CORONAVIRUS ADVISORY INFORMATION:

CLICK HERE for City Updates

CLICK HERE for County Updates

CITY COUNCIL

Roy Swearingen, Mayor
Norma Martinez-Rubin, Mayor Pro Tem
Peter Murray, Council Member
Vincent Salimi, Council Member
Anthony Tave, Council Member

PINOLE CITY COUNCIL MEETING AGENDA

TUESDAY
JUNE 16, 2020
VIA ZOOM TELECONFERENCE

6:00 P.M.

DUE TO THE STATE OF CALIFORNIA'S DECLARATION OF EMERGENCY – THIS MEETING IS BEING HELD PURSUANT TO AUTHORIZATION FROM GOVERNOR NEWSOM'S EXECUTIVE ORDERS – CITY COUNCIL AND COMMISSION MEETINGS ARE NO LONGER OPEN TO IN-PERSON ATTENDANCE.

SUBMIT PUBLIC COMMENTS TO CITY CLERK BEFORE OR DURING THE MEETING VIA EMAIL
hiopu@ci.pinole.ca.us

Comments received before the close of the public comment period for that item will be read into the record and limited to 3 minutes. Please include your full name, city of residence and agenda item you are commenting on. Any comments received after the close of the public comment period will be distributed to Council and relevant staff after the meeting and filed with the agenda packet .

WAYS TO WATCH THE MEETING

LIVE ON CHANNEL 26. They are retelecast the following Thursday at 6:00 p.m. The Community TV Channel 26 schedule is published on the city's website at www.ci.pinole.ca.us.

VIDEO-STREAMED LIVE ON THE CITY'S WEBSITE, www.ci.pinole.ca.us. and remain archived on the site for five (5) years.

If none of these options are available to you, or you need assistance with public comment, please contact the City Clerk, Heather Iopu at (510) 724-8928 or hiopu@ci.pinole.ca.us .

Americans With Disabilities Act: In compliance with the Americans With Disabilities Act of 1990, if you need special assistance to participate in a City Meeting or you need a copy of the agenda, or the agenda packet in an appropriate alternative format, please contact the City Clerk's Office at (510) 724-8928. Notification at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Note: Staff reports are available for inspection on the City Website at www.ci.pinole.ca.us. You may also contact the City Clerk via e-mail at hiopu@ci.pinole.ca.us .

[1]Corrected the first address listed for Item 7F to 2361 San Pablo Avenue.

Ralph M. Brown Act. Gov. Code § 54950. *In enacting this chapter, the Legislature finds and declares that the public commissions, boards and councils and the other public agencies in this State exist to aid in the conduct of the people's business. It is the intent of the law that their actions be taken openly and that their deliberations be conducted openly. The people of this State do not yield their sovereignty to the agencies, which serve them. The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so that they may retain control over the instruments they have created.*

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

2. ROLL CALL, CITY CLERK'S REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision: (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself /herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov't Code § 87105.

3. CONVENE TO A CLOSED SESSION

Citizens may address the Council regarding a Closed Session *item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.*

NO CLOSED SESSION

4. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

5. CITIZENS TO BE HEARD (Public Comments)

Citizens may speak under any item not listed on the Agenda. The time limit is 3 minutes, and is subject to modification by the Mayor. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting.

6. RECOGNITIONS / PRESENTATIONS / COMMUNITY EVENTS

A. Proclamations

B. Presentations / Recognitions

7. CONSENT CALENDAR

All matters under the Consent Calendar are considered to be routine and noncontroversial. These items will be enacted by one motion and without discussion. If, however, any interested party or Council member(s) wishes to comment on an item, they may do so before action is taken on the Consent Calendar. Following comments, if a Council member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the Consent Calendar.

A. Approve the Minutes of the Meeting of April 14, 2020

B. Receive the May 30, 2020 – June 17, 2020 List of Warrants in the Amount of $427,675.73 and the June 12, 2020 Payroll in the Amount of $524,356.65

C. Resolution Confirming Continued Existence Of Local Emergency **[Action: Adopt Resolution per Staff Recommendation (Casher)]**

D. Call Election For Council And City Treasurer Candidates, Request Consolidation Of The Pinole Municipal Election On November 3, 2020 With Contra Costa County, And Set Specifications Of The Election Order **[Action: Adopt Resolution per Staff Recommendation (Iopu)]**

E. Local Early Acton Planning Grants Program (LEAP) **[Action: Adopt Resolution per Staff Recommendation (Hanham)]**

F. Adopt A Resolution Authorizing The City Manager To Execute Contract Change Order No. 147 For The Pinole-Hercules Water Pollution Control Plant (WPCP) Upgrade Project **[Action: Adopt Resolution per Staff Recommendation (T. Miller)]**

G. Authorize The City Manager To Execute Agreements To Provide Television Production And Broadcasting Services To Various Other Public Agencies **[Action: Adopt Resolution per Staff Recommendation (De La Rosa)]**

H. Adopt A Resolution Establishing The FY 2020-21Appropriations Limit **[Action: Adopt Resolution Per Staff Recommendation (A. Miller)]**

8. PUBLIC HEARINGS

Citizens wishing to speak regarding a Public Hearing item should fill out a speaker card prior to the completion of the presentation, by first providing a speaker card to the City Clerk. An official who engaged in an ex parte communication that is the subject of a Public Hearing must disclose the communication on the record prior to the start of the Public Hearing.

A. FY 2019-20 Annual Review Of Utility Users Tax, And Adoption Of A Resolution Modifying Household Income Eligibility Thresholds For Utility Users Tax Exemptions For FY 2020-21 **[Action: Conduct Public Hearing and Adopt Resolution Per Staff Recommendation (A. Miller)]**

B. Approve The Redevelopment Of Pinole Square (Aka Appian 80) Shopping Center **[Action: Conduct Public Hearing and Adopt Resolutions Per Staff Recommendation (T. Miller)]**

9. OLD BUSINESS

A. Adopt The City Of Pinole Proposed FY 2020-21 Operating Budget **[Action: Adopt Resolution Per Staff Recommendation (A. Miller)]**

10. NEW BUSINESS

11. REPORTS & COMMUNICATIONS

A. Mayor Report
   1. Announcements

B. Mayoral & Council Appointments
   1. Resolution Forming The Faria House Ad Hoc Committee To Provide Guidance To City Staff On The Renovation Of The Faria House For Use As A Local History Museum **[Action: Adopt Resolution per Staff Recommendation (De La Rosa)]**

C. City Council Committee Reports & Communications

D. Council Requests For Future Agenda Items

E. City Manager Report / Department Staff

F. City Attorney Report

12. ADJOURNMENT to the Regular City Council Meeting of July 7, 2020 In Remembrance of Amber Swartz.

I hereby certify under the laws of the State of California that the foregoing Agenda was posted on the bulletin board at the main entrance of Pinole City Hall, 2131 Pear Street Pinole, CA, and on the City's website, not less than 72 hours prior to the meeting date set forth on this agenda.

POSTED: June 12, 2020 at 4:00 P.M.

_____

Heather Iopu, CMC
City Clerk

CITY COUNCIL SPECIAL MEETING
MINUTES
April 14, 2020

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

The City Council Meeting was held via Zoom teleconference. Mayor Swearingen called the Special Meeting of the City Council to order at **6:04** p.m. and led the Pledge of Allegiance.

2. ROLL CALL, CITY CLERK'S REPORT & STATEMENT OF CONFLICT

A. COUNCILMEMBERS PRESENT

Roy Swearingen, Mayor
Norma Martinez-Rubin, Mayor Pro Tem
Peter Murray, Councilmember
Vincent Salimi, Councilmember
Anthony Tave, Councilmember

B. STAFF PRESENT

Andrew Murray, City Manager
Hector De La Rosa, Assistant City Manager
Heather Iopu, City Clerk
Eric Casher, City Attorney
Tamara Miller, Development Services Director/City Engineer
Neil Gang, Police Chief
Chris Wynkoop, Fire Chief
Andrea Miller, Finance Director

City Clerk Iopu announced the agenda was posted on April 9, 2020 at 4:00 p.m. All legally required notice was provided. Announced that public comments would be received by email to the City Clerk during the meeting.

Following an inquiry to the Council, the Council reported there were no conflicts with any items on the agenda.

3. CONVENE TO A CLOSED SESSION

Citizens may address the Council regarding a Closed Session *item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.*

Mayor Swearingen convened to a closed Session at 6:08 p.m.

A. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Gov. Code § 54957
Title: City Clerk

B. CONFERENCE WITH LABOR NEGOTIATORS
Gov. Code § 54957.6

Agency designated representatives: City Manager Andrew Murray, Greg Ramirez
Employee organizations: IAFF

C. CONFERENCE WITH LABOR NEGOTIATORS
Gov. Code § 54957.6
Agency designated representatives: City Manager Andrew Murray, Assistant City Manager Hector De La Rosa, Greg Ramirez
Employee organizations: Unrepresented positions- Assistant City Manager, Development Services Director, City Engineer, Finance Director, Fire Chief, Police Chief, Fire Battalion Chief, Human Resources Specialist, Planning Manager, Police Lieutenant, Public Works Manager, Recreation Manager, WWTP Manager

4. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

Mayor Swearingen reconvened the meeting at 8:13 p.m. and announced that there was no reportable action

Mayor Swearingen gave a report to the public with information regarding the Covid-19 health crisis and encouragement to the public to stay safe and contact the City for assistance with questions and concerns.

5. CITIZENS TO BE HEARD (Public Comments)

Citizens may speak under any item not listed on the Agenda. The time limit is 3 minutes, and is subject to modification by the Mayor. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting.

The following speakers submitted written comments that were read aloud and will be filed with the agenda packet for this meeting: **Rafael Menis**

6. OLD BUSINESS

A. Resolution Confirming Continued Existence Of Local Emergency **[Action: Adopt Resolution per Staff Resolution (Casher)]**

City Attorney Casher presented a brief introduction of the item and outlined the action.

The following speakers submitted written comments that were read aloud and will be filed with the agenda packet for this meeting: **Rafael Menis**

City Council members made comments and advised the public to continue to take precautions and stay safe.

Return to Agenda

ACTION: Motion by Council Members Murray/Martinez-Rubin to approve Resolution Confirming Continued Existence Of Local Emergency

Vote:	**Passed**	**5-0**
	Ayes:	**Swearingen, Martinez-Rubin, Murray, Salimi, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

B. Update On City Staff Activities Related To Preparing For A Potential November 2020 Charter City Ballot Measure **[Action: Discuss and Provide Direction (A. Murray)]**

Mayor Swearingen called for public comment on the item.

The following speakers submitted written comments that were read aloud and will be filed with the agenda packet for this meeting: **Dione Coleman, Jack Weir, Erick B. Myers, Diana Schick, Brandy Gibb, Marie Wong, Ivette Ricco, Tangie Leverett, Debbie Long, Rafael Menis**

City Manager Murray presented an overview of the item and outlined the action.

City Council members asked questions of staff. City Staff answered questions.

City Council members made comments in support of the action.

ACTION: Motion by Council Members Martinez-Rubin/Murray to rescind the approved action of the Council at the February 25, 2020 meeting which directed staff to work towards a Potential November 2020 Charter City Ballot Measure

Vote:	**Passed**	**5-0**
	Ayes:	**Swearingen, Martinez-Rubin, Murray, Salimi, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

7. ADJOURNMENT to the Regular City Council Meeting of April 21, 2020 In Remembrance of Amber Swartz.

I hereby certify under the laws of the State of California that the foregoing Agenda was posted on the bulletin board at the main entrance of Pinole City Hall, 2131 Pear Street Pinole, CA, and on the City's website, not less than 72 hours prior to the meeting date set forth on this agenda.

Submitted by:

_____

Heather Iopu, CMC
City Clerk

Return to Agenda

7B

WARRANT LISTING

By Vendor Name

City of Pinole, CA

Payment Dates 05/30/2020 - 06/12/2020

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: AME52 - AMERICAN MESSAGING SERVICE, LLC					
W4102378UF	94162	06/12/2020	100-231-43101	TELECOMMUNICATION MESSAGES FIRE	43.25
				Vendor AME52 - AMERICAN MESSAGING SERVICE, LLC Total:	**43.25**
Vendor: AME47 - AMERINATIONAL COMMUNITY SERVICES, INC.					
20-00333	94163	06/12/2020	285-464-42101	BANKRUPTCY FEE/MONTHLY SERVICE FEE	101.50
20-00333	94163	06/12/2020	750-463-42101	BANKRUPTCY FEE/MONTHLY SERVICE FEE	61.15
20-00416	94163	06/12/2020	285-464-42101	FINANCE BANKRUPTCY AND MONTHLY FEES	86.90
20-00416	94163	06/12/2020	750-463-42101	FINANCE BANKRUPTCY AND MONTHLY FEES	61.15
				Vendor AME47 - AMERINATIONAL COMMUNITY SERVICES, INC. Total:	**310.70**
Vendor: 1986 - ARCADIS US. INC.					
060220	94164	06/12/2020	100-000-31510	REFUND OVERPAYMENT OF BUSINESS LIC	46.00
				Vendor 1986 - ARCADIS US. INC. Total:	**46.00**
Vendor: ATT01 - AT&T					
000014722903	94165	06/12/2020	525-118-43101	9351BANCABLESVCS 4/11-5/10/20	1,974.90
000014726335	94165	06/12/2020	525-118-43101	9351BANCABLESVCS 4/11-5/10/20	661.52
000014726341	94165	06/12/2020	525-118-43101	9351BANCABLESVCS 4/11-5-10-20	810.60
000014726342	94165	06/12/2020	525-118-43101	9351BANCABLESVCS 4/11-5/10/20	1,475.37
000014726343	94165	06/12/2020	525-118-43101	9351BANCABLESVCS 4/11-5/10/20	704.70
000014726344	94165	06/12/2020	525-118-43101	9351BANCABLESVCS 4/11-5-10-20	195.09
000014726346	94165	06/12/2020	525-118-43101	9351BANCABLESVCS 4/11-5-10-20	154.51
000014726869	94165	06/12/2020	525-118-43101	9351BANCABLESVCS 4/11-5-10-20	208.77
				Vendor ATT01 - AT&T Total:	**6,185.46**
Vendor: BAY34 - BAY AREA NEWS GROUP- EAST BAY					
0006481669	94166	06/12/2020	100-115-42514	NEWSPAPER LEGAL AD UNCLAIMED FUNDS	252.00
0006483988	94166	06/12/2020	212-461-42514	PUBLICATION LEGAL PINOLE SQ SHOPPING CNT	218.70
0006486177	94166	06/12/2020	100-112-42514	PUBLICATION LEGAL AD PVR LALD HEARING	143.10
				Vendor BAY34 - BAY AREA NEWS GROUP- EAST BAY Total:	**613.80**
Vendor: BOU01 - BOUND TREE MEDICAL, LLC					
83630058	94167	06/12/2020	100-231-42104	IV SOLUTIONS SODIUM CHLORIDE - FIRE	69.60
				Vendor BOU01 - BOUND TREE MEDICAL, LLC Total:	**69.60**
Vendor: CAL04 - CALCON SYSTEMS,INC.					
46697	94168	06/12/2020	500-641-42107	WPCP- SERVICE CALL	760.00
				Vendor CAL04 - CALCON SYSTEMS,INC. Total:	**760.00**

WARRANT LISTING — **Payment Dates: 05/30/2020 - 06/12/2020**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: CAL20 - CALIFORNIA ASSOCIATION OF PROFESSIONAL FIREFIGHTERS					
JUNE 2020	94169	06/12/2020	100-231-41008	FIRE - PF LONG TERM DISABILITY	324.50
				Vendor CAL20 - CALIFORNIA ASSOCIATION OF PROFESSIONAL FIREFIGHTERS Total:	**324.50**
Vendor: PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM					
100000016055146	94170	06/12/2020	100-117-41004	UNFUNDED ACRRUED LIABILITY JUNE 30, 2017	86,881.75
100000016055155	94170	06/12/2020	100-117-41004	UNFUNDED ACCRUED LIABILITY JUNE 30, 2017	94,233.76
100000016055164	94170	06/12/2020	100-117-41004	UNFUNDED ACCRUED LIABILITY JUNE 30, 2017	153.20
100000016055171	94170	06/12/2020	100-117-41004	UNFUNDED ACCRUED LIABILITY JUNE 30, 2017	267.55
100000016055176	94170	06/12/2020	100-117-41004	UNFUNDED ACCRUED LIABILITY JUNE 30, 2017	194.74
				Vendor PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM Total:	**181,731.00**
Vendor: CCP03 - CCP INDUSTRIES					
IN02531954	94171	06/12/2020	500-641-42107	WPCP-GOLIATH SAFETY GLASSES	49.34
IN02531955	94171	06/12/2020	500-641-42107	WPCP-CARTRIDGE FILTER VPR/ACID	26.99
IN02533150	94171	06/12/2020	500-641-44410	WPCP- NITILE POWDER GLOVES	105.71
				Vendor CCP03 - CCP INDUSTRIES Total:	**182.04**
Vendor: COM20 - COMCAST					
051420	94172	06/12/2020	100-231-43105	CABLE SERVICE FIRE	54.42
				Vendor COM20 - COMCAST Total:	**54.42**
Vendor: CON09 - CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT					
052820	94173	06/12/2020	100-231-42101	DISPATCH SERVICES	161,936.60
				Vendor CON09 - CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT Total:	**161,936.60**
Vendor: 1639 - COOKING ROUND THE WORLD					
051820	94174	06/12/2020	209-554-36402	PAYMENT TO INSTRUCTOR - COOKING ROUND THE WORLD	672.00
				Vendor 1639 - COOKING ROUND THE WORLD Total:	**672.00**
Vendor: COR12 - CORELOGIC SOLUTIONS LLC					
82021949	94175	06/12/2020	525-118-42510	REALQUEST FEES CCC PARCELS AND MAPS	662.41
				Vendor COR12 - CORELOGIC SOLUTIONS LLC Total:	**662.41**
Vendor: COU03 - COUNTY OF CONTRA COSTA					
13264	94176	06/12/2020	100-231-42106	FIRE TELECOMMUNICATIONS RADIOS	364.32
				Vendor COU03 - COUNTY OF CONTRA COSTA Total:	**364.32**
Vendor: 1988 - DERRICK QUEMA					
051820	94177	06/12/2020	209-551-38112	REFUND PARK RESERVATION 052320	110.00
				Vendor 1988 - DERRICK QUEMA Total:	**110.00**
Vendor: 1443 - DIESEL DIRECT WEST, INC.					
83578114	94178	06/12/2020	500-10601	ULSD CLEAR DIESEL CORP YARD	2,455.30
83593848	94178	06/12/2020	100-10601	CORP YARD DIESEL / GAS	1,327.51
83593893	94178	06/12/2020	100-10602	DIESEL FUEL FIRE	258.30
				Vendor 1443 - DIESEL DIRECT WEST, INC. Total:	**4,041.11**
Vendor: DOL01 - DOLAN'S LUMBER					
403424	94179	06/12/2020	100-343-42107	CY 2X6X16 DF PRESSURE TRTD ACQ LUMBER PRODUCTS	325.50
403496	94179	06/12/2020	100-343-42107	CY COBAL BIT	4.99
404317	94179	06/12/2020	200-342-42514	CY CONCRETE MIX 60LB	10.27
				Vendor DOL01 - DOLAN'S LUMBER Total:	**340.76**

WARRANT LISTING **Payment Dates: 05/30/2020 - 06/12/2020**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: EBM01 - EBMUD					
20575-0520	94180	06/12/2020	100-345-43102	2690 BOX CANYON RD-IRRIGATION USE ONLY	146.22
31773-0520	94180	06/12/2020	100-343-43102	2887 SIMAS AVE-IRRIGATION USE ONLY	146.22
32841-52220	94180	06/12/2020	100-345-43102	3790 PINOLE VALLEY RD-IRRIGATION USE ONLY	3,013.39
				Vendor EBM01 - EBMUD Total:	**3,305.83**
Vendor: ELE01 - ELECTRONIC INNOVATIONS, INC.					
40683	94181	06/12/2020	500-641-42107	WPCP- GATE MAINTENANCE	358.41
				Vendor ELE01 - ELECTRONIC INNOVATIONS, INC. Total:	**358.41**
Vendor: FIS01 - FISHER SCIENTIFIC					
8935528	94182	06/12/2020	500-641-44305	WPCP LAB- DURAC PLUS THERMOMETER	58.21
9210678	94182	06/12/2020	500-641-44305	WPCP LAB- HOTPLATE STIRRER CREAMIC TOP	510.61
				Vendor FIS01 - FISHER SCIENTIFIC Total:	**568.82**
Vendor: 1979 - GALAXY PRESS					
33329	94183	06/12/2020	100-115-42201	FINANCE #10 WINDOWS AND REGULAR ENVELOPES	277.87
				Vendor 1979 - GALAXY PRESS Total:	**277.87**
Vendor: GRA03 - GRAINGER					
9524515534	94184	06/12/2020	500-641-42107	WPCP- COMBO CARTRIDGE BAYONET	104.88
9531359348	94184	06/12/2020	500-641-42107	WPCP- EAR MUFFS, HEADBAND	54.32
				Vendor GRA03 - GRAINGER Total:	**159.20**
Vendor: HAC01 - HACH COMPANY					
11957767	94185	06/12/2020	500-641-42107	WPCP- PAO STD SOLN, IODINE STD	322.26
				Vendor HAC01 - HACH COMPANY Total:	**322.26**
Vendor: HEA01 - HEALTH CARE DENTAL TRUST					
JUNE 2020	94186	06/12/2020	100-110-41002	HEALTH CARE DENTAL JUNE 2020	552.64
JUNE 2020	94186	06/12/2020	100-111-41002	HEALTH CARE DENTAL JUNE 2020	149.19
JUNE 2020	94186	06/12/2020	100-112-41002	HEALTH CARE DENTAL JUNE 2020	149.19
JUNE 2020	94186	06/12/2020	100-113-41002	HEALTH CARE DENTAL JUNE 2020	127.13
JUNE 2020	94186	06/12/2020	100-115-41002	HEALTH CARE DENTAL JUNE 2020	447.57
JUNE 2020	94186	06/12/2020	100-116-41002	HEALTH CARE DENTAL JUNE 2020	208.36
JUNE 2020	94186	06/12/2020	100-117-41002	HEALTH CARE DENTAL JUNE 2020	149.19
JUNE 2020	94186	06/12/2020	100-221-41002	HEALTH CARE DENTAL JUNE 2020	208.36
JUNE 2020	94186	06/12/2020	100-221-41002	HEALTH CARE DENTAL JUNE 2020	1,861.97
JUNE 2020	94186	06/12/2020	100-222-41002	HEALTH CARE DENTAL JUNE 2020	335.49
JUNE 2020	94186	06/12/2020	100-222-41002	HEALTH CARE DENTAL JUNE 2020	59.17
JUNE 2020	94186	06/12/2020	100-223-41002	HEALTH CARE DENTAL JUNE 2020	1,462.83
JUNE 2020	94186	06/12/2020	100-231-41002	HEALTH CARE DENTAL JUNE 2020	1,395.93
JUNE 2020	94186	06/12/2020	100-341-41002	HEALTH CARE DENTAL JUNE 2020	425.51

