VII. INFRASTRUCTURE AND PUBLIC FACILITIES

INTRODUCTION

This chapter addresses issues concerning circulation and mobility, water, wastewater, solid waste, stormwater, energy infrastructure, and other public services within the Specific Plan area. Existing conditions are described and recommendations are proposed for each service element.

Variations from Public Infrastructure Standards within the Downtown Boundary

It is the intent of the Specific Plan to allow for variation in City infrastructure standards. The existing roadways, pedestrian ways, and utility systems, which were developed over more than a century of the community’s growth, characterize the Downtown and its adjacent neighborhoods and retail districts. One of the goals of the Specific Plan is to maintain and enhance the character of Gilroy’s earlier years without making sacrifices to public health, safety, and welfare. It is also a Specific Plan goal to enhance the pedestrian character of all of the Specific Plan Districts except the Gateway District.

Therefore, the Specific Plan will allow for variation in City standards in order to enhance the pedestrian character and meet the intent, policies, and goals of the Specific Plan and in order to interface new construction with existing infrastructure. Any requests for variation from City Standards is entirely dependent upon the review and approval of the City Engineer.

Attractive amenities are critical to a successful downtown; however it should be recognized that increased maintenance costs will be associated with such improvements. These increased costs should be studied at each stage of implementation and as part of the economic analysis.
Circulation and Mobility

The Specific Plan area is centered on three major roadways (Monterey Street, Eigleberry Street, and Railroad Street) and the intersecting streets between Leavesley Road and Luchessa Avenue. The Specific Plan area is also service by a number of transit agencies. The Amtrak bus connection and CalTrain provide passenger rail service and Valley Transit Authority and San Benito County Transit provide bus services.

Existing Street Network Characteristics

Monterey Street
Montery Street forms the backbone of the study area and exhibits a variety of configurations through the length of the study area. The curb to curb street width, excluding sidewalks, is 66 feet.

- From Luchessa Avenue to Tenth Street, Monterey Street has a shoulder but no sidewalks, two travel lanes in each direction, and a center median.
- From Tenth Street to Eighth Street, Monterey Street has sidewalks on both sides, parallel parking on both sides, two travel lanes in each direction, and a center median.
- From Eighth Street to Sixth Street, Monterey Street has sidewalks on both sides, parallel parking on both sides, one travel lane in each direction, and a center median.
- From Sixth Street to Fourth Street, Monterey Street has sidewalks on both sides, parallel parking on one side and angled parking on the opposite side, one travel lane in each direction, and a center median.
- From Fourth Street to Leavesley Road, Monterey Street has sidewalks on both sides, parallel parking on both sides, two travel lanes in each direction, and a center median.

Eigleberry Street
Eigleberry Street runs parallel to Monterey Street on the western side of the Downtown area. The curb to curb street width, excluding sidewalks, is 48 feet.

- From Tenth Street to Eighth Street, Eigleberry Street has parallel parking on both sides and one travel lane in each direction with no center median.
- From Eighth Street to First Street, Eigleberry Street has parallel parking on one side and diagonal parking on the opposite side, and there is one travel lane in each direction with no center median.
Railroad Street
Railroad Street runs parallel to Monterey Street on the eastern side of the Downtown area. The curb to curb street width, excluding sidewalks, is 44 feet.

- From Old Gilroy Street to Lewis Street, Railroad Street has parallel parking on both sides and one travel lane in each direction with no center median.

Typical Cross Street
The typical Downtown cross street has a curb to curb street width, excluding sidewalks, of 38 feet. The streets have parallel parking on both sides and one travel lane in each direction with no center median.

Existing Transportation Circulation Analysis
As part of the Specific Plan process, an independent traffic study was conducted by Hexagon Transportation Consultants, Inc. (The complete Transportation and Circulation Analysis is on file with the City). The following presents the results of the transportation circulation analysis conducted for the proposed Specific Plan. This transportation circulation analysis documents the impacts to the surrounding transportation system associated with buildout of the Specific Plan, identifies potential future network constraints, and recommends mitigation measures and other changes in the study area to accommodate the Specific Plan.

Project Description
The Specific Plan area is primarily occupied by land with existing developments. However, there are still some vacant parcels of land that have yet to be developed. The City estimates that there currently are approximately 1.6 million square feet of existing building space in the Specific Plan area. An inventory of the land parcels within the Specific Plan area indicates that they make up roughly 160 acres of land area.

The Specific Plan has a life of 20 years, through 2025. City of Gilroy Staff and land-use planners at RRM Design Group worked together to develop a set of land-use and development assumptions to apply to the Specific Plan area to forecast the amount of future development that could be expected within the Specific Plan area over its life. Based on the development assumptions employed, the Specific Plan would include the development of roughly one million square feet of new commercial building space (including the proposed Gilroy Cultural and Performing Arts Center) and almost 1,600 new residential units.
Scope of Study

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Gilroy and the Congestion Management Program (CMP) of Santa Clara County. The Valley Transportation Authority (VTA) administers the county CMP. The study included an analysis of traffic conditions for 12 signalized intersections, 2 unsignalized intersections, and 3 freeway segments.

The study intersections and freeway segments are identified below.

Study Intersections
1. Monterey Street and Leavesley Road (CMP*)
2. Forest Street and Leavesley Road
3. Murray Avenue and Leavesley Road
4. Church Street and First Street
5. Eigleberry Street and First Street (unsignalized)
6. Monterey Street and First Street
7. Monterey Street and Third Street
8. Church Street and Sixth Street (unsignalized)
9. Monterey Street and Sixth Street
10. Monterey Street and Seventh Street
11. Monterey Street and Tenth Street
12. Alexander Street and Tenth Street
13. Chestnut Street and Tenth Street
14. Monterey Street and Luchessa Avenue

*Denotes intersections located on the Congestion Management Program (CMP) network.
Study Freeway Segments

- US 101, Masten Avenue to Leavesley Road
- US 101, Leavesley Road to Tenth Street/Pacheco Pass Highway
- US 101, Tenth Street/Pacheco Pass Highway to Monterey Street

Traffic conditions at the study intersections and freeway segments were analyzed for the weekday AM and PM peak hours of traffic. The weekday AM peak hour of traffic generally falls within the 7:00 to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 to 6:00 PM period. It is during these times that the most congested traffic conditions occur on an average day.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: Existing Conditions. Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts and previous traffic studies.

Scenario 2: Background Conditions. Background conditions were represented by future traffic volumes on the existing roadway network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes 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 project impacts.

Scenario 3: Project Conditions. Background plus project conditions (also referred to as Project Conditions) were represented by future traffic volumes with the project. Future traffic volumes with the project (hereafter called project traffic volumes) were estimated by adding to background traffic volumes the trips associated with the proposed project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 4: Cumulative Conditions. Cumulative conditions represent future traffic volumes on the future transportation network that would result from traffic growth projected to occur due to proposed but not yet approved (pending) development projects. Cumulative conditions were evaluated for two scenarios: (1) without the proposed project and (2) with project-generated traffic. The change between these two scenarios illustrates the relative impact the project could have on cumulative conditions.

