



# Community Development Department

Susan L. O'Strander  
DEPUTY DIRECTOR

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

## Notice of Preparation

**SUBJECT: Notice of Preparation of a Supplemental Draft Environmental Impact Report**

### Lead Agency:

Agency Name City of Gilroy  
Street Address 7351 Rosanna Street  
City/State/Zip Gilroy, CA 95020  
Contact Susan L. O'Strander, AICP  
Deputy Director

### Consulting Firm:

Firm Name EMC Planning Group Inc.  
Street Address 301 Lighthouse Ave, Ste. C  
City/State/Zip Monterey, CA 93940  
Contact Richard James, AICP  
Principal

The City of Gilroy will be the Lead Agency and will prepare a supplemental environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval for this project.

The project description, location, and the potential environmental effects are contained in the attached materials. An initial study was not prepared for this NOP.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to Susan L. O'Strander, Gilroy Community Development Department, Planning Division, at the address shown above. We will need the name for a contact person in your agency.

**Project Title:** Gilroy Sports Park Master Plan Update

**Project Location:** City of Gilroy Santa Clara  
City County

**Project Description:** (brief) Please see attached

Date September 20, 2019

Signature *Sue O'St*

Title Deputy Director

Telephone 408-846-0451

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.



# Gilroy Sports Park Master Plan Update Supplemental EIR Notice of Preparation

## PROJECT LOCATION AND SETTING

The approximately 79-acre Gilroy Sports Park Master Plan project site (Gilroy Sports Park) is located in unincorporated Santa Clara County south of downtown Gilroy, outside of the city limit and urban service area (USA), but within the City's 20-year planning boundary.

[Figure 1, Location Map](#), presents the regional location of the project site.

## Surrounding Land Uses

The site is bound by residential uses to the north; agricultural land, Monterey Road and residential uses along Monterey Frontage Road to the east; and by Uvas Creek to the south and west. Surrounding land uses include residential between the project site and West Luchessa Avenue, and residential north of West Luchessa Avenue; agricultural uses and two residences between the project site and Monterey Road, and visitor-serving commercial and self-storage facility uses to the east beyond Monterey Road; residential and agricultural uses to the south and west beyond Uvas Creek. [Figure 2, Aerial Photograph](#), presents the Gilroy Sports Park boundary and surrounding land uses.

## Existing Site Conditions

The Gilroy Sports Park is owned and operated by the City of Gilroy. The Gilroy Sports Park site occupies three assessor parcels: 808-21-026, -028 and -030. Current uses and improvements on the site consist of three little league baseball diamonds, with lights, on approximately 11 acres; playground; restrooms; maintenance area; utility infrastructure; parking lot; and a landscaped entrance drive. The remaining acres are vacant and used for agricultural row-crop production on an interim basis.

The Gilroy Sports Park site is accessed by an entry drive from Monterey Frontage Road. The topography of the project site is generally flat. The project site is located within a flood plain and a portion of the site is within a Santa Clara Valley Water District flood easement. A drainage basin is located on the southeast corner of the site adjacent to Uvas Creek. A Class I Bikeway follows the eastern bank of Uvas Creek from the Gilroy Sports Park to Uvas Creek Park Preserve, northwest of the site.

The project site is designated as Regional Park in the Santa Clara County General Plan and is zoned for Agriculture, 20 Acre Minimum. The Gilroy General Plan designates the site as Park/Recreational Facility. The project site is outside the city limits, so does not have a City of Gilroy zoning designation.

## **PROJECT BACKGROUND**

### **CEQA Documentation**

In 1999 the City of Gilroy certified the Gilroy Sports Park and Urban Service Area Amendment EIR (Certified Master Plan EIR) and approved the Gilroy Sports Park Master Plan (Master Plan) on approximately 79 acres south of the City of Gilroy. The Certified EIR included an evaluation of development of the uses identified in the Master Plan. Although the City approved the Master Plan, the urban service area (USA) boundary amendment request made at that time was not approved by the Santa Clara County Local Agency Formation Commission (LAFCO).

In later years, the City prepared a number of additional CEQA documents for several projects and Urban Service Area amendments that encompass all or portions of the project site, as described below. Subsequent or supplemental EIRs are required if substantial changes are made to the project, or occur with respect to the circumstances or setting of the project.