Return to Agenda

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
JUNE 2020	94186	06/12/2020	100-341-41002	HEALTH CARE DENTAL JUNE 2020	59.17
JUNE 2020	94186	06/12/2020	100-343-41002	HEALTH CARE DENTAL JUNE 2020	1,022.27
JUNE 2020	94186	06/12/2020	100-465-41002	HEALTH CARE DENTAL JUNE 2020	127.13
JUNE 2020	94186	06/12/2020	105-221-41002	HEALTH CARE DENTAL JUNE 2020	783.06
JUNE 2020	94186	06/12/2020	105-231-41002	HEALTH CARE DENTAL JUNE 2020	59.17
JUNE 2020	94186	06/12/2020	106-222-41002	HEALTH CARE DENTAL JUNE 2020	127.13
JUNE 2020	94186	06/12/2020	106-231-41002	HEALTH CARE DENTAL JUNE 2020	127.13
JUNE 2020	94186	06/12/2020	204-227-41002	HEALTH CARE DENTAL JUNE 2020	149.19
JUNE 2020	94186	06/12/2020	209-551-41002	HEALTH CARE DENTAL JUNE 2020	149.19
JUNE 2020	94186	06/12/2020	209-552-41002	HEALTH CARE DENTAL JUNE 2020	97.63
JUNE 2020	94186	06/12/2020	209-554-41002	HEALTH CARE DENTAL JUNE 2020	134.27
JUNE 2020	94186	06/12/2020	212-461-41002	HEALTH CARE DENTAL JUNE 2020	149.19
JUNE 2020	94186	06/12/2020	212-462-41002	HEALTH CARE DENTAL JUNE 2020	186.30
JUNE 2020	94186	06/12/2020	500-641-41002	HEALTH CARE DENTAL JUNE 2020	1,015.26
JUNE 2020	94186	06/12/2020	500-642-41002	HEALTH CARE DENTAL JUNE 2020	267.53
JUNE 2020	94186	06/12/2020	505-119-41002	HEALTH CARE DENTAL JUNE 2020	298.38
JUNE 2020	94186	06/12/2020	998-20105	HEALTH CARE DENTAL JUNE 2020	306.13
JUNE 2020	94186	06/12/2020	998-20105	HEALTH CARE DENTAL JUNE 2020	243.99
				Vendor HEA01 - HEALTH CARE DENTAL TRUST Total:	**12,834.65**
Vendor: HIL03 - HILLTOP FORD					
FOCS332733	94187	06/12/2020	100-231-42107	FIRE TRUCK SERVICE	5,370.57
				Vendor HIL03 - HILLTOP FORD Total:	**5,370.57**
Vendor: IED02 - IEDA, INC.					
23023	94188	06/12/2020	100-116-42101	LABOR RELATIONS CONSULTING 6/1-6/30/20	2,197.00
				Vendor IED02 - IEDA, INC. Total:	**2,197.00**
Vendor: JAN92 - JAN-PRO OF THE GREATER BAY AREA					
96194	94189	06/12/2020	209-553-42108	JANITORIAL SERVICES TINY TOTS	212.56
97611	94189	06/12/2020	209-553-42108	JANITORIAL SERVICES TINY TOTS	212.56
				Vendor JAN92 - JAN-PRO OF THE GREATER BAY AREA Total:	**425.12**
Vendor: KEN09 - KENNEDY AND ASSOCIATES, INC.					
20-052	94190	06/12/2020	212-461-42101	BLDG - 1169 PVR SFR REVIEW	466.00
20-053	94190	06/12/2020	212-461-42101	BLDG BP19-0408 EB OPHTHAMOLOGY REVIEW	1,108.25
20-054	94190	06/12/2020	212-461-42101	BLDG 980 2ND SFR REVIEW	116.50
20-055	94190	06/12/2020	207-344-42101	NPDES STORM WATER COMMITTEE MTGS REVIEWS	1,674.25
				Vendor KEN09 - KENNEDY AND ASSOCIATES, INC. Total:	**3,365.00**

WARRANT LISTING

Payment Dates: 05/30/2020 - 06/12/2020

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: LEX03 - LEXIPOL, LLC					
INV1736	94191	06/12/2020	105-231-47201	FIRE MANUAL TRAINING PROCEDURES	4,549.00
				Vendor LEX03 - LEXIPOL, LLC Total:	**4,549.00**
Vendor: MCM05 - MCMASTER-CARR SUPPLY CO.					
39971654	94192	06/12/2020	500-641-42107	WPCP- SUPPLIES SIGNS, PAGBOARD, BATTERY, PLUNGER	153.41
				Vendor MCM05 - MCMASTER-CARR SUPPLY CO. Total:	**153.41**
Vendor: 1115 - MICHELLE FITZER					
022720	94193	06/12/2020	100-117-41101	FEBRUARY RETIREE MEDICAL REIMBURSEMENT	12.20
032720	94193	06/12/2020	100-117-41101	MARCH RETIREE MEDICAL REIMBURSEMENT	12.20
042720	94193	06/12/2020	100-117-41101	APRIL RETIREE MEDICAL REIMBURSEMENT	12.20
052720	94193	06/12/2020	100-117-41101	MAY RETIREE MEDICAL REIMBURSEMENT	12.20
060120	94193	06/12/2020	100-117-41101	JUNE RETIREE MEDICAL REIMBURSEMENT	12.20
				Vendor 1115 - MICHELLE FITZER Total:	**61.00**
Vendor: ROG02 - MILES ROGERS					
060920	94194	06/12/2020	100-117-41101	RE-ISSUE STALE DATED CHECKS	48.75
				Vendor ROG02 - MILES ROGERS Total:	**48.75**
Vendor: MUN10 - MUNICIPAL EMERGENCY SERVICES INC.					
IN1463488	94195	06/12/2020	100-231-44410	FIRE HONEYWELL MODEL 4139 LEATHER BOOT	454.46
				Vendor MUN10 - MUNICIPAL EMERGENCY SERVICES INC. Total:	**454.46**
Vendor: MYE01 - MYERS STEVENS & TOOHEY CO					
1343395	94196	06/12/2020	100-221-41008	JUNE 2020 LONG TERM DISABILITY	475.20
1343395	94196	06/12/2020	100-223-41008	JUNE 2020 LONG TERM DISABILITY	236.50
1343395	94196	06/12/2020	105-221-41008	JUNE 2020 LONG TERM DISABILITY	148.50
1343395	94196	06/12/2020	204-227-41008	JUNE 2020 LONG TERM DISABILITY	-29.70
				Vendor MYE01 - MYERS STEVENS & TOOHEY CO Total:	**830.50**
Vendor: OTI01 - OTIS ELEVATOR COMPANY					
SK05793N620	94197	06/12/2020	100-554-42108	PYC ELEVATOR MAINTENANCE	191.76
SK65465N620	94197	06/12/2020	100-343-42108	CH ELEVATOR MAINTENANCE	113.15
SK65542N620	94197	06/12/2020	100-343-42108	CH ELEVATOR MAITENANCE	113.10
				Vendor OTI01 - OTIS ELEVATOR COMPANY Total:	**418.01**
Vendor: CBA00 - PACIFIC CREDIT SERVICES					
862800000095	94198	06/12/2020	100-000-31510	FINANCE COLLECTION SERVICES FOR TINAS PLACE	125.00
				Vendor CBA00 - PACIFIC CREDIT SERVICES Total:	**125.00**
Vendor: PGE01 - PG&E					
51920-0209	94199	06/12/2020	200-342-43103	S/E CORNER SAN PABLO AVE & TENNENT TRAFFIC SIGNAL	69.29
51920-2615	94199	06/12/2020	100-345-43103	S/E CORNER OF ROGERS & NOB HILL SPRINKLER SYSTEM	9.53
51920-2793	94199	06/12/2020	200-342-43103	1451 FITZGERALD DR TRAFFIC SIGNAL	69.14
51920-3311	94199	06/12/2020	200-342-43103	PINOLE VALLEY RD & HENRY TRAFFIC CONTROLLER	90.38
51920-40081	94199	06/12/2020	200-342-43103	2501 SAN PABLO AVE TRAFFIC CONTROLLER	69.12
51920-4193	94199	06/12/2020	200-342-43103	HWY 80 PINOLE VALLEY RD TRAFFIC CONTROLLER	50.88

WARRANT LISTING **Payment Dates: 05/30/2020 - 06/12/2020**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
51920-5127	94199	06/12/2020	500-642-43103	893 1/2 SAN PABLO AVE PUMP STATION	106.79
51920-5374	94199	06/12/2020	200-342-43103	1220 PINOLE VALLEY RD TRAFFIC SIGNAL	79.92
51920-5387	94199	06/12/2020	100-345-43103	588 MARLESTA RD LOUIS FRANCIS PARK	34.28
51920-7114	94199	06/12/2020	200-342-43103	2429 SAN PABLO AVE	52.62
51920-8086	94199	06/12/2020	200-342-43103	N/S BORDER CITY OF PINOLE	92.70
51920-9824	94199	06/12/2020	201-343-43103	790 PINOLE SHORES DR-NEW METAL BUILDING	93.84
52020-1121	94199	06/12/2020	200-342-43103	DEL MONTE & SAN PABLO TRAFFIC CONTROL LIGHT	63.37
52020-1233	94199	06/12/2020	200-342-43103	SAN PABLO AVE TRAFFIC SIGNAL	83.15
52020-2620	94199	06/12/2020	200-342-43103	N/W CORNER APPIAN WAY & FITZGERALD DR TRAFFIC SIG	86.82
52020-8687	94199	06/12/2020	200-342-43103	FITZGERALD DR IFO LONG JOHN SILVERS TRAFFIC SIGNAL	78.90
60520-0466	94199	06/12/2020	209-554-43103	635 TENNENT AVE YOUTH CTR/CATV	36.89
60520-0466	94199	06/12/2020	505-119-43103	635 TENNENT AVE YOUTH CTR/CATV	55.33
				Vendor PGE01 - PG&E Total:	**1,222.95**
Vendor: 1987 - PINOLE HERCULES LITTLE LEAGUE					
032520	94201	06/12/2020	209-552-38112	DUE TO COVID19 SIP REFUND FOR RESERVATIONS	20.00
				Vendor 1987 - PINOLE HERCULES LITTLE LEAGUE Total:	**20.00**
Vendor: RWS00 - R.W. SCOTT CONSTRUCTION					
052520	94202	06/12/2020	100-231-42512	RIDGE TOPS TRAIL MAINTENANCE FIRE	13,425.00
				Vendor RWS00 - R.W. SCOTT CONSTRUCTION Total:	**13,425.00**
Vendor: REP03 - REPUBLIC SERVICES					
0851-153787907	94203	06/12/2020	500-641-44302	WPCP- PICK UP SERVICE 05/01	644.06
				Vendor REP03 - REPUBLIC SERVICES Total:	**644.06**
Vendor: MIL06 - ROBERT MILLER					
052820	94204	06/12/2020	317-345-42108	MAINTENANCE CARETAKER HOUSE OUTSIDE LIGHT	32.59
				Vendor MIL06 - ROBERT MILLER Total:	**32.59**
Vendor: J&O01 - RUBBER DUST INC.					
131335	94205	06/12/2020	100-343-42107	EQUIP TRAILER REPAIR	3,122.75
				Vendor J&O01 - RUBBER DUST INC. Total:	**3,122.75**
Vendor: 1802 - SCHAAF & WHEELER, CONSULTING CIVIL ENGINEERS					
32719	94206	06/12/2020	106-344-47206	PW ADMIN ENGINEERING SERVICES	4,287.50
				Vendor 1802 - SCHAAF & WHEELER, CONSULTING CIVIL ENGINEERS Total:	**4,287.50**
Vendor: 1982 - SHAPE INCORPORATED					
126982	94207	06/12/2020	500-641-42107	STATOR - WPCP	1,096.80
				Vendor 1982 - SHAPE INCORPORATED Total:	**1,096.80**
Vendor: STA42 - STAPLES BUSINESS CREDIT					
7306729190-0-4	94208	06/12/2020	100-222-42201	PD COVID 19 KLEENEX ANTIVIRAL	57.05
7307052123-0-1	94208	06/12/2020	100-222-42201	PD COVID 19 CLOROX DSFCT WIPE	77.68
7307318747-0-1	94208	06/12/2020	100-222-42201	PD WALL FILE	5.48
7307318747-0-2	94208	06/12/2020	100-222-42201	PD KCUP COFFEE	47.07
7307416901-0-1	94208	06/12/2020	212-462-42201	BLDG COPY PAPER SHEET PROTECTORS	100.07
7307417602-0-1	94208	06/12/2020	100-117-42201	ADMIN COPY PAPER POST IT SHARPEN	102.52
7307476412-0-1	94208	06/12/2020	100-115-42201	FINANCE BUDGET SUPPLIES	138.63

WARRANT LISTING **Payment Dates: 05/30/2020 - 06/12/2020**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
7307614780-0-1	94208	06/12/2020	100-222-42201	PD DISH SOAP AND COPY PAPER	48.47
7307704621-0-1	94208	06/12/2020	100-222-42201	PD DIXIE 12OZ PAPER CUPS	13.90
7307923557-0-1	94208	06/12/2020	100-222-42201	PD OFFICE SUPPLIES AND COVID19	86.09
7307955824-0-1	94208	06/12/2020	100-111-42201	ADMIN/CM UNDER KEYBOARD MOUSE RUBBERBANDS COPPAPER	112.85
7307955824-0-1	94208	06/12/2020	100-117-42201	ADMIN/CM UNDER KEYBOARD MOUSE RUBBERBANDS COPPAPER	90.75
7307955824-0-2	94208	06/12/2020	100-117-42201	ADMIN COVID19 PHONEKLEEN	4.26
7307985364-0-1	94208	06/12/2020	209-553-42201	TINY TOTS OFFICE SUPPLIES	122.41
				Vendor STA42 - STAPLES BUSINESS CREDIT Total:	**1,007.23**
Vendor: STE20 - STERICYCLE, INC.					
3005120173	94209	06/12/2020	100-222-42101	STERI SAFE ECONOMY MONTHLY	55.53
				Vendor STE20 - STERICYCLE, INC. Total:	**55.53**
Vendor: SYA01 - SYAR INDUSTRIES,INC.					
776670	94210	06/12/2020	200-342-47205	EZ STREET ASPHALT BULK	686.13
				Vendor SYA01 - SYAR INDUSTRIES,INC. Total:	**686.13**
Vendor: 1989 - TARA DAVIS					
060920	94211	06/12/2020	209-554-36402	REFUND OF COOKING AROUND CLASS DUE COVID19	21.00
				Vendor 1989 - TARA DAVIS Total:	**21.00**
Vendor: OFF11 - THE OFFICE CITY					
IN-1640499	94212	06/12/2020	500-641-42201	OFFICE SUPPLIES ORGANIZER MESH WPCP	36.63
IN-1640737	94212	06/12/2020	500-641-42201	OFFICE SUPPLIES APPT BOOK WPCP	31.67
IN-1641001	94212	06/12/2020	100-117-42201	CITY HALL COVID19 SUPPLIES	31.02
IN-1642152	94212	06/12/2020	500-641-42201	WPCP OFFICE SUPPLIES PENS, BATTERIES AND MASKS	145.04
				Vendor OFF11 - THE OFFICE CITY Total:	**244.36**
Vendor: UNI39 - UNITED ROTARY BRUSH CORP.					
CI250161	94213	06/12/2020	500-642-42108	41-PATELP4H BRUSH PACK264760	600.79
				Vendor UNI39 - UNITED ROTARY BRUSH CORP. Total:	**600.79**
Vendor: USB06 - US BANK CORPORATE PAYMENT SYSTEMS					
052220	94214	06/12/2020	100-20018	MAY CREDIT CARDS STATEMENT	6,572.53
				Vendor USB06 - US BANK CORPORATE PAYMENT SYSTEMS Total:	**6,572.53**
Vendor: PIC05 - WILBERTO PICA					
060320	94215	06/12/2020	500-641-42401	GRADE I CERTIFICATE RENEWAL	150.00
				Vendor PIC05 - WILBERTO PICA Total:	**150.00**
Vendor: XER01 - XEROX CORPORATION					
719890816	94216	06/12/2020	525-118-47102	SENIOR CENTER COPIER LEASED	213.68
				Vendor XER01 - XEROX CORPORATION Total:	**213.68**
				Grand Total:	**427,675.73**

Report Summary

Fund Summary

Fund	Payment Amount
100 - General Fund	392,627.77
105 - Measure S -2006	5,539.73
106 - MEASURE S-2014	4,541.76
200 - Gas Tax Fund	1,582.69
201 - Restricted Real Estate Maintenance Fund	93.84
204 - Police Grants	119.49
207 - NPDES Storm Water Fund	1,674.25
209 - Recreation Fund	1,788.51
212 - Building & Planning	2,345.01
285 - Housing Land Held for Resale	188.40
317 - Pinole Valley Caretaker Fund	32.59
500 - Sewer Enterprise Fund	9,054.01
505 - Cable Access TV	353.71
525 - Information Systems	7,061.55
750 - Recognized Obligation Retirement Fund	122.30
998 - Payroll Clearing	550.12
Grand Total:	**427,675.73**

Account Summary

Account Number	Account Name	Payment Amount
100-000-31510	Other Tax/Business License	171.00
100-10601	Gas Tanks/Corp Yard	1,327.51
100-10602	Gas Tanks/Fire Station	258.30
100-110-41002	Emp Benefits/Dental	552.64
100-111-41002	Emp Benefits/Dental	149.19
100-111-42201	Office Expense	112.85
100-112-41002	Emp Benefits/Dental	149.19
100-112-42514	Admin Exp/Special Depart	143.10
100-113-41002	Emp Benefits/Dental	127.13
100-115-41002	Emp Benefits/Dental	447.57
100-115-42201	Office Expense	416.50
100-115-42514	Admin Exp/Special Depart	252.00
100-116-41002	Emp Benefits/Dental	208.36
100-116-42101	Prof Svcs/Professional Ser...	2,197.00
100-117-41002	Emp Benefits/Dental	149.19
100-117-41004	Emp Benefits/PERS Retir...	181,731.00
100-117-41101	Retiree Benefits/Medical-...	109.75
100-117-42201	Office Expense	228.55
100-20018	Accounts Payable/CalCard	6,572.53
100-221-41002	Emp Benefits/Dental	2,070.33
100-221-41008	Emp Benefits/Long Term ...	475.20
100-222-41002	Emp Benefits/Dental	394.66
100-222-42101	Prof Svcs/Professional Ser...	55.53
100-222-42201	Office Expense	335.74
100-223-41002	Emp Benefits/Dental	1,462.83
100-223-41008	Emp Benefits/Long Term ...	236.50
100-231-41002	Emp Benefits/Dental	1,395.93
100-231-41008	Emp Benefits/Long Term ...	324.50
100-231-42101	Prof Svcs/Professional Ser...	161,936.60
100-231-42104	Prof Svcs/Paramedic Servi...	69.60
100-231-42106	Prof Svcs/Software Maint...	364.32
100-231-42107	Prof Svcs/Equipment Mai...	5,370.57
100-231-42512	Admin Exp/Abatement	13,425.00
100-231-43101	Utilities/Telephone	43.25
100-231-43105	Utilities/Cable	54.42
100-231-44410	Safety Clothing	454.46
100-341-41002	Emp Benefits/Dental	484.68

Account Summary

Account Number	Account Name	Payment Amount
100-343-41002	Emp Benefits/Dental	1,022.27
100-343-42107	Prof Svcs/Equipment Mai...	3,453.24
100-343-42108	Prof Svcs/Building-Structu...	226.25
100-343-43102	Utilities/Water	146.22
100-345-43102	Utilities/Water	3,159.61
100-345-43103	Utilities/Electricity & Pow...	43.81
100-465-41002	Emp Benefits/Dental	127.13
100-554-42108	Prof Svcs/Building-Structu...	191.76
105-221-41002	Emp Benefits/Dental	783.06
105-221-41008	Emp Benefits/Long Term ...	148.50
105-231-41002	Emp Benefits/Dental	59.17
105-231-47201	Improvements/Building	4,549.00
106-222-41002	Emp Benefits/Dental	127.13
106-231-41002	Emp Benefits/Dental	127.13
106-344-47206	Improvements/Storm Dra...	4,287.50
200-342-42514	Admin Exp/Special Depart	10.27
200-342-43103	Utilities/Electricity & Pow...	886.29
200-342-47205	Improvements/Streets	686.13
201-343-43103	Utilities/Electricity & Pow...	93.84
204-227-41002	Emp Benefits/Dental	149.19
204-227-41008	Emp Benefits/Long Term ...	-29.70
207-344-42101	Prof Svcs/Professional Ser...	1,674.25
209-551-38112	Rental Income/Facility Re...	110.00
209-551-41002	Emp Benefits/Dental	149.19
209-552-38112	Rental Income/Facility Re...	20.00
209-552-41002	Emp Benefits/Dental	97.63
209-553-42108	Prof Svcs/Building-Structu...	425.12
209-553-42201	Office Expense	122.41
209-554-36402	Recreation Chg/Members...	693.00
209-554-41002	Emp Benefits/Dental	134.27
209-554-43103	Utilities/Electricity & Pow...	36.89
212-461-41002	Emp Benefits/Dental	149.19
212-461-42101	Prof Svcs/Professional Ser...	1,690.75
212-461-42514	Admin Exp/Special Depart	218.70
212-462-41002	Emp Benefits/Dental	186.30
212-462-42201	Office Expense	100.07
285-464-42101	Prof Svcs/Professional Ser...	188.40
317-345-42108	Prof Svcs/Building-Structu...	32.59
500-10601	Gas Tanks/Corp Yard	2,455.30
500-641-41002	Emp Benefits/Dental	1,015.26
500-641-42107	Prof Svcs/Equipment Mai...	2,926.41
500-641-42201	Office Expense	213.34
500-641-42401	Dues & Pub/Memberships	150.00
500-641-44302	Other Materials Supp/Slu...	644.06
500-641-44305	Other Materials Supp/Lab...	568.82
500-641-44410	Safety Clothing	105.71
500-642-41002	Emp Benefits/Dental	267.53
500-642-42108	Prof Svcs/Building-Structu...	600.79
500-642-43103	Utilities/Electricity & Pow...	106.79
505-119-41002	Emp Benefits/Dental	298.38
505-119-43103	Utilities/Electricity & Pow...	55.33
525-118-42510	Admin Exp/Software Purch	662.41
525-118-43101	Utilities/Telephone	6,185.46
525-118-47102	FF&E/Computer Equipme...	213.68
750-463-42101	Prof Svcs/Professional Ser...	122.30
998-20105	Sal & Ben Payable/Dental ...	550.12
	Grand Total:	**427,675.73**

Project Account Summary

Project Account Key	Payment Amount
None	427,675.73
Grand Total:	**427,675.73**

Approved By: _____ Date: 6/11/2020

Return to Agenda

CITY COUNCIL REPORT

7C

DATE: JUNE 16, 2020

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: ERIC CASHER, CITY ATTORNEY

BY: ALEX MOG, ASSISTANT CITY ATTORNEY

SUBJECT: RESOLUTION CONFIRMING CONTINUED EXISTENCE OF LOCAL EMERGENCY

RECOMMENDATION

Staff recommends that the City Council adopt a resolution confirming the continued existence of a local emergency.

BACKGROUND & DISCUSSION

On March 18, 2020, the City Manager, acting as Director of Emergency Services, proclaimed a local emergency pursuant to California Government Code Section 8630 and Pinole Municipal Code Chapter 2.32. The emergency declaration was based on public health and safety concerns for persons and property within the City as a consequence of the global spread of novel coronavirus 2019 ("COVID-19"), including confirmed cases in Contra Costa County, as well as, the Contra Costa County Department of Health's shelter in place order dated March 16, 2020. The City Council subsequently adopted a resolution affirming the City Manager's emergency declaration.

The California Emergency Services Act requires the City Council to review the need for continuing the local emergency at least once every 60 days. However, the Pinole Municipal Code requires the City Council to review the need for continuing the local emergency every 14 days. The City Council last confirmed the continued existence of the emergency at a meeting on June 2. To ensure the emergency declaration does not expire, it is necessary for the City Council to confirm the continued existence of the emergency at this meeting.