Scenario 5: General Plan Buildout Conditions. General Plan buildout conditions were represented by projected traffic volumes on the roadway network proposed by the General Plan plus project generated traffic.
Project Trip Generation

Because the Specific Plan would include a wide range of potential land uses and business types, the development potential of the Specific Plan area had to be reduced to manageable land-use categories for which trip generation rates are available. The development projections associated with the Specific Plan are made in terms of new commercial building space (square footage) and new residential units. The magnitude of traffic generated by the projected new development associated with the Specific Plan was estimated by applying to the size of the development the applicable trip generation rates, as published by the Institute of Transportation Engineers (ITE) in Trip Generation, 7th Edition. The following assumptions were made so that trip generation estimates could be developed for the Specific Plan project given these generic land uses:

1. The type of residential development that would occur in the Specific Plan was assumed to be higher-density residential. Therefore, the trip generation rates for residential apartments were applied to the projected number of new residential units associated with the Specific Plan.

2. The new commercial space projected in the Downtown was broken into two broad categories: retail space and office space.

3. It was assumed that on average, new commercial development in the Downtown would consist of a mix of these two land-uses. Evaluation of the mix of land uses associated with current development projects in the Downtown revealed that of the commercial space associated with current development projects, an average of 65% is retail space and 35% is office space. It is assumed that these ratios would not change in the future. Therefore, the projected new commercial space in the Specific Plan was assumed to be 65% retail space and 35% office space.

4. The trip generation rates for general office building were applied to the new office space associated with the Specific Plan.

5. The retail portion of the commercial space would account for a wide range of business types such as antique shops, dance studios, restaurants, banks, liquor stores, clothing stores, retail sales, and many more. For a wide range of business types such as this, the most applicable land-use category for which trip generation rates are available was determined to be the shopping center land use.

Applying the appropriate trip generation rates, as discussed above, to the overall amount of new development projected under the Specific Plan indicates that the project would generate 2,038 trips during the AM peak hour and 3,962 trips during the PM peak hour. These project trips would be generated by new development throughout the Specific Plan area.
Project Intersection Analyses

Intersection Level of Service Analysis
Traffic impacts at the study intersections were identified based on a level of service (LOS) standard of D for the study intersections on Tenth Street and for the Monterey Street/Luchessa Avenue intersection; and a level of service standard of C for all other study intersections.

The results of the intersection level of service analysis are summarized in Table 7.1. The results indicate that with the addition of project-generated traffic, one intersection would have a significant level of service impact under project conditions:

- Church Street and Sixth Street

The remaining study intersections would continue to operate at acceptable levels of service with the addition of project-related traffic. The recommended mitigation measures necessary to mitigate level of service impacts are contained in a later section of this chapter.

Traffic Signal Warrant Analysis
For this study, the need for signalization is assessed on the basis of the operating conditions at the intersections (i.e., level of service) and on the Peak-Hour Traffic Signal Warrant, Warrant #3 described in the 2003 Manual on Uniform Traffic Control Devices (MUTCD) and 2003 MUTCD California Supplement.

The results of the signal warrant analysis under project conditions indicate that the peak-hour signal warrant would not be satisfied at the Eigleberry Street/First Street intersection. However, the projected PM peak-hour volumes at the Church Street/Sixth Street intersection are high enough to warrant installation of a traffic signal under project conditions.

Intersection Operations Analysis
The analysis of project intersection levels of service was supplemented with an analysis of intersection operations for selected unsignalized and signalized intersections. The intersection operations 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.

The results of the intersection operations analysis are summarized in Table 7.2. The results indicate that with the development of the Specific Plan project most of the critical turn movements at the study intersections would experience vehicle queues that would exceed the storage space that is currently available. The locations and turn movements where queuing deficiencies would occur are summarized in Table 7.3. The recommended mitigation measures necessary to improve the queuing deficiencies are contained in a later section of this chapter.
### Signalized Intersection Levels of Service Summary

<table>
<thead>
<tr>
<th>Intersection</th>
<th>LOS Standard /a/</th>
<th>Peak Hour</th>
<th>Count Date</th>
<th>Avg. Delay LOS</th>
<th>Avg. Background</th>
<th>Project Change in Delay</th>
<th>Cumulative w/o Proj.</th>
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<td>D+</td>
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<td>B-</td>
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**Notes:**

/a/ Current LOS standard obtained from "Level of Service D Areas" Map, page 6-11, of the Gilroy General Plan.

/b/ The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

/c/ The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.

CMP intersections are denoted with an asterisk (*).

Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.  

- Denotes Project impact
### Project Conditions Queuing Analysis Results

<table>
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<tr>
<th>Intersection</th>
<th>Storage Lanes</th>
<th>Total Storage ft.</th>
<th>Worst-Case Peak Hour</th>
<th>Required Vehicle Storage ft.</th>
<th>Required Vehicle Queue ft.</th>
<th>Change in Queue Length</th>
<th>Additional Storage Needed</th>
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<tr>
<td>WBL</td>
<td>2</td>
<td>975 ft/d</td>
<td>PM 21</td>
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<tr>
<td>WBR</td>
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<td>8</td>
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<td>+100 175</td>
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<td>3</td>
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<td>2</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NBL</td>
<td>1</td>
<td>150 ft</td>
<td>PM 5</td>
<td>125</td>
<td>12</td>
<td>300</td>
<td>+175 150</td>
</tr>
<tr>
<td>SBL</td>
<td>1</td>
<td>165 ft</td>
<td>PM 9</td>
<td>225</td>
<td>14</td>
<td>350</td>
<td>+125 185</td>
</tr>
<tr>
<td>WBR</td>
<td>1</td>
<td>215 ft</td>
<td>PM 3</td>
<td>75</td>
<td>6</td>
<td>150</td>
<td>+75 none</td>
</tr>
<tr>
<td>WBT</td>
<td>2</td>
<td>430 ft</td>
<td>PM 20</td>
<td>850</td>
<td>32</td>
<td>800</td>
<td>+150 370</td>
</tr>
<tr>
<td>WBL</td>
<td>1</td>
<td>75 ft</td>
<td>PM 5</td>
<td>125</td>
<td>6</td>
<td>150</td>
<td>+25 75</td>
</tr>
<tr>
<td>Alexander St. and Tenth St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SBL</td>
<td>1</td>
<td>105 ft</td>
<td>PM 3</td>
<td>75</td>
<td>7</td>
<td>175</td>
<td>+100 70</td>
</tr>
<tr>
<td>EBL</td>
<td>1</td>
<td>95 ft</td>
<td>PM 5</td>
<td>125</td>
<td>8</td>
<td>200</td>
<td>+175 105</td>
</tr>
<tr>
<td>Chestnut St. and Tenth St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SBL</td>
<td>2 /h'</td>
<td>270 ft</td>
<td>PM 15</td>
<td>375</td>
<td>22</td>
<td>550</td>
<td>+175 280</td>
</tr>
<tr>
<td>Monterey St. and Luchessa Av.</td>
<td>EBL</td>
<td>100 ft</td>
<td>PM 4</td>
<td>100</td>
<td>8</td>
<td>200</td>
<td>+100 100</td>
</tr>
</tbody>
</table>

/a/ Number of lanes and storage based on existing intersection geometrics.
/b/ Expressed in number of vehicles. Based on design vehicle queue calculated by TRAFFIX.
/c/ Calculated based on 25 linear feet per queued vehicle.
/d/ One of the westbound left-turn pockets is a trap lane for the third westbound travel lane on Leavesley Road between Forest Street and Monterey Street. The storage space shown assumes that vehicles in the left-turn trap lane can queue up all the way back to Forest Street.
/e/ Right-turn pocket length measured from railroad crossing arm to end of pocket.
/f/ The storage space reported is the distance to between Church Street and Monterey Street.
/g/ The northbound left-turn movement from Monterey Street on to Third Street occurs from the shared through/left-turn lane. The storage space reported is one-half the distance to Fourth Street.
/h/ One of the left-turn pockets is a shared through/left-turn lane. The queue length shown assumes that half of the through cars queue up in the shared through/left-turn pocket.