#### **Gilroy Sports Park and Urban Service Area Amendment (USA 98-03) EIR (June 7, 1999)**

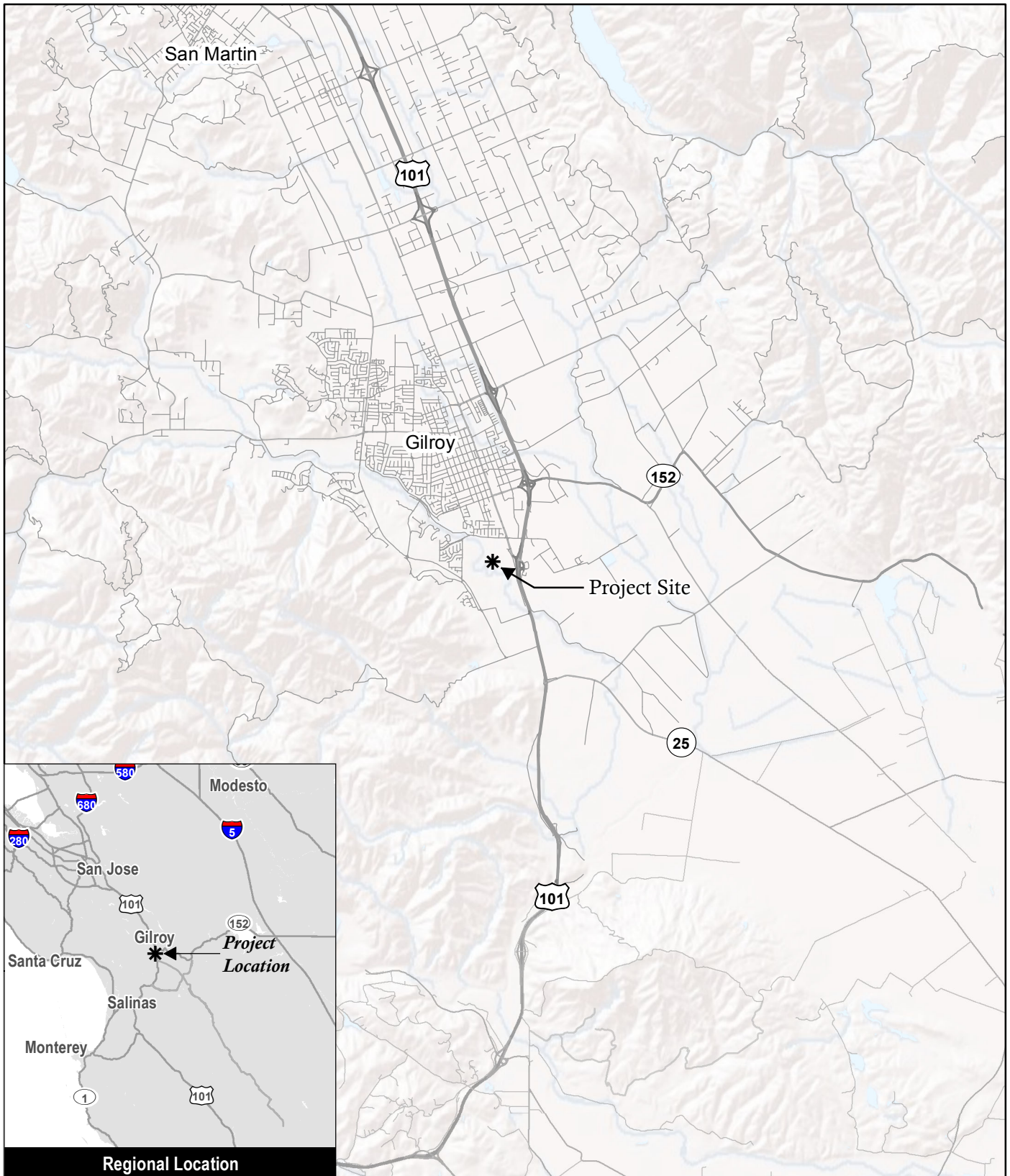
The Certified Master Plan EIR was prepared prior to adoption of the *Gilroy 2002-2020 General Plan*.

This project included a request to LAFCO to add 133.2 acres of land designated as Open Space and Park/Public Facility (including the 78.35-acre Sports Park and adjacent parcels to the north and east) into Gilroy's Urban Service Area amendment. The project included buildout of the Sports Park site, but did not include a General Plan Amendment or development of the adjacent parcels to the north and east. The EIR addressed the environmental impacts associated with development of all nine phases of the Sports Park.

The City of Gilroy certified the EIR and approved the project. However, LAFCO denied the USA amendment request.

#### **Gilroy Urban Service Area Amendment (USA 98-03) Subsequent EIR (February 2002)**

This EIR was prepared and certified when the *Gilroy 2002-2020 General Plan* was under preparation. This EIR was finalized in February 2002, prior to adoption of the general plan in June 2002. It was prepared subsequent to the Certified Master Plan EIR discussed above.