The Contra Costa Health Officer issued a revised shelter-in-place order on June 5, 2020 that continue to restrict many activities, while relaxing some restrictions. For example, indoor retail is now permitted subject to certain safety precautions. In addition, the Order allows small social gatherings that occur outdoors, as long as all individuals wear masks and practice social distancing. The Health Officer reported that progress has been achieved in slowing the spread of COVID-19, but that community transmission continues to exist and so restriction are necessary to keep

the overall volume of person to-person contact very low to prevent a surge in COVID-19 cases. Additionally, Contra Costa County has not yet reached the desired level of testing, which is at least 200 daily tests per 100,000 people. There are now over 1700 cases within the County. Public health and safety concerns for persons and property within the City as a consequence of the global spread of novel coronavirus 2019 continue to exist.

If adopted, the declaration of local emergency will remain in place. In accordance with state law and the Municipal Code, the City Council will review the emergency declaration every approximately two weeks until the conditions warrant a termination of the emergency declaration.

FISCAL IMPACT

There is no direct fiscal impact from the adoption of the resolution ratifying a local emergency. However, the City will consider all options available to seek reimbursement for indirect expenses and fiscal impacts through the appropriate authorities.

ATTACHMENTS

A. Resolution Confirming Continued Existence of Local Emergency

ATTACHMENT A

RESOLUTION NO. 2020-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE CONFIRMING THE CONTINUED EXISTENCE OF A LOCAL EMERGENCY DUE TO COVID-19

WHEREAS, Government Code Section 8630 and Pinole Municipal Code Section 2.32.060 authorize the Director of Emergency Service to proclaim a local emergency when conditions of disaster or extreme peril to the safety of persons and property within the territorial limits of a city exist if the City Council is not in session and provides that the City Council shall ratify the proclamation within seven days thereafter; and

WHEREAS, in accordance with Government Code Section 8630 and Pinole Code Section 2.32.060, the Director of Emergency Services proclaimed the existence of a local emergency caused by the Novel Coronavirus (COVID-19), a respiratory disease first identified in China that may result in serious illness or death that is easily transmissible from person to person, on March 18; and

WHEREAS, on March 24, the City Council ratified and confirmed the proclamation of the existence of a local emergency issued by the Director of Emergency Services; and

WHEREAS, pursuant to Government Code Section 8630 and Pinole Municipal Code Section 2.32.060, the City Council must periodically review the need for continuing the local emergency; and

WHEREAS, the conditions that prompted the original declaration of a local emergency continue to exist; and

WHEREAS, the recitals contained in Resolution No. 2020-13, adopted by the City Council on March 24, are incorporated into this Resolution as if stated herein; and

WHEREAS, the Contra Costa Health Officer issued a revised shelter-in-place order on June 5 that continue to restrict many activities, while relaxing some restrictions;

WHEREAS, the Health Officer reported that progress has been achieved in slowing the spread of COVID-19, but that community transmission continues to exist and so restriction are necessary to keep the overall volume of person to-person contact very low to prevent a surge in COVID-19 cases; and

WHEREAS, the number of cases within Contra Costa County has continued to rise, and there are now over 1700 confirmed cases of COVID-19 within the County, and testing levels in the County have not yet reached the desired level of testing, which is at least 200 daily tests per 100,000 people; and

ATTACHMENT A

WHEREAS, the public health and safety concerns for persons and property within the City as a consequence of the global spread of COVID-19 continue to exist.

WHEREAS, the health, safety, and welfare of Pinole residents, businesses, visitors, and staff is of utmost importance to the City and additional future measures may be needed to protect the community; and

WHEREAS, the City may require additional assistance in the future, and a formal declaration of emergency allows the City to access resources in a timely manner in a timely fashion; and

WHEREAS, the City Council finds that conditions of extreme peril to the safety of persons and property within the territorial limits of the City related to COVID-19 pandemic continue in existence; and

WHEREAS, the City Council finds that extraordinary measures are required to protect the public health, safety, and of persons and property within the City that are or are likely to be beyond the control or capability of the services, personnel, equipment, and facilities of the City; and

WHEREAS, the City Council most recently confirmed the continued existence of a local emergency on June 2, 2020; and

WHEREAS, the City Council desires to confirm the continued existence of a local emergency within Pinole due to COVID-19.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Pinole hereby declares as follows:

1. The local emergency declared by Resolution No. 2020-13 due to the COVID-19 Pandemic continues to exist within the City of Pinole.

2. During the existence of the declared local emergency, the powers, functions, and duties of the City Manager, acting as Director of Emergency Services, and the emergency organization of this City shall be those prescribed by State law and by ordinances and resolutions of the City of Pinole.

3. The declaration of local emergency shall remain in effect until such time that the Council determines that the emergency conditions have been abated.

ATTACHMENT A

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 16th day of June, 2020, by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 16th day of June, 2020.

_____

Heather Iopu, CMC
City Clerk

Return to Agenda

7D

CITY COUNCIL REPORT

DATE: JUNE 16, 2020

TO: MAYOR AND COUNCIL MEMBERS

FROM: HEATHER IOPU, CITY CLERK

SUBJECT: CALL ELECTION FOR COUNCIL AND CITY TREASURER CANDIDATES, REQUEST CONSOLIDATION OF THE PINOLE MUNICIPAL ELECTION ON NOVEMBER 3, 2020 WITH CONTRA COSTA COUNTY, AND SET SPECIFICATIONS OF THE ELECTION ORDER

RECOMMENDATION

Adopt a resolution to consolidate the Pinole General Municipal Election with Contra Costa County to be held on Tuesday, November 3, 2020, for two Council seats and City Treasurer, and set specifications of the election order contained in the Resolution.

BACKGROUND

Since adoption of Ordinance No. 434 in 1982, the City of Pinole has consolidated with Contra Costa County for election services. The Council must adopt a resolution requesting the Contra Costa County Board of Supervisors to consolidate the Pinole General Municipal Election with the election to be held on the first Tuesday in the month of November of each even-numbered year.

This resolution authorizes the Contra Costa County Registrar of Voters to provide election services, which include ballot preparation, providing precinct personnel, and canvassing the votes. The resolution contains the Specification Order and establishes the obligations of both offices for their respective duties and charges. The County certifies the Election results which are accepted by the City, following the election.

DISCUSSION

The City Council must deliver a resolution requesting and consenting to consolidation with the Contra Costa County Board of Supervisors no later than July 1, 2020.

The nomination period for obtaining and/or filing election papers from the City Clerk's Office runs from Monday, July 13 through Friday, August 7, 2020. The nomination period is extended (for non-incumbents only) to August 12th if an incumbent fails to file nomination papers. Because of City Hall closure on Fridays, potential candidates will be advised that they **must file no later than close of business on Thursday, August 6, 2020.**

The County Clerk must deliver official election results to the City by **Thursday, December 3, 2020.** Newly elected or re-elected Council members may be installed after receipt and acceptance of the certification of election.

CANDIDATE'S STATEMENT

California Elections Code Section 13307 provides for a candidate statement, which is voluntary, for candidates seeking local, elective office. This candidate statement may include the name, age and occupation of the candidates and a brief description, of no more than **250 words**, of the candidate's education and qualifications expressed by the candidate. The section also provides that:

1. The "local governing body of the local agency" (City) may authorize an increase from 250 words to 400 words.

2. The City requires that each candidate filing a candidate statement pay the cost in advance as a condition of having his or her statement published in the voter pamphlet.

The attached resolution follows the long-standing policy for a 250-word Statement of Qualifications. According to the Contra Costa County Elections Department, for this election the cost for a Statement of Qualifications is **$342.00**. This fee is based on one 250-word statement, per candidate, in English, Spanish and Chinese, as required by Code. The City of Pinole will collect the cost from each candidate submitting a statement.

The resolution references Pinole Ordinance 2004-08, which requires a special election in the event of a tie.

LOCAL VOLUNTARY CANDIDATE EXPENDITURE LIMITS

In 2008, the Council approved, by minute order a voluntary campaign expenditure limit of $12,000 per election or election cycle. This is strictly **voluntary** and a candidate can either elect to sign to comply with the limit, or sign that they received the form and elect not to maintain the expenditure limit. The form will be made part of the Candidate Packet.

FISCAL IMPACT

The County's estimate for election services is approximately $1.75 per registered voter. Pinole's current registered voter population, per the March 17, 2020 District Registration Report is 11,665. The count will be based on the last certification by the Secretary of State approximately 60 days prior to the election. Based on that count, the estimated cost would be $20,414, plus other publication and printing costs borne directly by the City of Pinole.

Staff has budgeted $22,500 in the preliminary FY 2020-21 budget for election expenses.

ATTACHMENTS

A. Resolution
B. Voluntary Local Campaign Expenditure Limitation Form

ATTACHMENT A

RESOLUTION NO. 2020-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, REQUESTING AND CONSENTING TO CONSOLIDATION WITH CONTRA COSTA COUNTY FOR THE PINOLE MUNICIPAL ELECTION ON NOVEMBER 3, 2020 AND SETTING SPECIFICATIONS OF THE ELECTIONS ORDER

WHEREAS, Section 1.05.010 of the Pinole Municipal Code provides for a general municipal election to be conducted on the day of the statewide general election, the first Tuesday after the first Monday in November of each even-numbered year; and

WHEREAS, Elections Code Section 10400 provides that the City Council may request the County Board of Supervisors to consolidate said general municipal election with the statewide general election; and

WHEREAS, Elections Code Section 10242 provides that the governing board shall determine the hours of opening and closing the polls; and

WHEREAS, the City Council has ordered a Municipal Election to be held on **Tuesday, November 3, 2020** to fill certain municipal offices; and

WHEREAS, other elections may be held in whole or in part of the territory of the city and it is to the advantage of the City to consolidate pursuant to Elections Code Section 10002; and

WHEREAS, Elections Code Section 10002 requires the City to reimburse the County in full for the services performed upon presentation of a bill to the City by the County Elections Official; and

WHEREAS, Elections Code Section 13307 requires that before the nominating period opens the governing body must determine whether a charge shall be levied against each candidate submitting a candidate's statement to be sent to the voters; may establish cost; and determine whether the costs be paid in advance; and

WHEREAS, Elections Code Section 12101 requires the publication of a notice of the election once in a newspaper of general circulation in the city;

WHEREAS, a tie-vote shall be determined by conducting a special runoff election pursuant to Section 15651(b) of the State of California Elections Code, and Pinole Municipal Code Section 1.05.020.

NOW, THEREFORE, BE IT RESOLVED

1. The Pinole City Council hereby calls for a General Municipal Election to be held on Tuesday, November 3, 2020.

2. Pursuant to the provisions of Sections 10400, 10402 and 10403 of the Elections Code of the State of California, it is in the best public interest to consolidate the Pinole General Municipal Election with the Statewide Election to be held on November 3, 2020; and

3. That the Contra Costa County Elections Department is authorized to specify the location for the tally of ballots, and canvass and certify the results to the City Clerk of the City of Pinole.

NOW, THEREFORE, BE IT FURTHER RESOLVED AND ORDERED by the Pinole City Council that an election be held in accordance with the following:

SPECIFICATIONS OF THE ELECTION ORDER

1. The Election shall be held on **Tuesday**, the **3rd day of November 2020**. The purpose of the election is to choose candidates for the following seats:

Two (2) Council Members
Term: Four (4) years
December 2020 – November 2024*
*Specific dates are dependent on the date of the certification of the election results in 2020

City Treasurer
Term: Four (4) years
December 2020 – November 2024*
*Specific dates are dependent on the date of the certification of the election results in 2020

2. This Pinole City Council hereby requests and consents to the consolidation of this election with other elections, which may be held in whole or in part of the territory of the city, as provided in Elections Code 10002.

3. The City will reimburse the County for the actual cost incurred in conducting the election upon receipt of a bill stating the amount due as determined by the County Elections Official.

4. The Pinole City Council has determined that the Candidate will pay for the Candidate's Statement. The Candidate's Statement will be limited to **two hundred fifty (250)** words. As a condition of having a Candidate's Statement published the candidate shall pay the cost of $342, at the time of filing.

5. The City of Pinole is responsible to publish the Notice of Election in the East Bay Times, which is a newspaper of general circulation that is published daily in the city.

6. The City Council has determined that the action to be taken in the event of a tie vote is as follows, pursuant to Ordinance 2004-08 approved on August 3, 2004, and codified as Section 1.05.020 of the Pinole Municipal Code:

"1.05.020 Tie Vote.

a. Whenever an election for the position of Council Member results in a "tie

vote," defined herein as an occurrence where two or more candidates receive an equal number of votes and the highest number of votes and the number of "tied" candidates exceeds the number of positions available to be filled, the City Council shall conduct a special runoff election pursuant to Section 15651(b) of the Elections Code of the State of California.

b. Pursuant to Section 15651(b), the City Council shall call for the runoff election to be held on a Tuesday not less than forty (40), nor more than one hundred twenty- five (125) days after the administrative or judicial certification of the election that resulted in a tie vote. The City Council shall direct the City Clerk to conduct all necessary steps and expend the funds necessary to conduct the runoff election.

c. If a regular election is to be held within that time period, the special runoff election shall be held on the same day as, and consolidated with, the regular election."

7. The City directs that a certified copy of this Resolution be forwarded to the Registrar of Voters, and the Board of Supervisors of Contra Costa County.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 16th day of June, 2020 by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 16th day of June, 2020.

_____
Heather Iopu, CMC
City Clerk

ATTACHMENT B

CITY OF PINOLE
VOLUNTARY LOCAL CAMPAIGN EXPENDITURE
LIMITATION FOR CANDIDATES TO ELECTED OFFICES

I,_____, agree to the voluntary expenditure limits and pledge to conduct my campaign within the expenditure limits of $12,000 in an election or a special election cycle.

Election: November 3, 2020 Pinole Municipal Election

Candidate Name: _____

Candidate ID #: _____

Office Sought: _____

I, the undersigned, candidate for election to public office in the City of Pinole hereby voluntarily endorse, and pledge to conduct my campaign and maintain the expenditure limitation approved by minute order by the Pinole City Council on May 20, 2014.

Date: _____ Candidate Signature: _____

or

I, the undersigned candidate for election to public office in the City of Pinole, understand this is voluntary, and acknowledge that I received this form, and elected not to sign this form.

Date: _____ Candidate Signature: _____

Return to Agenda

CITY COUNCIL REPORT

7E

DATE: JUNE 16, 2020

TO: MAYOR AND COUNCIL MEMBERS

FROM: DAVID HANHAM, PLANNING MANAGER

SUBJECT: LOCAL EARLY ACTON PLANNING GRANTS PROGRAM (LEAP)

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing an application for and receipt of Local Early Action Planning Grant Program (LEAP)funds.

BACKGROUND

The Local Early Action Planning Grant Program (LEAP) provides over-the-counter grants complemented with technical assistance to local governments for the preparation and adoption of planning documents and process improvements that:

1. Accelerate housing production
2. Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.

Increasing the availability of affordable homes statewide is critical to bettering the quality of life of all Californians and to ending homelessness. In the 2019-20 Budget Act, Governor Gavin Newsom allocated $250 million for all regions, cities, and counties to do their part by prioritizing planning activities that accelerate housing production to meet identified needs of every community. With this allocation, HCD established the Local Early Action Planning Grant Program (LEAP) with $119 million for cities and counties. LEAP provides one-time grant funding to cities and counties to update their planning documents and implement process improvements that will facilitate the acceleration of housing production and help local governments prepare for their 6th cycle RHNA much like the SB2 Planning Grants.

The 2019-20 Budget Act provides a spectrum of support, incentives, resources, and accountability to meet California's housing goals.

REVIEW & ANALYSIS

Staff is proposing to apply for LEAP fund to update the Housing Element of the General Plan. In addition to this document, an associated environmental document would be prepared that would streamline CEQA review, specifically for projects that include housing. Staff already anticipates that the cost of this effort will exceed the $65,000 available to the City from LEAP, and that some of the funds may be needed from the General Plan maintenance funds to augment the project costs.

The purpose of the Housing Element is to ensure that a quality, safe, and affordable supply of housing is available for current and future residents of Pinole. In pursuing this goal, the Element focuses on achieving a balance between maintaining the existing character of Pinole and providing housing for low- and moderate-income households and those with special needs.

The Housing Element is a part of the Pinole General Plan. It is the only Element that must be updated every eight years and is subject to review and certification by the State of California through its Department of Housing and Community Development (HCD). The current Pinole Housing Element (fifth cycle update) was adopted in 2015 and covers the period through January 31, 2023. The next update (sixth cycle update), that on which the City is proposing to use LEAP funding, will cover a period beginning on January 31, 2023 and ending on January 31, 2031. (Housing production targets, however, are measured on a slightly different timeframe, of 2022 through 2030, reflecting the planning period of the Regional Housing Needs Allocation (RHNA).)

Once the grant is given by the State, staff would prepare an RFP to request consultant services. Staff would work on the scope of services and negotiate with the chosen consultant to achieve a project that will cost no more than $80,000.

FISCAL IMPACT

The grant would have a net positive fiscal impact to the City of $65,000. However, an estimated $15,000 from the General Plan maintenance fund would be required to augment to the grant amount to complete the Housing Element update.

ATTACHMENT(S)

A. Resolution
B. Draft Application (still under preparation)

Return to Agenda

ATTACHMENT A

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE AUTHORIZING APPLICATION FOR AND RECEIPT OF, LOCAL GOVERNMENT PLANNING SUPPORT FUNDS

WHEREAS, pursuant to Health and Safety Code 50515e. seq. the, Department of Housing and Community Development (Department) is authorized to issue a Notice of Funding Availability (NOFA) as part of the Local Early Action Planning Grants Program (hereinafter referred to as (LEAP); and

WHEREAS, the City Council of the City of Pinole desires to submit a project application for the LEAP grant application package (Application) on the forms provided by the Department, for approval of grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment; and

WHEREAS, the Department issued a NOFA and Application on January 27, 2020 in the amount of $119,040,000 for assistance to all California Jurisdictions.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pinole (Applicant) resolves as follows:

SECTION 1 The City Manager is hereby authorized and directed to apply for and submit to the Department the Application; and

SECTION 2 In connection with the LEAP grant, if the Application is approved by the Department, the City Manager of the City of Pinole is authorized to submit the Application, enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for the amount of $65,000.00, and any and all documents required or deemed necessary or appropriate to evidence and secure the LEAP grant, the Applicant's obligations related thereto, and all amendments thereto; and

SECTION 3 The Applicant shall be subject to the terms and conditions as specified in the NOFA, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timeliness represented in the Application will be enforceable through the fully executed Standard Agreement. Pursuant to the NOFA and in conjunction with the terms of the Standard Agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

ATTACHMENT A

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

Return to Agenda

ATTACHMENT B

Local Early Action Planning Grant Application

State of California
Governor Gavin Newsom

Alexis Podesta, Secretary
Business, Consumer Services and Housing Agency

Doug McCauley, Acting Director
Department of Housing and Community Development

Zachary Olmsted, Deputy Director
Department of Housing and Community Development
Housing Policy Development

2020 West El Camino, Suite 500
Sacramento, CA 95833

Website: https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml
Email: EarlyActionPlanning@hcd.ca.gov

January 27, 2020

LEAP Application Packaging Instructions

The applicant is applying to the Department of Housing and Community Development (Department) for a grant authorized underneath the Local Early Action Planning Grants (LEAP) provisions pursuant to Health and Safety Code Sections 50515 through 50515.05. LEAP provides funding to jurisdictions for the preparation and adoption of planning documents, process improvements that accelerate housing production and facilitate compliance in implementing the sixth cycle of the regional housing need assessment. If you have questions regarding this application or LEAP, email earlyactionplanning@hcd.ca.gov.

If approved for funding, the LEAP application is incorporated as part of your Standard Agreement with the Department. In order to be considered for funding, all sections of this application, including attachments and exhibits if required, must be complete and accurate.

All applicants must submit a complete, signed, original application package and digital copy on CD or USB flash drive to the Department and postmarked by the specified due date in the NOFA. Applicants will demonstrate consistency with LEAP requirements by utilizing the following forms and manner prescribed in this application.

- Pages 3 through 14 constitute the full application (save paper, print only what is needed)
- Attachment 1: Project Timeline and Budget: Including high-level tasks, sub-tasks, begin and end dates, budgeted amounts, deliverables, and adoption and implementation dates.
- Attachment 2: Nexus to Accelerating Housing Production
- Attachment 3: State and Other Planning Priorities
- Attachment 4: Required Resolution Template
- Government Agency Taxpayer ID Form (available as a download from the LEAP webpage located at https://www.hcd.ca.gov/grants-funding/active-funding/leap.shtml
- If the applicant is partnering with another local government or other entity, include a copy of the legally binding agreement; and
- Supporting documentation (e.g., letters of support, scope of work, project timelines, etc.)

Pursuant to Section XII of the LEAP 2020 Notice of Funding Availability (NOFA), the application package must be postmarked on or before July 1, 2020, and received by the Department at the following address:

Department of Housing and Community Development
Division of Housing Policy Development
2020 West El Camino Ave, Suite 500
Sacramento, CA 95833

A. Applicant Information and Certification

Applicant (Jurisdiction)			
Applicant's Agency Type			
Applicant's Mailing Address			
City			
State	California	Zip Code	
County			
Website			
Authorized Representative Name			
Authorized Representative Title			
Phone		Fax	
Email			
Contact Person Name			
Contact Person Title			
Phone		Fax	
Email			
Proposed Grant Amount	$		

Pursuant to Health and Safety Code Section 50515.03 through (d) of the Guidelines, all applicants must meet the following two requirements to be eligible for an award:

1. ***Does the application demonstrate a nexus to accelerating housing production as shown in Attachment 1?***	Yes	☐	No	☐
2. ***Does the application demonstrate that the applicant is consistent with State Planning or Other Priorities; Attachment 2?***	Yes	☐	No	☐
Is a fully executed resolution included with the application package?	Yes	☐	No	☐
Does the address on the Government Agency Taxpayer ID Form exactly match the address listed above?	Yes	☐	No	☐
Is the applicant partnering with another eligible local government entity? *If Yes, provide a fully executed copy of the legally binding agreement.*	Yes	☐	No	☐

As the official designated by the governing body, I hereby certify that if approved by HCD for funding through the Local Early Action Planning Program (LEAP), the_____assumes the responsibilities specified in the Notice of Funding Availability and certifies that the information, statements and other contents contained in this application are true and correct.

Signature:_____Name:_____

Date:_____Title: _____

Return to Agenda

B. Proposed Activities Checklist

Check all activities the locality is undertaking. Activities must match the project description.

