Holloway Road – Eastbound and Southbound left-turn movements
18. Luchessa/Holloway Connection and Holloway Road - Westbound left-turn movement

The vehicle queue analysis results under background plus project conditions are summarized in Table 7. The intersection queue calculation sheets are included in Appendix G.

## Table 7
## Intersection Vehicle Queue Analysis

| Measurement | US 101 SB Ramps and Tenth Street | | | US 101 NB Ramps and SR 152 | | | Camino Arroyo and SR 152 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Left | | | Northbound Right | | | Northbound Left | | | Westbound Left | | | Northbound Right | | | Eastbound Right | | |
| | SBL AM | SBL PM | SBL SAT | NBR AM | NBR PM | NBR SAT | NBL AM | NBL PM | NBL SAT | WBL AM | WBL PM | WBL SAT | NBR AM | NBR PM | NBR SAT | EBR AM | EBR PM | EBR SAT |
| ***Existing Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 253 | 446 | 476 | 115 | 134 | 212 | 48 | 155 | 199 | 9 | 20 | 37 | 11 | 65 | 59 | 121 | 106 | 206 |
| 95th %. Queue (veh/ln.) | 14 | 22 | 27 | 5 | 6 | 8 | 3 | 8 | 15 | 1 | 2 | 4 | 1 | 4 | 6 | 5 | 6 | 16 |
| 95th %. Queue (ft./ln)[2] | 350 | 550 | 675 | 125 | 150 | 200 | 75 | 200 | 375 | 25 | 50 | 100 | 25 | 100 | 150 | 125 | 150 | 400 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | YES | YES | YES | **NO** | YES | YES | YES |
| ***Background Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 309 | 492 | 474 | 173 | 178 | 223 | 59 | 178 | 216 | 9 | 20 | 37 | 11 | 65 | 59 | 147 | 149 | 239 |
| 95th %. Queue (veh/ln.) | 16 | 24 | 27 | 6 | 7 | 8 | 4 | 9 | 16 | 1 | 2 | 4 | 1 | 4 | 6 | 6 | 8 | 18 |
| 95th %. Queue (ft./ln)[2] | 400 | 600 | 675 | 150 | 175 | 200 | 100 | 225 | 400 | 25 | 50 | 100 | 25 | 100 | 150 | 150 | 200 | 450 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | YES | YES | YES | **NO** | YES | YES | YES |
| ***Background Plus Project (No LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 328 | 509 | 494 | 184 | 188 | 234 | 106 | 228 | 270 | 49 | 60 | 80 | 55 | 116 | 110 | 258 | 251 | 353 |
| 95th %. Queue (veh/ln.) | 17 | 25 | 28 | 7 | 7 | 9 | 5 | 11 | 20 | 3 | 4 | 8 | 3 | 6 | 10 | 9 | 12 | 25 |
| 95th %. Queue (ft./ln)[2] | 425 | 625 | 700 | 175 | 175 | 225 | 125 | 275 | 500 | 75 | 100 | 200 | 75 | 150 | 250 | 225 | 300 | 625 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | **NO** | YES | **NO** | **NO** | YES | YES | YES |
| ***Background Plus Project (With LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 125 | 125 | 150 | 65 | 75 | 75 | 85 | 100 | 180 | 85 | 100 | 180 | 75 | 100 | 180 | 75 | 100 | 180 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 339 | 515 | 500 | 153 | 158 | 219 | 103 | 228 | 274 | 52 | 66 | 83 | 60 | 125 | 119 | 216 | 198 | 295 |
| 95th %. Queue (veh/ln.) | 18 | 25 | 29 | 6 | 7 | 8 | 5 | 11 | 20 | 3 | 4 | 8 | 3 | 7 | 10 | 8 | 10 | 21 |
| 95th %. Queue (ft./ln)[2] | 450 | 625 | 725 | 150 | 175 | 200 | 125 | 275 | 500 | 75 | 100 | 200 | 75 | 175 | 250 | 200 | 250 | 525 |
| Storage (ft./ ln.) | 1000 | 1000 | 1000 | 300 | 300 | 300 | 350 | 350 | 350 | 150 | 150 | 150 | 125 | 125 | 125 | 775 | 775 | 775 |
| Adequate (Y/N) | YES | YES | YES | YES | YES | YES | YES | YES | **NO** | YES | YES | **NO** | YES | **NO** | **NO** | YES | YES | YES |

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

## Table 7 (Continued)
## Intersection Vehicle Queue Analysis

| Measurement | Camino Arroyo and Gilroy Crossing | | | | | | Camino Arroyo and Holloway Road | | | | | | L/H Connection and Holloway Road (All-way Stop) | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Southbound Left | | | Westbound Right | | | Eastbound Left | | | Southbound Left | | | Westbound Left | | | Northbound Left | | |
| | SBL AM | SBL PM | SBL SAT | WBR AM | WBR PM | WBR SAT | EBL AM | EBL PM | EBL SAT | SBL AM | SBL PM | SBL SAT | WBL AM | WBL PM | WBL SAT | NBL AM | NBL PM | NBL SAT |
| ***Existing Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | -- | -- | -- | 8.4 | 8.4 | 8.6 | 8.0 | 8.3 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 23 | 178 | 209 | -- | -- | -- | 42 | 49 | 61 | 20 | 47 | 69 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 2 | 6 | 8 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 50 | 150 | 200 | -- | -- | -- | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | -- | -- | -- | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | YES | **NO** | -- | -- | -- | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Conditions*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | -- | -- | -- | 8.4 | 8.4 | 8.6 | 8.0 | 8.3 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 23 | 178 | 209 | -- | -- | -- | 42 | 49 | 61 | 20 | 47 | 69 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 2 | 6 | 8 | -- | -- | -- | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 50 | 150 | 200 | -- | -- | -- | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | -- | -- | -- | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | YES | **NO** | -- | -- | -- | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Plus Project (No LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | 60 | 60 | 70 | 8.4 | 8.5 | 8.6 | 8.2 | 8.4 | 8.5 | -- | -- | -- | -- | -- | -- |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| Volume (vphpl ) | 221 | 382 | 435 | 64 | 68 | 74 | 42 | 49 | 61 | 42 | 56 | 70 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (veh/ln.) | 7 | 11 | 13 | 3 | 3 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | -- | -- | -- | -- | -- | -- |
| 95th %. Queue (ft./ln)[2] | 175 | 275 | 325 | 75 | 75 | 100 | 25 | 25 | 25 | 25 | 25 | 25 | -- | -- | -- | -- | -- | -- |
| Storage (ft./ ln.) | 175 | 175 | 175 | Future | Future | Future | 125 | 125 | 125 | 100 | 100 | 100 | -- | -- | -- | -- | -- | -- |
| Adequate (Y/N) | YES | **NO** | **NO** | | | | YES | YES | YES | YES | YES | YES | -- | -- | -- | -- | -- | -- |
| ***Background Plus Project (With LH Connection)*** | | | | | | | | | | | | | | | | | | |
| Cycle Length/Control Delay (sec)[1] | 60 | 60 | 70 | 60 | 60 | 70 | 9.5 | 12.7 | 11.8 | 9.0 | 10.0 | 9.5 | 9.1 | 14.7 | 10.1 | 8.1 | 8.9 | 8.4 |
| Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Volume (vphpl ) | 214 | 376 | 426 | 64 | 67 | 73 | 109 | 201 | 215 | 40 | 55 | 70 | 93 | 329 | 170 | 2 | 1 | 1 |
| 95th %. Queue (veh/ln.) | 7 | 11 | 13 | 3 | 3 | 4 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 1 |
| 95th %. Queue (ft./ln)[2] | 175 | 275 | 325 | 75 | 75 | 100 | 25 | 50 | 50 | 25 | 25 | 25 | 25 | 75 | 50 | 25 | 25 | 25 |
| Storage (ft./ ln.) | 175 | 175 | 175 | Future | Future | Future | 125 | 125 | 125 | 100 | 100 | 100 | Future | Future | Future | Future | Future | Future |
| Adequate (Y/N) | YES | **NO** | **NO** | | | | YES | YES | YES | YES | YES | YES | | | | | | |

Notes:
Vehicle queue calculated using the Poisson probability distribution and 95-percent confidence level.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.
Right-turn movements with overlapping protected left-turn phasing were adjusted manually to account for the right-turns on red.
[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.

## Vehicle Queue Analysis Results

The results of the queue analysis show that projected queue lengths for the following turn movements would exceed the available queue storage capacity during at least one of the study peak hours:

**6. Camino Arroyo and SR 152 –**

**Northbound Left-Turn Movement**

The maximum queue length for the northbound left-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the Saturday peak-hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 16 vehicles per lane under background conditions to 20 vehicles per lane under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 6 vehicles (150 feet) per lane. This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

**Project deficiency**: SAT peak-hour

**Westbound Left-Turn Movement**

The maximum queue length for the westbound left-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the Saturday peak-hour under background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 4 vehicles per lane under background conditions to 8 vehicles per lane under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 2 vehicles (50 feet) per lane. This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

**Project deficiency**: SAT peak-hour

**Northbound Right-Turn Movement**

The maximum queue length for the northbound right-turn movement at the *Camino Arroyo/SR 152* intersection is projected to exceed the existing queue storage capacity for this movement during the PM peak hour under background plus project conditions and during the Saturday peak hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 6 vehicles under background conditions to 10 vehicles under project conditions (both existing roadway network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 5 vehicles (125 feet). This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

**Project deficiency**: PM and SAT peak hours

**16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement**

The maximum queue length for the southbound left-turn movement at the *Camino Arroyo/Gilroy Crossing* intersection is projected to exceed the existing queue storage capacity for this movement during the PM peak-hour under background plus project conditions and during the Saturday peak-hour under existing, background, and background plus project conditions. The addition of project traffic to this turn-movement is projected to increase the 95th percentile vehicle queue length from 8 vehicles under background conditions to 13 vehicles under project conditions (both under the existing roadway

network and with Luchessa/Holloway connection) during the Saturday peak-hour, exceeding the existing storage capacity by a total of 6 vehicles (150 feet). This is considered a project deficiency, according to the City of Gilroy definition of queue deficiencies.

**Project deficiency**: PM and SAT peak hours

## Intersection Deficiencies and Possible Improvements

Described below are deficiencies that are projected to occur with implementation of the proposed project. The project's contribution to the projected deficiencies and/or possible improvements to improve operating conditions also are described below.

### Level of Service Deficiencies – Background Plus Project Conditions

#### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

This City of Gilroy unsignalized intersection is projected to operate acceptably under background conditions and the addition of project traffic (with the Luchessa/Holloway connection) would cause the intersection to operate with average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal during the PM peak-hour. This is considered a project deficiency based on the definition of operational deficiencies at unsignalized intersections identified in the City of Gilroy General Plan Transportation Policies.