Source: ESRI 2019

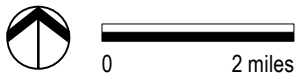
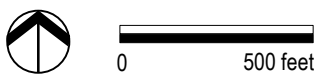


Figure 1  
**Location Map**  
 Gilroy Sports Park Master Plan Update Supplemental EIR Notice of Preparation

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Source: ESRI 2019, Santa Clara County GIS 2017

Figure 2

# Aerial Photograph



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This project included a request to LAFCO to add 140.21 acres of land to Gilroy's Urban Service Area. Although the land was designated Open Space, the EIR evaluated buildout associated with the land use designations in the proposed *2002-2020 Gilroy General Plan* update. These designations were as follows: 85.36 acres of approved Park/Recreation Facility (i.e., the Sports Park); 27.72 acres of Neighborhood District (residential) north of the Sports Park; and 27.13 acres of Commercial General Services east of the Sports Park. This Subsequent EIR addressed the environmental impacts associated with development of all nine phases of the Sports Park, as well as development of the residential and commercial parcels.

The City of Gilroy certified the EIR and approved the project. LAFCO denied the USA amendment request; however LAFCO approved annexation of the three Sports Park parcels (LAFCO Resolution No. 02-11), conditioned upon the City's adoption of an agricultural mitigation plan consistent with the city's General Plan agricultural mitigation policies. The City of Gilroy adopted the mitigation plan in May 2004. The City constructed Phases I and II of the Sports Park in 2006, but did not annex the Sports Park parcels.

### **Barberi Urban Service Area Amendment (USA 04-02) Subsequent EIR (November 15, 2005)**

This EIR was prepared after adoption of the *Gilroy 2002-2020 General Plan*. It was prepared as a "subsequent EIR" to the Certified Master Plan EIR and the *Gilroy Urban Service Area Amendment (USA 98-03) Subsequent EIR* (February 2002), both of which are discussed above.

This project included a request to LAFCO to include 27.7 acres of land designated Neighborhood District into Gilroy's Urban Service Area, with anticipated development of 18,000 square feet of commercial uses, 220 small lot single-family residential units, and 30 apartments or condominiums. This project site is north of the Sports Park site and south of West Luchessa Avenue. This Subsequent EIR addressed the environmental impacts associated with assumed development of the site.

The City of Gilroy certified the EIR and approved the project. LAFCO approved the Urban Service Area Amendment request and Gilroy annexed the property. The majority of the property was developed with single-family homes in 2015. The 18,000 square feet of commercial uses have not been developed.

### **Gavilan College/Gilroy Sports Park Trail Connection Mitigated Negative Declaration and Initial Study (June 30, 2008)**

This initial study/mitigated negative declaration was prepared after adoption of the *Gilroy 2002-2020 General Plan*. The project consisted of the Sports Park trail connection to Gavilan College (Phase IX); however, the trail connection has not yet been constructed.

## **Current Master Plan**

The approved Gilroy Sports Park Master Plan (Master Plan) (adopted May 1999) includes the complete development of the site with sports fields, recreational commercial space, bike/pedestrian trails, and other recreation and parking areas. The Master Plan consists of nine development phases, with the first two phases already implemented. The Master Plan phasing plan includes the following development phases:

### **Phase I** Completed

Utility infrastructure, entrance improvements, and rough grading (parking).

### **Phase II** Completed

Premier little league field area, parking, and Uvas Creek Trail extension to Thomas Road.

### **Phase III**

Commercial recreational facilities, multi-use ball field (1), and parking. Phase III currently includes a tent-like structure – not a permanent structure.

### **Phase IV**

North multi-use field (4) area and parking.

### **Phase V**

South multi-use field (4) area and parking.

### **Phase VI**

Premier softball/baseball field (1) area and complete bike trail paving.

### **Phase VII**

Informal recreational area.

### **Phase VIII**

Monterey Road and Frontage Road improvements.

### **Phase IX**

Uvas Creek Trail extension to Gavilan College.