TABLE 7.2 - PROJECT CONDITIONS QUEUING ANALYSIS RESULTS
### Summary of Queuing Deficiencies

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Movements With Storage Deficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monterey Street and Leavesley Road</td>
<td>Northbound Right Turn</td>
</tr>
<tr>
<td>Murray Avenue and Leavesley Road</td>
<td>Westbound Left Turn</td>
</tr>
<tr>
<td>Church Street and First Street</td>
<td>Northbound Left Turn</td>
</tr>
<tr>
<td>Monterey Street and First Street</td>
<td>Northbound Left Turn</td>
</tr>
<tr>
<td></td>
<td>Eastbound Left Turn</td>
</tr>
<tr>
<td>Monterey Street and Sixth Street</td>
<td>Northbound Left Turn</td>
</tr>
<tr>
<td>Monterey Street and Seventh Street</td>
<td>Southbound Left Turn</td>
</tr>
<tr>
<td>Monterey Street and Tenth Street</td>
<td>Northbound Left Turn</td>
</tr>
<tr>
<td></td>
<td>Southbound Left Turn</td>
</tr>
<tr>
<td></td>
<td>Westbound Through</td>
</tr>
<tr>
<td></td>
<td>Westbound Left Turn</td>
</tr>
<tr>
<td>Alexander Street and Tenth Street</td>
<td>Southbound Left Turn</td>
</tr>
<tr>
<td></td>
<td>Eastbound Left Turn</td>
</tr>
<tr>
<td>Chestnut Street and Tenth Street</td>
<td>Southbound Left Turn</td>
</tr>
<tr>
<td>Monterey Street and Luchessa Avenue</td>
<td>Eastbound Left Turn</td>
</tr>
</tbody>
</table>

**Table 7.3 - Summary of Queuing Deficiencies**
Intersection Impacts and Recommended Mitigation Measures

Described below are the intersection impacts and recommended mitigation measures necessary to maintain the City’s level of service standard and acceptable intersection operations under project conditions. Because the Specific Plan is a long-range plan, the impacted intersections discussed below should be monitored as individual development projects in the Downtown move forward to determine when each of the improvements is warranted. Such monitoring could be accomplished by required the larger development projects to perform supplemental traffic studies based on updated/recent traffic data at the time that those projects are proposed.

Intersection improvements and signalization are costly and may prohibit development if the private sector is solely responsible. The Gilroy City Council should consider one of the following financing strategies for intersection improvements and signalization:

- Mello Roos District
- Traffic Improvement Fund
- Traditional Benefit Assessment District

Monterey Street and Leavesley Road - Necessary Mitigation Measures
Extending the northbound right-turn pocket to accommodate the projected maximum queue is not feasible without demolishing the building located on the east side of Monterey Street. It is important to note that the queue calculation was performed based on how traffic in the right-turn lane currently operates. Most drivers treat this as if they must yield to traffic on eastbound Leavesley Road, even though they have an exclusive eastbound lane to turn into. If improvements could be implemented that would allow the northbound right-turn movement to operate more like a free-running right-turn, then the actual queue length would be less than what is reported here and probably could be accommodated by the current storage space. Therefore, it is recommended that improvements to the northbound right-turn receiving lane be made such that this movement could be restored to free-running operation. This in turn would significantly shorten the queue that develops during peak hours. Such improvements could include: installing flexible lane delineators along the wide solid white line that separates the receiving lane from the other lanes on Leavesley Road or extending a raised curb a short distance eastbound to clearly delineate the right-turn receiving lane from the other two eastbound lanes on Leavesley Road. This improvement was not previously identified in the City’s Traffic Circulation Master Plan and is not included in the City’s Traffic Impact Fee Program.

Murray Avenue and Leavesley Road - Necessary Mitigation Measures
It is recommended that a second westbound left-turn pocket be added on Leavesley Road at Murray Avenue. This would require a second southbound lane on Murray Avenue, south of Leavesley Road. These improvements were not previously identified in the City’s Traffic Circulation Master Plan and are not included in the City’s Traffic Impact Fee Program.
Church Street and First Street - Necessary Mitigation Measures
It is recommended that the existing northbound left-turn pocket on Church Street be extended to 300 feet as shown in the City of Gilroy Traffic Circulation Master Plan. This change would require removing parking on the east side of Church Street for about 400 feet south of the intersection.

Monterey Street and First Street - Necessary Mitigation Measures
It is recommended that the existing northbound left-turn lane on Monterey Street be extended by 40 feet. This may require modifications to the existing raised median island on Monterey Street between First Street and Third Street. To reduce the occurrence of the eastbound queue blocking the Eigleberry Street/First Street intersection, a “Keep Clear” pavement legend could be installed at that intersection. These improvements would be an interim step to the ultimate improvements shown in the City’s Traffic Circulation Master Plan.

Church Street and Sixth Street - Necessary Mitigation Measures
These impacts could be mitigated by installation of a traffic signal at this intersection. All four approaches to the intersection should be restriped to include a separate left-turn pocket and a shared through/right-turn lane. This would require removing parking on both sides of the street on each approach to the intersection. The signal phasing should be modified to include protected left-turn phasing on all approaches. With implementation of these improvements, the intersection operations would be improved to LOS B during the AM peak hour and LOS C during the PM peak hour under project conditions. These improvements were identified in the City’s Traffic Circulation Master Plan and are included in the City’s Traffic Impact Fee Program.

Monterey Street and Sixth Street - Necessary Mitigation Measures
No physical improvements at the intersection are recommended under project condition. The queuing conditions in the northbound left-turn movement would not cause a significant operational problem. In the downtown area, there are multiple signalized locations where the northbound left-turn movement can be made, so traffic will tend to balance among the alternative turn locations such that no single location is significantly worse than the others are. Left-turn queues on Monterey Street at Sixth Street could be controlled by strategic placement of directional signs at downtown gateways. This would divert traffic bound for downtown parking facilities away from Monterey Street and onto Eigleberry Street.

Monterey Street and Seventh Street - Necessary Mitigation Measures
Mitigating this impact would require lengthening the existing southbound left-turn pocket by 90 feet. The primary reason for the heavy southbound left-turn queue at this location is the lack of eastbound roadways connecting Monterey Street with Railroad Street. A significant amount of development (about 176,000 square feet of commercial space and 513 residential units) is projected on the parcels bounded by Old Gilroy Street, Tenth Street, Alexander Street, and the railroad tracks. Most of the traffic accessing these parcels from the north would turn left from Monterey Street onto Seventh Street. Extending the existing turn pocket appears feasible but would require modifications to the existing raised median island on Monterey Street between Sixth Street and Seventh Street. This improvement was not previously identified in the City’s Traffic Circulation Master Plan and is not included in the City’s Traffic Impact Fee Program.
Monterey Street and Tenth Street - Necessary Mitigation Measures