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

### Level of Service Deficiencies – General Plan Conditions

#### 7. Silacci Way and Pacheco Pass Highway/SR 152

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

This City of Gilroy unsignalized intersection is projected to operate deficiently (average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal) during the PM and Saturday peak hours under 2040 General Plan conditions. The addition of project traffic to this intersection (under both the GP and GP + Luchessa/Holloway connection roadway networks) would cause the worst approach delay to increase by 4 or more seconds during the PM and Saturday peak hours. The projected deficiency at this intersection is caused cumulatively by the proposed project and buildout of all other development projects included in the City of Gilroy General Plan.

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions. The projected deficiency would be caused cumulatively by the proposed project and all other development projects that are part of the 2040 General Plan buildout conditions. Therefore, the

project is required to pay the applicable traffic impact fee (TIF) as a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels.

### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

This City of Gilroy unsignalized intersection is projected to operate deficiently (average delays corresponding to LOS F on its highest-delay approach and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal) during the AM and PM peak hours under 2040 General Plan conditions. The addition of project traffic to this intersection (under both the GP and GP + Luchessa/Holloway connection roadway networks) would cause the worst approach delay to increase by 4 or more seconds during the AM and PM peak hours. The projected deficiency at this intersection is caused cumulatively by the proposed project and buildout of all other development projects included in the City of Gilroy General Plan.

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions. The projected deficiency would be caused cumulatively by the proposed project and all other development projects that are part of the 2040 General Plan buildout conditions. Therefore, the project is required to pay the applicable traffic impact fee (TIF) as a fair-share contribution toward future improvements that would restore operations at the intersection to acceptable levels.

## Queue Storage Deficiencies

### 6. Camino Arroyo and Pacheco Pass Highway (SR 152)

**Movement:** Northbound left-turn
**Available queue storage:** 350 feet (14 vehicles) per lane
**Change in queue length:** from 16 vehicles under background conditions to 20 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** SAT peak-hour
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

**Movement:** Westbound left-turn
**Available queue storage:** 150 feet (6 vehicles) per lane
**Change in queue length:** from 4 vehicles under background conditions to 8 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)

**Peak hour:** SAT peak-hour
**Deficiency:** 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

**Movement:** Northbound right-turn
**Available queue storage:** 125 feet (5 vehicles)
**Change in queue length:** from 6 vehicles under background conditions to 10 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** PM and SAT peak hours
**Deficiency:** 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

### 16. Camino Arroyo and Gilroy Crossing

**Movement:** Southbound left-turn
**Available queue storage:** 175 feet (7 vehicles)
**Change in queue length:** from 8 vehicles under background conditions to 13 vehicles under project conditions (existing roadway network and with Luchessa/Holloway connection)
**Peak hour:** PM and SAT peak hours
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

## Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land-use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies, as outlined in the *VTA Transportation Impact Analysis Guidelines*, were completed. However, this analysis is presented for informational purposes only.

## Study Freeway Segments

The following freeway segments were evaluated:

1. US 101, San Martin Avenue to Masten Avenue
2. US 101, Masten Avenue to Leavesley Road
3. US 101, Leavesley Road to Pacheco Pass Highway
4. US 101, Pacheco Pass Highway to Monterey Road
5. US 101, Monterey Road to SR 25

## Freeway Segment Level of Service Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

D = V / S
Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour per lane (vphpl)
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to the level of service as shown in Table 8. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl should be used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

*CMP Definition of Adverse Operations Effects on Freeway Segments*

An adverse effect on traffic conditions on a freeway segment would occur if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under no project conditions to an unacceptable LOS F under with project conditions, or
2. The level of service on the freeway segment is LOS F and the amount of traffic added to that segment by the proposed project constitutes one percent or more of the capacity on that segment.

## Freeway Segment Level of Service Results

The results of the CMP freeway level of service analysis under existing plus project conditions are summarized in Table 9.

Existing AM and PM peak hour traffic volumes, average speeds, and densities for the subject freeway segments were obtained from the Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018, which was the latest available monitoring report at the time the traffic analysis was prepared. The CMP report only includes freeway count data for the AM and PM peak hours. Traffic Volumes on the study freeway segments under existing plus project conditions were estimated by adding project trips to the existing freeway traffic volumes.

The results of the freeway segment level of service analysis show that the following study freeway segment currently operates at an unacceptable LOS F during the PM peak-hour:

11. US 101, Southbound from Monterey Road to Bloomfield Avenue (SR 25) (PM peak-hour)

The proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segment, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.

**Table 8**
**Freeway Levels of Service Based on Density**

| Level of Service | Description | Density (vehicles/mile/lane) |
|---|---|---|
| A | Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. | 0-11 |
| B | Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. | >11-18 |
| C | Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver. | >18-26 |
| D | Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. | >26-46 |
| E | At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream. | >46-58 |
| F | Vehicular flow breakdowns occur. Large queues form behind breakdown points. | >58 |

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

**Table 9**
**Freeway Segment Level of Service Results**

| # | Freeway | Segment | Direction | Peak Hour | Existing Plus Project | | | | | | Project Trips (Existing Roadway Network) | | Project Trips (w/ Luchessa-Holloway Connection) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Speed[1] (mi/hr) | # of Lanes[1] | Capacity (vph) | Volume[1] (pc/h) | Density (pc/mi/ln) | LOS | Volume (vph) | % of Capacity | Volume (vph) | % of Capacity |
| 1 | US 101 | from Betabel Road to Bloomfield Avenue (SR 25) | NB | AM | 38 | 2 | 4,400 | 3,770 | 50 | E | 11 | 0.25 | 11 | 0.25 |
| | | | NB | PM | 58 | 2 | 4,400 | 3,769 | 33 | D | 10 | 0.23 | 10 | 0.23 |
| 2 | US 101 | from Bloomfield Avenue (SR 25) to Monterey Road | NB | AM | 36 | 2 | 4,400 | 3,713 | 51 | E | 22 | 0.50 | 22 | 0.50 |
| | | | NB | PM | 42 | 2 | 4,400 | 3,901 | 46 | D | 20 | 0.45 | 20 | 0.45 |
| 3 | US 101 | from Monterey Road to Pacheco Pass Highway | NB | AM | 64 | 3 | 6,900 | 4,318 | 23 | C | 22 | 0.32 | 22 | 0.32 |
| | | | NB | PM | 63 | 3 | 6,900 | 4,558 | 24 | C | 20 | 0.29 | 20 | 0.29 |
| 4 | US 101 | from Pacheco Pass Highway to Leavesley Road | NB | AM | 59 | 3 | 6,900 | 5,596 | 32 | D | 35 | 0.51 | 35 | 0.51 |
| | | | NB | PM | 59 | 3 | 6,900 | 5,494 | 31 | D | 38 | 0.55 | 38 | 0.55 |
| 5 | US 101 | from Leavesley Road to Masten Avenue | NB | AM | 40 | 3 | 6,900 | 5,779 | 48 | E | 24 | 0.34 | 24 | 0.34 |
| | | | NB | PM | 57 | 3 | 6,900 | 5,772 | 34 | D | 26 | 0.37 | 26 | 0.37 |
| 6 | US 101 | from Masten Avenue to San Martin Avenue | NB | AM | 34 | 3 | 6,900 | 5,431 | 53 | E | 20 | 0.29 | 20 | 0.29 |
| | | | NB | PM | 52 | 3 | 6,900 | 5,979 | 38 | D | 22 | 0.32 | 22 | 0.32 |
| 7 | US 101 | from San Martin Avenue to Masten Avenue | SB | AM | 60 | 3 | 6,900 | 5,369 | 30 | D | 22 | 0.32 | 22 | 0.32 |
| | | | SB | PM | 38 | 3 | 6,900 | 5,647 | 50 | E | 20 | 0.28 | 20 | 0.28 |
| 8 | US 101 | from Masten Avenue to Leavesley Road | SB | AM | 67 | 3 | 6,900 | 2,626 | 13 | B | 26 | 0.37 | 26 | 0.37 |
| | | | SB | PM | 66 | 3 | 6,900 | 5,533 | 28 | D | 23 | 0.33 | 23 | 0.33 |
| 9 | US 101 | from Leavesley Road to Pacheco Pass Highway | SB | AM | 64 | 3 | 6,900 | 4,419 | 23 | C | 38 | 0.55 | 38 | 0.55 |
| | | | SB | PM | 59 | 3 | 6,900 | 5,504 | 31 | D | 34 | 0.49 | 34 | 0.49 |
| 10 | US 101 | from Pacheco Pass Highway to Monterey Road | SB | AM | 64 | 3 | 6,900 | 4,225 | 22 | C | 19 | 0.28 | 19 | 0.28 |
| | | | SB | PM | 30 | 3 | 6,900 | 5,154 | 57 | E | 22 | 0.32 | 22 | 0.32 |
| 11 | US 101 | from Monterey Road to Bloomfield Avenue (SR 25) | SB | AM | 62 | 2 | 4,400 | 3,315 | 27 | D | 19 | 0.43 | 19 | 0.43 |
| | | | SB | PM | 21 | 2 | 4,400 | 2,804 | **67** | **F** | 22 | 0.50 | 22 | 0.50 |
| 12 | US 101 | from Bloomfield Avenue (SR 25) to Betabel Road | SB | AM | 62 | 2 | 4,400 | 3,212 | 26 | C | 10 | 0.22 | 10 | 0.22 |
| | | | SB | PM | 58 | 2 | 4,400 | 3,726 | 32 | D | 11 | 0.25 | 11 | 0.25 |

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program (CMP) Monitoring Study, 2018.
Although the CMP Monitoring report does not include count data for the Saturday peak-hour, for informational purposes, the Saturday peak-hour project traffic on the freeway is included.
**Bold** indicates unacceptable LOS, or project traffic exceeding one percent (1%) of the segments capacity.
**Bold** and boxed indicate adverse effect.

# 5.
# Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Site access and on-site circulation
- A review of the required on-site parking
- Freeway ramp analysis
- Potential impacts to bicycle, pedestrian, transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Any recommended transportation improvements identified as part of the review may be included as part of the project's Conditions of Approval. However, the improvements are not required to mitigate project impacts per CEQA guidelines.

## Project Site Access and On-Site Circulation

This analysis is based on a review of the various project site plans, dated September 2022, produced by ACE Design LLC. The site plan is presented on Figure 2 of this report.

### Site Access

Access to the project site would be provided via four driveways along Camino Arroyo (three existing driveway curb cuts and one proposed new driveway) and one along Holloway Road (existing). The project trip assignment at the project site driveways under the existing roadway network and with the proposed Luchessa/Holloway connection are shown on Figures 18 and 19.

The three northernmost driveways along Camino Arroyo (labeled as Driveways 1 through 3 on Figure 19) would provide access to the fast-food restaurant, gas station/convenience store, and hotels, with all three of the proposed land uses being accessible from each of the three driveways. The warehouse buildings would be accessible via the southernmost driveway along Camino Arroyo (labeled as Driveway 4) and the driveway along Holloway Road (labeled as Driveway 5). Although the site plan shows a fence and gates separating the two warehouse buildings, as directed by the project applicant, it was assumed that these gates would remain open during regular business hours, providing a connection between the two buildings. However, no direct connection would be provided between the fast-food restaurant/gas station/hotel sites (northern project site) and the warehouse sites (southern project site).