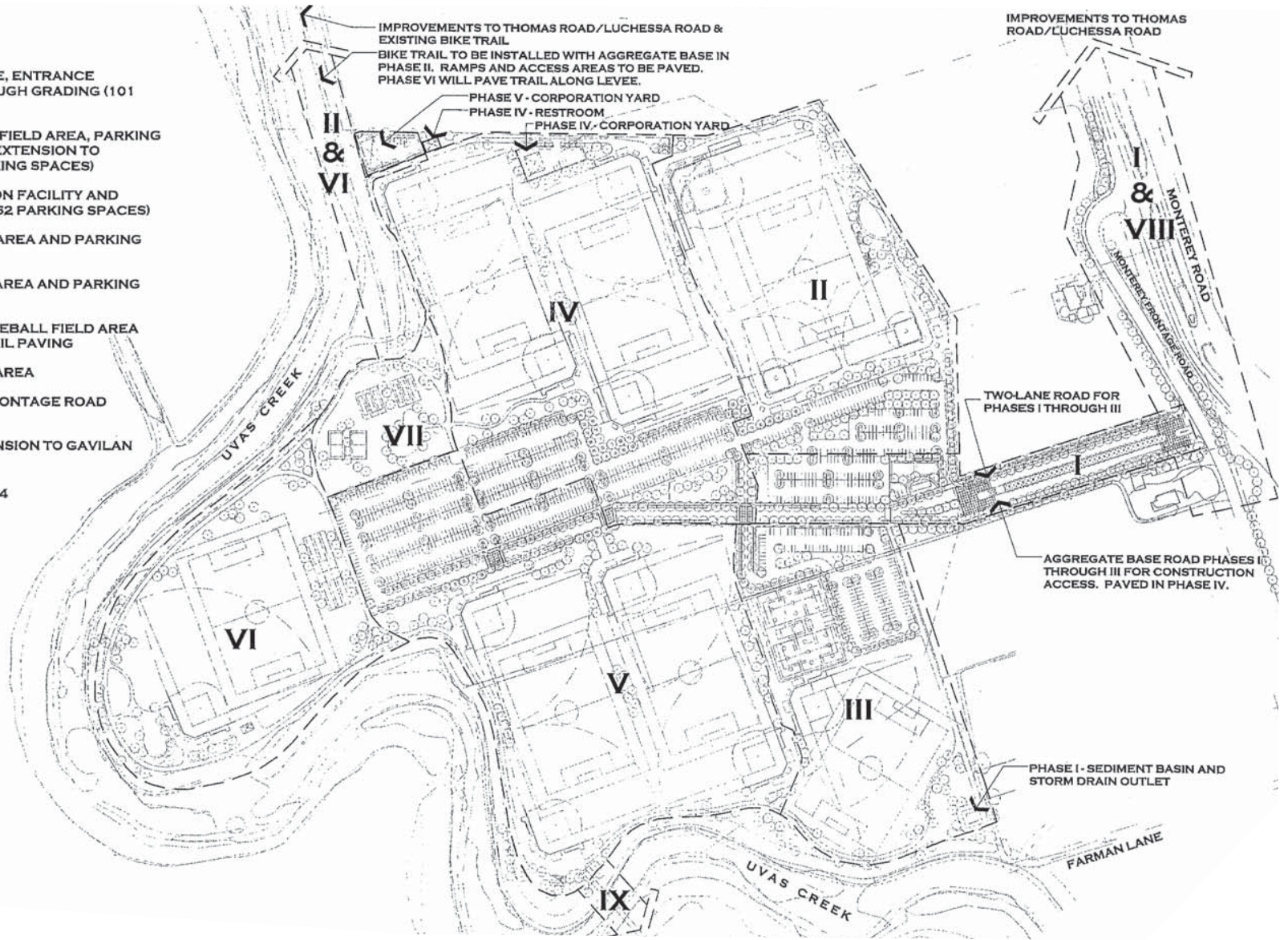
Phase III of the adopted Master Plan includes an illustrative example of a tent-like structure for indoor commercial activities. The purpose for the tent-like structure was to allow for flood waters to flow through the facility. Although neither the adopted Master Plan nor the certified Master Plan EIR specifically identified the square footage of the tent-like structure, Master Plan drawings present this area to be approximately 41,000 square feet.

A phasing plan of the Master Plan Phase areas is shown in [Figure 3, Existing Master Plan Phasing Plan](#).

**PHASE PHASE AREA**

- I UTILITY INFRASTRUCTURE, ENTRANCE IMPROVEMENTS, AND ROUGH GRADING (101 PARKING SPACES)
- II PREMIER LITTLE LEAGUE FIELD AREA, PARKING AND UVAS CREEK TRAIL EXTENSION TO THOMAS ROAD (152 PARKING SPACES)
- III COMMERCIAL RECREATION FACILITY AND MULTI-USE BALL FIELD (162 PARKING SPACES)
- IV NORTH MULTI-USE FIELD AREA AND PARKING (268 PARKING SPACES)
- V SOUTH MULTI-USE FIELD AREA AND PARKING (361 PARKING SPACES)
- VI PREMIER SOFTBALL/BASEBALL FIELD AREA AND COMPLETE BIKE TRAIL PAVING
- VII INFORMAL RECREATION AREA
- VIII MONTEREY ROAD AND FRONTAGE ROAD IMPROVEMENTS
- IX UVAS CREEK TRAIL EXTENSION TO GAVILAN COLLEGE

TOTAL PARKING SPACES: 1044



Source: The Beals Group Inc. 1999

Figure 3  
Existing Master Plan Phasing Plan



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## **PROPOSED PROJECT**

The proposed project is an update to the Gilroy Sports Park Master Plan (Master Plan) to accommodate construction and operations of a permanent structure and related parking infrastructure for an indoor recreational facility.