To accommodate the projected maximum northbound left-turn queue, a second 150-foot northbound left-turn pocket is necessary. To accommodate the projected maximum vehicle queue in the southbound left-turn movement, a second southbound left-turn lane should be added and both lanes should be at least 175 feet long. To accommodate the projected maximum westbound left-turn queue, the existing turn pocket should be lengthened by 75 feet. This improvement would require widening the railroad crossing and widening Tenth Street between Monterey Street and the railroad tracks. The improvements at the Monterey Street/Tenth Street intersection should be coordinated with those recommended below at the Alexander Street/Tenth Street intersection. According to the City of Gilroy Traffic Collision Analysis Study (February 11, 2005), the intersection of Monterey Street and Tenth Street exhibits a higher-than-expected number of accidents. Additionally, the City has indicated that the intersection currently meets warrants for protected left-turn phasing on the Tenth Street approaches. The improvement that has been recommended at this location to address these conditions is the conversion of the traffic signal operation to protected left-turn phasing on all approaches. It is recommended that a supplemental engineering study be conducted to identify, in more detail, the improvements necessary along the Tenth Street corridor to accommodate the recommended mitigation measures. The City has indicated that the first major development project proposed in the Downtown that would generate more than 100 peak-hour trips should be responsible for conducting this supplemental study. The improvements discussed above were not previously identified in the City's Traffic Circulation Master Plan and are not included in the City's Traffic Impact Fee Program.

Alexander Street and Tenth Street - Necessary Mitigation Measures

It is recommended that the southbound left-turn pocket be lengthened by 70 feet in order to accommodate the projected maximum vehicle queues during the peak hour. This can be accomplished by restriping the north leg of the intersection. To accommodate the projected maximum vehicle queue in the eastbound left-turn movement, the existing turn lane should be lengthened by 105 feet. This can be accomplished by restriping the west leg of the intersection. However, this would require that the existing westbound left-turn pocket into the former Indian Motorcycle facility be eliminated. The improvements at the Alexander Street/Tenth Street intersection should be coordinated with those recommended above at the Monterey Street/Tenth Street intersection. These improvements were not previously identified in the City's Traffic Circulation Master Plan and are not included in the City's Traffic Impact Fee Program.

Chestnut Street and Tenth Street - Necessary Mitigation Measures

In order to accommodate the projected maximum vehicle queues in the southbound left-turn movement during the PM peak hour, the southbound left-turn pockets should be extended such that each pocket provides 275 feet of storage space. This can be accomplished by restriping the north leg of the intersection. This improvement was not previously identified in the City's Traffic Circulation Master Plan and is not included in the City's Traffic Impact Fee Program.

Monterey Street and Luchessa Avenue - Necessary Mitigation Measures

To accommodate the projected maximum eastbound left-turn queue, a second 100-foot eastbound left-turn pocket is necessary. This improvement would require widening the west leg of Luchessa Avenue. This improvement makes up a portion of the ultimate improvement package shown in the City's Traffic Circulation Master Plan for this intersection.

A summary of the impacts and necessary mitigation measures discussed above is contained in Table 7.4.
Project Freeway Segment Analysis

Project traffic volumes on the study freeway segments were established by adding to background freeway volumes the estimated project trips on freeway segments. The results of the analysis indicate that all of the directional freeway segments analyzed would operate at an acceptable LOS D or better under project conditions.

### Summary of Intersection Impacts and Mitigation Measures

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Type of Impact</th>
<th>Necessary Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monterey Street and Leavesley Road</td>
<td>Queuing</td>
<td>1. Improve operations of northbound right-turn movement.</td>
</tr>
<tr>
<td>Forest Street and Leavesley Road</td>
<td>--</td>
<td>None</td>
</tr>
<tr>
<td>Murray Avenue and Leavesley Road</td>
<td>Queuing</td>
<td>1. Add second westbound left-turn lane.</td>
</tr>
<tr>
<td>Church Street and First Street</td>
<td>Queuing</td>
<td>1. Add second westbound through lane, and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Add second westbound lane on First Street west of Church Street.</td>
</tr>
<tr>
<td>Eigleberry Street and First Street</td>
<td>--</td>
<td>None</td>
</tr>
<tr>
<td>Monterey Street and First Street</td>
<td>Queuing</td>
<td>1. Extend northbound left-turn lane 40 feet, and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Add &quot;KEEP CLEAR&quot; pavement legends on First Street at Eigleberry Street.</td>
</tr>
<tr>
<td>Monterey Street and Third Street</td>
<td>--</td>
<td>None</td>
</tr>
<tr>
<td>Church Street and Sixth Street</td>
<td>LOS</td>
<td>1. Install traffic signal and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Restripe all approaches to include a separate left-turn lane and a shared through/right-turn lane.</td>
</tr>
<tr>
<td>Monterey Street and Sixth Street</td>
<td>--</td>
<td>None</td>
</tr>
<tr>
<td>Monterey Street and Seventh Street</td>
<td>Queuing</td>
<td>1. Extend southbound left-turn pocket 90 feet.</td>
</tr>
<tr>
<td>Monterey Street and Tenth Street</td>
<td>Queuing</td>
<td>1. Add a second 150-foot northbound left-turn pocket, and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Add a second 175-foot southbound left-turn pocket, and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. Lengthen westbound left-turn lane 75 feet by restriping.</td>
</tr>
<tr>
<td>Alexander Street and Tenth Street</td>
<td>Queuing</td>
<td>1. Extend southbound left-turn pocket 70 feet and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Extend eastbound left-turn pocket 105 feet.</td>
</tr>
<tr>
<td>Chestnut Street and Tenth Street</td>
<td>Queuing</td>
<td>1. Extend southbound left-turn pockets to 275 feet each.</td>
</tr>
<tr>
<td>Monterey Street and Luchessa Avenue</td>
<td>Queuing</td>
<td>1. Add a second 100-foot eastbound left-turn lane.</td>
</tr>
</tbody>
</table>

Table 7.4 - Summary of Intersection Impacts and Mitigation Measures
Proposed Street Configurations

Throughout the Specific Plan area there are three major roadways: Monterey Street, Eigleberry Street, and Railroad Street. There are three district configurations for Monterey Street as it transitions through the Gateway, Downtown Expansion, and Downtown Historic Districts, while Eigleberry Street and Railroad Street each maintain a consistent configuration throughout the Specific Plan area. The following sections illustrate the proposed street configurations.
Monterey Street (See Cross Sections 1, 2, and 3)
Curb to curb street width, excluding sidewalks, is 66 feet. The vision of the Specific Plan proposes a Monterey Street corridor that is much different than what is there today. By narrowing the streets, installing angle parking, widening the sidewalks, installing mid-block pedestrian crossings, and installing bulb outs at the intersection corners, Monterey Street will function more to accommodate local vehicular traffic and pedestrian traffic bound for the shops and restaurants fronting Monterey Street. Therefore, the street will be less desirable for use as a through route for traffic traveling between Leavesley Road and Tenth Street, and the through traffic that currently uses Monterey Street will shift to adjacent streets and other alternate north-south routes. Improvements should be made to Church Street, to the extent feasible, to provide additional capacity to accommodate additional through traffic that might divert from Monterey Street. With completion of the Chestnut Street bridge at Lewis Street, Chestnut Street would become a potential alternative to through traffic on Monterey Street. With the future plans to narrow Monterey Street to a single lane in each direction, alternate accommodations for delivery trucks will be necessary. Loading zones should be installed on the side streets near Monterey Street so that trucks making deliveries to the businesses on Monterey Street do not stop on the street and block traffic. The proposed street configurations along Monterey Street are as follows:
• From Luchessa Avenue to approximately Tenth Street and from First Street to Leavesley Road, Monterey Street will have sidewalks on both sides and landscaped parkways between the sidewalks and the street. There will be a bike lane and two travel lanes in each direction. A center median will divide the travel lanes.
From approximately Tenth Street to Eighth Street and from Third Street to First Street, Monterey Street will have sidewalks and parallel parking on both sides. There will be two travel lanes in each direction. A center median will divide the lanes for most of this distance; however, a center turn lane may replace the median at some intersections.
• From Sixth Street to Third Street, Monterey Street will have sidewalks and diagonal parking on both sides. There will be one travel lane in each direction and no center median.
Eigleberry Street (See Cross-section 4)