**Figure 18**
**Project Traffic at the Project Site Driveways (Without Luchessa/Holloway Connection)**

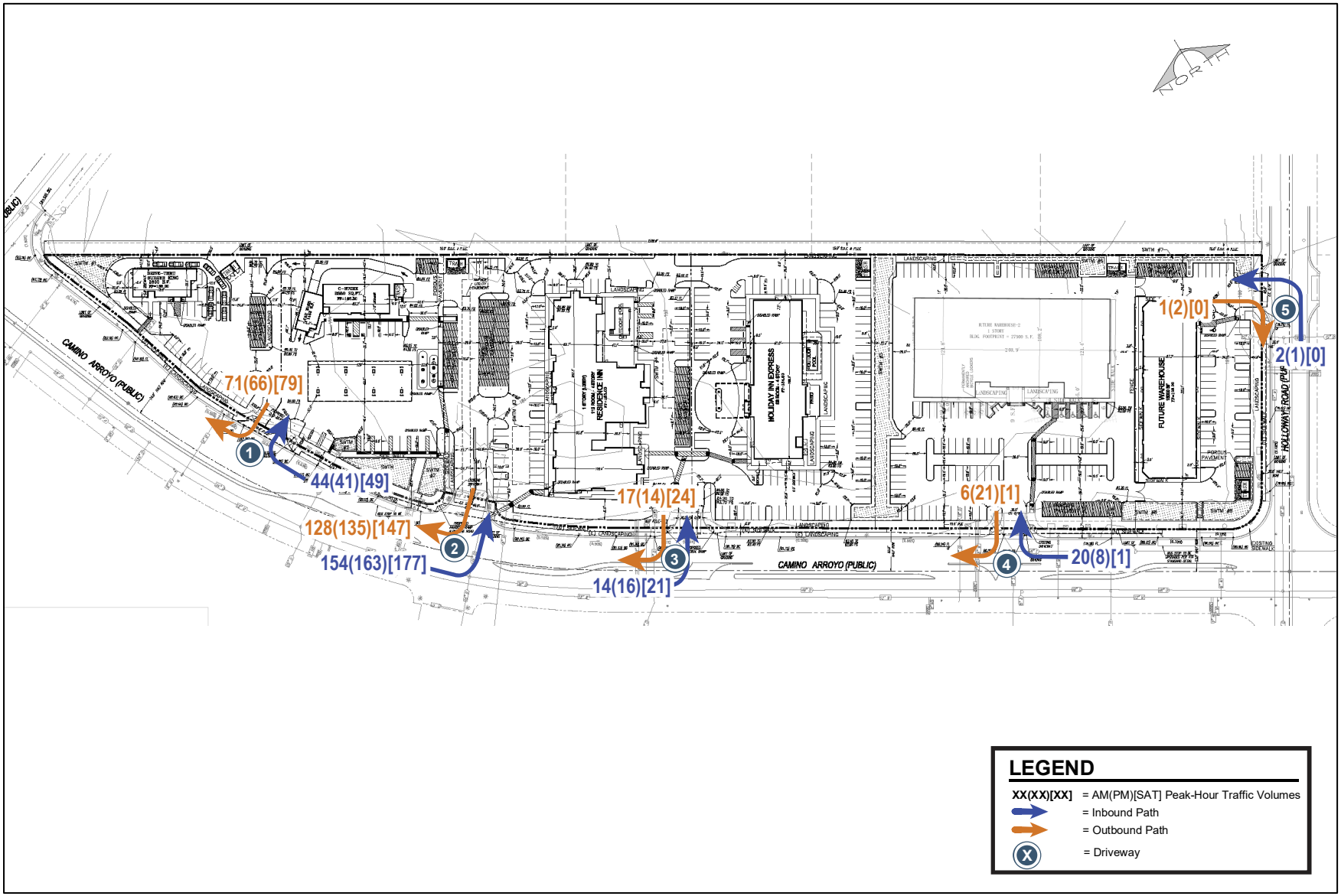
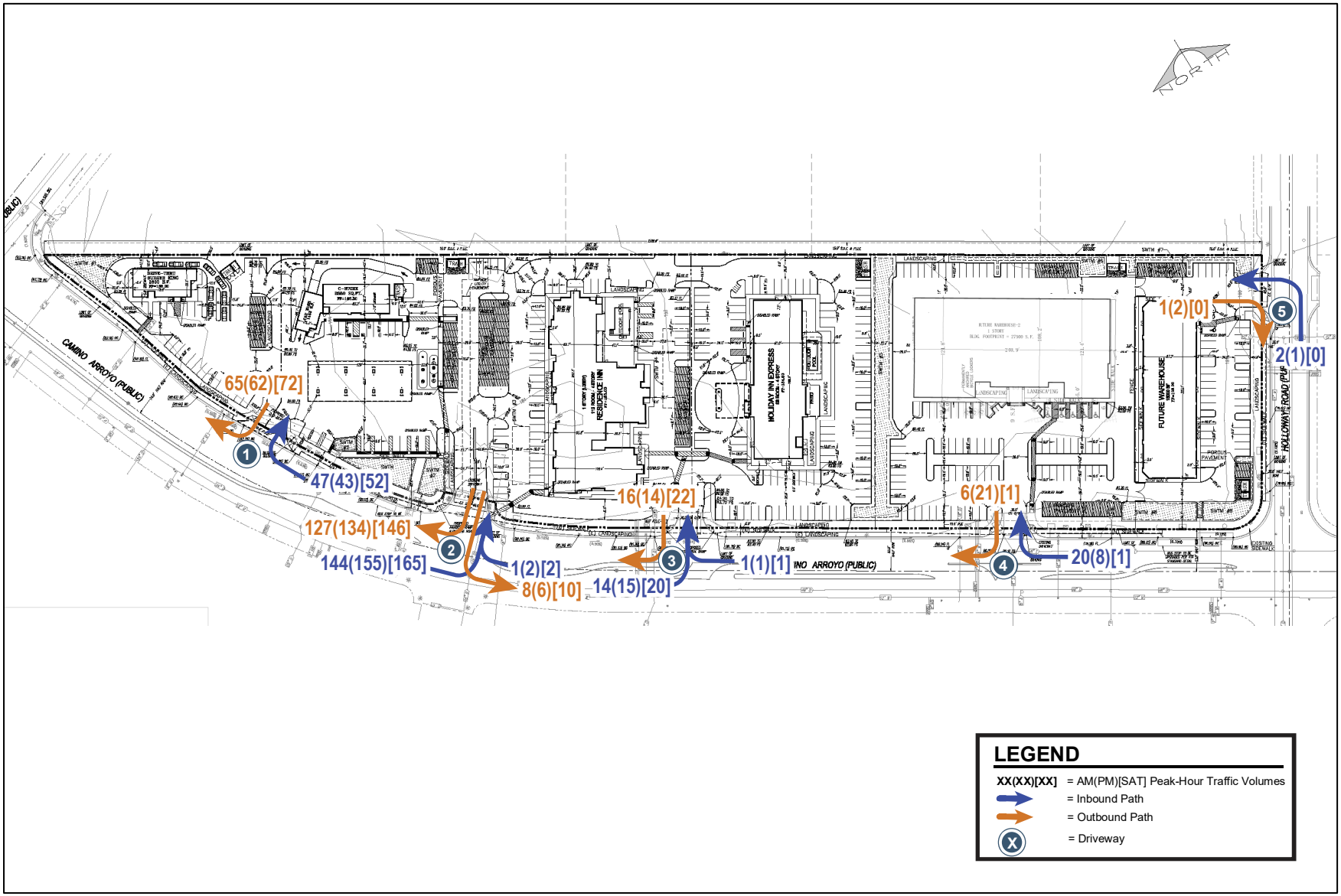


**Figure 19**
**Project Traffic at the Project Site Driveways (With Luchessa/Holloway Connection)**



## Operations at the Project Driveways

The proposed project is projected to add approximately 500 trips (inbound and outbound combined) during the highest peak hour (Saturday peak-hour) to all five driveways serving the project site. Project traffic at the driveways was assigned based on its origin/destination, the existing and proposed roadway networks, site layout, and project driveway locations and turn restrictions. Following this method, it is estimated that approximately 64 percent (%) of the total project traffic would utilize the Camino Arroyo/Gilroy Crossing project driveway (Driveway 2), and the remainder would use all other driveways, as illustrated on Figures 18 and 19.

### *Driveway 1*

Driveway 1 is a proposed new driveway located approximately 325 feet south of Pacheco Pass Highway and would consist of an approximately 33.8-foot wide right-in/right-out access-only driveway. Driveway 1 would provide direct access to the fast-food restaurant and gas station/convenience store. It is estimated that Driveway 1 would serve a maximum of 49 inbound and 79 outbound trips during the Saturday peak-hour (or approximately 25% of the total project traffic), with slightly fewer trips during the AM and PM peak hours.

Traffic operations at Driveway 1 would be greatly dictated by the operations along northbound Camino Arroyo at Pacheco Pass Highway. The level of service calculations at the intersection of Camino Arroyo/Pacheco Pass Highway show that during the Saturday peak-hour under background conditions, the northbound through queue length is projected to be approximately 14 vehicles per lane, or 350 feet per lane assuming a vehicle length of 25 feet. A queue of this length would extend to the proposed Driveway 1 causing outbound access at Driveway 1 to potentially be momentarily blocked. The projected delay along northbound Camino Arroyo at Pacheco Pass Highway is approximately 59 seconds during the Saturday peak-hour under background plus project conditions. A similar delay would be experienced by outbound traffic at Driveway 1, resulting in a maximum queue length of 3 vehicles at Driveway 1 (outbound direction) during the Saturday peak-hour. Alternatively, drivers could utilize Driveway 2 to exit the site. During the AM and PM peak hours, the northbound queue length along Camino Arroyo is not projected to affect operations at Driveway 1.

Driveway 1 would provide direct access to the fast-food restaurant and gas station/convenience store, the two highest trip generators of the proposed uses. Providing direct inbound/outbound access to these land uses would allow the traffic associated with these uses, in particular the outbound traffic, to bypass the main access intersection (Driveway 2) to exit the site.

### *Driveway 2*

Driveway 2 would consist of the east leg of the existing signalized intersection of Camino Arroyo/Gilroy Crossing and would provide full access to the northern side of the project site. Driveway 2 is shown on the site plan to be 40 feet wide and provide one inbound lane and two outbound lanes. Driveway 2 would be adjacent to the gas station and northern hotel and is projected to serve approximately 64% of the total project traffic, or approximately 300 (inbound and outbound) peak-hour project trips.

The level of service calculations show that the Driveway 2 intersection is projected to operate at acceptable LOS C or better during all three peak hours analyzed under background plus project conditions. It is also projected that a maximum queue length of 4 vehicles would be formed by outbound traffic making a right-turn at Driveway 2. The project site plan shows approximately 100 feet of queue storage capacity at Driveway 2, which would accommodate approximately 4 vehicles per lane, adequately serving the projected queue length.