### **Master Plan Amendments**

An amendment to the Master Plan is proposed to allow the construction and operations of a 100,000 square-foot, two-story (approximately 30 feet in height) permanent building with two ice rinks and related parking for the Phase III area, instead of an approximately 41,000 square foot tent-like structure, multi-use ball field, and related parking that are currently identified for that area in the Master Plan. The City of Gilroy would develop and own the indoor facility and the facility would be operated by the Sharks Sports & Entertainment LLC. Buildout of the remaining phases of the Master Plan would proceed consistent with the approved Master Plan. [Figure 4, Conceptual Master Plan Phase III Site Plan](#), presents the proposed design changes to Phase III of the Master Plan. The text of the Master Plan would be revised to reflect the improvements listed below. The proposed project includes only changes to the Phase III area.

### **Proposed Phase III Improvements**

The proposed indoor facility would be located east of the play fields in the Master Plan Phase V area and adjacent to the existing drainage basin facility in the southern portion of the Master Plan Phase III area. The proposed building would have an approximate 70,000 square foot building footprint. The facility would be approximately 30 feet tall with two interior levels for a total of approximately 100,000 square feet. The majority of the core infrastructure would be located on the main level. The facility would be designed to a LEED Silver certification (or higher) building standard and to exceed the requirements of the Americans with Disabilities Act Accessibility Guidelines. The estimated construction timeline is 12-16 months.

#### **Level #1 Rink Level (70,000 square feet)**

This level would consist of two National Hockey League (NHL) sized ice rinks with seating capacity of 150-200 seats per rink, public locker rooms with restrooms and showers; a welcome/administration desk; skate rental area; public restrooms; food concession area; merchandise/retail space; skate rental space, event/administrative office(s); and facility support spaces such as main electrical room, ice making equipment for rinks, boiler room, water entry room, fire pump room, main IT, parking for a Zamboni ice grooming machine, and storage.

## **Level #2 Mezzanine (30,000 square feet)**

This level would be occupied by a viewing area for the ice rinks (approximately 100-150 seats per rink), physical fitness/training space, small dance/multipurpose room, conference rooms for community use, a bar/restaurant that overlooks the rinks below, facility support areas and storage.

## **Parking and Access**

The proposed project would include 387 parking spaces in a surface parking lot south of the Sports Park entrance road. Parking spaces would be nine feet wide and 18 feet in length; access aisles would be 25 feet wide, with turning radii sufficient to accommodate the turning movements of a 40-foot long fire truck. The existing access to the drainage basin in the southeast corner of the Master Plan area would be realigned slightly but would be maintained along the east border of the Master Plan Phase III area.