Curb to curb street width, excluding sidewalks, is 48 feet. Eigleberry Street should be developed as a collector street to accommodate the traffic that is circulating within the downtown between Monterey Street and the parking facilities. By making north-south travel on Eigleberry Street more efficient, more Downtown related traffic would tend to use this street as an alternative to Monterey Street for accessing parking facilities. New all-way stop control may be necessary at Third Street, Sixth Street, and Seventh Street. Directional signs could also be used to direct traffic to Eigleberry Street to access parking facilities. The signs could be installed on Monterey Street near Second Street, Third Street, Seventh Street, and Eighth Street to divert traffic bound for the downtown parking facilities off of Monterey Street before it reaches the core downtown area. The proposed street configuration along Eigleberry Street is as follows:

- From Tenth Street to First Street, Eigleberry Street will have one travel lane in each direction. There will be parallel parking and bike lanes on both sides of the street.
Railroad Street (See Cross-section 5)
Curb to curb street width, excluding sidewalks, is 44 feet. The proposed street configuration along Railroad Street is as follows:

- From Old Gilroy Street to Lewis Street, Railroad Street will have widened sidewalks and parallel parking on both sides. There will be one travel lane in each direction and bike lanes on both sides of the street.

![Diagram of Railroad Street configuration](image)
Existing Parking Conditions

As part of the Specific Plan process, an independent parking study was conducted by Hexagon Transportation Consultants, Inc. (The complete Parking Study is on file with the City.) This study was commissioned by the City of Gilroy to evaluate the adequacy of the existing parking supply in the downtown area; Figure 7.2 shows the extent of the downtown area involved in the parking study. The study also developed recommendations to help ensure that an adequate supply of parking will be available to serve future residential and commercial development within the Downtown. Staff from the City of Gilroy and the Task Force provided oversight for the study.

Downtown Gilroy currently includes about 584,000 square feet of occupied commercial space and approximately 840 employees. There is also about 126,000 square feet of vacant commercial space and another roughly 3.1 acres of vacant land. The Gilroy Transit Center has about 5.3 acres of land used to provide 467 parking spaces. In addition, the downtown has 21 parcels (approximately 4.1 acres) that are used for off-street parking lots.

Parking Inventory

The 2005 parking inventory for Downtown Gilroy consists of 2,071 total parking spaces. This includes 1,257 public parking spaces and approximately 814 spaces located in private off-street parking lots. Approximately 37 percent of the public parking spaces are located at the Gilroy Transit Center. The other 63 percent of the public spaces include 549 on-street public parking spaces and 241 spaces in off-street public parking lots.

Parking Duration

License plate surveys were conducted over an 8-hour period for public on-street parking spaces and public off-street parking lots to determine the average weekday and Saturday parking duration information. The results indicate that on an average weekday 80 percent of the vehicles using public on-street spaces parked for 2 hours or less. Approximately 8 percent of the vehicles parked for 2 to 4 hours and about 12 percent parked for 4 or more hours. The Saturday results were similar with 85 percent parking for less than 2 hours, 7 percent parking for 2 to 4 hours and 8 percent parking for more than 4 hours.

The results for off-street public parking lots were somewhat different, with about 54 percent of the weekday vehicles parking for less than 2 hours, 13 percent parking for 2 to 4 hours and 33 percent parking for more than 4 hours. Saturday results showed about 73 percent of the vehicles parked for less than 2 hours, 7 percent parking for 2 to 4 hours and 20 percent parking for more than 4 hours.

Parking Accumulation

The number of vehicles parking in public and private parking spaces were counted during the mid-day peak period to determine the maximum accumulation of parked vehicles for each downtown block. The results show that on an average weekday there was only one block where the accumulation of vehicles exceeded 90 percent of the available on-street parking supply and four blocks where the maximum accumulation exceeded 70 percent of the available on-street parking supply. There was only one block where the accumulation of vehicles exceeded 80 percent of the public off-street parking supply, and there was only one block where the private off-street parking accumulation approached 70 percent of the available supply of spaces.
FIGURE 7.2 - DOWNTOWN PUBLIC AND PRIVATE PARKING LOTS

DOWNTOWN GILROY SPECIFIC PLAN
Downtown Public and Private Parking Lots

VII INFRASTRUCTURE
The Saturday mid-day results generally showed lower levels of parking accumulation. Only two blocks showed on-street accumulations of over 70 percent, and only one block showed an off-street public parking accumulation of more than 70 percent.

Parking Recommendation #1
Despite the fact that the overall parking supply appears adequate to serve the existing level of development in the downtown area, the study determined that there is a strong demand for public parking along Monterey Street in the downtown core. This suggests that the City should begin developing a Parking Management Plan that would include enforcement of parking hours and time limits. This program could begin within the Downtown core area and expand to adjacent blocks as parking demand increases. The general effect of this parking demand program would be to ensure that on-street parking spaces are available during normal business hours for routine customer use and encourage vehicles parking for longer periods to use off-street parking lots.

Future Downtown Development Opportunities

The Specific Plan considers a future development scenario within the downtown parking study area consisting of a little over 200,000 square feet of new commercial development and approximately 257 new residential units. Based on typical parking rates for residential and commercial developments, this amount of new development within the Downtown will generate a need for slightly over 1,000 parking spaces. However, depending on the specific location of future development sites, not all of this new parking demand will have to be met by constructing new parking facilities. The Parking Management Plan has the potential to encourage shared parking opportunities, particularly between residential and commercial parking areas. The parking accumulation data also suggest that there are many areas within the Downtown that have a surplus of parking supply that could be used to help meet the parking needs of some properly sited prospective new developments.

Hexagon estimates that 500 to 750 new parking spaces will be needed to meet the anticipated parking demand attributable to the development contemplated in the Specific Plan. The range of possible spaces is due to the uncertainty about where the new developments may occur. If they occur on land that is not currently being used for parking, then the new parking demand will tend to be on the low end of the range. However, if the developments occur on property that is currently being used for parking, the number of new spaces will tend to be on the higher end of the range.

The future development scenario will require additional parking for three basic kinds of users. These will include retail customers, retail/office employees and new residents. Retail customers typically desire short-term parking and prefer on-street or surface parking lots located near their intended destination. Employees also prefer to park near their employer, but they are usually willing to park in off-street parking facilities, including parking structures, as long as they are within reasonable walking distances. Local residents generally prefer off-street parking and covered parking, including parking structures. These general tendencies and preferences provide some basic guidance in providing future parking facilities.
Parking Recommendation #2
New residential developments within the downtown should strive to provide one parking space per unit on-site and be located such that 0.75 parking spaces per unit are available for use either on-street or in off-street public lots within the immediate vicinity (one to two blocks) of the development.