1	☐	Rezoning and encouraging development by updating planning documents and zoning ordinances, such as general plans, community plans, specific plans, implementation of sustainable communities' strategies, and local coastal programs
2	☐	Completing environmental clearance to eliminate the need for project-specific review
3	☐	Establishing housing incentive zones or other area based housing incentives beyond State Density Bonus Law such as a workforce housing opportunity zone pursuant to Article 10.10 (commencing with Section 65620) of Chapter 3 of Division 1 of Title 7 of the Government Code or a housing sustainability district pursuant to Chapter 11 (commencing with Section 66200) of Division 1 of Title 7 of the Government Code
4	☐	Performing infrastructure planning, including for sewers, water systems, transit, roads, or other public facilities necessary to support new housing and new residents
5	☐	Planning documents to promote development of publicly owned land such as partnering with other local entities to identify and prepare excess or surplus property for residential development
6	☐	Revamping local planning processes to speed up housing production
7	☐	Developing or improving an accessory dwelling unit ordinance in compliance with Section 65852.2 of the Government Code
8	☐	Planning documents for a smaller geography (less than jurisdiction-wide) with a significant impact on housing production including an overlay district, project level specific plan, or development standards modifications proposed for significant areas of a locality, such as corridors, downtown or priority growth areas
9	☐	Rezoning to meet requirements pursuant to Government Code Section 65583(c)(1) and other rezoning efforts to comply with housing element requirements, including Government Code Section 65583.2(c) (AB 1397, Statutes of 2018)
10	☐	Upzoning or other implementation measures to intensify land use patterns in strategic locations such as close proximity to transit, jobs or other amenities
11	☐	Rezoning for multifamily housing in high resource areas (according to Tax Credit Allocation Committee/Housing Community Development Opportunity Area Maps); Establishing Pre-approved architectural and site plans
12	☐	Preparing and adopting housing elements of the general plan that include an implementation component to facilitate compliance with the sixth cycle RHNA
13	☐	Adopting planning documents to coordinate with suballocations under Regional Early Action Planning Grants (REAP) that accommodate the development of housing and infrastructure and accelerate housing production in a way that aligns with state planning priorities, housing, transportation equity and climate goals, including hazard mitigation or climate adaptation
14	☐	Zoning for by-right supportive housing, pursuant to Government Code section 65651 (Chapter 753, Statutes of 2018)
15	☐	Zoning incentives for housing for persons with special needs, including persons with developmental disabilities
16	☐	Planning documents related to carrying out a local or regional housing trust fund
17	☐	Environmental hazard assessments; data collection on permit tracking; feasibility studies, site analysis, or other background studies that are ancillary (e.g., less than 15% of the total grant amount) and part of a proposed activity with a nexus to accelerating housing production
18	☐	Other planning documents or process improvements that demonstrate an increase in housing related planning activities and facilitate accelerating housing production
19	☐	Establishing Prohousing Policies

Return to Agenda

C. Project Description

Provide a description of the project and each activity using the method outlined below, and ensure the narrative speaks to ***Attachment 1: Project Timeline and Budget.***

a. *Summary of the Project and its impact on accelerating production*
b. *Description of the tasks and major sub-tasks*
c. *Summary of the plans for adoption or implementation*

Please be succinct and use Appendix A or B if more room is needed.

Return to Agenda

D. Legislative Information

District	#	Legislator Name
Federal Congressional District		
State Assembly District		
State Senate District		

Applicants can find their respective State Senate representatives at https://www.senate.ca.gov/, and their respective State Assembly representatives at https://www.assembly.ca.gov/.

Return to Agenda

Attachment 1: Project Timeline and Budget

Task	Est. Cost	Begin	End	Deliverable	Notes
Total Projected Cost $	0				

Include high-level tasks, major sub-tasks (Drafting, Outreach, Public Hearings and Adoption), budget amounts, begin and end dates and deliverables. If other funding is used, please note the source and amount in the Notes section.

Return to Agenda

Attachment 2: Application Nexus to Accelerating Housing Production

Applicants shall demonstrate how the application includes a nexus to accelerating housing production by providing data regarding current baseline conditions and projected outcomes such as a reduction in timing, lower development costs, increased approval certainty, increases in number of entitlements, more feasibility, or increases in capacity. An expected outcome should be provided for each proposed deliverable. If necessary, use Appendix B to explain the activity and its nexus to accelerating housing production.

Select at least one	*Baseline	**Projected	***Difference	Notes
Timing (e.g., reduced number of processing days)				
Development cost (e.g., land, fees, financing, construction costs per unit)				
Approval certainty and reduction in discretionary review (e.g., prior versus proposed standard and level of discretion)				
Entitlement streamlining (e.g., number of approvals)				
Feasibility of development				
Infrastructure capacity (e.g., number of units)				
Impact on housing supply and affordability (e.g., number of units)				

**** Baseline – Current conditions in the jurisdiction (e.g. 6-month development application review, or existing number of units in a planning area)***

*****Projected – Expected conditions in the jurisdiction because of the planning grant actions (e.g. 2-month development application review)***

******Difference – Potential change resulting from the planning grant actions (e.g., 4-month acceleration in permitting, creating a more expedient development process)***

Return to Agenda

Attachment 3: State and Other Planning Priorities Certification (Page 1 of 3)

Applicants must demonstrate that the locality is consistent with State Planning or Other Planning Priorities by selecting from the list below activities that are proposed as part of this application or were completed within the last five years. Briefly summarize the activity and insert a date of completion.

State Planning Priorities

Date of Completion	Brief Description of the Action Taken
Promote Infill and Equity	
Rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed, underutilized land that is presently served by transit, streets, water, sewer, and other essential services, particularly in underserved areas.	
Seek or utilize funding or support strategies to facilitate opportunities for infill development.	
Other (describe how this meets subarea objective)	
Promote Resource Protection	
Protecting, preserving, and enhancing the state's most valuable natural resources, including working landscapes such as farm, range, and forest lands; natural lands such as wetlands, watersheds, wildlife habitats, and other wildlands; recreation lands such as parks, trails, greenbelts, and other open space; and landscapes with locally unique features and areas identified by the state as deserving special protection.	
Actively seek a variety of funding opportunities to promote resource protection in underserved communities.	
Other (describe how this meets subarea objective)	
Encourage Efficient Development Patterns	
Ensuring that any infrastructure associated with development, other than infill development, supports new development that does the following:	
(1) Uses land efficiently.	

Attachment 3: State and Other Planning Priorities Certification (Page 2 of 3)

(2) Is built adjacent to existing developed areas to the extent consistent with environmental protection.
(3) Is located in an area appropriately planned for growth.
(4) Is served by adequate transportation and other essential utilities and services.
(5) Minimizes ongoing costs to taxpayers.
Other (describe how this meets subarea objective)

Other Planning Priorities

Affordability and Housing Choices
Incentives and other mechanisms beyond State Density Bonus Law to encourage housing with affordability terms.
Efforts beyond state law to promote accessory dwelling units or other strategies to intensify single-family neighborhoods with more housing choices and affordability.
Upzoning or other zoning modifications to promote a variety of housing choices and densities.
Utilizing surplus lands to promote affordable housing choices.
Efforts to address infrastructure deficiencies in disadvantaged communities pursuant to Government Code Section 65302.10.
Other (describe how this meets subarea objective)

Attachment 3: State and Other Planning Priorities Certification (Page 3 of 3)

Conservation of Existing Affordable Housing Stock
Policies, programs or ordinances to conserve stock such as an at-risk preservation ordinance, mobilehome park overlay zone, condominium conversion ordinance and acquisition and rehabilitation of market rate housing programs.
Policies, programs and ordinances to protect and support tenants such as rent stabilization, anti-displacement strategies, first right of refusal policies, resources to assist tenant organization and education and "just cause" eviction policies.
Other (describe how this meets subarea objective)
Climate Adaptation
Building standards, zoning and site planning requirements that address flood and fire safety, climate adaptation and hazard mitigation.
Long-term planning that addresses wildfire, land use for disadvantaged communities, and flood and local hazard mitigation.
Community engagement that provides information and consultation through a variety of methods such as meetings, workshops, and surveys and that focuses on vulnerable populations (e.g., seniors, people with disabilities, homeless, etc.).
Other (describe how this meets subarea objective)

Certification: I certify under penalty of perjury that all information contained in this LEAP State Planning and Other Planning Priorities certification form (Attachment 2) is true and correct.

Certifying Officials Name: _____

Certifying Official's Title: _____

Certifying Official's Signature: _____ Date: _____

t 4: Required Resolution Template

RESOLUTION NO. **[insert resolution number]**

A RESOLUTION OF THE **[INSERT EITHER "CITY COUNCIL" OR "COUNTY BOARD OF SUPERVISORS"]** OF **[INSERT THE NAME OF THE CITY OR COUNTY]** AUTHORIZING APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING SUPPORT GRANT PROGRAM FUNDS

WHEREAS, pursuant to Health and Safety Code 50515 et. Seq, the Department of Housing and Community Development (Department) is authorized to issue a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (hereinafter referred to by the Department as the Local Early Action Planning Grants program or LEAP); and

WHEREAS, the **[insert either "City Council" or "County Board of Supervisors"]** of **[insert the name of the City or County]** desires to submit a LEAP grant application package ("Application"), on the forms provided by the Department, for approval of grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment; and

WHEREAS, the Department has issued a NOFA and Application on January 27, 2020 in the amount of $119,040,000 for assistance to all California Jurisdictions;

Now, therefore, the **[insert either "City Council" or "County Board of Supervisors"]** of **[insert the name of the city or county]** ("Applicant") resolves as follows:

SECTION 1. The **[insert the authorized designee's TITLE ONLY]** is hereby authorized and directed to apply for and submit to the Department the Application package;

SECTION 2. In connection with the LEAP grant, if the Application is approved by the Department, the **[insert the authorized designee's TITLE ONLY]** of the **[insert the name of the City or County]** is authorized to submit the Application, enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for the amount of **[$ enter the dollar amount of the Applicant's request]**, and any and all other documents required or deemed necessary or appropriate to evidence and secure the LEAP grant, the Applicant's obligations related thereto, and all amendments thereto; and

SECTION 3. The Applicant shall be subject to the terms and conditions as specified in the NOFA, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the Application will be enforceable through the fully executed Standard Agreement. Pursuant to the NOFA and in conjunction with the terms of the Standard Agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

ADOPTED ON **[insert the date of adoption]**, by the **[insert either "City Council" or "County Board of Supervisors"]** of **[insert the name of the City or County]** by the following vote count:

AYES: NOES: ABSENT: ABSTAIN:

_____ATTEST: APPROVED AS TO FORM:
[Signature of Attesting Officer]

_____APPROVED
[Signature of approval]

Return to Agenda

Appendix A

Return to Agenda

Appendix B

Return to Agenda

CITY COUNCIL REPORT

7F

DATE: JUNE 16, 2020

TO: MAYOR AND COUNCIL MEMBERS

FROM: TAMARA MILLER, DEVELOPMENT SERVICES DIRECTOR / CITY ENGINEER

SUBJECT: ADOPT A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT CHANGE ORDER NO. 147 FOR THE PINOLE-HERCULES WATER POLLUTION CONTROL PLANT (WPCP) UPGRADE PROJECT

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the City Manager to execute Contract Change Order No. 147, in the amount of $795,000, for the Pinole-Hercules Water Pollution Control Plant (WPCP) Upgrade Project.

BACKGROUND

The City of Pinole owns and operates the WPCP, which treats wastewater from the cities of Pinole and Hercules. To meet modern treatment standards and increase wet weather treatment capacity, the cities agreed to undertake the WPCP Upgrade Project.

The cities of Pinole and Hercules entered into a Fiscal Agreement for the purpose of financing the WPCP Upgrade Project. The cities have each secured funding for the project through a State Revolving Fund Loan. HDR was the Design Engineer for the project, Carollo was the Construction Manager and Fiscal Administrator, and Kiewit Infrastructure West was the Contractor.

The following table highlights significant project milestones.

Fiscal Agreement Approved	2/19/2015
Plans, Specifications, and Estimate Approved for Bidding	9/1/2015
Construction Bid Opening	12/10/2015
Council Awarded Contract to Kiewit Infrastructure West	3/15/2016
Pinole SRF Loan Fully Executed	6/17/2016
Notice to Proceed issued to Kiewit	5/4/2016
First Working Day of Contract	5/11/2016

Substantial Completion Achieved	10/31/2019
Council Approved Contingency Increase to 10%	3/3/2020
Contract Complete	3/5/2020
Council approved filing the Notice of Completion	4/7/2020
Claims and Potential Claims tentatively resolved	4/16/2020
Notice to Proceed Recorded by County	5/6/2020
Contract Change Order 147 Signed by Contractor	5/29/2020

REVIEW & ANALYSIS

The project has progressed to completion. The project faced some challenges that resulted in delays, change orders, potential claims, and claims. The project experienced a significant challenge arising out of the delays caused by PG&E. PG&E's workload was impacted by the Northern California wildfires of 2017 and 2018 and it was unable to meet the needs of our project. Carollo has been working with Kiewit to resolve all change orders, potential claims, and claims.

The Fiscal Agreement was recently amended to increase the project contingency to 10% of the amount of the construction award to Kiewit. The City and Kiewit have reached an agreement on a final change order that settles all remaining issues. Carollo has prepared this change order, Contract Change order No 147, in the amount of $795,000. Kiewit has agreed to execute this change order and accept the proposed final pay amount of $46,375,167.11. Per the Fiscal Agreement, any change order in an amount greater than 10% of the total contingency can only be approved by the City Council. City staff is therefore requesting City Council's approval of this final change order, which is in an amount greater than 10% of the project contingency.

FISCAL IMPACT

The table below shows the originally planned budget for Kiewit's construction as well as the budget including the final change order and amendments to Carollo's contract for Construction Management service to account for the extended length of the construction.

TOTAL PROJECT BUDGET	**Planned**	**Current**	**Uses as %**
Kiewit Construction	$ 43,143,000.00	$ 43,143,000.00	
Authorized Contingency	$ 3,020,010.00	$ 4,314,300.00	
Authorized Total	**$ 46,163,010.00**	**$ 47,457,300.00**	
Kiewit Construction	$ 43,143,000.00	$ 43,143,000.00	
Change Orders for Kiewit		$ 3,232,167.11	7.49%
Carollo Amendments		$1,069,068.00	2.48%
Contingency Available	$ 3,020,010.00	$ 13,064.89	
Total Project Expenditures	**$ 46,163,010.00**	**$ 47,457,300.00**	

If the final change order is approved, there will be $13,064.89 remaining in the contingency.

Note that the WPCP Upgrade Project still has a few outstanding items that need to be completed beyond the now-complete WPCP construction. These items include the following:

1. Mitigate the impact of tree removal in accordance with mitigation measures.
2. Install signage within Bayfront Park as required by the BCBD Permit for this project.
3. Address the impact to the pavement on Tennent Avenue from San Pablo Avenue to the Project site arising out of the project as per the Fiscal Agreement.
4. Furnish and install a project plaque.

These project costs are, except for the plaque, detailed in the Fiscal Agreement and will be paid for using project funds remaining in escrow or in accordance with the 2001 Wastewater Agreement, whichever document is prevailing at the time of the invoicing for each outstanding item.

ATTACHMENT

A. Resolution
B. Contract Change Order #147

Return to Agenda

ATTACHMENT A

RESOLUTION NO. 2020-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING AND AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT CHANGE ORDER NO. 147 FOR THE PINOLE HERCULES WATER POLLUTION CONTROL PLANT UPGRADE PROJECT

WHEREAS, the City of Pinole approved within the City Capital Improvement Plan the Pinole-Hercules Water Pollution Control Plant Upgrade Project, and

WHEREAS, the City of Pinole and the City of Hercules entered into a Fiscal Agreement on February 19, 2015 to provide the funding structure for this project, and

WHEREAS, the project was awarded to Kiewit Infrastructure West on March 15, 2016 for $43,143,000 with a contingency of $3,020,010, and

WHEREAS, the City of Pinole and the City of Hercules amended the Fiscal Agreement on March 3, 2020 to provide additional funding for this project, and

WHEREAS, Carollo Engineers has served as Construction Manager throughout the project, and

WHEREAS, Kiewit completed the project on March 5, 2020, and

WHEREAS, Carollo Engineers has worked with Kiewit to resolve all remaining change orders, potential claims and claims arising from any and all challenges presented by the project, and

WHEREAS, Carollo and Kiewit have successfully negotiated Contract Change Order No. 147 which serves to close any and all remaining change orders, potential claims and claims, and

WHEREAS, in accordance with the Fiscal Agreement a change order of this size requires the Pinole City Council to approve and authorize the change order.

NOW THEREFORE, BE IT RESOLVED THAT, the City Council of the City of Pinole does hereby approve and authorizes the City Manager to execute Contract Change Order No. 147 for the Pinole Hercules Water Pollution Control Plant Upgrade Project.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 16th day of June 2020 by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

Return to Agenda

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 16th day of June 2020.

_____

Heather Iopu, CMC
City Clerk

Return to Agenda

Issue Date:	4/24/2020	**Effective Date:**	4/24/2020
Owner:	City of Pinole	**Owner's Contract No.:**	**20009909**
Contractor:	Kiewit Infrastructure	**Contractor's Project No.:**	478
Construction Manager:	Carollo Engineers	**Construction Manager's Project No.:**	9655A.30
Project:	Pinole-Hercules Wastewater Treatment Plant Upgrade		

Change Order No. 147

The Contract is modified as follows upon execution of this Change Order:

Description: Two construction claims were filed for disputed work along with two potential claims associated with potential impacts due to delays caused by others. The claims were related to
1) electrical design omissions associated with underground conduit and the electrical building; and
2) disputed level of effort associated with design changes to the secondary electrical control center in the plant.

Potential claims were also submitted associated with the PG&E delays in providing gas and electric service as well as delays caused by unidentified utilities found during excavation of the yard piping and facilities.

PG&E costs were previously discussed and paid as Change Order 54 however the contractor presented additional costs and impacts resulting from the delays and resequencing caused as a result of PG&E delays to provide service.

A large number of underground utilities were found that were not shown on the drawings. The contract documents contained language that was interpreted as requiring the contractor to include costs in their budget for relocation of utilities that they had no prior knowledge of. The contractor objected and demonstrated that it was unable to effectively determine how to include unknown utilities in their price at bid time.

Several meetings were held with the contractor to review costs associated with these issues and verify actual impacts. Both sides presented their positions and exchanged supporting information. A settlement was reached to close out the claims and all remaining outstanding issues on the project.

As a result of the delays associated with the design changes and PG&E delays additional contract time was also required. This change order extends the project completion dates corresponding with the additional effort required by the contractor to complete the work.

This change order addresses all outstanding impacts on the project and is considered full and complete payment for all work completed on the project.

Attachments: *[List documents supporting change]* Table of issues and corresponding settlement amounts.

Original Contract Amount: $43,143,000.00 Original Contract Period: 960 Days

CHANGE IN CONTRACT PRICE	CHANGE IN CONTRACT TIMES *[note changes in Milestones if applicable]*
Contract Price prior to this Change Order:	Contract Times prior to this Change Order:
	Substantial Completion date: April 5, 2019
$ 45,580,166.25	Final Completion date: June 4, 2019

Return to Agenda

Change Order No. 147	
☒ **Increase** ☐ **Decrease** of this Change Order: $ 795,000.00	☒ **Increase** ☐ **Decrease** ☐ **No Change** in time: Substantial Completion: 209 days Final Completion: 275 days
Contract Price Incorporating this Change Order: $ 46,375,167.11	Contract Times with all approved Change Orders: Revised Contract Period 1,401 days Substantial Completion date: October 31, 2019 Final Completion date: March 5, 2020

In signing a Change Order, the Owner and Contractor acknowledge and agree that:

1. The Change Order constitutes full mutual accord and satisfaction for the change to the Work. The stipulated compensation (Contract Price or Contract Times, or both) set forth in the Change Order includes not only all direct costs of Contractor such as labor, material, job overhead, and profit markup, but also includes any costs for modifications or changes in sequence of work to be performed, delays rescheduling, disruptions, extended direct overhead or general overhead, acceleration, material, or other escalation which includes wages and other impact costs.
2. This Change Order will become a supplement to the Contract and all Contract provisions will apply hereto.
3. It is understood that this Change Order shall be effective on the date the Owner authorizes the Change Order by their signature.
4. No reservation of rights to pursue subsequent claims on the Change Order will be made by either party.
5. No subsequent claim or amendment of the Contract Documents will arise out of or as a result of the Change Order.

RECOMMENDED:	AUTHORIZED:	RECEIVED:
By: Construction Manager (Signature)	By: Owner (Signature)	By: Contractor (Signature)
Title: Construction Manager	Title:	Title: Project Sponsor
Date: 05/14/20	Date:	Date: 5/29/2020

END OF DOCUMENT

Copy to: Owner
Contractor
Construction Manager

Return to Agenda

CITY COUNCIL REPORT

7G

DATE JUNE 16, 2020

TO: MAYOR AND COUNCIL MEMBERS

FROM: HECTOR DE LA ROSA, ASSISTANT CITY MANAGER

SUBJECT: AUTHORIZE THE CITY MANAGER TO EXECUTE AGREEMENTS TO PROVIDE TELEVISION PRODUCTION AND BROADCASTING SERVICES TO VARIOUS OTHER PUBLIC AGENCIES

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the City Manager to execute agreements to provide television production and broadcasting services to the City of El Cerrito, City of Benicia, City of Vallejo, West Contra Costa Unified School District, and WestCat.

BACKGROUND

As part of the franchise agreements between the City and the companies that provide cable television service to the community, the companies provide the City with two channels (channel 26 and 28) upon which the City can broadcast its own programs. Cable Access TV (also referred to as “Pinole Community Television” (PCTV)) is the City division that creates and coordinates the content that is broadcast on the two City channels.

PCTV has historically broadcasted City Council meetings, meetings of other City bodies, and community events. In 2000, the City established a contract with the City of Benicia to broadcast their Council meetings. Following the agreement with Benicia, additional requests for broadcasting services were considered. Within a few years, broadcast contracts were initiated with Solano Community College, Hercules, Contra Costa College, El Cerrito, a short-term contract with the City of Vallejo, and a partnership arrangement to broadcast the West Contra Costa Unified School District (WCCUSD). During this time, PCTV continued broadcasting City of Pinole community events such as concerts in the park, sports for both Pinole – Hercules Little League and Pinole Valley High School, and the Pinole City Council meetings. Over the years, the contracts with the Community Colleges expired and were not extended.

The amounts that the City charged these other agencies under the various contracts did not fully cover the City’s costs to provide these services. The City General Fund and Redevelopment Agency (RDA) made up for any shortfalls.

During the economic downturn in 2008, various actions were taken to reduce expenditures. This included reevaluation of most of the long-term outside contracts and scaling back in staffing. While these actions were necessary given the City's financial situation, this resulted in a reduction and/or elimination of public access, and most forms of community supported broadcasting such as Relay for Life, concerts in the park, Chamber of Commerce events which were done at no cost to the agencies. Moreover, in 2012, with the dissolution of the RDA, funding used to supplement PCTV programs and services was eliminated. PCTV was directed to review the rates that it charged to provide services to outside agencies and/or seek additional clients to support funding PCTV's operations. Subsequent to 2012, contracts which were expiring or expired were increased by the Consumer Price Index, while longer term agreements did not have a provision for CPI increases.

In 2017, the City Council formed the PCTV Subcommittee to review PCTV services, particularly the contracts and associated revenue/expenditures for the anticipated FY 2017-18 budget. As part of the review, staff informed the Subcommittee members that the City offers two distinct services, broadcast services and master control services. Broadcast services are defined as those services to assist in filming and broadcasting Council meetings. Master control services are defined as costs (staff and equipment) associated with editing videos, programming, and posting advertising and announcements on one of our channels. In anticipation of possible broadcasting and master control rate increases, the City informed those cities with broadcast contracts that the City was evaluating its costs and new fees would be proposed.

The Subcommittee met several times and recommended charges to cover staff time, overhead, and associated costs. The Subcommittee understood that increasing rates to cover a larger portion of PCTV's operational costs could result in loss of contracts, and that the charges would not cover the true costs of PCTV's operations but recommended that rates increase incrementally over time. Additionally, for FY 2017-18, the Committee recommended that the costs associated with PCTV's broadcasting of Pinole's City Council, Planning Commission, and Pinole/Hercules Wastewater Subcommittee meetings be reflected in each respective department's budget.

Based on direction from the Subcommittee, the rates were recalculated for the agreements with WCCUSD, Hercules, and Benicia and new three-year terms were proposed. The City of El Cerrito had an evergreen in FY 2017-18 and the City did not have a written agreement with WestCat. While the City continued to provide services to WCCUSD, El Cerrito, WestCat, and Benicia for broadcast services, the City of Hercules chose to seek other providers. The only contract which has not been updated is with WestCat. Currently, WestCat utilizes the City's Council chambers for their meetings at no cost and WestCat is currently paying for only 50% of the City staff's hourly rate.

REVIEW & ANALYSIS

In FY 2019-20, most of the agreements were set to terminate. Additionally, the City informed El Cerrito that it is seeking to renegotiate the term and conditions of their agreement. With personnel costs increasing annually, PCTV updates its external billing rates accordingly. City staff is seeking Council approval of new one-year agreements with WCCUSD, El Cerrito, WestCat, and Benicia that reflect increased rates. The rates for FY 2020-21 are 5% above those for FY 2019-20.