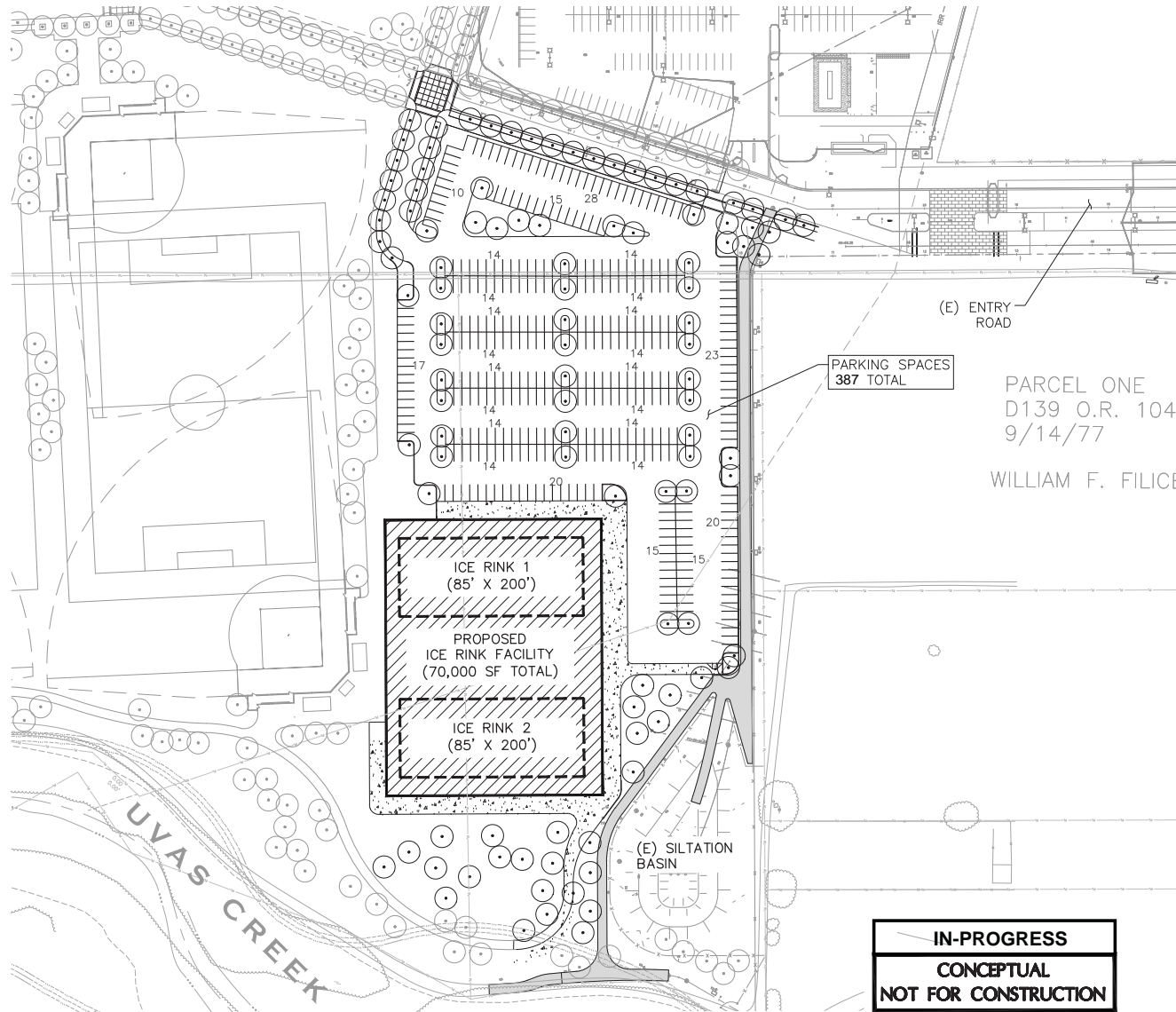
## **Facility Uses**

Year-round ice programs that would be offered to the public include ice hockey, figure skating, broomball, curling, speed skating, and ice dancing, as well as recreational skating. The facility would also host various corporate and private events, as well as birthday parties. The facility would offer a number of off-ice programming such as fitness training, dance and yoga. The hours of operation would be 5:30 am to 1:00 am daily, 365 days per year. It is anticipated this facility would have 500,000 visitors/participants annually with the majority of its participants under the age of 18. No collegiate or NHL training would occur at this facility.

Initial estimates for the number of parking spaces that will be needed to accommodate operations of the indoor facility range from about 250-300 spaces (peak operation) onsite parking spaces; however, the conceptual site plan includes an additional 87 parking spaces for a total of 387 spaces. The traffic and parking flow typically for a facility such as this is very different than a traditional business. Peak levels usually occur Monday through Friday from 4:00 pm – 10:00 pm which is at non-peak times. Furthermore, peak parking and travel occur on the weekends. The site may provide opportunities for shared parking facilities.

This facility will be designed to meet and exceed the requirements of the Americans with Disabilities Act Accessibility Guidelines. In addition, the facility will obtain LEED Silver certification (or higher) for the project in accordance with City requirements. The estimated construction timeline is 12-16 months.

The City of Gilroy would develop the project and the facility would be operated by the Sharks Sports & Entertainment LLC.



Source: Harris and Associates 2019

Figure 4

# Conceptual Master Plan Phase III Site Plan



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## POTENTIAL ENVIRONMENTAL EFFECTS

The City of Gilroy has determined that evaluation of project-specific environmental impacts of the proposed Master Plan Update including the indoor facility is necessary to determine if the project would result in new or more severe environmental impacts. A Supplemental EIR will be prepared to update the environmental setting and analyze the project's environmental impacts based on project-specific information to determine if there are changed circumstances since the Certified Master Plan EIR, subsequent EIRs, and negative declaration were certified/adopted.

The analysis will determine if the impacts and mitigation measures already identified and addressed in the prior CEQA review adequately address updating the Master Plan and the proposed development project. If new or greater impacts than previously analyzed would occur from build out of the Master Plan, new mitigation measures will be developed or existing mitigation measures will be modified to address them.