New commercial developments should strive to identify adequate employee parking in private, off-street parking lots and should work closely with the City to ensure that adequate customer parking is available within the immediate vicinity (one to two blocks) of the development.

New Parking Development Opportunities
Hexagon identified 22 potential sites totaling to approximately 26 acres that could be considered for future off-street parking facilities. An amount of land equal to only about 20 percent of this area will likely need to be converted into parking facilities to meet the needs of Specific Plan. This suggests that there will be many reasonable parking location alternatives to consider as development plans begin to materialize.

Parking Recommendation #3
The most immediate parking need identified in this study is in the Downtown core along Monterey Street. The businesses in this area will benefit from implementation of the recommended Parking Management Plan in order to regulate parking hours and duration; however, it is advisable to begin evaluating alternative ways of providing additional off-street public parking to serve the Downtown core area. Example alternatives include:

- Developing off-street public parking lots east of Monterey Street behind the existing buildings and west of the railroad right-of-way, and
- Acquiring underutilized properties that have good street access for new public surface parking lots.
Existing Transit Access

The northern portion of the Specific Plan area is well served by existing transit services. The Gilroy Transit Center is centrally located within the Specific Plan area. However, the southern portion of the Specific Plan area, south of Tenth Street, is not served by any existing transit service.

The Gilroy CalTrain Station (located on Monterey Street) offers bicycle lockers, a wheelchair lift, passenger shelter, public telephones, and free all-day parking. This station is the primary location to attain mass transit service within Gilroy. A boarding stop for a bus linking to the Amtrak line is located in front of the station in downtown Gilroy. CalTrain commuter trains and Amtrak coaches share this Gilroy Station. Amtrak trains provide service throughout the US and locally connect with the Capitol Corridor train route which provides service from San Jose through the East Bay and Sacramento. CalTrain provides rail service between San Francisco and Gilroy.

San Benito County Transit also provides transportation to CalTrain with the following routes:

- CalTrain Shuttle - Hollister/Gilroy/CalTrain, Salinas/Monterey
- Gavilan College Shuttle - Hollister/San Juan, Bautista/Gilroy/Gavilan College

The Specific Plan area is also served by public transit through the Valley Transit Authority (VTA). The following four Santa Clara VTA bus routes serve to connect the Gilroy CalTrain station with the South County area:

- Route 17 - Gilroy Transit Center to St. Louise Hospital
- Route 19 - Gilroy Transit Center to First Street and St. Teresa
- Route 68 - Gilroy/Gavilan College to San Jose Diridon Street
- Express 121 - Gilroy Transit Center to Lockheed Martin/Moffet

The VTA bus service operates seven days a week. Reduced fares are available for seniors and the disabled. Youth, Monthly, and Regional passes are also available. VTA Paratransit offers lift-equipped, curb-to-curb service for individuals with disabilities that prevent them from getting to or using regular bus or trolley services. All buses are equipped with lifts or ramps to make boarding easier for people who use wheelchairs or mobility devices or for anyone who may have difficulty negotiating steps. Buses have priority seating available near the front of the
Downtown Gilroy Specific Plan

Transit Connections

VII Infrastructure

Gilroy Transit Connections
- Bus Transfer Station
- Caltrain Rail Station

- Caltrain
- VTA Route 17
- VTA Route 19
- VTA Route 68
- VTA Route 121

Figure 7.3 - Transit Connections Exhibit
vehicle as an added convenience for individuals with limited abilities. Operator and automatic announcements, large print, visual display boards for individuals with hearing impairments, and tactile signs for persons with visual impairments provide information throughout VTA bus services.

Proposed Transit Access Conditions

- Consider a Downtown trolley/shuttle loop.
- Continue existing transit services.
- Consider increased connections to Greyhound service.
- Coordinate with the Valley Transportation Authority to determine the feasibility of implementing new or expanded bus routes that serve the southern portion of the Specific Plan area and to the future job centers at the south end of Monterey Street, near Travel Park Circle.
- Continue to explore the potential of adding local community bus service in Gilroy through coordination with the City of Gilroy and VTA. It is recommended that the Downtown area be included in any future community busing plans for the city.
Existing Bicycle Access

Currently, there is a lack of designated bicycle facilities within the Specific Plan area. There are no north-south roads in the study area that have designated bicycle facilities, and Leavesley Road and Tenth Street are the only east-west roadways with designated bicycle facilities.

The Bicycle Transportation Plan contained in the City of Gilroy General Plan and the City of Gilroy Draft Trails Master Plan indicate that a variety of bicycle facilities are planned in the Specific Plan area.

Even with these planned bicycle facilities, there would be a discontinuity of east-west bike lanes between Leavesley Road and Tenth Street. Within the Specific Plan area, the Bicycle Plan proposes east-west bike lanes on Leavesley Road, Seventh Street, and Tenth Street. However, none of the proposed lanes would cross Monterey Street. Moreover, the only planned north-south bike lane near the Specific Plan area would be on Church Street. Layout would provide adequate regional access to the Specific Plan area for bicyclists, but there would be a lack of north-south bike lanes within the Specific Plan area to accommodate local circulation of bicyclists within the Specific Plan area.

Proposed Bicycle Access

The following recommendations promote bicycle travel within the Specific Plan area:

- Implement General Plan Bicycle Network. The planned bicycle facilities proposed in the General Plan should be built along with the Specific Plan to accommodate bicycle travel in the Specific Plan area.

- Develop Additional East-West Bike Lanes. In addition to the bicycle facilities proposed in the General Plan, it is recommended that additional east-west Class II bike lanes be added within the study area. This could be accomplished by upgrading the proposed east-west bike routes (Class III) to Class II bike lanes. Good candidates for the upgrade to bike lanes include Third Street, Iloof Avenue, and Seventh Street west of Monterey Street. Bike lanes on Third Street would provide a good connection between the Downtown area and the residential areas in the center of Gilroy. A bike lane on Iloof Avenue would connect the downtown area to the proposed bike lanes on Murray Avenue, which would connect to Leavesley Road and the north part of town. A continuous bike lane on Seventh Street would be particularly important because it would link the Gilroy Transit Center with the planned bike lanes on Church Street, Hanna Street, Forest Street, and Chestnut Street.

- Develop Additional North-South Bike Lanes. North-south bicycle circulation within the Specific Plan area could be accommodated by bike lanes on Eigleberry Street and on Railroad Street or Alexander Street. However, the feasibility of bike lanes on these streets should be evaluated based on the presence of curbside angled parking on these streets.
• Exclude Bicycle Facilities on Monterey Street in the Downtown. It is recommended that Monterey Street not be designated as a bike route, as identified in the General Plan. The narrow lanes and angle parking that is planned for Monterey Street in the Downtown area would not create a suitable environment for bicycle travel. New north-south bike lanes on Eigleberry Street and/or Railroad Street (as recommended above) would offset any loss in bicycle circulation caused by the de-classification of Monterey Street as a bike route.

• Install Bicycle Parking Facilities. Bicycle racks and lockers should be installed where feasible in the downtown to accommodate employees and customers who bike to the Downtown. Bike lockers should be considered in the automobile parking areas for use by employees. Bike racks should be conveniently located throughout the Downtown for customer use.