On February 11, 2020, the City responded to a Request for Proposals for Broadcasting Services issued by the City of Vallejo. The City proposed to provide broadcast services to the City of Vallejo for Council, and Planning Commission meetings plus one additional, yet to be determined, meeting on a full-cost recovery time and materials basis, for a one-year period. The City of Vallejo chose the City as its provider. City staff has drafted an agreement with the City of Vallejo that Vallejo is currently reviewing.

When drafting the agreement for Vallejo, City staff determined that it would be beneficial to migrate all of its agreement to a standard format. The standardization of the agreements also provided the City the opportunity to clarify when rates would be applied for services based on prior inquiries. While the format of the agreements have changed, no other services and conditions have changed. As such, all existing broadcasting contracts have been updated. Standardization of the agreements include sections addressing the following:

- Defining Broadcast Services, Production, and Master Control Services
- Defining the Basic Level of Services vs additional services
- Defining staffing, number of hours, and equipment needed under the Basic Level of Service (varies based on need of each individual City).
- Defining a Schedule of Fees for Production and Master Control Services
- Defining when a cancellation fee (within and outside of the stated timeframe) will be charged
- Outlining fee for additional services

Included in the City's FY 2020-21 budget is funding to evaluate PCTV's full operating costs, including staffing, overhead, equipment, and facility costs. Once this evaluation is complete, the City can consider increasing the rates charged in its contracts with outside agencies.

FISCAL IMPACT

The PCTV FY 2020-21 budget proposes total revenues of $311,100, expenditures of $539,309 with an additional contribution of $228,210 from the General Fund ($173,210) and Measure S 2014 ($55,000).

ATTACHMENTS

A. Resolution
Exhibit A Broadcast Agreements with WCCUSD, City of El Cerrito, City of Benicia, City of Vallejo, and WestCat

Return to Agenda

ATTACHMENT A

RESOLUTION NO. 2020-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE AGREEMENTS WITH THE CITY OF EL CERRITO, CITY OF BENICIA, CITY OF VALLEJO, WEST CONTRA COSTA UNIFIED SCHOOL DISTRICT, AND WESTCAT

WHEREAS, the City of the City of Pinole ("City") PCTV Division has provided broadcasting services to West Contra Costa Unified School District (WCCUSD), the City of El Cerrito, the City of Benicia, and WestCat ("Agencies") for many years; and

WHEREAS, the City of Vallejo is interesting in contracting with the City of Pinole PCTV Division for broadcasting services: and

WHEREAS, the seeks to continue contracting Pinole Community Television for broadcasting services.

WHEREAS, the City is interested in continuing to provide broadcasting services to the Agencies: and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pinole does hereby approve and authorize the City Manager and/or designee to execute broadcast service agreements with West Contra Costa Unified School District (WCCUSD), the City of El Cerrito, the City of Benicia, the City of Vallejo and WestCat, hereunto attached as Exhibits A.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 16th day of June 2020 by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on this 16th day of June 2020.

_____

Heather Iopu, CMC
City Clerk

City of Pinole
AGREEMENT FOR VIDEO PRODUCTION SERVICES FOR THE WEST CONTRA COSTA UNIFIED SCHOOL DISTRICT

THIS AGREEMENT is made and entered into this day of _____, 2020 by and between the City of Pinole, (hereinafter referred to as "the City") and the City of West Contra Costa Unified School District, (hereinafter referred to as "WCCUSD") (collectively the "Parties").

RECITALS

1. The City of Pinole organization currently includes a department entitled Pinole Community Television that is charged with operating the City's government and public access channels on cable television.

2. The City of Pinole currently provides financial support to Pinole Community Television in order to employ staff that is assigned to manage the public access channel system.

3. The City of Pinole is committed to provide enhanced dissemination of public information and therefore utilizes Channel 26 and Channel 28 for such purposes in order to reach a broad spectrum of the community with news and information about these events and meetings.

4. The City of Pinole has provided the live broadcast services to the WCCUSD since June of 2002 and maintains a mobile remote live production truck to facilitate meeting broadcasts of this nature.

5. The WCCUSD has expressed an interest in the City of Pinole continuing to provide certain video production services as those being provided in the past.

6. The WCCUSD has expressed an interest to the City of Pinole in readdressing a service agreement for long-term video production services.

NOW, THEREFORE, in consideration of the mutual covenants and the conditions herein, IT IS HEREBY AGREED:

A. GENERAL PROVISIONS

1. Cable Access Coordinator as Manager and Producer of Stations.

The City of Pinole operates its public access channel as an enterprise entitled Pinole Community Television (PCTV). The enterprise is managed through a full time Cable Access Coordinator who is responsible for managing the complete operations and maintenance of the station. The Cable Access Coordinator and/or his/her designee will also be responsible for managing the productions for the WCCUSD Board meetings.

The Cable Access Coordinator will serve as Manager and Producer for WCCUSD productions and will provide technical expertise and oversight. This includes responsibility for all Pinole operations staffing.

The WCCUSD will designate a Staff Liaison to provide all communication and instructions to Pinole Television Staff as needed. The Liaison will maintain an updated calendar for all regularly scheduled meetings, special meetings, and special remote productions. The Liaison will also be responsible for all special requests, notification of canceled meetings, and general communication with the Cable Access Coordinator. An annual schedule will be agreed upon by both PCTV and WCCUSD at the beginning of each calendar year.

2. Broadcasts and Productions defined

a) Broadcast is any live recording and transmission from the Council Chambers as outlined in Section B2.

b) Production is any other services other than Broadcasting.

Overtime rates may apply for unforeseen weekday, weekend and/or urgent unplanned Broadcasts and/or Productions that require staff hours outside of normal working schedules. The cost for such services will be presented to WCCUSD for consideration and approval.

3. Employees and Staff Supervision.

All Pinole employees are assigned to work under the Cable Access Coordinator for PCTV. The Cable Access Coordinator has the responsibility and authority to manage City of Pinole staff, including training, and discipline.

It is agreed that the WCCUSD will not solicit the employment or offer employment to any other employee(s) for said purposes during the term of this agreement. Should the WCCUSD terminate this agreement, it is understood that the WCCUSD will not offer employment to any of the PCTV staff or volunteers for a period of one year following the termination of the agreement.

4. Federal Communications Commission (FCC) Regulations.

The City of Pinole takes authority to run programs in accordance with the Federal Communications Commission (FCC) and responsibility for content. The Cable Access Coordinator reserves the right to edit all broadcasts and sponsor acknowledgements and to manage content in order to maintain FCC standards.

B. SERVICES AND SCHEDULING

1. Scheduling.

The City of Pinole is committed to providing the Basic Level of Service as outlined in Section B(2) and in the attached Exhibit A "Schedule of Fees".

2. Basic Level of Services.

The City of Pinole through its PCTV, will provide at minimum, a basic service including live broadcasts and video recorded productions as outlined below:

- Twenty-one meetings per fiscal calendar of the WCCUSD Board meetings.

By this agreement, PCTV will provide a minimum of Twenty-One (21) broadcasts or one hundred and forty-seven (147) hours of production time for WCCUSD initiated meetings held at the WCCUSD regular meeting location of Lovonya DeJean Middle School. In the event that the City of Benicia does not hold a regularly scheduled meeting, the City of Pinole will reduce the total contract hours by seven hours, and will not charge, other than a cancellation fee, Benicia for the cancelled meeting. A cancellation fee for all cancelled meetings will be charged as outlined in the attached Exhibit A "Schedule of Fees".

Each live meeting Broadcast is calculated at a minimum of seven (7) hours. Included is three hours for set up and take down of video production equipment, plus actual meeting time. This includes (4) four hours of meeting broadcast per WCCUSD Board Policies and Meeting Procedures. Meeting broadcast in excess of four (4) hours will be charged an additional fee per hour as noted in Exhibit A. Meetings broadcast in excess of five hours and forty-five minutes (5:45) will require a meeting recess at approximately 5:45 **Total Running Time (TRT)** for media changes. Generally, this would need to take place shortly after midnight or as advised by PCTV staff. Meetings in excess of six (6) broadcast hours will be charged an additional fee per hour as noted in Exhibit A

In the event that the meeting fails to take a break at the TRT of 5:45, staff will run the broadcast until TRT 5:55. At this time without notice to WCCUSD, PCTV staff will terminate the live broadcast long enough to load a new DVD and reset the hard drives. PCTV will attempt to do so as gracefully as possible given the content of the meeting. PCTV will turn on the full-page graphic to end the first DVD and begin the second DVD. The live broadcast of the meeting at this point will only see the full page graphic. No audio will be broadcast during this time.

All broadcasts are recorded live to DVD's or other digital recording format supplied by WCCUSD and unedited. By the end of each meeting, the Cable Access Coordinator or designee will provide to WCCUSD, an unedited recording of all-live meetings that were aired and recorded for the official records and archives of WCCUSD.

3. Additional Broadcast and/or Productions.

The WCCUSD may request video broadcasts or productions of additional meetings, events, or activities such as Special Council Meetings, Study Sessions, Community Events and other ceremonial presentations or meetings hosted in the WCCUSD Lovonya DeJean Middle School. See "Additional Meeting Broadcasts" charge as outlined in Exhibit A.

This agreement also provides an option for remote broadcasts/production of events taking place outside WCCUSD Lovonya DeJean Middle School. This includes live recording of an event(s) by PCTV. Charges may apply for location scouting, planning, and unforeseen logistics. These broadcasts would not be broadcast live to the cable systems unless and until WCCUSD arranges a Fiber Input feed to the Comcast headend, but instead recorded live to DVD or other digital recording format supplied by WCCUSD and made available for replay through the cable systems. With a fully capable internet connection (bandwidth) provided by WCCUSD, it may be possible to broadcast a Live Stream copy of the event.

The Cable Access Coordinator reserves the right to manage all broadcast scheduling and to determine the feasibility of each request. Every effort will be made by the City of Pinole to accommodate reasonable requests. However, in the event that WCCUSD requests an additional broadcast or production and a scheduling conflict arises between WCCUSD and the City of Pinole, the City of Pinole will take precedence.

Any and all request above and beyond the Basic Level of Service must be made in writing to the Cable Access Coordinator no less than one (1) week in advance of the broadcast or production. DSnell@ci.pinole.ca.us.

All additional broadcast or production services taking place outside WCCUSD Lovonya DeJean Middle School will be billed based on the rate as outlined in Exhibit A "Schedule of Fees – Broadcasting with the Live Remote Truck".

WCCUSD may cancel a broadcast/production with advance notice of ninety-six (96) hours prior to the event. A cancellation fees will be charged for any meeting cancelled prior to the ninety-six (96) hour period. Any cancellations within the ninety-six (96) hour period will incur a late fee, per Exhibit A "Schedule of Fees"

All broadcast or production recordings will be unedited and may require editing prior to public view on the system. If a recording requires editing, there will be an additional charge as outlined in Exhibit A.

4. Sponsorships

All remote productions may be sponsored by local or area businesses as per Federal Communication Commission (FCC) requirements. All sponsors will be recognized and clearly identified with either audible and or visual acknowledgements. It is the responsibility of the WCCUSD to solicit their own sponsors, acquire the scripted acknowledgments, as well as bill, collect, and manage all sponsor efforts. The Cable Access Coordinator reserves the right to edit all acknowledgments in order to maintain FCC standards.

C. FEES FOR SERVICES

1. Fees and Payment for Services Provided.

The WCCUSD, in exchange for services from the PCTV, and as outlined in this agreement, agrees to pay the City of Pinole the fee set in Exhibit A per fiscal year for basic services and associated costs for coordinating staff/meeting.

Any additional services beyond the basic level of service will be billed based on hourly rate and number of employees as outlined in Exhibit A plus any and all associated PCTV equipment charges as outlined in Exhibit A "Schedule of Fees".

Payment is due and payable within thirty (30) days from the City of Pinole's date of invoice.

D. EQUIPMENT

The City of Pinole, through its enterprise, "Pinole Community Television", will operate equipment necessary to produce live coverage and video recordings of the monthly WCCUSD Board meetings. The City may also provide coverage and recordings of other WCCUSD meetings and community events upon request and as agreed by both parties.

The WCCUSD shall provide a fiber input feed to the Comcast headend, adequate parking, shore power, a mixed audio feed, a cable return feed from Comcast for all live broadcasts and access for the live truck and crews to setup when providing video services to the WCCUSD; all items that are currently provided.

E. TERM AND TERMINATION OF AGREEMENT

Unless otherwise agreed to in writing, the term of this Agreement shall be from July 1, 2020 through June 30, 2021.

Either party may terminate this agreement with a minimum of one hundred and eighty (180) days written notice. Unless otherwise noted in writing by either party.

F. ADMINISTRATIVE CHANGES/MODIFICATIONS TO CONTRACT

This Agreement may be amended, modified or changed by the Parties provided that modification or change is in writing and approved by the authorized representatives of the Parties.

Administrative changes and or modifications to this contract may be addressed through mutual agreement by the City of Pinole, City Manager and the WCCUSD Superintendent, provided the financial impact or cost is valued at less than $10,000. All other changes or modifications exceeding this amount must be approved by the Pinole City Council and the WCCUSD Board.

G. INSURANCE

The City of Pinole carries insurance coverage in at least the following minimums:

General Liability:	$1 million occurrence/$2 million aggregate
Automobile:	$50,000 property damage/$100,000 bodily injury to any one person/$300,000 bodily injury to all persons arising from a single accident.

Employees of the City of Pinole shall not be considered employees of the WCCUSD for purposes of workers compensation coverage while performing services under this agreement.

H. INDEMNIFICATION

WCCUSD shall indemnify, defend with counsel reasonably acceptable to the City, and hold harmless the City and its officials, officers, employees, agents, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, and causes of action WCCUSD of any nature related to or arising from the use of the WCCUSD-owned facilities and equipment or the broadcasting of live or taped meetings or other WCCUSD events pursuant to this agreement, unless resulting directly from the willful misconduct or sole negligence of the City of Pinole, PCTV employees.

I. NOTIFICATION

All notices and correspondence should be addressed to:

City of Pinole	WCCUSD
City Manager	Superintendent
2131 Pear Street	1108 Bissell Avenue
Pinole, California 94564	Richmond, California 94801

J. APPLICABLE LAW AND ATTORNEY'S FEES

This Agreement shall be construed and enforced in accordance with the laws of the State of California. Should any legal action be brought by a party for breach of this Agreement or to enforce any provisions of the Agreement, the prevailing party in such action shall be entitled to reasonable attorney's fees, court costs or any other costs as may be fixed by the court. Any action arising out of this Agreement shall be venued in the Superior Court of the State of California in and for the County of Contra Costa.

K. MISCELLANEOUS PROVISIONS

A. If any one of more of the covenants and agreements or portions thereof shall be held by a court of competent jurisdiction in a final judicial action to be void, voidable or unenforceable, such covenant, or covenants, such agreement or agreements, or such portions thereof shall be null and void and shall be deemed severable from the remaining covenants and agreements or portions thereof, and shall in no way affect the validity or enforceability of the remaining portions of this Agreement.

B. This agreement constitutes the entire agreement between the parties and there are no conditions, agreements or representations between the parties except as expressed in said document. It is not the intent of the parties to this agreement to form a partnership or joint venture.

C. Where the terms and conditions of this Agreement and any attachments or exhibits hereto conflict, the parties expressly agree that the terms and conditions of this Agreement shall prevail and preside.

L. ATTACHMENTS

Exhibit A—Schedule of Fees for Video Production Services

IN WITNESS WHEREOF, the WCCUSD and the City of Pinole have caused their authorized representatives to execute this Agreement on the _____day of _____, 2020.

CITY OF PINOLE

_____
City Manager

_____
Date

Approved as to Form:

_____
City Attorney, City of Pinole

WCCUSD

_____
Superintendent

_____
Date

ATTEST:

_____
City Clerk, City of Pinole

City of Pinole

Exhibit A
Schedule of Fees for Video Production Services

I. Provision of Basic Services

- **Basic Level of Services** **$38,892 per fiscal year**

  - Twenty-one meetings per year of the WCCUSD Board meetings.
  - Master Control On-Air programing.

Basic Services Total	**$38,892 per fiscal year**

II. Optional Services

- **Master Control (MC)**
  - Master Control (MC) is the On-Air programing of content on the Pinole network. For clients using this service, a minimum of one hour of programing time per meeting will be billed. In the event of content requiring greater than one hour of staff time for MC, additional hours will be billed.

PCTV hourly crew rates:	Straight Time	Over Time @ 1.5 x
Coordinator	$170	$255
Technician	$146	$219
Staff	$67	$100
Contract	$67	$100

- **Additional Meeting Broadcasts** **$2,205 per meeting**

  - Held at the Lovonya DeJean Middle School.
  - A seven (7) hour minimum will be charged; including set up and take down.

- **Optional Broadcasting with the Live Remote Truck** **$2,363 per event**

  - Flat fee of $2,363 includes a maximum of six (6) hours of total event time. Total shift time includes preload, setup, event coverage, tear down, and truck unloading. Events will be produced live to recording format for broadcast. Subject to PCTV Coordinator's discretion.
  - Equipment – three field camera, three microphone and ancillary equipment (suitable for a standard field press conference)
  - Additional production time and crew must be negotiated.
  - The Cable Access Coordinator will determine the feasibility of scheduling such requests.

- **Based on actual hours and cost of associated staff**

PCTV equipment rates:	Hourly	Day Use
Small PA system		$150
Projector 6K lumens		$150

- **Editing Services** **$225 per hour**
- **B-Roll Coverage of Events** **$260 per hour**
  - B-Roll coverage consists of one (1) camera coverage with the intent of editing at a later date. Editing services charged separately.
- **Cancellation Fee** **$115 per event**
- **Cancellation and Inadequate Notice Fee** **$225 per event**
- **Additional hours for meetings in excess of four (4) hours of Broadcasting.** **$420 per hour**
- **Additional hours for meetings in excess of six (6) hours of Broadcasting.** **$630 per hour**

City of Pinole
AGREEMENT FOR VIDEO PRODUCTION SERVICES FOR THE CITY OF EL CERRITO

THIS AGREEMENT is made and entered into this day of _____, 2020 by and between the City of Pinole, (hereinafter referred to as "the City") and the City of El Cerrito, (hereinafter referred to as "El Cerrito") (collectively the "Parties").

RECITALS

1. The City of Pinole organization currently includes a department entitled Pinole Community Television that is charged with operating the City's government and public access channels on cable television.

2. The City of Pinole currently provides financial support to Pinole Community Television in order to employ staff that is assigned to manage the public access channel system.

3. The City of Pinole is committed to provide enhanced dissemination of public information and therefore utilizes Channel 26 and Channel 28 for such purposes in order to reach a broad spectrum of the community with news and information about these events and meetings.

4. The City of El Cerrito also has the ability to broadcast public information on their public access Channel 28, but limited staffing to do so as El Cerrito desires.

5. The City of El Cerrito has expressed an interest in the City of Pinole providing certain video production services as those being provided in the past.

6. The City of El Cerrito has expressed an interest to the City of Pinole in readdressing a service agreement for long-term video production services including management of El Cerrito Channel 28.

NOW, THEREFORE, in consideration of the mutual covenants and the conditions herein, IT IS HEREBY AGREED:

A. GENERAL PROVISIONS

1. Cable Access Coordinator as Manager and Producer of Stations.

The City of Pinole operates its public access channel as an enterprise entitled Pinole Community Television (PCTV). The enterprise is managed through a full time Cable Access Coordinator who is responsible for managing the complete operations and maintenance of the station. The Cable Access Coordinator and/or his/her designee will also be responsible for managing and operating the City of El Cerrito public /government access Channel 28 live broadcasts in the same manner.

The Cable Access Coordinator will serve as Manager and Producer for El Cerrito productions and will provide technical expertise and oversight. This includes responsibility for all Pinole operations staffing.

The City of El Cerrito will designate a Staff Liaison to provide all communication and instructions to Pinole Television Staff as needed. The Liaison will maintain an updated calendar for all regularly scheduled meetings, special meetings, and special remote productions. The Liaison will also be responsible for all special requests, notification of canceled meetings, and general communication with the Cable Access Coordinator. An annual schedule will be agreed upon by both the City and El Cerrito at the beginning of each calendar year.

2. Broadcasts and Productions defined

a) Broadcast is any live recording and transmission from the Council Chambers as outlined in Section B2.

b) Production is any other services other than Broadcasting.

Overtime rates may apply for unforeseen weekend and urgent unplanned Broadcasts and/or Productions that require staff hours outside of normal working schedules. The cost for such services will be presented to the City of El Cerrito for consideration and approval.

3. Employees and Staff Supervision.

All Pinole employees are assigned to work under the Cable Access Coordinator for PCTV. The Cable Access Coordinator has all responsibility and authority to manage City of Pinole staff, including training, and discipline.

It is agreed that the City of El Cerrito will not solicit the employment or offer employment to any other employee(s) for said purposes during the term of this agreement. Should the City of El Cerrito terminate this agreement, it is understood that the City of El Cerrito will not offer employment to any of the PCTV staff or volunteers for a period of one year following the termination of the agreement.

4. Federal Communications Commission (FCC) Regulations.

The City of Pinole takes authority to run programs in accordance with the Federal Communications Commission (FCC) and responsibility for content. The Cable Access Coordinator reserves the right to edit all broadcasts and sponsor acknowledgements and to manage content in order to maintain FCC standards.

B. SERVICES AND SCHEDULING

1. Scheduling.

The City of Pinole is committed to providing the Basic Level of Service as outlined in Section B(2) and in the attached Exhibit A "Schedule of Fees".

2. Basic Level of Services.

The City of Pinole through its PCTV, will provide at a minimum, basic services including live broadcasts and video recorded productions as outlined below.

- Two meetings per month of the City of El Cerrito City Council.

By this agreement, PCTV will provide a minimum of ten (10) broadcasts per month or one hundred twenty (120) hours a year of production time or whichever comes first in a fiscal year for City of El Cerrito initiated meetings held at the City of El Cerrito City Council Chambers. In the event that the City of El Cerrito does not hold a regularly scheduled meeting, the City of Pinole will reduce the total contract hours by five hours, and will not charge, other than a cancellation fee, El Cerrito for the cancelled meeting. A cancellation fee for all cancelled meetings will be charged as outlined in the attached Exhibit A "Schedule of Fees".

Each live meeting Broadcast is calculated at a minimum of five (5) hours. Included is one hour for set up and take down of video production equipment, plus actual meeting time. In the event that any individual meeting exceeds five (5) hours, additional fees may be charged as outlined in Section C and in the attached Exhibit A "Schedule of Fees".

All broadcasts are recorded live to DVD's or other digital recording format supplied by El Cerrito and unedited. By the end of each meeting, the Cable Access Coordinator or designee will provide to the City of El Cerrito, an unedited recording of all live meetings that were aired and recorded for the official records and archives of the City of El Cerrito.

3. Additional Broadcast and/or Productions.

The City of El Cerrito may request video broadcasts or productions of additional meetings, events, or activities such as Special Council Meetings, Study Sessions, Press Conferences,

Community Events and other ceremonial presentations or meetings hosted in the City of El Cerrito.

This agreement also provides an option for remote broadcasts/production of events taking place outside El Cerrito City Council Chambers. This includes live recording of an event(s) by PCTV. Charges may apply for location scouting, planning, and unforeseen logistics. These broadcasts would not be broadcast live to the cable systems unless and until City of El Cerrito arranges a Fiber Input feed to the Comcast headend, but instead recorded live to DVD or other digital recording format supplied by the City of El Cerrito and made available for replay through the cable systems. With a fully capable internet connection (bandwidth) provided by City of El Cerrito it may be possible to broadcast a Live Stream copy of the event.