*Driveways 3 and 4*

Driveway 3 would provide direct access to the two proposed hotels and is shown on the site plan to be 30 feet wide. This existing driveway (curb cut) is located across from, although not aligning with, one of the Gilroy Crossing shopping center driveways. The offset location of these driveways, along with a raised center median along Camino Arroyo, allow for partial left-turn access only while reducing conflicting movements at the driveways. For example, at Driveway 3, right-in and out access, as well as left-turn in access, is provided to both the project site and the Gilroy Crossing shopping center, but no left-turn out access is provided from either driveway. It is estimated that a maximum of 21 vehicles would make a left-turn into the project site at Driveway 3, and a maximum of 24 vehicles would make a right turn out of Driveway 3 during the Saturday peak-hour. Approximately 7% of the total project traffic is estimated to utilize Driveway 3 during the peak hours.

Driveway 4, like Driveway 3, would be located across from but just south of the southernmost Gilroy Crossing shopping center driveway, providing limited access to the warehouse buildings. The offset location and raised center median along Camino Arroyo provide full-access to the shopping center driveway, but only right-in and out access to Driveway 4. The full-access shopping center driveway provides direct access to the rear of the retail buildings, facilitating outbound access for larger truck traffic delivering goods to the stores. Traffic accessing Driveway 4 from the Camino Arroyo/SR 152 intersection would have to complete a U-turn at the intersection of Camino Arroyo/Holloway Road or access the site via Holloway Road. It is estimated that a maximum of 1 inbound vehicle and 1 outbound vehicle would access Driveway 4 during the Saturday peak-hour. Approximately 4% of the total project traffic is estimated to utilize Driveway 4 during the peak hours. Driveway 4 is shown on the site plan to be 30 feet wide.

Driveway 3 is located approximately 200 feet south of Driveway 2 and approximately 350 feet north of Driveway 4. Driveway 4 is located approximately 260 feet north of Holloway Road. The segment of Camino Arroyo between Gilroy Crossing and Holloway Road consists of a four-lane roadway with a raised center median and is projected to carry approximately 350 vehicles (both directions combined) during the AM peak-hour, 550 vehicles during the PM peak-hour, and 650 vehicles during the Saturday peak-hour under background plus project conditions.

Ideally, when designing site access, opposing driveways along a roadway segment should align to form an intersection, providing full access and concentrating all turn-movements of the intersection to a single location. However, both Driveways 3 and 4 and their opposing driveways across the street were designed to provide limited access by off-setting the driveways and with the use of a raised center median. Providing limited access is typically done to reduce conflicting movements along roadway segments where physical traffic controls (such as stop signs or traffic signal) are not desired. In order to provide full access at Driveways 3 and 4, these site driveways would need to be realigned with the opposing shopping center driveways, the center media would need to be removed, and the intersections may need to be either stop-controlled or signalized, depending on the traffic demand. Alternatively, a two-way left-turn (TWLT) lane also could be provided. Left-turn outbound access from a driveway onto an uncontrolled four-lane roadway is typically not recommended. However, since these driveways are located less than 500 feet from the Camino Arroyo intersections with Gilroy Crossing and Holloway Road, it is not recommended that an all-way stop-control or traffic signal be installed at either one of these two locations.

Based on the project trip assignment, potential left-turn outbound demand from Driveways 3 and 4 would be minimal. Therefore, with the limited access and relatively low traffic volume projections at Driveways 3 and 4, operations at these two driveways are anticipated to be adequate.

*Driveway 5*

Driveway 5 is located along Holloway Road and consists of a full-access driveway. Driveway 5 would provide access to the warehouse sites. Minimal traffic is estimated to utilize Driveway 5 during the Saturday peak hour. Driveway 5 is shown on the site plan to be 42 feet wide.

With the relatively low traffic volumes along Holloway Road under background plus project conditions, Driveway 5 is anticipated to operate adequately.

## Driveway Geometrics

The City of Gilroy *General Guidelines* document, dated August 18, 2014, specifies that industrial and commercial driveways should have a minimum and maximum approach width of 35 and 45 feet, respectively. Although Driveways 1, 3, and 4 do not satisfy the City's minimum width requirements for commercial/industrial driveways, these driveways would provide two 15-foot-wide lanes, which is adequate for the proposed limited-access operations.

Driveway 2 is shown on the site plan to provide one inbound lane and two outbound lanes. However, as it was shown on the intersection operations analysis presented in the previous chapter, in order to serve the projected southbound left-turn movement queue demand, two southbound left-turn lanes are required, which would also require providing two inbound lanes at Driveway 2.

## Sight Distance

Adequate sight distance should be provided at the project driveways. Outbound traffic at the driveways must be able to see opposing traffic in order to safely complete a turn out of the site. All project site driveways, with the exception of Driveway 1, are located along a straight roadway segment with minimal visual obstruction. Driveway 1 is located along a slightly curved segment of Camino Arroyo. Additionally, a bus stop is currently located along the project site frontage approximately 150 feet south of Driveway 1.

The posted speed limit on Camino Arroyo along the project site frontage is 35 miles per hour (mph). According to the Caltrans *Highway Design Manual*, the minimum required stopping sight distance for a roadway with a posted speed limit of 35 mph is 250 feet. The sight distance from Driveways 3, 4, and 5 is well beyond the 250 feet minimum distance requirement. The sight distance from Driveway 1 would be to the intersection of Camino Arroyo/Gilroy Crossing, just above the 250 feet of minimal distance required. However, this sight distance also assumes that the existing bus stop would not interfere with the driver's line of sight from Driveway 1 to the Camino Arroyo/Gilroy Crossing intersection. Objects such as bus stop shelters or signage could potentially interfere with drivers' line of sight from Driveway 1.

Providing a clear line of sight from Driveway 1, the available sight distance at all project site driveways would be adequate, based on Caltrans requirements.

***Recommendation:*** The design of the project site should ensure that design features, such as the landscaping, signage, bus stop and other physical features, along the project site frontage and at the project site driveways, in particular near Driveway 1, would not interfere with the sight distance at the proposed site driveways.

## Emergency Vehicle Access

Project site driveways must be designed with adequate width to allow emergency vehicles access in and out of the site. Per City design guidelines, a fire access roadway greater than or equal to 20 feet in width is applicable to all commercial, industrial, and residential buildings. The fire access roadway should be provided within 150 feet of structures.

The site plan shows most drive aisles within the project site to range in width from 24 to 26 feet, with a couple of locations with a greater width. All project driveways are a minimum of 30 feet wide, providing the minimum width requirement for emergency vehicle access and circulation. However, the main access driveway (Driveway 2) is proposed to provide a single 11.6-foot-wide inbound lane, in addition to two outbound lanes and raised center median. Therefore, the width of the inbound access lane at Driveway 2 does not meet the 20-foot minimum width requirement for emergency vehicle access.

An emergency vehicle access and circulation plan was prepared as part of the site design (see Figure 20). Emergency vehicle access plans typically show the wheel travel path of a fire engine (or any other larger vehicle) entering, traveling through, and exiting the project site and are used to demonstrate that the proposed site plan layout, drive aisle widths, and corner radii would provide adequate emergency vehicular access and circulation. The fire truck circulation plan shows the wheel travel path of a 40-foot-long fire truck entering and traveling through the site. Emergency vehicle wheel travel paths are shown entering Driveways 3, 4 and 5, circulating the hotels and warehouse sites, and exiting the site via the same or an adjacent driveway. However, no access or circulation within the fast-food restaurant and gas station sites (Driveway 1) are shown on the plan. Additionally, the wheel travel path from Driveway 2 appears to depict outbound access but is not correctly shown as making a right-turn out of the site. The plan also shows emergency vehicles accessing the project site from westbound Holloway Road (Driveway 5) and northbound Camino Arroyo (Driveways 3 and 4).

Although the circulation plan shows adequate site access and on-site circulation for a 40-foot long or smaller emergency vehicle from/to Driveways 3, 4, and 5, at some locations, mainly around turns, the wheel travel paths appear to be close to parking islands, fences, or structures. Additionally, as mentioned above, no access or circulation within the fast-food restaurant/gas station sites and Driveway 1 are shown on the plan.

The project site is served by the Chestnut Fire Station, located at the northeast corner of the Chestnut Street/Tenth Street intersection, less than one mile west of the project site. Emergency vehicles accessing the project site would travel eastbound on Pacheco Pass Highway to Camino Arroyo to enter the site. Since Driveway 2 consists of a signalized full-access driveway, this driveway would provide access to the northern part of the project site emergency vehicles coming from the Camino Arroyo/Pacheco Pass Highway intersection. However, due to the existing raised center median along Camino Arroyo, access to Driveways 3 and 4 from southbound Camino Arroyo would not be possible. Instead, access to Driveways 3 and 4 would be provided via the Silacci Way/Pacheco Pass Highway intersection, heading westbound on Holloway Road and northbound on Camino Arroyo. This longer access route would result in increased emergency vehicle's response times. Alternatively, all emergency access to the north part of the project site could be provided via Driveway 2 (southbound left-turn) while all emergency access to the south part of the project site could be provided via Driveway 5 (eastbound left-turn). This, however, may also result in increased response time to some of the parts of the project site as the fire truck travels through the site.

Inbound access to Driveway 1 from southbound Camino Arroyo would not be possible either, since this would require emergency vehicles to complete a U-turn at Driveway 2, which due to the width of Camino Arroyo (40 feet in the northbound direction), is not possible. Therefore, inbound emergency access to the fast-food restaurant and gas station areas should be provided via Driveway 2.

The fastest emergency access route to the project site would be making a southbound left-turn into each of the project site driveways from Camino Arroyo. This, however, would require the removal of the raised center median, and consequently, the realignment of Driveways 3 and 4 with the opposing driveways across the roadway. Additionally, Driveway 2 may need to be widened to provide the 20-foot minimum width requirement for emergency vehicle access, or two inbound lanes.

Although the emergency vehicle access and circulation plan shows adequate on-site circulation, site access as shown on the site plan may not represent the best access route in terms of response times. Ultimately, City staff, in consultation with the Fire Department, will determine the required improvements to provide adequate emergency response to the project site.

***Recommendation:*** The project should widen the inbound lane at Driveway 2 (Camino Arroyo/Gilroy Crossing intersection) to meet the minimum width requirement for emergency access (20 feet), or provide a second inbound lane to provide adequate inbound emergency vehicle access at this signalized intersection.

***Recommendation:*** The project must work with the City and the Fire Department to identify the best access route for emergency vehicles to provide access to the entire project site and adequate response times.

### Fuel Delivery Truck Access and Circulation

Fuel delivery trucks also would access the site on a regular basis. The site plan shows fuel delivery trucks entering the project site from northbound Camino Arroyo at both Driveways 1 and 2, access the underground storage tanks (located south of the row of fuel pumps), and exit the site via Driveway 1. This access and circulation pattern would require delivery trucks to access the site via the Cameron Boulevard/Pacheco Pass Highway intersection, travel southbound on Cameron Boulevard to Venture Way and to northbound Camino Arroyo.