• Shared-Use Path Adjacent to Railroad Corridor. It is recommended that a shared bicycle/pedestrian path be developed along the east side of the railroad tracks corridor to accommodate north-south bicycle circulation in the downtown. This path should be complemented with safety fencing along the railroad tracks to prevent bicyclists and pedestrians from crossing at uncontrolled locations.
**Downtown Gilroy Specific Plan**

**Bicycle Access**

**Proposed Class II Bike Lanes**

**Pedestrian/Bike Path Along Railroad Corridor**

**FIGURE 7.4 - BICYCLE ACCESS EXHIBIT**
**Water Supply**

Existing Water Supply Conditions

The City of Gilroy is located in the Santa Clara Valley Water District (SCVWD), the principal water management agency in Santa Clara County. The SCVWD currently operates artificial recharge facilities to the northwest and northeast of Gilroy. SCVWD imports water from the State Water Project and the Central Valley Project.

The Llagas Groundwater Sub-basin serves as Gilroy’s potable water source for most residential, municipal, and industrial land uses. The sub-basin has a storage capacity of 475,000 acre-feet. It is estimated that the long-term average groundwater yield for the sub-basin is 44,300 acre-feet/year maximum and the operational yield is 150,000 acre-feet/year. The municipal water supply comes from ground-water well sources within the Llagas Basin Aquifer.

The City is serviced by the Gilroy Community Services Department and currently operates eight water wells that supply the approximate 45,000 residents and businesses of Gilroy. There are also six storage reservoirs that serve three water pressure zones. Maximum pumping capacity of the City of Gilroy system is 14.3 mgd and the City's reservoir capacity is 6.64 million gallons. Maximum peak water demand is approximately 12.5 mgd.

A recent addition to the water system is a five million gallon concrete reservoir that will allow for more efficient pumping and service. The water is treated with chlorine disinfection to remove or reduce potential contaminants from the source water.

Proposed Water Supply Conditions

Project impacts were evaluated in the Downtown Gilroy Specific Plan Mitigated Negative Declaration (MND). It was determined that the proposed project will not require any physical changes or new or altered facilities to ensure adequate service to the area. Additional information can be found in the complete MND, which is on file with the City.
WASTEWATER

Existing Wastewater Conditions

The City of Gilroy is served by the South County Regional Wastewater Authority (SCRWA). The SCRWA plant was built in 1990 and is a modern wastewater treatment plant. The Engineering Division of the City is responsible for the oversight and maintenance of the City wastewater treatment system.

The City of Gilroy operates a gravity sewer system, with pipes ranging in diameter from 6 inches to 30 inches. The Downtown area is primarily serviced with older, 6-inch diameter clay pipes, many of which are situated in alleys and easements. To the west and north of the city center, pipes tend to be newer and on average 8 inches in diameter; these pipes are most often placed in streets and cul-de-sacs. A network of pipes discharges into an interceptor sewer that then carries the wastewater to the SCRWA Wastewater Treatment Plant. Currently the plant receives an average of 3.1 mgd from the entire City of Gilroy. With proposed plant expansions, the future build-out capacity is estimated to be 15 mgd.

Future development would be required to adhere to the provisions of all City ordinances regarding sewer capacity allotment in the City, and any new sewer line extensions would be designed in accordance with applicable provisions of the Municipal Code and to the satisfaction of the City Engineer.

Proposed Wastewater Conditions

Project impacts were evaluated in the Downtown Gilroy Specific Plan Mitigated Negative Declaration (MND). It was determined that the proposed project will not require any physical changes or new or altered facilities to ensure adequate service to the area. Additional information can be found in the complete MND, which is on file with the City.
**Solids Waste**

**Existing Solid Waste Conditions**

Residential and commercial solid waste disposal and recycling services are mandatory in the City of Gilroy, which produces over 48,000 tons of solid waste per year. The City contracts with South Valley Disposal and Recycling, Inc. (SVDR) for all of its solid waste, street sweeping, and recycling needs; the current contract will last until 2013.

SVDR transports its collection to the San Martin Transfer Station. From the Transfer Station, garbage is taken to Pacheco Pass Landfill, recyclables are sent to the Recyclery, operated by BFI Waste Systems in San Jose, and clean yard waste is transported to South Valley Organics, a compost facility also located at Pacheco Pass Landfill. The Pacheco Pass Landfill is operated by Norcal Waste Systems and is a Class III disposal facility, permitting up to 1,000 tons of municipal solid waste per day. However, the Pacheco Pass Landfill is close to maximum capacity at this time. When it reaches full capacity, the City of Gilroy and SVDR will have to contract with another landfill. Other available landfills in the area include Kirby Canyon and Guadalupe Landfill.

The City of Gilroy recently started a new and expanded recycling program that includes food waste composting, scrap metal, and plastic bags. Yard waste combined with food waste is now collected every week.

The City must consider alternatives for landfill capacity to manage the City’s solid waste disposal needs. Any development within the Specific Plan area that greatly increases the amount of solid waste generated in the City will have significant impacts on the local solid waste disposal facilities.

**Proposed Solid Waste Conditions**

Project impacts were evaluated in the Downtown Gilroy Specific Plan Mitigated Negative Declaration (MND). It was determined that the proposed project will not require any physical changes or new or altered facilities to ensure adequate service to the area. Additional information can be found in the complete MND, which is on file with the City.
Storm Drainage

Existing Storm Drainage Conditions

Storm drainage demand in a region is affected by numerous factors, including rainfall volume and landscape permeability. Hard surfaces such as asphalt and concrete typical of an urban environment decrease permeability and increase storm drainage. The City of Gilroy lies within two major watersheds: the Uvas Creek watershed and the Llagas Creek watershed. The major channels in and around Gilroy include Uvas Creek, Llagas Creek, Miller Slough, West Branch Llagas Creek, Lions Creek, North Morey Creek and South Morey Creek. The City’s storm drain system primarily consists of pipes which drain into one of these major channels. The pipes are mostly concrete with some made of corrugated metal. There are also interim ditches or open channels and two detention/retention basins.

There is no designated budget for storm drain system improvements from the enterprise fund generated from service fees paid by consumers/citizens with their sewer and water bills. Therefore, storm drain improvements are not funded through the General Fund Street Maintenance Program and system deficiencies may exist. Future storm drain extensions will need to be designed to accommodate specific developments as they are planned and constructed. The City will need to review projects that are designed and built by developers to ensure adequate ultimate capacity in the system.

In 1999, the National Pollutant Discharge Elimination System (NPDES) mandated local jurisdictions to institute their respective stormwater management programs in order to comply with the broad policies of the Clean Water Act. Permits for discharges of stormwater are required by NPDES rules. Projects which require disturbance of over an acre for construction are required to prepare a Storm Water Pollutant Prevention Plan (SWPPP) and to submit a Notice of Intent for coverage under the State’s permit. In addition, industrial facilities which have the potential to introduce contaminants to surface waters and some municipalities must obtain water quality related permits. Permit application requirements include identification of proposed measures for the control of pollutants in stormwater discharges. Under sections of the Permit entitled Development Planning Program, the City is required to implement certain measures to regulate the quality of storm water flowing from private developments to the network of storm drain channels that eventually drain into the ocean. Stormwater quality requirements emerging from the County’s Non-Point Source Program administered by the Santa Clara Valley Water District currently apply only to those designated portions of north Santa Clara County draining to the San Francisco Bay or its tributaries, which are under the jurisdiction of the San Francisco Bay Regional Water Quality Control Board.

Development associated with the Specific Plan is required to comply with all state and federal requirements pertaining to preservation of water quality and is not expected to increase pollutant concentrations in runoff.