The Cable Access Coordinator reserves the right to manage all broadcast scheduling and to determine the feasibility of each request. Every effort will be made by the City of Pinole to accommodate reasonable requests. However, in the event that the City of El Cerrito requests an additional broadcast or production and a scheduling conflict arises between the City of El Cerrito and the City of Pinole, the City of Pinole will take precedence.

Any and all requests above and beyond the Basic Level of Service must be made in writing to the Cable Access Coordinator no less than one (1) week in advance of the broadcast or production. DSnell@ci.pinole.ca.us.

All additional broadcast or production services taking place outside the City of El Cerrito Council Chambers will be billed based on the rate as outlined in Exhibit A "Schedule of Fees – Broadcasting with the Live Remote Truck".

The City of El Cerrito may cancel a broadcast/production with advance notice of ninety-six (96) hours prior to the event. A cancellation fees will be charged for any meeting cancelled prior to the ninety-six (96) hour period. Any cancellations within the ninety-six (96) hour period will incur a late fee, per Exhibit A "Schedule of Fees"

All broadcast or production recordings will be unedited and may require editing prior to public view on the system. If a recording requires editing, there will be an additional charge as outlined in Exhibit A.

4. Sponsorships

All remote productions may be sponsored by local or area businesses as per Federal Communication Commission (FCC) requirements. All sponsors will be recognized and clearly identified with either audible and or visual acknowledgements. It is the responsibility of the City of El Cerrito to solicit their own sponsors, acquire the scripted acknowledgments, as well as bill, collect, and manage all sponsor efforts. The Cable Access Coordinator reserves the right to edit all acknowledgments in order to maintain FCC standards.

C. FEES FOR SERVICES

1. Fees and Payment for Services Provided.

The City of El Cerrito, in exchange for services from the PCTV, and as outlined in this agreement, agrees to pay the City of Pinole the fee set in Exhibit A per fiscal year for basic services and associated costs for coordinating staff/meeting.

Any additional services beyond the basic level of service will be billed based on hourly rate and number of employees as outlined in Exhibit A plus any and all associated PCTV equipment charges as outlined in Exhibit A "Schedule of Fees".

Payment is due and payable within thirty (30) days from the City of Pinole's date of invoice.

D. EQUIPMENT

The City of Pinole, through its enterprise, "Pinole Community Television", will operate equipment necessary to produce live coverage and video recordings of monthly City Council, and Planning Commission meetings for the City of El Cerrito. The City may also provide coverage and recordings of other El Cerrito meetings and community events upon request and as agreed by both parties.

The City of El Cerrito shall provide a Production Control Room and other video equipment plus all needed office supplies, small equipment, batteries and DVDs for use by PCTV when providing video services to the City of El Cerrito.

1. Production Control Room.

The City of El Cerrito will maintain a suitable Production Control Room to be used for all live broadcasts from the City of El Cerrito City Council Chambers. The El Cerrito Production Control Room should be of a size that can accommodate at least three production staff and the associated equipment required to maintain production.

E. TERM AND TERMINATION OF AGREEMENT

Unless otherwise agreed to in writing, the term of this Agreement shall be from July 1, 2020 through June 30, 2021.

Either party may terminate this agreement with a minimum of one hundred and eighty (180) days written notice. Unless otherwise noted in writing by either party.

F. ADMINISTRATIVE CHANGES/MODIFICATIONS TO CONTRACT

This Agreement may be amended, modified or changed by the Parties provided that modification or change is in writing and approved by the authorized representatives of the Parties.

Administrative changes and or modifications to this contract may be addressed through mutual agreement by the City of Pinole, City Manager and the City Manager of El Cerrito, provided the financial impact or cost is valued at less than $10,000. All other changes or modifications exceeding this amount must be approved by the Pinole City Council and the City of El Cerrito.

G. INSURANCE

The City of Pinole carries insurance coverage in at least the following minimums:

General Liability:	$1 million occurrence/$2 million aggregate
Automobile:	$50,000 property damage/$100,000 bodily injury to any one person/$300,000 bodily injury to all persons arising from a single accident.

Employees of the City of Pinole shall not be considered employees of the City of El Cerrito for purposes of workers compensation coverage while performing services under this agreement.

H. INDEMNIFICATION

El Cerrito shall indemnify, defend with counsel reasonably acceptable to the City, and hold harmless the City and its officials, officers, employees, agents, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, and causes of action El Cerrito of any nature related to or arising from the use of the City of El Cerrito-owned facilities and equipment or the broadcasting of live or taped meetings or other City of El Cerrito events pursuant to this agreement, unless resulting directly from the willful misconduct or sole negligence of the City of Pinole, PCTV employees.

I. NOTIFICATION

All notices and correspondence should be addressed to:

City of Pinole
City Manager
2131 Pear Street
Pinole, California 94564

City of El Cerrito
City Manager
10890 San Pablo Ave
El Cerrito, California 94530

J. APPLICABLE LAW AND ATTORNEY'S FEES

This Agreement shall be construed and enforced in accordance with the laws of the State of California. Should any legal action be brought by a party for breach of this Agreement or to enforce any provisions of the Agreement, the prevailing party in such action shall be entitled to reasonable attorney's fees, court costs or any other costs as may be fixed by the court. Any action arising out of this Agreement shall be venued in the Superior Court of the State of California in and for the County of Contra Costa.

K. MISCELLANEOUS PROVISIONS

A. If any one of more of the covenants and agreements or portions thereof shall be held by a court of competent jurisdiction in a final judicial action to be void, voidable or unenforceable, such covenant, or covenants, such agreement or agreements, or such portions thereof shall be null and void and shall be deemed severable from the remaining covenants and agreements or portions thereof, and shall in no way affect the validity or enforceability of the remaining portions of this Agreement.

B. This agreement constitutes the entire agreement between the parties and there are no conditions, agreements or representations between the parties except as expressed in said document. It is not the intent of the parties to this agreement to form a partnership or joint venture.

C. Where the terms and conditions of this Agreement and any attachments or exhibits hereto conflict, the parties expressly agree that the terms and conditions of this Agreement shall prevail and preside.

L. ATTACHMENTS

Exhibit A—Schedule of Fees for Video Production Services

Exhibit B—Schedule of Equipment needs for Video Production Services

IN WITNESS WHEREOF, the City of El Cerrito and the City of Pinole have caused their authorized representatives to execute this Agreement on the _____day of _____, 2020.

CITY OF PINOLE

_____
City Manager

_____
Date

Approved as to Form:

_____
City Attorney, City of Pinole

CITY OF EL CERRITO

_____
City Manager

_____
Date

ATTEST:

_____
City Clerk, City of Pinole

City of Pinole

Exhibit A
Schedule of Fees for Video Production Services

I. Provision of Basic Services

- **Basic Level of Services** **$12,600 per fiscal year**
  - Two meetings per month of the City of El Cerrito City Council meetings.

Basic Services Total	**$12,600 per fiscal year**

II. II. Optional Services

- **Master Control (MC)**
  - Master Control (MC) is the On-Air programing of content on the Pinole network. For clients using this service, a minimum of one hour of programing time per meeting will be billed. In the event of content requiring greater than one hour of staff time for MC, additional hours will be billed.

PCTV hourly crew rates:	Straight Time	Over Time @ 1.5 x
Coordinator	$170	$255
Technician	$146	$219
Staff	$67	$100
Contract	$67	$100

- **Additional Hours for Live Coverage of Meetings** **$230 per hour**
  - Held at the City of El Cerrito City Council Chambers.
  - A three (3) hour minimum will be charged; including set up and take down.

- **Optional Broadcasting with the Live Remote Truck** **$2,363 per event**
  - Flat fee of $2,363 includes a maximum of six (6) hours of total event time. Total shift time includes preload, setup, event coverage, tear down, and truck unloading. Events will be produced live to recording format for broadcast. Subject to PCTV Coordinator's discretion.
  - Equipment – three field camera, three microphone and ancillary equipment (suitable for a standard field press conference)
  - Additional production time and crew must be negotiated.
  - The Cable Access Coordinator will determine the feasibility of scheduling such requests.

- **Based on actual hours and cost of associated staff**

PCTV equipment rates:	Hourly	Day Use
Small PA system		$150
Projector 6K lumens		$150

- **Editing Services** **$225 per hour**

- **B-Roll Coverage of Events** **$260 per hour**

  - B-Roll coverage consists of one (1) camera/microphone system coverage with the intent of editing at a later date or live streaming press conferences. Editing services charged separately.
  - For unscheduled, emergent press conferences that require support on weekends, after normal business hours, or in the event of a full PCTV weeks work schedule, an overtime rate of $350 per hour will be charged.

- **Cancellation Fee** **$115 per event**

- **Cancellation and Inadequate Notice Fee** **$225 per event**

City of Pinole

Exhibit B
Schedule of Equipment needs for Video Production Services

As of February 1, 2020, there are a number of elements in the El Cerrito Production Control Room that have outlived their useful life expectancy and are in need of replacement.

- The audio gear is over ten years old and due for replacement. This system has no controls for a live broadcast and has frequently challenged the PCTV staff with unexpected high and low levels of audio. PCTV staff have a single main volume mix for the live broadcast. A modern live mixer uses Digital Sound Processing or DSP with controls for every input and output along with live programing for compression, gates, and equalization etc. The current system was built for total hands-off operation with limited controls through AMX systems for main audio output to the chambers and other possible listening areas. The challenge with this system is that every aspect must be pre-programed. While there have been short lived periods of time following a reprograming, perhaps twice, it is not long before staff and or council change seats requiring updating. There is also no way to accurately program the public microphone as the speakers change several times a meeting. The Assisted Listening (ADA required) may be due for replacement.
- The analog standard definition cameras, the Pan Tilt and Zoom (PTZ) controller, the primary switcher, the recorders, and computer graphics (CG) have outlived current production standards. These items should be updated to modern Serial Digital Interface (SDI) systems and (co-ax) cabling. At this time Pinole is using the Panasonic AW-HE130 cameras (current model is AW-HE150) with the AW-RP120 (current model is AW-RP150) through the Panasonic AV-HS410 HD/SD switcher. This system chain allows for an SDI signal generated from the camera through to the output signal of the live switcher. Comcast has informed PCTV that they intend to cut over to a wide screen signal via SDI inputs as soon as the third quarter of 2020. The above upgrades would go a long way towards meeting the future Comcast needs. I suspect an audio to SDI embedder would be needed as well.
- Comcast staff pondered if PCTV could manage the daily replays and content for El Cerrito. This may be possible following the expected Comcast upgrades, but it would require further contracting and costs.
- With the above upgrades, updating the recording devices and CG will need to be considered.
- DVD recorders have outlived their useful life. While the DVD still provides a convenient physical form of long-term storage, a system for recording higher quality or HD video and storing to a media server is recommended.
- A Scala or similar system may be useful following the Comcast upgrades to provide a local El Cerrito messaging system to broadcast.
- Waveform/Vector monitor for maintaining proper and legal video levels for broadcast.
- Lastly, there is a window without glass or any form of divider in the wall to the control room for the projector to project through. PCTV staff know this opening conveys audio

and staff keep conversations to a minimum. Staff must monitor the audio of the broadcast; this audio has prompted El Cerrito residents to direct PCTV staff not to speak as the production audio was mistaken for crew conversations. A piece of glass or plexiglass at this opening to afford PCTV staff to better communicate as needed?

City of Pinole
AGREEMENT FOR VIDEO PRODUCTION SERVICES FOR THE CITY OF BENICIA

THIS AGREEMENT is made and entered into this day of _____, 2020 by and between the City of Pinole, (hereinafter referred to as "the City") and the City of Benicia, (hereinafter referred to as "Benicia") (collectively the "Parties").

RECITALS

1. The City of Pinole organization currently includes a department entitled Pinole Community Television that is charged with operating the City's government and public access channels on cable television.

2. The City of Pinole currently provides financial support to Pinole Community Television in order to employ staff that is assigned to manage the public access channel system.

3. The City of Pinole is committed to provide enhanced dissemination of public information and therefore utilizes Channel 26 and Channel for such purposes in order to reach a broad spectrum of the community with news and information about these events and meetings.

4. The City of Benicia also has the ability to broadcast public information on their public access Channel 27, but limited staffing to do so as Benicia desires.

5. The City of Benicia has expressed an interest in the City of Pinole providing certain video production services as those being provided in the past.

6. The City of Benicia has expressed an interest to the City of Pinole in readdressing a service agreement for long-term video production services including management of Benicia Channel 27.

NOW, THEREFORE, in consideration of the mutual covenants and the conditions herein, IT IS HEREBY AGREED:

A. GENERAL PROVISIONS

1. Cable Access Coordinator as Manager and Producer of Stations.

The City of Pinole operates its public access channel as an enterprise entitled Pinole Community Television (PCTV). The enterprise is managed through a full time Cable Access Coordinator who is responsible for managing the complete operations and maintenance of the station. The Cable Access Coordinator and/or his/her designee will also be responsible for managing and operating the City of Benicia public /government access Channel 27 live broadcasts in the same manner.

The Cable Access Coordinator will serve as Manager and Producer for Benicia productions and will provide technical expertise and oversight. This includes responsibility for all Pinole operations staffing.

The City of Benicia will designate a Staff Liaison to provide all communication and instructions to Pinole Television Staff as needed. The Liaison will maintain an updated calendar for all regularly scheduled meetings, special meetings, and special remote productions. The Liaison will also be responsible for all special requests, notification of canceled meetings, and general communication with the Cable Access Coordinator. An annual schedule will be agreed upon by both the City and Benicia at the beginning of each calendar year.

2. Broadcasts and Productions defined

a) Broadcast is any live recording and transmission from the Council Chambers as outlined in Section B2.

b) Production is any other services other than Broadcasting.

Overtime rates may apply for unforeseen weekday, weekend and/or urgent unplanned Broadcasts and/or Productions that require staff hours outside of normal working schedules. This will be discussed as negotiated.

3. Employees and Staff Supervision.

All Pinole employees are assigned to work under the Cable Access Coordinator for PCTV. The Cable Access Coordinator has the responsibility and authority to manage City of Pinole staff, including training, and discipline.

It is agreed that the City of Benicia will not solicit the employment or offer employment to any other employee(s) for said purposes during the term of this agreement. Should the City of Benicia terminate this agreement, it is understood that the City of Benicia will not offer employment to any of the PCTV staff or volunteers for a period of one year following the termination of the agreement.

4. Federal Communications Commission (FCC) Regulations.

The City of Pinole takes authority to run programs in accordance with the Federal Communications Commission (FCC) and responsibility for content. The Cable Access Coordinator reserves the right to edit all broadcasts and sponsor acknowledgements and to manage content in order to maintain FCC standards.

B. SERVICES AND SCHEDULING

1. Scheduling.

The City of Pinole is committed to providing the Basic Level of Service as outlined in Section B(2) and in the attached Exhibit A "Schedule of Fees".

2. Basic Level of Services.

The City of Pinole through its PCTV will provide at a minimum, basic service including live broadcasts and video recorded productions as outlined below.

- Three meetings per month of the City of Benicia City Council.
- One meeting per month of the City of Benicia Planning Commission.

By this agreement, PCTV will provide a minimum of forty-eight (48) broadcasts or two hundred forty (240) hours of production time or whichever comes first in a fiscal year for City of Benicia initiated meetings held at the City of Benicia City Council Chambers. In the event that the City of Benicia does not hold a regularly scheduled meeting, the City of Pinole will reduce the total contract hours by five hours, and will not charge, other than a cancellation fee, Benicia for the cancelled meeting. A cancellation fee for all cancelled meetings will be charged as outlined in the attached Exhibit A "Schedule of Fees".

Each live meeting Broadcast is calculated at a minimum of five (5) hours. Included is one hour for set up and take down of video production equipment, plus actual meeting time. In the event that any individual meeting exceeds five (5) hours, additional fees may be charged as outlined in Section C and in the attached Exhibit A "Schedule of Fees".

All broadcasts are recorded live to DVD's or other digital recording format supplied by the City of Benicia and unedited. By the end of each meeting, the Cable Access Coordinator or designee will provide to the City of Benicia, an unedited recording of all live meetings that were aired and recorded for the official records and archives of the City of Benicia.

3. Additional Broadcast and/or Productions.

The City of Benicia may request video broadcasts or productions of additional meetings, events, or activities such as Special Council Meetings, Study Sessions, Press Conferences,

Community Events and other ceremonial presentations or meetings hosted in the City of Benicia.

This agreement also provides an option for remote broadcasts/production of events taking place outside Benicia City Council Chambers. This includes live recording of an event(s) by PCTV. Charges may apply for location scouting, planning, and unforeseen logistics. These broadcasts would not be broadcast live to the cable systems unless and until City of Benicia arranges a Fiber Input feed to the Comcast headend, but instead recorded live to DVD or other digital recording format supplied by the City of Benicia and made available for replay through the cable systems. With a fully capable internet connection (bandwidth) provided by City of Benicia it may be possible to broadcast a Live Stream copy of the event.

The Cable Access Coordinator reserves the right to manage all broadcast scheduling and to determine the feasibility of each request. Every effort will be made by the City of Pinole to accommodate reasonable requests. However, in the event that the City of Benicia requests an additional broadcast or production and a scheduling conflict arises between the City of Benicia and the City of Pinole, the City of Pinole will take precedence.

Any and all requests above and beyond the Basic Level of Service must be made in writing to the Cable Access Coordinator no less than one (1) week in advance of the broadcast or production. DSnell@ci.pinole.ca.us.

All additional broadcast or production services taking place outside the City of Benicia Council Chambers will be billed based on the rate as outlined in Exhibit A "Schedule of Fees – Broadcasting with the Live Remote Truck".

The City of Benicia may cancel a broadcast/production with advance notice of ninety-six (96) hours prior to the event. A cancellation fees will be charged for any meeting cancelled prior to the 96-hour period. Any cancellations within the ninety-six (96) hour period will incur a late fee, per Exhibit A "Schedule of Fees"

All broadcast or production recordings will be unedited and may require editing prior to public view on the system. If a recording requires editing, there will be an additional charge as outlined in Exhibit A.

4. Sponsorships

All remote productions may be sponsored by local or area businesses as per Federal Communication Commission (FCC) requirements. All sponsors will be recognized and clearly identified with either audible and or visual acknowledgements. It is the responsibility of the City of Benicia to solicit their own sponsors, acquire the scripted acknowledgments, as well as bill, collect, and manage all sponsor efforts. The Cable Access Coordinator reserves the right to edit all acknowledgments in order to maintain FCC standards.

C. FEES FOR SERVICES

1. Fees and Payment for Services Provided.

The City of Benicia, in exchange for services from the PCTV, and as outlined in this agreement, agrees to pay the City of Pinole the fee set in Exhibit A per fiscal year for basic services and associated costs for coordinating staff/meeting.

Any additional services beyond the basic level of service will be billed based on hourly rate and number of employees as outlined in Exhibit A plus any and all associated PCTV equipment charges as outlined in Exhibit A "Schedule of Fees".

Payment is due and payable within thirty (30) days from the City of Pinole's date of invoice.

D. EQUIPMENT

The City of Pinole, through its enterprise, "Pinole Community Television", will operate equipment necessary to produce live coverage and video recordings of monthly City Council, and Planning Commission meetings for the City of Benicia. The City may also provide coverage and recordings of other Benicia meetings and community events upon request and as agreed by both parties.

The City of Benicia shall provide a Production Control Room and other video equipment plus all needed office supplies, small equipment, batteries and DVDs for use by PCTV when providing video services to the City of Benicia.

1. Production Control Room.

The City of Benicia will maintain a suitable Production Control Room to be used for all live broadcasts from the City of Benicia City Council Chambers. The Benicia Production Control Room should be of a size that can accommodate at least three production staff and the associated equipment required to maintain production.

E. TERM AND TERMINATION OF AGREEMENT

Unless otherwise agreed to in writing, the term of this Agreement shall be from July 1, 2020 through June 30, 2021.

Either party may terminate this agreement with a minimum of one hundred and eighty (180) days written notice. Unless otherwise noted in writing by either party.

F. ADMINISTRATIVE CHANGES/MODIFICATIONS TO CONTRACT

This Agreement may be amended, modified or changed by the Parties provided that modification or change is in writing and approved by the authorized representatives of the Parties.

Administrative changes and or modifications to this contract may be addressed through mutual agreement by the City of Pinole, City Manager and the City Manager of Benicia, provided the financial impact or cost is valued at less than $10,000. All other changes or modifications exceeding this amount must be approved by the Pinole City Council and the City of Benicia.

G. INSURANCE

The City of Pinole carries insurance coverage in at least the following minimums:

General Liability:	$1 million occurrence/$2 million aggregate
Automobile:	$50,000 property damage/$100,000 bodily injury to any one person/$300,000 bodily injury to all persons arising from a single accident.

Employees of the City of Pinole shall not be considered employees of the City of Benicia for purposes of workers compensation coverage while performing services under this agreement.

H. INDEMNIFICATION

Benicia shall indemnify, defend with counsel reasonably acceptable to the City, and hold harmless the City and its officials, officers, employees, agents, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, and causes of action Benicia of any nature related to or arising from the use of the City of Benicia-owned facilities and equipment or the broadcasting of live or taped meetings or other City of Benicia events pursuant to this agreement, unless resulting directly from the willful misconduct or sole negligence of the City of Pinole, PCTV employees.

I. NOTIFICATION

All notices and correspondence should be addressed to:

City of Pinole
City Manager
2131 Pear Street
Pinole, California 94564

City of Benicia
City Manager
250 East L St.
Benicia, California 94510

J. APPLICABLE LAW AND ATTORNEY'S FEES

This Agreement shall be construed and enforced in accordance with the laws of the State of California. Should any legal action be brought by a party for breach of this Agreement or to enforce any provisions of the Agreement, the prevailing party in such action shall be entitled to reasonable attorney's fees, court costs or any other costs as may be fixed by the court. Any action arising out of this Agreement shall be venued in the Superior Court of the State of California in and for the County of Contra Costa.

K. MISCELLANEOUS PROVISIONS

A. If any one of more of the covenants and agreements or portions thereof shall be held by a court of competent jurisdiction in a final judicial action to be void, voidable or unenforceable, such covenant, or covenants, such agreement or agreements, or such portions thereof shall be null and void and shall be deemed severable from the remaining covenants and agreements or portions thereof, and shall in no way affect the validity or enforceability of the remaining portions of this Agreement.

B. This agreement constitutes the entire agreement between the parties and there are no conditions, agreements or representations between the parties except as expressed in said document. It is not the intent of the parties to this agreement to form a partnership or joint venture.

C. Where the terms and conditions of this Agreement and any attachments or exhibits hereto conflict, the parties expressly agree that the terms and conditions of this Agreement shall prevail and preside.

L. ATTACHMENTS

Exhibit A—Schedule of Fees for Video Production Services

Exhibit B—Schedule of Equipment needs for Video Production Services

IN WITNESS WHEREOF, the City of Benicia and the City of Pinole have caused their authorized representatives to execute this Agreement on the _____day of _____, 2020.

CITY OF PINOLE

_____
City Manager

_____
Date

Approved as to Form:

_____
City Attorney, City of Pinole

CITY OF BENICIA

_____
City Manager

_____
Date

ATTEST:

_____
City Clerk, City of Pinole

City of Pinole

Exhibit A
Schedule of Fees for Video Production Services

I. Provision of Basic Services

- **Basic Level of Services** **$30,631 per fiscal year**

  - Three meetings per month of the City of Benicia City Council meetings.
  - One meeting per month of the City of Benicia Planning Commission.

Basic Services Total	**$30,631 per fiscal year**

II. Optional Services

- **Master Control (MC)**
  - Master Control (MC) is the On-Air programing of content on the Pinole network. For clients using this service, a minimum of one hour of programing time per meeting will be billed. In the event of content requiring greater than one hour of staff time for MC, additional hours will be billed.

PCTV hourly crew rates:	Straight Time	Over Time @ 1.5 x
Coordinator	$170	$255
Technician	$146	$219
Staff	$67	$100
Contract	$67	$100

- **Additional Hours for Live Coverage of Meetings** **$230 per hour**

  - Held at the City of Benicia City Council Chambers.
  - A three (3) hour minimum will be charged; including set up and take down.