The site plan shows the wheel travel path for the fuel delivery trucks adequately entering, circulating, and exiting the project site. Therefore, the proposed site plan layout and driveway/drive aisle width dimensions would be adequate for fuel delivery truck access (from northbound Camino Arroyo) and on-site circulation.

### Solid Waste Collection Trucks Access

A solid waste handling plan was prepared as part of the site design (see Figure 21). The plan shows waste collector trucks entering the project site via each of the project driveways, access the trash enclosure for each of the proposed buildings, and exit the site via the same driveway. As with the emergency vehicle access, because of the limited access at the project driveways along Camino Arroyo, waste collector trucks access would be provided by completing a southbound left-turn movement at Driveway 2 and via Silacci Way or Cameron Boulevard to Holloway Road and Camino Arroyo at the rest of the driveways.

Trash enclosures are shown on the site plan to be located adjacent to or in the immediate vicinity (less than 100 feet) of each of the proposed buildings, with the exception of the north hotel (Residence Inn), which shows the nearest trash enclosure to be located more than 100 feet northeast of the building.

All internal drive aisles are proposed to be a minimum of 24 feet wide, providing adequate on-site circulation for waste collector trucks. Therefore, as shown on the solid waste handling plan, the proposed site plan layout and driveway/drive aisle width dimensions would be adequate for trash collector trucks to access and circulate the project site.

**Figure 20**
**Proposed Fire Truck Circulation Plan**

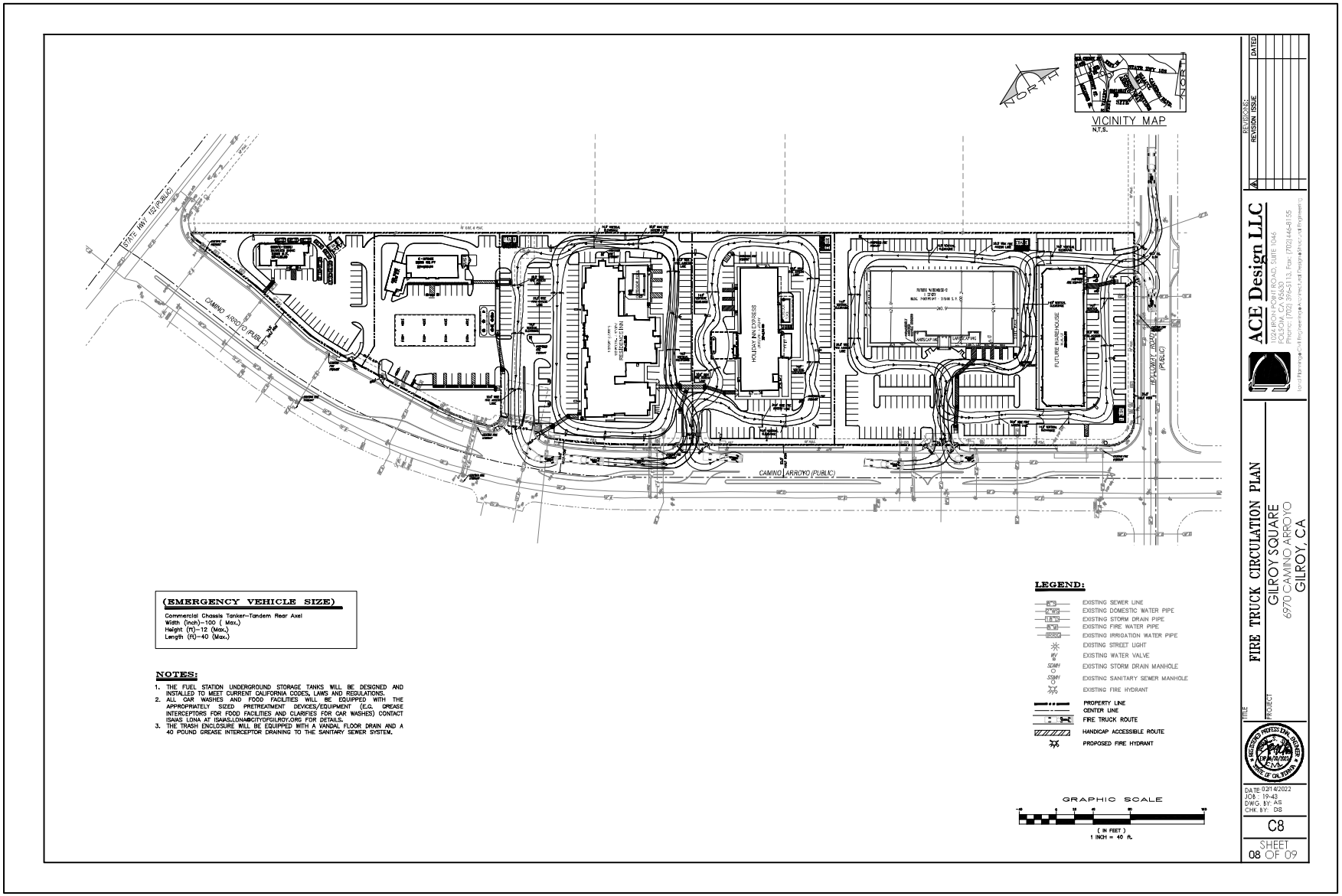
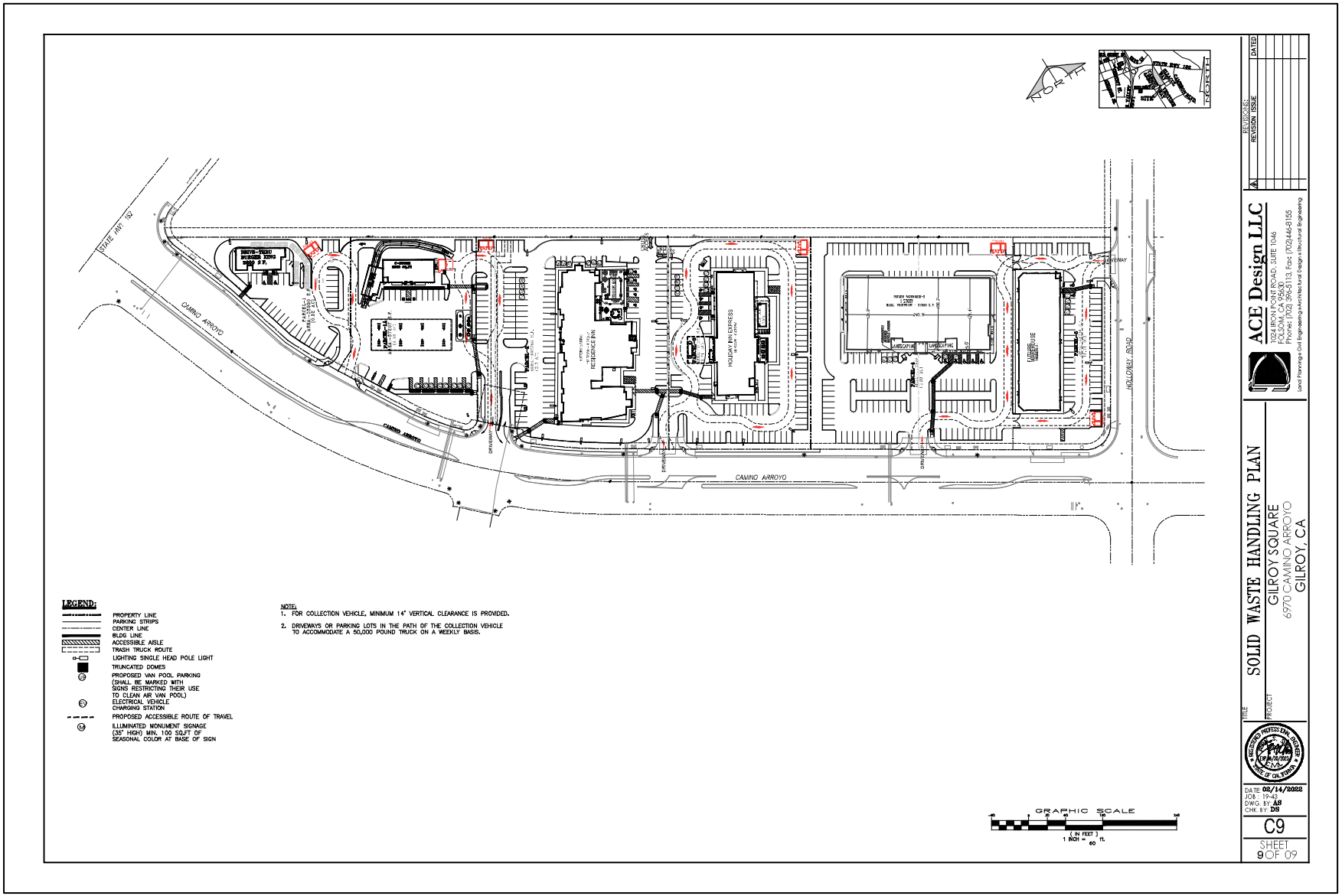


**Figure 21**
**Proposed Solid Waste Truck Collector Circulation Plan**



### Pedestrian Access

Pedestrian traffic to/from the project site would be able to utilize the existing pedestrian facilities (sidewalks, crosswalks, pedestrian signal phasing at signalized intersections) along the adjacent streets to access the project site. Sidewalks are found along all developed areas within the project area, including along the west side of Camino Arroyo, the north side of Holloway Road (west of Camino Arroyo), the south side of Pacheco Pass Highway (from US 101 to Camino Arroyo and along the McCarthy Business Park, located approximately 1,000 feet east of Camino Arroyo), and along both sides of Camino Arroyo, north of the project site. However, as described earlier in this report, most undeveloped parcels have missing sidewalks, including along the entire project site frontage on Camino Arroyo and Holloway Road, and along most of Pacheco Pass Highway, creating an incomplete pedestrian network.

The project site is required to implement full site frontage improvements, including driveways, curb ramps, and sidewalks. City guidelines require minimum sidewalk width of 10 feet in commercial areas. City guidelines also requires development projects to install (or upgrade existing) pedestrian crossings and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections. By implementing these requirements, additional pedestrian facilities are provided to improve the pedestrian network as part of the city's normal growth process.

The site plan shows new sidewalks along the entire project site frontage, along with curb ramps at all project driveways. With implementation of the proposed sidewalks and curb ramps, pedestrian access between the project site and all adjacent pedestrian destinations, including shopping, dining, and bus stops, would be provided. However, various adjacent roadway segments would continue to have missing sidewalks, which will be installed as undeveloped parcels develop.

## On-Site Circulation

The site plan shows 90-degree parking spaces throughout the project served by manly 24- to 26-foot-wide drive aisles. The fast-food restaurant, gas station, and hotels (2) would all be accessible via Driveways 1, 2, and 3. The warehouse sites would be accessible via Driveways 4 and 5, however, no direct vehicular connection would be provided between these sites and the rest of the site.