Proposed Storm Drainage Conditions

Project impacts were evaluated in the Downtown Gilroy Specific Plan Mitigated Negative Declaration (MND). It was determined that the proposed project will not require any physical changes or new or altered facilities to ensure adequate service to the area. Additional information can be found in the complete MND, which is on file with the City.
Energy

Existing Energy Conditions

The Pacific Gas and Electric Company (PG&E), an investor-owned utility, has traditionally been the sole provider of electricity for the City of Gilroy. PG&E provides electric service to about 4.4 million customers (households and businesses) throughout California and is regulated by the California Public Utilities Commission. PG&E owns and operates the Llagas substation located on the east side of Gilroy.

Transmission lines (115 KV) run predominantly around the perimeter of Gilroy with some lines along Highway 101. These transmission lines are located in dedicated rights-of-way owned by PG&E, who provides for maintenance. In older areas, utilities are sometimes moved to underground facilities for either aesthetic or safety reasons, with costs typically borne by PG&E (Rule 20A) and/or the City. The City collects fees for projects on fully improved streets with overhead lines in plane. These fees are later used for undergrounding. PG&E also owns and maintains most of the street lights in the City (with a few exceptions of some lights owned by Caltrans).

Proposed Energy Conditions

Project impacts were evaluated in the Downtown Gilroy Specific Plan Mitigated Negative Declaration (MND). It was determined that the proposed project will not require any physical changes or new or altered facilities to ensure adequate service to the area. Additional information can be found in the complete MND, which is on file with the City.
Public Safety

Existing Public Safety Conditions

The Police Department provides service by organizing the police officers into beats that cover different areas (Police Districts) in the City. The City is divided into four geographical beats.

As of 1999, the Police Department had adequate staffing for all emergency calls. However, the Police Department would like to see its crime prevention programs adequately staffed and funded as well. In addition, there are numerous programs that the Police Department would like to start, such as neighborhood and graffiti watch patrols and increased volunteerism in general.

The City of Gilroy Police Department currently operates out of the station located at 7370 Rosanna Street, which is within the Specific Plan area. However, the existing police facility is inadequate in terms of size, structural quality and functional efficiency; it has been determined that retrofitting the existing building is not a viable option.

The Basic Standards of sworn officers ratio of 1.5 per 1,000 population and non-sworn staff at 38% of total employees were adopted in the Police Facility Conceptual Plan approved by the City Council in June 2001 and updated in the City Financial Plan approved by the City Council in June of 2003. In addition, a Facility Space Standard of 273 square feet per employee was adopted in June 2001 by the City Council, based on the 1997 State-wide survey of Municipal Police Facilities. A study in June of 2001 also projected a need for a facility size of 48,970 square feet to meet the 2023 staffing needs.

To meet these future needs, a new police station is being developed on a site located between Hanna Street and Dowdy Street, which is also in the Specific Plan area. The property has been purchased and construction is scheduled to start in the summer of 2005, with final completion and occupancy occurring in the spring of 2007. The new facility is expected to meet the needs of the Police Department for the next 20 years. A temporary solution may be the addition of a prefabricated modular unit at the existing facility.

Any significant increase in population in the City will require a proportionate increase in the amount of public safety staff and services provided by the City.

Proposed Public Safety Conditions

Project impacts were evaluated in the Downtown Gilroy Specific Plan Mitigated Negative Declaration (MND). It was determined that the proposed project will not require any physical changes or new or altered facilities to ensure adequate service to the area. Additional information can be found in the complete MND, which is on file with the City.
**Fire Protection**

**Existing Fire Protection Conditions**

The Gilroy Fire Department provides fire protection and emergency response services to the City. The City has three fire stations: Chestnut Station, located at 7070 Chestnut Street; Las Animas Station, located 8383 Wren Avenue; and Sunrise Station, located at 880 Sunrise Drive. The Chestnut Station is located just southeast of the Specific Plan area while the Las Animas Station is to the northwest of the Specific Plan area. Calls for Service are responded to according to geographic layout based on division of the City into two fire districts. The average response time has remained low and steady over the past several years, at under four minutes per call. However, any significant increase in population in the City will require a proportionate increase in the amount of fire protection staff and services provided by the City.

**Proposed Fire Protection Conditions**

Project impacts were evaluated in the Downtown Gilroy Specific Plan Mitigated Negative Declaration (MND). It was determined that the proposed project will not require any physical changes or new or altered facilities to ensure adequate service to the area. Additional information can be found in the complete MND, which is on file with the City.
SCHOOLS

Existing School Conditions

The Gilroy Unified School District (GUSD) provides K-12 education services for the City of Gilroy. The following schools compose the GUSD:

- Antonio Del Buono Elementary School
- Eliot Elementary School
- El Roble Elementary School
- Glen View Elementary School
- Jordan Elementary School
- Las Animas Elementary School
- Luigi Aprea Elementary School
- Rod Kelley Elementary School
- Rucker Elementary School
- Brownell Middle School
- South Valley Middle School
- Ascension Solorzano Middle School
- Gilroy High School
- Mt. Madonna Continuation High School
- Community Day School
- High School Independent Study (Program)
- El Portal Charter School
Permanent school facilities in the District are overcrowded and require the use of portable classrooms. Enrollment has been projected for the next 20-25 years and is expected to steadily increase each year due to continuing development. The kindergarten through 12th grade student population will increase from 9,691 students at the 2003-2004 school year to an estimate of 12,602 in 2026-2027. The current K-5 expected capacity provides for adequate student housing through 2026-2027. A new K-5 school is forecasted to open 2021-2022. The middle school capacity also provides through 2026-2027. No new middle school is foreseen to be necessary at this time. Currently, Gilroy High School is at maximum capacity. A new school, Christopher High School, is planned to open in 2009. The first phase of construction will provide space for an additional 900 students, while final construction will expand the school to a total 1600-1800 student capacity.

The District must make construction and reconstruction investments to meet the demands of continuing enrollment levels and the demands of new students entering the school system. School Facility Fees will be used to create additional space for students, including planning, design, and construction of permanent additions to any of the sites owned by Gilroy Unified School District, other sites to be acquired by the Gilroy Unified School District, acquisition of land for school expansion projects, match payments for any state funded projects, lease or rental of portable/interim school facilities, interim site improvements, and costs associated with accomplishing these projects.

Proposed School Conditions

Project impacts were evaluated in the Downtown Gilroy Specific Plan Mitigated Negative Declaration (MND). It was determined that the proposed project will not require any physical changes or new or altered facilities to ensure adequate service to the area. Additional information can be found in the complete MND, which is on file with the City.
**PARKS**

Existing Parks Conditions

The City of Gilroy has won more park design awards from the California Park and Recreation Society than any other city in California. Recreational facilities in Gilroy are not limited to those owned and operated by the City. Other facilities include those at schools (Gilroy Unified School District, Gavilan College and private institutions), those operated by the County and State, and privately owned facilities. There are several parks within the City of Gilroy, but only one is located within the Specific Plan area. Wheeler Tot Lot, located on West Sixth Street and adjacent to Wheeler Community Center, is a tiny tot play area.

The current City standard for park areas is 5 acres of parkland per 1,000 population. However, the City currently falls far short of this standard.

Proposed Parks Conditions

Project impacts were evaluated in the Downtown Gilroy Specific Plan Mitigated Negative Declaration (MND). It was determined that the proposed project will not require any physical changes or new or altered facilities to ensure adequate service to the area. Additional information can be found in the complete MND, which is on file with the City.