- **Optional Broadcasting with the Live Remote Truck** **$2,363 per event**

  - Flat fee of $2,363 includes a maximum of six (6) hours of total event time. Total shift time includes preload, setup, event coverage, tear down, and truck unloading. Events will be produced live to recording format for broadcast. Subject to PCTV Coordinator's discretion.
  - Equipment – three field camera, three microphone and ancillary equipment (suitable for a standard field press conference)
  - Additional production time and crew must be negotiated.
  - The Cable Access Coordinator will determine the feasibility of scheduling such requests.

- **Based on actual hours and cost of associated staff**

PCTV equipment rates:	Hourly	Day Use
Small PA system		$150
Projector 6K lumens		$150

- **Editing Services** **$225 per hour**

- **B-Roll Coverage of Events** **$260 per hour**

  - B-Roll coverage consists of one (1) camera/microphone system coverage with the intent of editing at a later date or live streaming press conferences. Editing services charged separately.
  - For unscheduled, emergent press conferences that require support on weekends, after normal business hours, or in the event of a full PCTV weeks work schedule, an overtime rate of $350 per hour will be charged.

- **Cancellation Fee** **$115 per event**

- **Cancellation and Inadequate Notice Fee** **$225 per event**

Exhibit B

City of Pinole
Schedule of Equipment needs for Video Production Services

As of February 1, 2020, there are a number of elements in the Benicia Production Control Room that have outlived their useful life expectancy and are in need of replacement.

- To the best of my knowledge the audio gear is nearly twenty-five years old and due for replacement. This system has served Benicia well and outlived its useful life. The main six speakers are no longer functioning, and the room is currently fed audio off the rear wall from a bounce from the rear fill speakers that were a supplement system. The mixing controls are outdated and do not afford the standard operation or access of a modern computer and control surface built for a live broadcast. The Assisted Listening (ADA required) has poor reception and has lost one unit due to wear and tear.
- The microphones are not only twenty-five (25) years old, but they are mounted on short stands and unable to achieve optimum clean audio reproduction in a live room. Ideally a speaker should be able to comfortably speak directly into their microphone from no more than 5 inches of distance from the microphone in a live room.
- The lighting is in poor balance and in need of matching the light levels and Kelvin color temperatures.
- Computer Graphics system is on XP operating system.
- Leightronix record and replay system is over twelve (12) years old and has outlived its useful life.
- DVD recorders have outlived their useful life. While the DVD still provides a convenient physical form of long-term storage, a system for recording higher quality video and storing to a media server is recommended.
- Waveform/Vector monitor for maintaining proper and legal video levels for broadcast.
- Production Control room noise. Great improvement has recently been achieved with the isolation of the main IT systems in the adjoining room, Thank you.
- Control room lighting. Possible power issues related to the lights and possible the local HVAC systems have been noted creating broadcast signal noises.

City of Pinole
AGREEMENT FOR BROADCASTING & PRODUCTION SERVICES FOR THE CITY OF VALLEJO

THIS AGREEMENT is made and entered into this day of _____, 2020 by and between the City of Pinole, (hereinafter referred to as "the City") and the City of Vallejo, (hereinafter referred to as "Vallejo") (collectively the "Parties").

RECITALS

1. The City of Pinole organization includes a division entitled Pinole Community Television that is charged with operating the City's government and public access channels on cable television.

2. The City of Pinole is committed to provide enhanced dissemination of public information and therefore utilizes Channel 26 and Channel 28 for such purposes in order to reach a broad spectrum of the community with news and information about these events and meetings.

3. The City of Vallejo currently broadcasts public information on their public access Channel 28, but due to limited staffing as the City of Vallejo desires to contract out their broadcasting services.

4. On March 11, 2020, the City of Vallejo issued a Request for Proposals for Broadcasting and Production services in which the City of Pinole submitted a Letter of Interest to provide broadcasting and production services for a limited period.

5. The City of Vallejo has expressed an interest in having the City of Pinole provide certain video and programming services for several Council meetings, Commission meetings and special events as well as management of Vallejo Channel 28.

NOW, THEREFORE, in consideration of the mutual covenants and the conditions herein, IT IS HEREBY AGREED:

A. GENERAL PROVISIONS

1. Cable Access Coordinator as Manager and Producer of Stations.

The City of Pinole operates its public access channel as an enterprise entitled Pinole Community Television (PCTV). The enterprise is managed through a full time Cable Access Coordinator who is responsible for managing the complete operations and maintenance of the station. The Cable Access Coordinator and/or his/her designee will also be responsible for managing and operating the City of Vallejo public / government access Channel 28 live broadcasts in the same manner.

The Cable Access Coordinator will serve as Manager and Producer for Vallejo productions and will provide technical expertise and oversight for both channels. This includes responsibility for all operations staffing.

The City of Vallejo will designate a Staff Liaison to provide all communication and instructions to Pinole Television Staff as needed. The Liaison will maintain an updated calendar for all regularly scheduled meetings, special meetings, and special remote productions. The Liaison will also be responsible for all special requests, notification of canceled meetings, and general communication with the Cable Access Coordinator. An annual schedule will be agreed upon by both the City and Vallejo at the beginning of each calendar year.

2. Broadcasts and Productions defined

a) Broadcast is any live recording and transmission from the Council Chambers as outlined in Section B2.

b) Production is any other services other than Broadcasting.

Overtime rates may apply for unforeseen weekend and urgent unplanned Broadcasts and/or Productions that require staff hours outside of normal working schedules. The cost for such services will be presented to Vallejo for consideration and approval.

3. Employees and Staff Supervision.

All Pinole employees are assigned to work under the Cable Access Coordinator for PCTV. The Cable Access Coordinator has the responsibility and authority to manage City of Pinole's staff including hiring, training, and discipline.

Utilizing the full automation of the City of Vallejo Council Chambers, the standard crew will consist of two PCTV staff persons for the basic Council Chambers broadcasts or productions. As needed, PCTV Staff will be increased for the purposes of cross training. Under extreme conditions of multiple client demand and limited PCTV staff availabilities, PCTV may staff a City of Vallejo meeting with a single trained operator familiar with the City of Vallejo's equipment.

It is agreed that the City of Vallejo will not solicit the employment or offer employment to any Pinole or other employee(s) for said purposes during the term of this agreement. Should the City of Vallejo terminate this agreement, it is understood that the City of Vallejo will not offer employment to any of the PCTV staff or volunteers for a period of one year following the termination of the agreement.

4. Federal Communications Commission (FCC) Regulations.

The City of Pinole takes authority to run programs in accordance with the Federal Communications Commission (FCC) and responsibility for content. The Cable Access Coordinator reserves the right to edit all broadcasts and sponsor acknowledgements and to manage content in order to maintain FCC standards.

B. SERVICES AND SCHEDULING

1. Scheduling.

The City of Pinole is committed to providing the Basic Level of Service as outlined in Section B2 and the cost of the services as outline in the attached Exhibit A "Schedule of Fees".

2. Basic Level of Service.

The City of Pinole will provide the City of Vallejo with basic services as outlined below.

- Live broadcasts for two Vallejo Council meetings, two Vallejo Planning Commission meetings and one monthly meeting TBD.

One-time onsite equipment training session. The cost for this training, which will be borne by the City of Vallejo, is reflected in Exhibit A.

All broadcasts will be recorded, transmitted live and unedited.

3. Additional Broadcast and/or Productions Services.

The City of Vallejo may request video broadcasts or production of additional meetings, events, or activities such as Special Council Meetings, Study Sessions, Press Conferences, Community Events and other ceremonial presentations or meetings hosted in the City of Vallejo.

This agreement also provides an option for remote broadcasts/production of events taking place outside Vallejo's City Council Chambers. This includes live recording of an event(s) by PCTV. Charges may apply for location scouting, planning, and unforeseen logistics. With a fully capable internet connection (bandwidth) provided by City of Vallejo it may be possible to broadcast a Live Stream copy of the event.

The Cable Access Coordinator reserves the right to manage all broadcast scheduling and to determine the feasibility of each request. Every effort will be made by the City of Pinole to accommodate reasonable requests. However, in the event that the City of Vallejo requests an additional broadcast or production and a scheduling conflict arises between the City of Vallejo and the City of Pinole, the City of Pinole will take precedence.

Any and all requests above and beyond the Basic Level of Service must be made in writing to the Cable Access Coordinator no less than one (1) week in advance. DSnell@ci.pinole.ca.us.

If additional broadcast or production services are requested, the City of Pinole will bill a minimum of three (3) hours per staff based on the hourly rate as outlined in Exhibit A "Schedule of Fees".

In the case of an emergent press conference, upon availability as determined by the Cable Access Coordinator, PCTV will provide a staff person to operate, a field camera, a microphone (suitable for a standard field press conference) and work with the Vallejo IT Department staff to establish web feeds for the full unedited press conference.

The City of Vallejo may cancel a broadcast/production with advance notice of ninety-six (96) hours prior to the event. A cancellation fees will be charged for any meeting cancelled prior to the 96-hour period. Any cancellations within the ninety-six (96) hour period will incur a late fee, per Exhibit A "Schedule of Fees"

All broadcast or production recordings will be unedited and may require editing prior to public view on the system. If a recording requires editing, there will be an additional charge as outlined in Exhibit A.

4. Sponsorships

All remote productions may be sponsored by local or area businesses as per Federal Communication Commission (FCC) requirements. All sponsors will be recognized and clearly identified with either audible and or visual acknowledgements. It is the responsibility of the City of Vallejo to solicit their own sponsors, acquire the scripted acknowledgments, as well as bill, collect, and manage all sponsor efforts. The Cable Access Coordinator reserves the right to edit all acknowledgments in order to maintain FCC standards.

C. FEES FOR SERVICES

1. Fees and Payment for Services Provided.

Each live meeting broadcast is calculated at a minimum of six (6) hours per assigned staff and associated costs for coordinating staff/meeting. Included is one hour for set up and take down of video production equipment, plus actual meeting time. In the event that any

individual meeting exceeds six (6) hours, additional fees may be charged as outlined in Section C and in the attached Exhibit A "Schedule of Fees".

Any additional services beyond the basic level of service will be billed based on hourly rate and number of employees as outlined in Exhibit A plus any and all associated PCTV equipment charges as outlined in Exhibit A "Schedule of Fees".

Any cancelled additional services will be charged a minimum of 3 hours per planned staff.

Payment is due and payable within thirty (30) days from the City of Pinole's date of invoice.

D. EQUIPMENT

The City of Pinole, through its enterprise, "Pinole Community Television", will provide trained staff to produce live coverage and video recordings of meetings for the City of Vallejo as outlined in Section B(2) and (3). The City of Pinole may also provide coverage and recordings of other Vallejo meetings and community events upon request and as agreed by both parties.

The City of Vallejo shall provide a Production Control Room and other video equipment plus all needed office supplies, small equipment, batteries and DVDs for use by PCTV when providing video services to the City of Vallejo.

1. Production Control Room.

The City of Vallejo will maintain a suitable Production Control Room to be used for all live broadcasts from the City of Vallejo City Council Chambers. The Vallejo Production Control Room should be of a size that can accommodate at least three production staff and the associated equipment required to maintain production.

E. TERM

Unless otherwise agreed to in writing, the term of this Agreement shall be from July 1, 2020 through June 30, 2020. The terms of the agreement may be extended by mutual written consent of both parties.

F. EARLY TERMINATION OF AGREEMENT

Either party may terminate this agreement with a minimum of 60 days written notice. Unless otherwise noted in writing by either party, this contract shall remain in effect as referenced in Section E.

G. ADMINISTRATIVE CHANGES/MODIFICATIONS TO CONTRACT

This Agreement may be amended, modified or changed by the Parties provided that modification or change is in writing and approved by the authorized representatives of the Parties.

Administrative changes and or modifications to this contract may be addressed through mutual agreement by the City Managers of both the City of Vallejo and the City of Pinole, or their designees, provided the financial impact or cost is valued at less than $10,000. All other changes or modifications exceeding this amount must be approved by the city councils of both cities.

H. INSURANCE

The City of Pinole carries insurance coverage in at least the following minimums:

General Liability:	$1 million occurrence/$2 million aggregate
Automobile:	$50,000 property damage/$100,000 bodily injury to any one person/$300,000 bodily injury to all persons arising from a single accident.

Employees of the City of Pinole shall not be considered employees of the City of Vallejo for purposes of workers compensation coverage while performing services under this agreement.

I. INDEMNIFICATION

Vallejo shall indemnify, defend with counsel reasonably acceptable to the City, and hold harmless the City and its officials, officers, employees, agents, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, and causes of action Vallejo of any nature related to or arising from the use of the City of Vallejo-owned facilities and equipment or the broadcasting of live or taped meetings or other City of Vallejo events pursuant to this agreement, unless resulting directly from the willful misconduct or sole negligence of the City of Pinole, PCTV employees.

J. NOTIFICATION

All notices and correspondence should be addressed to:

City of Pinole	City of Vallejo
City Manager	City Manager
2131 Pear Street	555 Santa Clara Street,
Pinole, California 94564	Vallejo, California 94590

K. APPLICABLE LAW AND ATTORNEY'S FEES

This Agreement shall be construed and enforced in accordance with the laws of the State of California. Should any legal action be brought by a party for breach of this Agreement or to enforce any provisions of the Agreement, the prevailing party in such action shall be entitled to reasonable attorney's fees, court costs or any other costs as may be fixed by the court. Any action arising out of this Agreement shall be venued in the Superior Court of the State of California in and for the County of Contra Costa.

L. MISCELLANEOUS PROVISIONS

1. If any one of more of the covenants and agreements or portions thereof shall be held by a court of competent jurisdiction in a final judicial action to be void, voidable or unenforceable, such covenant, or covenants, such agreement or agreements, or such portions thereof shall be null and void and shall be deemed severable from the remaining covenants and agreements or portions thereof, and shall in no way affect the validity or enforceability of the remaining portions of this Agreement.

2. This agreement constitutes the entire agreement between the parties and there are no conditions, agreements or representations between the parties except as expressed in said document. It is not the intent of the parties to this agreement to form a partnership or joint venture.

3. Where the terms and conditions of this Agreement and any attachments or exhibits hereto conflict, the parties expressly agree that the terms and conditions of this Agreement shall prevail and preside.

M. ATTACHMENTS

Exhibit A—Schedule of Fees for Video Production Services

Exhibit B—Schedule of Equipment needs for Video Production Services

IN WITNESS WHEREOF, the City of Vallejo and the City of Pinole have caused their authorized representatives to execute this Agreement on the _____day of _____, 2020.

CITY OF PINOLE

_____
City Manager

_____
Date

Approved as to Form:

_____
City Attorney, City of Pinole

CITY OF VALLEJO

_____
City Manager

_____
Date

ATTEST:

_____
City Clerk, City of Pinole

City of Pinole

Exhibit A
Schedule of Fees for Video Production Services

I. Provision of Basic Services

- Basic Services will be billed on a time and materials basis

- **One-Time Training of Vallejo's system** **$4,000**
  - Initial facilities survey and operations training estimate

- **Services**

  - Two meetings per month of the City of Vallejo City Council meetings.
  - Two meeting per month of the City of Vallejo Planning Commission.
  - One To be Determined (TBD) meeting.

PCTV hourly crew rates:	Straight Time	Over Time @ 1.5 x
Coordinator	$170	$255
Technician	$146	$219
Staff	$67	$100
Contract	$67	$100

II. Optional Services – Based on actual hours and cost of associated staff

PCTV equipment rates:	Hourly	Day Use
A-Roll / B-Roll (EMG style shooting)	$150	
A-Roll lighting package		$50
Edit Suit	$125	
Small PA system		$150
Large PA system		$700
Projector 6K lumens		$150
Movie in the park system		$900
Live Truck		$1,000

- **Optional Broadcasting or Productions with Remote Live Truck**
  - **Negotiate Staff as needed for production**

- **Optional Studio Recording** **Request Pricing**

- For unscheduled, emergent press conferences that require support on weekends, after normal business hours, outside the Pinole employees regularly scheduled work, an overtime rate per hour will be charged.

- **City of Pinole**

Exhibit B

Schedule of Equipment needs for Video Production Services

As of observed in a brief overview of operations, there are a number of elements in the Vallejo Production Control Room that have outlived their useful life expectancy and are in need of replacement.

- To the best of my knowledge the audio gear is fairly new, however it is designed from an IT perspective of audio needs related to an average board room, not a live broadcast application. This system has served Vallejo well enough but not to the full extent of the available Broadcast Quality and Live Console equipment available today. There appears to be no direct mixing controls, only a pre-programed limited access control through a panel. It has been the long-standing preference of PCTV to provide the Mayor and Attorney a mute control for the public speakers, modern equipment could facilitate this. The Assisted Listening (ADA required) may be due for replacement.
- The lighting is in poor balance from one area to another and in need of matching the light levels and Kelvin color temperatures. Computer Graphics system appears limited based on the use today.
- Leightronix record and replay system appears dated. Leightronix has served PCTV and Vallejo well for over thirty years. Current products available could improve replay quality, dependability, ease of programing.
- Recording systems seem to be limited and dated. Current systems that record to a form of file architecture may streamline more than just operations of the broadcast systems. A system for recording higher quality video and storing to a media server is recommended.
- PCTV and Vallejo have used Scala for decades, the current hardware software systems appear to be dated and in need of updates.
- Waveform/Vector monitor for maintaining proper and legal video levels for broadcast.
- Control room lighting.
- Comcast has announced plans to migrate systems from analog SD (Standard Definition) to SDI (Serial Digital Interface) Wide Screen. I suspect Vallejo feeding Comcast a SD analog signal, and Comcast is stretching the SD video to simulate wide screen. It appears some conversions will be needed. Once converted to an SD SDI Wide Screen or HD SDI the image quality should improve. Considerably more investigations and planning will be needed.
- Additional recommendations may follow the onsite initial training.

City of Pinole
AGREEMENT FOR VIDEO PRODUCTION SERVICES FOR THE WESTCAT

THIS AGREEMENT is made and entered into this day of _____, 2020 by and between the City of Pinole, (hereinafter referred to as "the City") and the WestCAT, (hereinafter referred to as "WestCAT") (collectively the "Parties").

RECITALS

1. The City of Pinole organization currently includes a department entitled Pinole Community Television that is charged with operating the City's government and public access channels on cable television.

2. The City of Pinole currently provides financial support to Pinole Community Television in order to employ staff that is assigned to manage the public access channel system.

3. The City of Pinole is committed to provide enhanced dissemination of public information and therefore utilizes Channel 26 and Channel 28 for such purposes in order to reach a broad spectrum of the community with news and information about these events and meetings.

4. WestCAT has expressed an interest in the City of Pinole providing certain video production services as those being provided in the past.

5. WestCAT has expressed an interest to the City of Pinole in readdressing a service agreement for long-term video production services.

NOW, THEREFORE, in consideration of the mutual covenants and the conditions herein, IT IS HEREBY AGREED:

A. GENERAL PROVISIONS

1. Cable Access Coordinator as Manager and Producer of Stations.

The City of Pinole operates its public access channel as an enterprise entitled Pinole Community Television (PCTV). The enterprise is managed through a full time Cable Access Coordinator who is responsible for managing the complete operations and maintenance of the station. The Cable Access Coordinator and/or his/her designee will also be responsible for managing and operating the WestCAT public / government access Channel 26 live broadcasts in the same manner.

The Cable Access Coordinator will serve as Manager and Producer for WestCAT productions and will provide technical expertise and oversight. This includes responsibility for all Pinole operations staffing.

WestCAT will designate a Staff Liaison to provide all communication and instructions to Pinole Television Staff as needed. The Liaison will maintain an updated calendar for all regularly scheduled meetings, special meetings, and special remote productions. The Liaison will also be responsible for all special requests, notification of canceled meetings, and general communication with the Cable Access Coordinator. An annual schedule will be agreed upon by both the City and WestCAT at the beginning of each calendar year.

2. Broadcasts and Productions defined

a) Broadcast is any live recording and transmission from the Council Chambers as outlined in Section B2.

b) Production is any other services other than Broadcasting.

Overtime rates may apply for unforeseen weekend and urgent unplanned Broadcasts and/or Productions that require staff hours outside of normal working schedules. The cost for such services will be presented to WestCAT for consideration and approval.

3. Employees and Staff Supervision.

All Pinole employees are assigned to work under the Cable Access Coordinator for PCTV. The Cable Access Coordinator has all responsibility and authority to manage City of Pinole staff, including training, and discipline.

It is agreed that the WestCAT will not solicit the employment or offer employment to any other employee(s) for said purposes during the term of this agreement. Should WestCAT terminate this agreement, it is understood that WestCAT will not offer employment to any of the PCTV staff or volunteers for a period of one year following the termination of the agreement.

4. Federal Communications Commission (FCC) Regulations.

The City of Pinole takes authority to run programs in accordance with the Federal Communications Commission (FCC) and responsibility for content. The Cable Access Coordinator reserves the right to edit all broadcasts and sponsor acknowledgements and to manage content in order to maintain FCC standards.

B. SERVICES AND SCHEDULING

1. Scheduling.

The City of Pinole is committed to providing the Basic Level of Service as outlined in Section B(2) and in the attached Exhibit A "Schedule of Fees".

2. Basic Level of Services.

The City of Pinole through its PCTV will provide at a minimum, basic service including live broadcasts and video recorded productions as outlined below.

- One meeting per month of the WestCAT Board.
- Use of the City of Pinole's Council Chambers for WestCat's monthly Board meeting.

By this agreement, PCTV will provide a minimum of twelve (12) broadcasts or thirty-six (36) hours of production time or whichever comes first in a fiscal year for WestCAT initiated meetings held at the City of Pinole City Council Chambers. In the event that WestCAT does not hold a regularly scheduled meeting, the City of Pinole will reduce the total contract hours by three hours, and will not charge, other than a cancellation fee, WestCAT for the cancelled meeting. A cancellation fee for all cancelled meetings will be charged as outlined in the attached Exhibit A "Schedule of Fees".

Each live meeting Broadcast is calculated at a minimum of three (3) hours. Included is one hour for set up and take down of video production equipment, plus actual meeting time. In the event that any individual meeting exceeds three (3) hours, additional fees may be charged as outlined in Section C and in the attached Exhibit A "Schedule of Fees".

All broadcasts are recorded live to DVD's or other digital recording format supplied by WestCAT and unedited. By the end of each meeting, the Cable Access Coordinator or designee will provide to WestCAT, an unedited recording of all live meetings that were aired and recorded for the official records and archives of WestCAT.

3. Additional Broadcast and/or Productions.

WestCAT may request video broadcasts or productions of additional meetings, events, or activities such as Special Council Meetings, Study Sessions, Press Conferences, Community Events and other ceremonial presentations or meetings hosted by WestCAT.

This agreement also provides an option for remote broadcasts/production of events taking place outside of the Pinole City Council Chambers. This includes live recording of an event(s) by PCTV. Charges may apply for location scouting, planning, and unforeseen logistics. These broadcasts would not be broadcast live to the cable systems unless and until WestCAT arranges a Fiber Input feed to the Comcast headend, but instead recorded live to DVD or other digital recording format supplied by WestCAT and made available for replay through the cable systems. With a fully capable internet connection (bandwidth) provided by WestCAT it may be possible to broadcast a Live Stream copy of the event.

The Cable Access Coordinator reserves the right to manage all broadcast scheduling and to determine the feasibility of each request. Every effort will be made by the City of Pinole to accommodate reasonable requests. However, in the event that WestCAT requests an additional broadcast or production and a scheduling conflict arises between WestCAT and the City of Pinole, the City of Pinole will take precedence.

Any and all requests above and beyond the Basic Level of Service must be made in writing to the Cable Access Coordinator no less than one (1) week in advance of the broadcast or production. DSnell@ci.pinole.ca.us.