The Supplemental EIR will only address those issues necessary to make the prior CEQA review adequate for adopting the Master Plan Update. A revised mitigation monitoring and reporting program will be prepared to capture all relevant existing mitigation measures in the prior CEQA review, as well as any new measure that may be identified in the Supplemental EIR. The following topics will specifically be addressed:

### Visual Resources

The Phase III project site may be located within view of Monterey Street in an area identified as a principal gateway to Gilroy. This analysis will focus on the Master Plan change in the commercial project from a "temporary" tent structure to a "permanent" building. The Visual Resources section of the EIR will be updated by evaluating project-related changes to the existing visual environment of the south Monterey Street gateway. New or exacerbated impacts resulting from the change in the project will be identified and evaluated within the context of the impacts identified and addressed by the certified EIR. Additional or revised mitigation measures will be developed if necessary to address new or greater significant impacts to visual resources not already addressed by the Certified EIR.

### Air Quality

Air quality impacts were addressed in the Certified Master Plan EIR, which concluded that construction and operational air quality impacts would be less than significant or less than significant with mitigation. Changes include more effective modeling techniques, physical changes within the air basin, and updates to the Bay Area Air Quality Management District's (BAAQMD) Clean Air Plan and CEQA Guidelines. The proposed project will be evaluated using the City of Gilroy and BAAQMD guidelines for addressing air quality impacts. Both construction and operational impacts will be addressed. New or exacerbated impacts

resulting from the change in the project will be identified and evaluated within the context of the impacts identified and addressed in the certified EIR. Additional or revised mitigation measures will be developed if necessary to address new or greater significant impacts affecting air quality not already addressed by the Certified Master Plan EIR.

## **Health Risk Assessment**

The Phase III site is located within 1,000 feet of a rural residential area. Construction and operations could emit toxic air contaminants that could increase cancer risks of residential receptors beyond acceptable thresholds. In addition to changes to the size of the commercial recreation facility, BAAQMD screening thresholds and standards for review have changed since the Certified Master Plan EIR. The distances between sensitive receptors and emissions sources will be identified. If sensitive receptors are located within 1,000 feet from new sources of toxic air contaminants, this section will present a summary of quantified health risks. Additional or revised mitigation measures will be developed if necessary to address new or greater significant impacts associated with exposures that are not already addressed by the Certified Master Plan EIR.

## **Biological Resources**

The EIR discussion will be updated to address how the Santa Clara Valley Habitat Plan, which was adopted in 2013 and covers specific amphibians, reptiles, birds, mammal, plants, and invertebrates, affects development of the site. Additional or revised mitigation measures that are necessary to reduce significant impacts to biological resources will be developed for any new or exacerbated impacts not already addressed by the Certified Master Plan EIR. Some mitigation measures may no longer be warranted since adoption of the Santa Clara Valley Habitat Plan.

## **Energy**

A very brief discussion of energy was included in the Certified Master Plan EIR. However, CEQA Guidelines requirements for energy demand analysis has changed substantially since preparation of the Certified Master Plan EIR. This discussion will include an overview of the standard of review for evaluation of energy effects of the project, an overview of related state legislation and regulations, and quantification of energy demand from the proposed project. Mitigation measures included in the EIR that result in reduced energy consumption, if any, as well as any applicant proposed measures that reduce energy consumption will be identified.

Energy demand will be quantified based on three primary sources of energy consumption from the proposed project: fuel use in vehicles traveling to and from the project site, on-site use of natural gas, and on-site use of electricity in buildings and for other ancillary uses such as lighting. Energy demand from on-site use of natural gas and electricity at buildout of the

proposed project will be modeled in CalEEMod. Vehicle miles traveled (VMT) data generated through CalEEMod serves as a general proxy for the magnitude of transportation fuel consumption. The change in VMT with the project will be input into the Emissions Factors model to quantify the fuel demand that would result from the VMT increase.

## **Greenhouse Gas Emissions**

The City of Gilroy has not identified a threshold of significance for GHG emissions. However, in lieu of BAAQMD guidance on GHG emissions reductions needed after 2020 to keep statewide emissions on a path toward meeting the 2030 SB 32 emissions reduction target and, in light of recent case law, an efficiency-based GHG threshold of significance will be used in the analysis. The threshold will be based on the 2030 statewide emissions reduction target of 40 percent below 1990 levels defined in SB 32, projected statewide employment and population (service population) in the proposed project buildout year, and on emissions volumes from the land use sectors included in the 1990 California GHG emissions inventory.

This section will compare the proposed project's rate of emissions to the threshold of significance to determine if the proposed project would result in significant impacts from GHG emissions volumes, and determine whether the mitigation measures identified in the Certified Master Plan EIR adequately address the impacts. Additional or revised mitigation measures that are necessary to reduce significant impacts related to GHG emissions volumes will be developed for any new or exacerbated impacts not already addressed by the Certified Master Plan EIR.