### Fast-Food Restaurant

Direct access to the fast-food restaurant (and drive-through window) would be provided via Driveway 1. Driveway 1 is anticipated to serve fast-food restaurant and gas station traffic only. Drivers would enter the site, park, or access the drive-through window, and exit the site, or would access the fast-food restaurant after (or prior) to accessing the gas station. Overall, on-site circulation within the fast-food restaurant area is anticipated to be adequate.

#### Drive-Through Window Operations

The proposed drive-through lane entrance would be located along the south side of the building and would wrap around the building in a counter-clockwise direction, ending in front of the building next to the Camino Arroyo project site frontage.

The site plan shows queuing capacity for approximately 9 vehicles within the restaurant's drive-through lane. The queue length at drive-through windows is dependent of the type of establishment and its service rate. For example, drive-through lane lengths for other restaurants in town range from approximately 100 feet/4 vehicles (Wienerschnitzel restaurant on First Street), 250 feet/10 vehicles (McDonald's restaurant on First Street), 170 feet/7 vehicles and 190 feet/7-8 vehicles (Starbucks on Camino Arroyo and Renz Lane, respectively), to approximately 300 feet/12 vehicles (Sonic restaurant

on Pacheco Pass Highway). The City of Gilroy Zoning Ordinance, under section 30.31.20 (Parking Spaces Requirements), states that restaurants with drive-up windows must provide 8 auto waiting spaces for each exterior service window.

Limited published information regarding drive-through window operations and queue lengths is available. However, a study completed by CountingCars.com, a transportation data collection equipment manufacturer located in Minneapolis, Minnesota, provides some information on drive-through window operations for common land uses. "*Drive-Through Queue Generation"*, dated February 2012, provides queuing data for different land uses with drive-through service, based on video recordings conducted at a minimum of six sites per use. All sites surveyed were located in Minneapolis, Minnesota or Kansas City, Kansas and include fast-food restaurants and coffee shops. The report does not provide information on the size of the coffee shops or the fast-food restaurants. Based on the data collected, the report concludes that the 85$^{th}$ percentile maximum queue length for coffee shops is 13 vehicles and 12 vehicles for fast-food restaurants. This information, however, is based on a limited number of studies, none of which were conducted in California, and unknown coffee shop/restaurant size. Thus, the maximum queue length information presented in the study can only be used for comparison purposes. Based on the above queue length information, the proposed queue storage capacity for the proposed restaurant could be exceeded by three vehicles.

Although the anticipated queue length within the proposed drive-through lane cannot be estimated without further research on similar land uses in the area, the proposed length of the drive-through lane would exceed the 8-vehicle waiting spaces required by the City's Zoning Ordinance, and would be in line with the storage capacity provided at similar land use drive-through lanes in town. If the drive-through lane capacity would be exceeded by two to four vehicles, this queue would extend within the restaurant parking area, which although not ideal, would not extend to or create operation issues at Driveway 1 or the gas station.

### Gas Station with Convenience Store and Car Wash

The gas station would be directly accessible via Driveways 1 and 2. Drivers would enter the site, access the gas station and/or convenience store, proceed to the car wash, the fast-food restaurant, or exit the site. The entrance to the car wash would be located along the south side of the convenience store and would wrap around behind the building to the car wash tunnel, located along the north side of the store. The gas station area includes wide drive aisles (from 31 to 45 feet wide) that would provide adequate circulation and additional queuing space at the gas pumps without blocking access to adjacent parking spaces. Overall, adequate circulation between the different services within the gas station site and between the gas station and other uses on site would be provided.

### Hotels

Direct access to the hotels would be provided via Driveway 3. A row of parking spaces extending directly from Driveway 3 would separate the two hotel buildings, with the main entrance to both hotels facing this row of parking. Circulation within the hotel area would be circular around the proposed buildings, with parking for the south hotel (Holiday Inn Express) located along most sides of the building and parking for the north hotel (Residence Inn) located mainly behind the building. Based on the proposed drive aisle widths (mainly 26 feet wide), circulation within the hotels area would be adequate.

### Warehouses

Direct access to the warehouse sites would be provided primarily via Driveway 4, with additional access provided via Driveway 5. Most drive aisles within the warehouse sites parking areas are shown on the site plan to be 26 feet wide. The majority of parking spaces would be located in front of the proposed northerly warehouse building (labeled Warehouse-2 on the site plan), with additional parking spaces

behind the building. Additional parking for the proposed southerly warehouse building (labeled Warehouse-1 on the site plan) would be located adjacent to Holloway Road and the eastern project site boundary. Circulation within the warehouse sites would be continuous allowing drivers to circulate the site and exit via one of the two access driveways. Based on the proposed drive aisle widths and site layout, circulation within the warehouse area would be adequate.

### Pedestrian On-Site Circulation

The site plan shows marked pedestrian pathways connecting the parking areas to the proposed buildings and proposed sidewalks along the project site frontage on Camino Arroyo and Holloway Road. However, with the exception of the two hotels, no direct pedestrian connection is shown between adjacent uses. Pedestrians traveling between on-site buildings would have to do so via the sidewalks along the project site frontage. Additionally, some of the north hotel parking spaces would be located next to the gas station, along the Driveway 2 drive aisle, however, a direct pedestrian connection is not shown between these parking spaces and the hotel.

***Recommendation:*** A defined pedestrian connection should be provided between the north hotel (Residence Inn) building and the hotel parking spaces located next to the gas station.

## Parking

The projected parking demand for the proposed project was estimated based on the City of Gilroy parking requirements contained within the City of Gilroy Zoning Ordinance (Section 30, Article 31, Off-street parking requirements) and project information.

### City of Gilroy Parking Requirements

The City of Gilroy parking code has the following off-street parking requirements for the proposed land uses:

Convenience market (general retail): 1 stall per 250 s.f. of gross floor area
Fast-food restaurant with drive-up window: 1 parking stall for every 100 s.f. of gross floor area plus 1 stall for each shift employee
Hotel: 1 stall for each guest room, plus 6 stalls
Warehouses over 10,000 square feet of gross floor area: 1 stall per five 5,000 square feet of gross floor area; minimum 10 stalls per parcel

It should be noted that City staff requested that the number of parking spaces required to serve the warehouse use be estimated based on a parking rate of 1 parking space per 350 square feet of gross floor area, which is the City's parking rate for industrial land uses. Additionally, the parking rates for the convenience store do not include additional parking requirements for the car wash, which would be part of the gas station.

Based on the City of Gilroy adopted parking rates, the size of the proposed project, information contained on the site plan, and the above assumptions, the proposed project is estimated to require a total of 385 parking spaces (see Table 10), not including the parking spaces required for the gas station car wash. The site plan shows a total of 515 parking stalls on site, which would exceed the City parking requirements.

**Table 10**
**Parking Evaluation**

| Land Use | Size [1] | Parking Rate [2] | Required Parking Spaces | Provided Parking Spaces | Required ADA Parking[3] |
|---|---|---|---|---|---|
| Convenience Store/Gas Station[4] | 2,880 s.f. | 1 stall per 250 s.f. | 12 | 24 | 1 |
| Fast-Food Restaurant with Drive-Through Window[5] | 2,600 s.f. | 1 stall per 100 s.f. + 1 stall per employee | 31 | 30 | 2 |
| Hotels (2) | 200 rooms | 1 stall per room + 6 stalls (per hotel) | 212 | 208 | 7 |
| Warehouses(2)[6] | 45,500 s.f. | 1 stall per 350 s.f. | 130 | 131 | 5 |
| | | **Total:** | **385** | **515** | **20** |

[1] Information obtained from the project site plan dated February 14, 2022 by ACE Design LLC.
[2] Source: City of Gilroy Zoning Ordinance Section 30.31.
[3] The required number of Americans with Disabilities Act (ADA) parking spaces are based on the number of parking spaces provided.
[4] The parking rates for the convenience store land use do not include additional parking requirements for the car wash, which would be part of the gas station.
[5] The fast-food restaurant would include 5 employees based on information provided by the project applicant.
[6] City staff requested that the number of parking spaces required for the warehouse use be estimated based on a parking rate of 1 parking space per 350 square feet of gross floor area, which is the City's parking rate for industrial land uses.

### Americans with Disabilities Act Requirements

The Americans with Disabilities Act (ADA) requires developments to provide one accessible parking space for every 25 parking spaces provided for the first 100 parking spaces, and one additional parking space for every 50 parking spaces provided from 100 up to 200 total parking spaces. Accessible parking spaces shall be at least 96 inches (8 feet) wide and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In addition, one in every 8 accessible spaces, but no less than one, shall be served by an access aisle at least 96 inches wide and shall be designated as "van accessible". It should be noted that the accessible parking spaces are not additional parking spaces but are part of the minimum parking spaces required.

The site plan shows a total of 20 accessible parking spaces are proposed. These consists of two accessible parking spaces at each of the restaurant and gas station sites, a total of nine accessible parking spaces to serve the hotel uses, and a total of seven accessible parking spaces to serve the warehouse uses. Therefore, the proposed project satisfies the minimum ADA parking requirements.

## Freeway Ramp Analysis

A freeway ramp analysis was conducted at two freeway interchanges that provides access to the project site. The analysis is based on calculated volume-to-capacity (V/C) ratios and includes freeway ramps that provide access to/from the project site area. The study freeway interchanges include:

1. US 101 at Tenth Street/Pacheco Pass Highway (SR 152)
2. US 101 at Monterey Road

### Freeway Interchange Ramp Analysis Methodology

The freeway ramp analysis was performed to evaluate projected interchange operations with implementation of the proposed project and supplements the intersection level of service analysis at the freeway ramp intersections. The study freeway ramps are under the jurisdiction of Caltrans.

The analysis is based on calculated ramp capacity (volume-to-capacity (V/C) ratios) at the study freeway ramps. Evaluation of the ramps' operating levels is based on Caltrans level of service

standards (LOS C or better). The correlation between V/C ratio and level of service for freeway ramps is shown in Table 11.

**Table 11**
**Freeway Ramp Levels of Service Based on Volume-to-Capacity Ratio**

| Level of Service | V/C Ratio |
|---|---|
| A | Less than 0.600 |
| B | 0.600-0.699 |
| C | 0.700-0.799 |
| D | 0.800-0.899 |
| E | 0.900-0.999 |
| F | 1.000 and Greater |

Source: Transportation Research Board, *2000 Highway Capacity Manual* . (Washington, D.C., 2000)

*Definition of Adverse Operations Effects on Freeway Ramps*

The Caltrans level of service standard for freeway ramps is LOS C or better. An adverse effect on traffic conditions on a freeway ramp would occur if for either peak hour:

1. The level of service at the study facility degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under background plus project conditions, or
2. The level of service on the freeway ramp is deficient under background conditions and the project adds traffic to the ramp.

## Freeway Ramp Volumes

Peak-hour ramp volumes were interpolated from turning-movement traffic volumes at the adjacent ramp intersections.