## **Hydrology/Flooding**

The project site is partially located within a flood flowage easement and approval from the Santa Clara Valley Water District is necessary to allow a permanent building to be located within the floodplain. Hydrology studies prepared for the Certified Master Plan EIR will be updated to address existing conditions. This section of the EIR will evaluate the impacts of the permanent structure in the flood flowage easement. The evaluation will determine whether the mitigation measures identified in the Certified Master Plan EIR adequately address the impacts. Additional or revised mitigation measures that are necessary to reduce significant impacts related to flooding will be developed for any new or exacerbated impacts not already addressed by the Certified Master Plan EIR.

## **Noise**

Development in the City of Gilroy and region has caused an increase in ambient noise levels in the vicinity of the project site, and has placed sensitive receptors in proximity to the project site. As such existing conditions have changed. Additionally, greater detail of a commercial recreational facility is available that warrants an update to the noise analysis in

the Certified Master Plan EIR. An acoustical report will be prepared to evaluate the acoustical characteristics of the site and document existing ambient noise levels. Project-related changes in roadway traffic noise exposures along nearby roadways will be modeled and evaluated. Project-related changes in exterior and exterior exposures to project-related operational and construction stationary source and mobile sources of noise will be compared to applicable noise level standards and other thresholds of significance. Noise-sensitive receptors that could be subjected to noise or vibration levels in excess of applicable noise standards or CEQA thresholds during construction will be identified. Recommendations for noise attenuation will be made to reduce significant impacts. The evaluation will determine whether the mitigation measures identified in the Certified Master Plan EIR adequately address the impacts. Additional or revised mitigation measures that are necessary to reduce significant impacts related to noise will be developed for any new or exacerbated impacts not already addressed by the Certified Master Plan EIR.

## **Transportation and Traffic**

A transportation impact analysis for the Sports Park Master Plan was previously completed in 1999 associated with preparation of the Gilroy Sports Park and Urban Service Area Amendment (USA 98-03) EIR (June 7, 1999). The study identified impacts to the surrounding roadway network due to the project and assumed construction of the Sports Park Master Plan over a 20-year period, with the first ball fields ready for use in spring of 2002. A second transportation impact analysis was prepared in January 2000 to address buildout of the Master Plan and the adjacent residential and commercial properties. Since the original evaluation of the project, traffic conditions, the adjacent roadway network, and travel patterns in the general project area have changed. In addition, a more detailed description of the potential commercial recreational facility under Phase III of the Master Plan is now available.

This section of the EIR will be prepared based on an updated traffic impact analysis that will address requirements of the City of Gilroy, the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA), and Caltrans and quantify the projected trip generation and distribution of project-related traffic for the following scenarios: existing, existing plus Master Plan Phase III, and general plan conditions. The discussion will identify intersection level of service impacts using CMP methodology, signal warrants, and include a freeway segment and freeway ramp analysis. The discussion will evaluate project-related effects to bicycle, pedestrian, and transit facilities. Significant impacts will be identified. The evaluation will determine whether the mitigation measures identified in the Certified Master Plan EIR adequately address the impacts. Additional or revised mitigation measures that are necessary to reduce significant project-related impacts will be developed for any new or exacerbated impacts not already addressed by the Certified Master Plan EIR. Impacts on the following facilities will be studied.

## **Study Intersections**

1. Monterey Road and Tenth Street
2. Monterey Road and Luchessa Avenue
3. Monterey Road and Monterey Frontage Road (unsignalized)
4. US 101 Southbound Ramps and Monterey Road
5. Monterey Road and US 101 Northbound Ramps
6. Thomas Road and Luchessa Avenue (roundabout)
7. Princeville Street and Luchessa Avenue
8. Church Street and Luchessa Avenue (unsignalized)
9. Chestnut Street/Automall Parkway and Tenth Street (Sat only)
10. US 101 Southbound Ramps and Tenth Street (Sat only)
11. US 101 Northbound Ramps and Pacheco Pass Highway (SR 152) (Sat only)

## **Study Freeway Segments**

1. US 101, Cochrane Road to Dunne Avenue (Sat only)
2. US 101, Dunne Avenue to Tennant Avenue (Sat only)
3. US 101, Tennant Avenue to San Martin Avenue (Sat only)
4. US 101, San Martin Avenue to Masten Avenue (Sat only)
5. US 101, Masten Avenue to Buena Vista Avenue
6. US 101, Buena Vista Avenue to Leavesley Road
7. US 101, Leavesley Road to Pacheco Pass Highway
8. US 101, Pacheco Pass Highway to Monterey Road
9. US 101, Monterey Road to SR 25

## **Study Freeway Ramps**

1. US 101 at Monterey Road

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