## Freeway Ramp Capacities

The study freeway off-ramps consist of one or two lanes at the point where they diverge from the freeway mainline and some widen to multiple lanes at the off-ramp intersection. For this ramp analysis, the ramp capacity for the off-ramps is dictated by the number of lanes at the ramps' diverging point from the freeway mainline, since this is the location that dictates how much traffic exits the freeway.

The study on-ramps consist of one or two mixed-flow lanes with or without a separate HOV lane and are controlled by a ramp meter during the peak hours in the peak commute direction only (northbound in the morning and southbound in the evening). All multiple-lane on-ramps studied narrow to a single lane after the ramp meter before the freeway merge point. For metered on-ramps, the constraint point

is at the meter. For non-metered on-ramps, the constraint point is at the ramps' merging point with the freeway.

The typical capacity for a diagonal freeway ramp is 1,800 vehicles per hour per lane (vphpl). Loop ramps have a typical capacity of 1,600 vphpl. For metered on-ramps, the capacity depends on the ramp meter rate. Freeway ramp meter rates for the study on-ramps were assumed to be 900 vph (maximum allowable rate per ramp in Caltrans District 4).

## Freeway Ramp Configurations

The *US 101 at Monterey Road* interchange provides full-access to/from US 101 and includes the following ramps:

- US 101 southbound diagonal off-ramp (SB off-ramp) – this ramp is controlled by a traffic signal on Monterey Road and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.
- US 101 southbound diagonal on-ramp (SB on-ramp) – this ramp is controlled by a ramp meter during the PM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (unmetered) – 1,800 vph
  - PM peak hour (metered) – 900 vph
  - SAT peak hour (unmetered) – 1,800 vph
- US 101 northbound diagonal off-ramp (NB off-ramp) – this ramp is controlled by a traffic signal on Monterey Road and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.
- US 101 northbound loop on-ramp (NB on-ramp) – this ramp is controlled by a ramp meter during the AM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (metered) – 900 vph
  - PM peak hour (unmetered) – 1,600 vph
  - SAT peak hour (unmetered) – 1,600 vph

The *US 101 at Tenth Street/Pacheco Pass Highway (SR 152)* interchange consists of a full-access partial cloverleaf interchange and includes the following ramps:

- US 101 southbound diagonal off-ramp (SB off-ramp) – this ramp is controlled by a traffic signal on Tenth Street and consists of two lanes where it diverges from the freeway mainline, for a total capacity of 3,600 vph.
- US 101 southbound loop on-ramp (SB loop on-ramp) – this ramp is controlled by a ramp meter during the PM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (unmetered) – 1,600 vph
  - PM peak hour (metered) – 900 vph
  - SAT peak hour (unmetered) – 1,600 vph
- US 101 northbound diagonal off-ramp (NB off-ramp) – this ramp is controlled by a traffic signal on Pacheco Pass Highway and consists of one lane where it diverges from the freeway mainline, for a total capacity of 1,800 vph.

- US 101 northbound diagonal on-ramp (NB on-ramp) – this ramp is controlled by a ramp meter during the AM peak hour only and narrows down to a single lane after the meter to the freeway merging point. The capacity of the ramp is as follows:
  - AM peak hour (metered) – 900 vph
  - PM peak hour (unmetered) – 1,800 vph
  - SAT peak hour (unmetered) – 1,800 vph

### Freeway Ramp Analysis Results

The results of the freeway ramp analysis under existing and background plus project conditions are summarized in Table 12.

Based on the calculated V/C ratios, all of the study freeway ramps currently operate at acceptable levels. Under background plus project conditions, based on the ramp capacities and traffic volume projections, it is projected that all of the study freeway ramps would continue to operate at acceptable levels.

## Bicycle Circulation

Various bicycle facilities exist in the vicinity of the project site, including bike lanes (Class II bikeways) along Camino Arroyo, Sixth Street, Venture Way, and Cameron Boulevard.

The Bicycle Transportation Plan contained in the City of Gilroy General Plan, the City of Gilroy Bicycle/Pedestrian Transportation Plan, and the City of Gilroy Trails Master Plan indicate that a variety of bicycle facilities are planned in the City of Gilroy, some of which would serve the study area.

Of the planned facilities, those relevant to the project include:

Planned Class I multi-use trail:

Along the Miller Slough (Llagas Creek) – between the Sixth Street trailhead west of US 101 to Pacheco Pass Highway/SR 152.

Planned Class II bikeways:

- SR 152 – between the US 101 interchange and Holsclaw Road
- Gilman Road – between Camino Arroyo and Holsclaw Road
- Cameron Boulevard extension – both north and south extensions
- Luchessa Avenue extension – between Monterey Road and Cameron Boulevard
- Holsclaw Road – between SR 152 and Leavesley Road

### Project's Effect on Bicycle Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. The potential demand could be served by the various bicycle facilities available in the vicinity of the project site, including the existing bike lanes along Camino Arroyo and Sixth Street, which would provide a connection between the project site and the residential areas on the west side of US 101. Although there are no plans to provide bikeway facilities along Tenth Street between US 101 and Monterey Road, there are planned Class II bikeways along the future Cameron Boulevard extension and Luchessa Avenue extension which would provide a more direct route to residential areas within the southwestern part of Gilroy. Therefore, potential project-generated bicycle traffic could be accommodated by the existing/proposed bicycle facilities in the project area.

## Table 12
## Freeway Ramps Analysis Results

| Interchange/Ramp | Peak Hour | Ramp Type | | Constraint Point[1] | Control | Capacity[2] (vph) | Existing Conditions Volume[3] (vph) | Existing Conditions V/C | Existing Conditions LOS[4] | Background Conditions Volume (vph) | Background Conditions V/C | Background Conditions LOS[4] | Background Plus Proj (Existing Roadway Network) Volume (vph) | Background Plus Proj (Existing Roadway Network) V/C | Background Plus Proj (Existing Roadway Network) LOS[4] | Background Plus Proj (Luchessa/Holloway Connection) Volume (vph) | Background Plus Proj (Luchessa/Holloway Connection) V/C | Background Plus Proj (Luchessa/Holloway Connection) LOS[4] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **US 101 at Monterey Road** | | | | | | | | | | | | | | | | | | |
| Southbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 242 | 0.134 | A | 244 | 0.136 | A | 244 | 0.136 | A | 244 | 0.136 | A |
| | PM | | | | Signal | 1,800 | 662 | 0.368 | A | 685 | 0.381 | A | 685 | 0.381 | A | 701 | 0.389 | A |
| | SAT | | | | Signal | 1,800 | 429 | 0.238 | A | 455 | 0.253 | A | 455 | 0.253 | A | 466 | 0.259 | A |
| Southbound On-Ramp | AM | Diagonal | On | 1 | Meter-Off | 1,800 | 334 | 0.186 | A | 339 | 0.188 | A | 339 | 0.188 | A | 352 | 0.196 | A |
| | PM | | | | Meter-On | 900 | 536 | 0.596 | A | 564 | 0.627 | B | 564 | 0.627 | B | 638 | 0.709 | C |
| | SAT | | | | Meter-Off | 1,800 | 517 | 0.287 | A | 549 | 0.305 | A | 549 | 0.305 | A | 564 | 0.313 | A |
| Northbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 499 | 0.277 | A | 538 | 0.299 | A | 538 | 0.299 | A | 596 | 0.331 | A |
| | PM | | | | Signal | 1,800 | 373 | 0.207 | A | 469 | 0.261 | A | 469 | 0.261 | A | 512 | 0.284 | A |
| | SAT | | | | Signal | 1,800 | 319 | 0.177 | A | 403 | 0.224 | A | 403 | 0.224 | A | 412 | 0.229 | A |
| Northbound On-Ramp | AM | Loop | On | 1 | Meter-On | 900 | 437 | 0.486 | A | 438 | 0.487 | A | 438 | 0.487 | A | 413 | 0.459 | A |
| | PM | | | | Meter-Off | 1,600 | 292 | 0.183 | A | 321 | 0.201 | A | 321 | 0.201 | A | 223 | 0.139 | A |
| | SAT | | | | Meter-Off | 1,600 | 340 | 0.213 | A | 372 | 0.233 | A | 372 | 0.233 | A | 303 | 0.190 | A |
| **US 101 at Tenth Street/Pacheco Pass Highway (SR 152)** | | | | | | | | | | | | | | | | | | |
| Southbound Off-Ramp | AM | Diagonal | Off | 2 | Signal | 3,600 | 839 | 0.233 | A | 1,104 | 0.307 | A | 1,142 | 0.317 | A | 1,141 | 0.317 | A |
| | PM | | | | Signal | 3,600 | 1,434 | 0.398 | A | 1,712 | 0.476 | A | 1,746 | 0.485 | A | 1,748 | 0.486 | A |
| | SAT | | | | Signal | 3,600 | 1,483 | 0.412 | A | 1,691 | 0.470 | A | 1,730 | 0.481 | A | 1,732 | 0.481 | A |
| Southbound On-Ramp | AM | Loop | On | 1 | Meter-Off | 1,600 | 101 | 0.063 | A | 130 | 0.081 | A | 149 | 0.093 | A | 135 | 0.084 | A |
| | PM | | | | Meter-On | 900 | 277 | 0.308 | A | 432 | 0.480 | A | 454 | 0.504 | A | 380 | 0.422 | A |
| | SAT | | | | Meter-Off | 1,600 | 219 | 0.137 | A | 255 | 0.159 | A | 277 | 0.173 | A | 262 | 0.164 | A |
| Northbound Off-Ramp | AM | Diagonal | Off | 1 | Signal | 1,800 | 325 | 0.181 | A | 520 | 0.289 | A | 542 | 0.301 | A | 482 | 0.268 | A |
| | PM | | | | Signal | 1,800 | 385 | 0.214 | A | 550 | 0.306 | A | 570 | 0.317 | A | 510 | 0.283 | A |
| | SAT | | | | Signal | 1,800 | 536 | 0.298 | A | 656 | 0.364 | A | 677 | 0.376 | A | 648 | 0.360 | A |
| Northbound On-Ramp | AM | Diagonal | On | 1 | Meter-On | 900 | 592 | 0.658 | B | 617 | 0.686 | B | 652 | 0.724 | C | 652 | 0.724 | C |
| | PM | | | | Meter-Off | 1,800 | 869 | 0.483 | A | 1,038 | 0.577 | A | 1,076 | 0.598 | A | 1,076 | 0.598 | A |
| | SAT | | | | Meter-Off | 1,800 | 955 | 0.531 | A | 977 | 0.543 | A | 1,017 | 0.565 | A | 1,017 | 0.565 | A |

Notes:
1. The constraint point of a ramp is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity.
   For freeway off-ramps, the constraint point is at the ramp's diverging point from the freeway mainline.
   For non-metered on-ramps, the constraint point is at the ramp's merging point with the freeway.
   For metered on-ramps, the constraint point is at the meter.
2. Typical capacities for diagonal and loop ramps are 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively.
   The capacity for non-metered ramps is determined based on the number of lanes at the ramp's constraint point.
   The capacity for metered on-ramps was assumed to be 900 vph (Caltrans District 4 maximum meter rate).
3. Existing ramp volumes were interpolated from existing peak-hour turn-movement counts at the ramp intersections.
4. The ramp level of service corresponds to the calculated ramp V/C ratios.

Although the City of Gilroy currently does not have requirements for bicycle parking, VTA recommends bicycle-parking rates for new developments in their *Bicycle Technical Guidelines*, revised in February 2022. The recommended bicycle parking rates are shown in Table 13 below. The standards distinguish between Class I (long-term) bicycle parking and Class II (short-term) bicycle parking.

**Table 13**
**Recommended Bicycle Parking**

| Land Use | Size [1] | Minimum Bicycle Parking Rate [2] | | Recommended Bicycle Parking | |
|---|---|---|---|---|---|
| | | Class I | Class II | Class I | Class II |
| Convenience Store/Gas Station[3] | 2,880 s.f. | 1 per 20 employees | | 1 | 0 |
| Fast-Food Restaurant with Drive-Through Window[4] | 2,600 s.f. | 1 per 20 employees | 1 per 4ksf | 1 | 1 |
| Hotel[5] | 200 rooms | 1 per 20 rooms + 1 per 20 employees | 1 per 20 rooms | 11 | 10 |
| Warehouse | 45,500 s.f. | 1 per 10ksf | 1 per 5 ksf | 5 | 10 |
| | | | **Total:** | **18** | **21** |

[1] Information obtained from the project site plan dated September, 2022 by ACE Design LLC.
[2] Source: VTA's Bicycle Parking Supply Recommendations (*Bicycle Technical Guidelines*, February 2022)
[3]The convenience store/gas station use would be served by 3 employees based on information provided by the applicant.
[4]The fast-food use would be served by 5 employees based on information provided by the applicant.
[5]The hotel uses would be served by a maximum of 7 employees per shift based on information provided by the applicant.

Based on the recommended rates for the proposed land uses and the size of the project, a minimum of 18 long-term and 21 short-term bicycle parking spaces should be provided on-site.

The project site plan shows bicycle parking near the convenience store and bicycle lockers near the south hotel. However, the site plan does not specify how many total bicycle parking spaces are being provided.

***Recommendation:*** It is recommended that the proposed project provide adequate bicycle parking supply on-site, based on VTA's recommended bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, a minimum of 18 long-term (Class I) and 21 short-term (Class II) bicycle parking spaces should be provided on-site.

## Pedestrian Circulation

Pedestrian traffic between the project site and the surrounding commercial areas would be able to utilize the existing pedestrian facilities (sidewalks, crosswalks, pedestrian signal phasing at signalized intersections) along the adjacent streets. Sidewalks are found along both sides of the street within all commercial areas north, west, and south of the project site.

### Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The project is proposing 5-foot sidewalks along its entire frontage on Camino Arroyo and Holloway Road, connecting to the existing sidewalks along these roadways.

The project site is located within walking distance (within a half-mile radius) of various restaurants, retail, and service uses. Existing bus stops are located along the project's Camino Arroyo frontage (discussed further below). These existing uses potentially could attract pedestrian traffic from the project site. The existing and proposed sidewalks, along with the crosswalks and pedestrian push buttons, would provide a pedestrian connection between all shopping centers in the study area,

(including those located along the west side of Camino Arroyo and north of SR 152), the bus stops along the project frontage, and the project site.

City guidelines require minimum sidewalk width of 10 feet in commercial areas. They also require development projects to install (or upgrade existing) pedestrian crossings and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections. The existing sidewalks along Camino Arroyo and SR 152 (as well as all proposed sidewalks along the project site frontage) are 5 feet wide.

The northwest corner of the intersection of Camino Arroyo/SR 152 was recently modified to include a pedestrian signal phase to cross the southbound right-turn movement lane (segment between the northwest corner of the intersection and the adjacent pork chop island). The improvement includes ADA-compliant wheelchair access within the pork chop island. However, none of the corners of the intersection currently include ADA-complaint curb ramps.

***Recommendation:*** It is recommended that 10-foot sidewalks, required in commercial areas, be installed along the entire project site frontage.

***Recommendation:*** It is recommended that ADA-compliant curb ramps be installed at all corners of the Camino Arroyo/SR 152 intersection.

## Transit Service

The project site is directly served by Local Bus Route 84, which provides weekday and weekend service between the Gilroy Transit Center and Saint Louise Regional Hospital, with bus stops at the intersections of Camino Arroyo/Gilroy Crossing and Camino Arroyo/Holloway Road.

Additional transit services are provided at the Gilroy Transit Center, located in Downtown Gilroy, just over one mile northwest of the project site.

### Project's Effect on Transit Services

Although no reduction to the project trip generation estimates was applied due to transit services, it can be assumed that some of the project trips could be made by public transportation. Applying an estimated three percent transit mode share, which is probably the highest that could be expected for the project, to the project trips equates to approximately 6 new transit riders added to the local transit service during the busiest peak-hour. The estimated number of new transit riders to the proposed project could be served by the existing bus line currently serving the project site. However, the limited-service area covered by the existing transit route and the hour-long headways could discourage potential transit users from using public transportation to access the site.

# 6. Conclusions

This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of Gilroy, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

In adherence to SB 743, the effects and impacts on the transportation network as the result of the proposed project were evaluated based on VMT. In addition to the evaluation of VMT, this transportation study also includes level of service analysis to evaluate the effects of the project on the citywide transportation system, including intersections, freeway segments, and freeway ramps. The level of service analysis is presented to determine conformance to General Plan transportation goals and policies. The determination of project impacts per CEQA requirements is based solely on the VMT analysis.

## CEQA VMT Evaluation Results

The model results show that the retail component of the project would cause a net decrease of 1,334 citywide VMT per day. The work trips would account for an increase of 1,908 daily VMT but the shopping trips would account for a decrease of 3,241 daily VMT. Therefore, the proposed retail uses of the project would not result in a significant VMT impact, based on the threshold of significance for retail uses recommended by OPR.

The proposed warehouse land use is estimated to generate a total of 110 daily trips. Based on OPR's small project screening threshold, the proposed warehouse land use is consider a small project and is presumed to have a less-than-significant impact on VMT.

## Roadway Capacity Analysis Results

### Intersection Level of Service Analysis Results

#### Background Plus Project – With Proposed Luchessa/Holloway Connection

The project would have an operational deficiency at the following intersection under background plus project conditions and assuming the implementation of the Luchessa/Holloway connection:

13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – PM peak-hour)

**Project Deficiency**: PM peak-hour

### 2040 General Plan Plus Project Conditions

The project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and the planned future roadway network:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   **Project deficiency**: AM and PM peak hours

### 2040 General Plan Plus Project Conditions with Luchessa/Holloway Connection

The project would contribute to an operational deficiency at the following three intersections under 2040 General Plan with project conditions and assuming the Luchessa/Holloway connection:

7. Silacci Way and Pacheco Pass Highway (LOS F and peak-hour signal warrant met – PM and SAT peak hours)
   **Project deficiency**: PM and SAT peak hours
13. Automall Parkway and Luchessa Avenue (LOS F and peak-hour signal warrant met – AM and PM peak hours)
   **Project deficiency**: AM and PM peak hours

## Intersection Operations Analysis Results

The results of the queue analysis show that the proposed project would contribute to the projected queue length storage capacity deficiencies for the following turn-movements:

**6. Camino Arroyo and SR 152 –**
**Northbound Left-Turn Movement**
**Westbound Left-turn movement**
**Northbound Right-Turn Movement**

**16. Camino Arroyo and Gilroy Crossing – Southbound left-turn movement**

## Projected Deficiencies and Possible Improvements

Described below are possible improvements to improve operating conditions for the projected deficiencies.

### Level of Service Deficiencies – Background Plus Project Conditions

### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** Background plus project (w/ Luchessa/Holloway connection) – PM peak-hour

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under background plus project conditions.

## Level of Service Deficiencies – General Plan Conditions

### 7. Silacci Way and Pacheco Pass Highway/SR 152

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – PM & SAT peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal, or by restricting left-turn access to and from Silacci Way. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

### 13. Automall Parkway and Luchessa Avenue

**Deficiency:** General Plan plus project (GP and GP+Luchessa/Holloway connection) – AM & PM peak hours

The projected deficiency at this intersection could be improved with the installation of a traffic signal. With implementation of this improvement, the intersection level of service would improve to acceptable levels under General Plan plus project conditions.

## Queue Storage Deficiencies

### 6. Camino Arroyo and Pacheco Pass Highway (SR 152)

**Movement:** Northbound left-turn
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound left-turn pockets an additional 150 feet each. However, this improvement is not feasible due to the back-to-back left-turn pockets with the upstream intersection at Gilroy Crossing. Additionally, the queue deficiency is only projected to occur during the Saturday peak-hour, with the turn pocket providing adequate queue storage capacity to serve both the AM and PM peak hours. Alternatively, the intersection traffic signal phasing could be adjusted to provide additional green time to serve the projected northbound left-turn movement demand during the Saturday peak-hour. However, adjusting the signal phasing could result in other intersection movements experiencing longer queue lengths and intersection delays. Without the extension of the existing northbound left-turn lanes or the adjustment of the intersection signal phasing, the projected queue length for this movement would store within the northbound through lane and extend past the Camino Arroyo/Gilroy Crossing intersection.

**Movement:** Westbound left-turn
**Deficiency:** 2 vehicles (50 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by extending the existing westbound left-turn pockets an additional 50 feet each, for a total of 200 feet. However, extending the westbound left-turn pockets at this intersection would affect the length of the approach taper separating the westbound left-turn pockets and the northbound left-turn receiving/acceleration lane at the intersection of Silacci Way and Pacheco Pass Highway (SR 152). Therefore, in order to be able to implement this improvement, the northbound left-turn movement from Silacci Way to westbound SR 152 may have to be prohibited.

**Movement:** Northbound right-turn
**Deficiency:** 5 vehicles (125 feet)

The projected queue storage deficiency for this turn-movement could be improved by extending the existing northbound right-turn lane an additional 125 feet, for a total of 250 feet. The extension of the northbound right-turn lane would require widening of the east side of Camino Arroyo, along the project site frontage. The project site plan shows a proposed right-in and right-out driveway along Camino Arroyo located approximately 325 feet south of Pacheco Pass Highway, providing only approximately 75 feet of space between the extended northbound right-turn lane and the proposed driveway.

### 16. Camino Arroyo and Gilroy Crossing

**Movement:** Southbound left-turn
**Deficiency:** 6 vehicles (150 feet) per lane

The projected queue storage deficiency for this turn-movement could be improved by providing a second southbound left-turn lane. Implementation of this improvement would require two receiving lanes on the east leg of the intersection (project site driveway) and the potential widening of Camino Arroyo, along the project site frontage, to provide the necessary right-of-way for the second southbound left-turn lane.

## Freeway Segment Evaluation

The proposed project is not projected to add traffic representing one percent (1%) or more of the segments' capacity to the deficient study freeway segments, therefore, the proposed project would not create a level of service deficiency at any of the study freeway segments.