All additional broadcast or production services taking place outside the Pinole Council Chambers will be billed based on the rate as outlined in Exhibit A "Schedule of Fees – Broadcasting with the Live Remote Truck".

WestCAT may cancel a broadcast/production with advance notice of ninety-six (96) hours prior to the event. A cancellation fees will be charged for any meeting cancelled prior to the ninety-six (96) hour period. Any cancellations within the ninety-six (96) hour period will incur a late fee, per Exhibit A "Schedule of Fees"

All broadcast or production recordings will be unedited and may require editing prior to public view on the system. If a recording requires editing, there will be an additional charge as outlined in Exhibit A.

4. Sponsorships

All remote productions may be sponsored by local or area businesses as per Federal Communication Commission (FCC) requirements. All sponsors will be recognized and clearly identified with either audible and or visual acknowledgements. It is the responsibility of WestCAT to solicit their own sponsors, acquire the scripted acknowledgments, as well as bill, collect, and manage all sponsor efforts. The Cable Access Coordinator reserves the right to edit all acknowledgments in order to maintain FCC standards.

C. FEES FOR SERVICES

1. Fees and Payment for Services Provided.

WestCAT, in exchange for services from the PCTV, and as outlined in this agreement, agrees to pay the City of Pinole the fee set in Exhibit A per fiscal year for basic services and associated costs for coordinating staff/meeting.

Any additional services beyond the basic level of service will be billed based on hourly rate and number of employees as outlined in Exhibit A plus any and all associated PCTV equipment charges as outlined in Exhibit A "Schedule of Fees".

Payment is due and payable within thirty (30) days from the City of Pinole's date of invoice.

D. EQUIPMENT

The City of Pinole, through its enterprise, "Pinole Community Television", will operate equipment necessary to produce live coverage and video recordings of the monthly meetings for WestCAT. The City may also provide coverage and recordings of other WestCAT meetings and community events upon request and as agreed by both parties.

E. TERM AND TERMINATION OF AGREEMENT

Unless otherwise agreed to in writing, the term of this Agreement shall be from July 1, 2020 through June 30, 2021.

Either party may terminate this agreement with a minimum of one hundred and eighty (180) days written notice. Unless otherwise noted in writing by either party.

F. ADMINISTRATIVE CHANGES/MODIFICATIONS TO CONTRACT

This Agreement may be amended, modified or changed by the Parties provided that modification or change is in writing and approved by the authorized representatives of the Parties.

Administrative changes and or modifications to this contract may be addressed through mutual agreement by the City of Pinole, City Manager and the General Manager of WestCAT, provided the financial impact or cost is valued at less than $10,000. All other changes or modifications exceeding this amount must be approved by the Pinole City Council and WestCAT.

G. INSURANCE

The City of Pinole carries insurance coverage in at least the following minimums:

General Liability:	$1 million occurrence/$2 million aggregate
Automobile:	$50,000 property damage/$100,000 bodily injury to any one person/$300,000 bodily injury to all persons arising from a single accident.

Employees of the City of Pinole shall not be considered employees of the WestCAT for purposes of workers compensation coverage while performing services under this agreement.

H. INDEMNIFICATION

WestCAT shall indemnify, defend with counsel reasonably acceptable to the City, and hold harmless the City and its officials, officers, employees, agents, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, and causes of action WestCAT of any nature related to or arising from the broadcasting of live or recorded meetings or other WestCAT events pursuant to this agreement, unless resulting directly from the willful misconduct or sole negligence of the City of Pinole, PCTV employees.

I. NOTIFICATION

All notices and correspondence should be addressed to:

City of Pinole
City Manager
2131 Pear Street
Pinole, California 94564

WestCAT
General Manager
601 Walter Ave,
Pinole, California 94564

J. APPLICABLE LAW AND ATTORNEY'S FEES

This Agreement shall be construed and enforced in accordance with the laws of the State of California. Should any legal action be brought by a party for breach of this Agreement or to enforce any provisions of the Agreement, the prevailing party in such action shall be entitled to reasonable attorney's fees, court costs or any other costs as may be fixed by the court. Any action arising out of this Agreement shall be venued in the Superior Court of the State of California in and for the County of Contra Costa.

K. MISCELLANEOUS PROVISIONS

A. If any one of more of the covenants and agreements or portions thereof shall be held by a court of competent jurisdiction in a final judicial action to be void, voidable or unenforceable, such covenant, or covenants, such agreement or agreements, or such portions thereof shall be null and void and shall be deemed severable from the remaining covenants and agreements or portions thereof, and shall in no way affect the validity or enforceability of the remaining portions of this Agreement.

B. This agreement constitutes the entire agreement between the parties and there are no conditions, agreements or representations between the parties except as expressed in said document. It is not the intent of the parties to this agreement to form a partnership or joint venture.

C. Where the terms and conditions of this Agreement and any attachments or exhibits hereto conflict, the parties expressly agree that the terms and conditions of this Agreement shall prevail and preside.

L. ATTACHMENTS

Exhibit A—Schedule of Fees for Video Production Services

IN WITNESS WHEREOF, WestCAT and the City of Pinole have caused their authorized representatives to execute this Agreement on the _____day of _____, 2020.

CITY OF PINOLE	WESTCAT
_____	_____
City Manager	General Manager
_____	_____
Date	Date
Approved as to Form:	ATTEST:
_____	_____
City Attorney, City of Pinole	City Clerk, City of Pinole

City of Pinole

Exhibit A
Schedule of Fees for Video Production Services

I. Provision of Basic Services

- **Basic Level of Services** **$2,457 per fiscal year**

  - One meeting per month of the WestCAT meeting.
  - Master Control (MC) On-Air programing.

Basic Services Total	**$2,457 per fiscal year**

II. Optional Services

- **Master Control (MC)**
  - Master Control (MC) is the On-Air programing of content on the Pinole network. For clients using this service, a minimum of one hour of programing time per meeting will be billed. In the event of content requiring greater than one hour of staff time for MC, additional hours will be billed.

PCTV hourly crew rates:	Straight Time	Over Time @ 1.5 x
Coordinator	$170	$255
Technician	$146	$219
Staff	$67	$100
Contract	$67	$100

- **Additional Hours for Live Coverage of Meetings** **$230 per hour**

  - Held at the City of Pinole Council Chambers.
  - A three (3) hour minimum will be charged; including set up and take down.

- **Optional Broadcasting with the Live Remote Truck** **$2,363 per event**

  - Flat fee of $2,363 includes a maximum of six (6) hours of total event time. Total shift time includes preload, setup, event coverage, tear down, and truck unloading. Events will be produced live to recording format for broadcast. Subject to PCTV Coordinator's discretion.
  - Equipment – three field camera, three microphone and ancillary equipment (suitable for a standard field press conference)
  - Additional production time and crew must be negotiated.
  - The Cable Access Coordinator will determine the feasibility of scheduling such requests.

- **Based on actual hours and cost of associated staff**

PCTV equipment rates:	Hourly	Day Use
Small PA system		$150
Projector 6K lumens		$150

- **Editing Services** **$225 per hour**

- **B-Roll Coverage of Events** **$260 per hour**

  - B-Roll coverage consists of one (1) camera/microphone system coverage with the intent of editing at a later date or live streaming press conferences. Editing services charged separately.
  - For unscheduled, emergent press conferences that require support on weekends, after normal business hours, or in the event of a full PCTV weeks work schedule, an overtime rate of $350 per hour will be charged.

- **Cancellation Fee** **$115 per event**

- **Cancellation and Inadequate Notice Fee** **$225 per event**

- **Annual Fee Adjustment** **5% per year**

Return to Agenda

CITY COUNCIL REPORT

7H

DATE: JUNE 16, 2020

TO: MAYOR AND COUNCIL MEMBERS

FROM: ANDREA MILLER, FINANCE DIRECTOR

SUBJECT: ADOPT A RESOLUTION ESTABLISHISHING THE FY 2020-21 APPROPRIATIONS LIMIT

RECOMMENDATION

Adopt a resolution establishing the FY 2020-21 Appropriation Limit.

BACKGROUND

On November 6, 1979, California voters passed Proposition 4 (the "Gann Limit" Spending Initiative) which added Article XIIIB to the California Constitution. The purpose of this law is to limit expenditure appropriations from tax sources that state and local government are permitted to make in any given year.

Pursuant to Article XIIIB to the California Constitution, the City is required to establish an annual appropriations limit. The appropriation subject to limitation is to be based on the 1978-79 appropriation adjusted for changes in the cost of living and population.

California Government Code Section 7910 requires each local government to establish its appropriations limit by resolution for each fiscal year. Adoption of the attached resolution will approve the FY 2020-21 Annual Appropriations Limit at $138,704,168.

REVIEW AND ANALYSIS

The factors used to compute the appropriations subject to the limit are: (1) either the percentage change in California per capita personal income or the percentage change in the local assessment roll from the preceding year due to the addition of local nonresidential construction in the City, and (2) either the City's own population growth or the population growth of the entire County.

The State of California Department of Finance annually provides the California per capita personal income change in May of each year, a report on population changes of all cities and counties as well as the statewide change in per capita income.

In 1991, the California State Board of Equalization asked all County Assessors to compute the annual change in nonresidential new construction. For Contra Costa County, the Auditor-Controller's Office provides cities with these figures.

For FY 2020-21, the respective State and County offices have provided the City with the following optional factors to be used in the Appropriations Limit computation:

Cost of Living

- California Per Capita Personal Income 3.73% increase
- Nonresidential New Construction, Pinole 0.39% increase

Population Change

- Population Change City of Pinole 0.30% decrease
- Population Change Contra Costa County 0.26% increase

Staff recommends that the California Per Capita Personal Income cost of living factor be used for this next fiscal year coupled with use of the larger Contra Costa County percentage for the population adjustment factor. The 2020-21 calculation is:

Cost of Living converted to ratio: $\frac{3.73 + 100}{100} = 1.0373\%$

Population change converted to a ratio: $\frac{0.26 + 100}{100} = 1.0026\%$

Calculation of factor: 1.0373% X 1.0026% = 1.0400%

FY 2019-20 limit: $133,369,779 [1]

FY 2020-21 factor: x 1.0400

FY 2019-20 Appropriations Limit $138,704,168

It should be noted that Appropriations Limit applies only to tax revenues, not to revenues such as fees that recover operating costs.

[1] Correction of -$19,928 from adopted FY2019-20 Appropriations Limit of $133,389,707 due to formula error in prior years.

FISCAL IMPACT

The City of Pinole and the Successor Agency to the Pinole Redevelopment Agency anticipate that their tax allocations for FY 2020-21 will be approximately $21,817,036 which is significantly below the authorized spending limit.

ATTACHMENTS

A – Resolution Adopting FY 2020-21 Appropriations Limit
B – State of California Department of Finance Price Factor and Population Information
C – HdL Coren & Cone Nonresidential New Construction, Pinole

RESOLUTION NO. 2020-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING THE CITY OF PINOLE'S APPROPRIATIONS LIMIT FOR FISCAL YEAR 2020-21

WHEREAS, Article XIIIB of the Constitution of the State of California requires an appropriations limit for governmental agencies to be established; and

WHEREAS, the implementation of Article XIIIB requires the City Council to determine the appropriations limit according to the State of California.

NOW THEREFORE, BE IT RESOLVED that the Pinole City Council does hereby resolve:

1. The Appropriations Limit for 2019-20 was established at $133,369,779
2. That the adjustments allowable pursuant to the California Constitution which shall be applied to the previous year's limit are the change in population (1.0026% increase in Contra Costa County) and the change in California per capita personal income a 3.73% increase.

3. That the factor has been calculated as follows:

   1.0026 x 1.0373 = 1.0400

4. That said factor, 1.0400 shall be used to adjust the FY 2020-21 Appropriations Limit.

5. That the Appropriations Limit for 2020-21 fiscal year is hereby established as $138,704,168.

FURTHER, BE IT RESOLVED that The City of Pinole tax allocations for FY 2020-21 will be approximately $21,817,036, which is below the authorized spending limit.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 16th day of June 2020 by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

I hereby certify that the foregoing resolution was introduced, passed and adopted on this **16th** day of **June, 2020.**

_____
Heather Iopu, CMC
City Clerk

ATTACHMENT B

DEPARTMENT OF FINANCE
OFFICE OF THE DIRECTOR

GAVIN NEWSOM • GOVERNOR
STATE CAPITOL ■ ROOM 1145 ■ SACRAMENTO CA ■ 95814-4998 ■ WWW.DOF.CA.GOV

May 2020

Dear Fiscal Officer:

Subject: Price Factor and Population Information

Appropriations Limit
California Revenue and Taxation Code section 2227 requires the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2020, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2020-21. Attachment A provides the change in California's per capita personal income and an example for utilizing the price factor and population percentage change factor to calculate the 2020-21 appropriations limit. Attachment B provides the city and unincorporated county population percentage change. Attachment C provides the population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

Population Percent Change for Special Districts
Some special districts must establish an annual appropriations limit. California Revenue and Taxation Code section 2228 provides additional information regarding the appropriations limit. Article XIII B, section 9(C) of the California Constitution exempts certain special districts from the appropriations limit calculation mandate. The code section and the California Constitution can be accessed at the following website: http://leginfo.legislature.ca.gov/faces/codes.xhtml.

Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this requirement should be directed to their county, district legal counsel, or the law itself. No state agency reviews the local appropriations limits.

Population Certification
The population certification program applies only to cities and counties. California Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2020**.

Please Note: The prior year's city population estimates may be revised. The per capita personal income change is based on historical data. Given the stay-at-home orders due to COVID-19, growth in the coming years may be substantially lower than recent trends.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

/s/ Keely Martin Bosler

KEELY MARTIN BOSLER
Director

Attachment

May 2020

Attachment A

A. **Price Factor**: Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2020-21 appropriation limit is:

Per Capita Personal Income

Fiscal Year (FY)	Percentage change over prior year
2020-21	3.73

B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2020-21 appropriation limit.

2020-21:

Per Capita Cost of Living Change = 3.73 percent
Population Change = 0.22 percent

Per Capita Cost of Living converted to a ratio: $\frac{3.73 + 100}{100} = 1.0373$

Population converted to a ratio: $\frac{0.22 + 100}{100} = 1.0022$

Calculation of factor for FY 2020-21: 1.0373 x 1.0022 = 1.0396

Fiscal Year 2020-21

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2019 to January 1, 2020 and Total Population, January 1, 2019

County City	Percent Change 2019-2020	--- Population Minus Exclusions --- 1-1-19	 1-1-20	Total Population 1-1-2020
Contra Costa				
Antioch	0.09	112,423	112,520	112,520
Brentwood	1.17	64,365	65,118	65,118
Clayton	-0.09	11,347	11,337	11,337
Concord	-0.22	130,435	130,143	130,143
Danville	-0.11	43,923	43,876	43,876
El Cerrito	0.41	24,852	24,953	24,953
Hercules	0.16	25,488	25,530	25,530
Lafayette	-0.16	25,644	25,604	25,604
Martinez	-0.85	37,424	37,106	37,106
Moraga	0.04	16,939	16,946	16,946
Oakley	1.15	41,979	42,461	42,461
Orinda	0.52	18,911	19,009	19,009
Pinole	-0.30	19,563	19,505	19,505
Pittsburg	1.03	73,565	74,321	74,321
Pleasant Hill	-0.06	34,286	34,267	34,267
Richmond	0.38	110,793	111,217	111,217
San Pablo	-0.22	31,481	31,413	31,413
San Ramon	1.24	82,100	83,118	83,118
Walnut Creek	-0.14	70,958	70,860	70,860
Unincorporated	0.06	174,061	174,173	174,257
County Total	0.26	1,150,537	1,153,477	1,153,561

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.

HdL Coren & Cone

THE CITY OF PINOLE

ATTACHMENT C

NONRESIDENTIAL NEW CONSTRUCTION

2018/19 TO 2019/20 TAX YEARS - IN PARCEL NUMBER ORDER

Parcel	Use Category	Owner	Prior Year Improvements	Current Year Improvements	Percent Change
360-010-030-3	Commercial	Bp West Coast Products	250,872	289,573	+ 15.4%
402-023-007-6	Commercial	Pinole Venture Lp	720,100	939,400	+ 30.5%
402-023-011-8	Commercial	Ramun Lisa M	68,919	75,000	+ 8.8%
402-023-012-6	Commercial	1390 San Pablo Avenue Pinole Llc	388,919	397,511	+ 2.2%
402-281-001-6	Commercial	Kirby Petroleum Inc	405,756	470,386	+ 15.9%
403-040-011-5	Commercial	Del Monte 3 Lp	5,386,850	5,571,801	+ 3.4%
426-010-027-8	Commercial	Pinole Ridge Mall Llc	10,557,612	10,803,764	+ 2.3%
426-080-030-7	Commercial	Gateway Pinole Vista Llc	12,956,342	13,404,268	+ 3.5%
8 Parcels Listed			**30,735,370**	**31,951,703**	**+ 4.0%**

This calculation reflects the 2019/20 increase in taxable values for this city due to non-residential new construction as a percentage of the total taxable value **Increase** (as of the 2019/20 lien year roll date). This percentage may be used as an alternative to the change in California per-capita personal income for calculating a taxing agency's annual adjustment of its Appropriation Limit pursuant to Article XIIIB of the State Constitution as Amended by Proposition 111 in June, 1990.

Total Change in Non-Residential Valuation Due to New Development	1,216,333
Less Automatic 2.000% Assessors's Inflation Adjustment	-614,707
Actual Change in Non-Residential Valuation	601,626
Change in Total Assessed Value	153,339,169
= Alternate 2020/21 Appropriations Limit Factor	**0.39%**

Includes taxable primary parcels with known nonresidential use codes, no prior lien year transfers, and improvement value increases greater than 2.0%
Change in Total Assessed Value is the assessed value change of the locally assessed secured and unsecured tax rolls.

Return to Agenda

CITY COUNCIL REPORT

8A

DATE: JUNE 16, 2020

TO: MAYOR AND COUNCIL MEMBERS

FROM: ANDREA MILLER, FINANCE DIRECTOR

SUBJECT: FY 2019-20 ANNUAL REVIEW OF UTILITY USERS TAX, AND ADOPTION OF A RESOLUTION MODIFYING HOUSEHOLD INCOME ELIGIBILITY THRESHOLDS FOR UTILITY USERS TAX EXEMPTIONS FOR FY 2020-21

RECOMMENDATION

It is recommended that the City Council:

1. Conduct the FY 2019-20 Annual Review of the Utility Users Tax (UUT); and
2. Adopt a Resolution modifying the Household Income eligibility thresholds for exemptions from the Utility Users Tax for FY 2020-21.

BACKGROUND

In November 2018, voters approved a Ballot Measure to renew the existing utility users' tax at a rate of 8% without a sunset date. Renewal of the Utility Users Tax was essential to secure our 3rd largest General Fund revenue source. Revenue generated by the UUT amounts to 13% of the City's General Fund and remains necessary to fund critical City services.

Currently, Section 3.26.150(A) of the Pinole Municipal Code authorizes the City Council to exempt the following classes of persons from paying Utility Users Tax: (1) Persons who receive aid to families with dependent children (AFDC), (2) Persons who receive Veterans' benefits and Veterans survivor pension benefits, (3) Persons on Supplemental Security Income or State Supplemental Payments (SSI/SSP); and (4) Persons who receive food stamps.

Additionally, Section B of the Code states:

B. In addition, customers may also qualify for an exemption if their total household income does not exceed household incomes set by resolution of the City Council.

REVIEW AND ANALYSIS

The Utility Users Tax is analyzed each year as part of the budget process. Staff anticipates we will close FY 2019-20 with approximately $1,890,580 in actual tax collected, which is approximately 4.3% above the amount collected for the previous fiscal year 2018-19. Although we continue to see a decline in the taxes collected on communication services, energy collections are holding constant, slightly increasing year-over-year. The chart below is a ten-year history of UUT Collections:

	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Estimated 2019-20
TOTAL UUT REALIZED	1,966,077	1,930,758	1,975,666	1,880,224	1,843,618	1,876,318	2,066,623	1,926,796	1,812,844	1,890,580
% CHANGE	-3.2%	-1.8%	2.3%	-4.8%	-1.9%	1.8%	10.1%	-6.8%	-5.9%	4.3%
COMMUNICATIONS	707,788	656,458	671,726	601,672	553,085	528,580	501,921	474,780	396,843	341,300
% TOTAL	36%	34%	34%	32%	30%	28%	24%	25%	22%	18%
ENERGY	1,258,289	1,274,300	1,303,940	1,278,552	1,290,533	1,347,738	1,564,702	1,452,015	1,416,001	1,549,280
% TOTAL	64%	66%	66%	68%	70%	72%	76%	75%	78%	82%

Looking ahead to FY 2020-21, the Utility Users Tax budget proposed is at a conservative $1,896,000 which is a less than 1% reduction from the current year revised budget amount of $1,890,580 and is based on historical actuals. Although energy collections are holding steady, UUT on communication services continues to decline as a result of an increase in internet-based forms of telephone use and a decrease in use of landline telephones. The projections for communication services include estimates for the collection of UUT on prepaid services as a result of implementing the Local Prepaid Mobile Telephony Services Collection Act.

Telecommunication Taxation

Changes in federal excise taxation regulations coupled with federal law prohibitions on local taxation (the *Internet Tax Freedom Act)* on communication services provided through “internet access” significantly jeopardized UUT collections in Pinole at prior years taxation levels. Current period collections illustrate the negative impact of modernization of telecommunication services that are tax exempt to traditional intrastate utility taxation programs supported by local exchange/switching networks. The continued decline in telecommunication UUT in eight of the past ten fiscal years reflects users transitioning from more traditional “land line services” to telecommunication services facilitated through Voice-over Internet Protocol (VoIP), Internet and Broadband technologies.

AB 1717 was implemented effective January 1, 2016, which requires local jurisdictions to contract with the California State Board of Equalization (BOE) in order to receive revenue from local utility user taxes, local 911 charges, and any other local charges imposed on consumers of prepaid mobile services. Council approved Resolution No. 2015-77 on September 1, 2015 authorizing the Finance

Director to execute an agreement with the BOE for collection of and administration of local charges imposed on mobile telephony services. The City receives 7.5% out of 8% of the UUT collected by the BOE for prepaid mobile services with 0.5% allocated to BOE administrative costs.

Utility Users Tax Exemption

Pursuant to Pinole Municipal Code Section 3.26.150(B), the City has set by resolution exemption from the Utility Users Tax based on eligibility for the California Alternative Rates for Energy (CARE) program which is administered by Pacific Gas and Electric Company (PG&E). PG&E confirms eligibility based on IRS income returns and certifies continued eligibility every two years.

This is consistent with the process other California cities use as a basis for exemption from the UUT levy. In some cases, agencies rely on PG&E to administer the exemption in which case they automatically don't levy customers who are eligible for the CARE program. In other cases, customers apply for the exemption with the agency who verifies eligibility for the CARE program. The City of Pinole relies on PG&E to administer the exemption program. PG&E provides a listing of customers who have received an exemption from UUT on a monthly basis.

Household Income Exemption Threshold(s)

Each year the household income guideline relating to the exemption program for low-income citizens needs to be reviewed to determine whether the guideline established is still consistent with the taxation needs of the community. In order to effect changes more easily, the Municipal Code was amended to allow for the income guidelines to be set by resolution, rather than by ordinance.

In this regard, Staff has obtained the current household income guidelines for the California Alternative Rates for Energy (CARE) program in the PG&E service area. The Public Utility Commission's current income thresholds in effect through May 31, 2020 and new rates effective June 1, 2020 are displayed below.

Household Size	New (CARE) State Thresholds	Current City Exemption Thresholds
1-2 Persons	$34,480	$33,820
3 Persons	$43,440	$42,660
4 Persons	$52,400	$51,500
5 Persons	$61,360	$60,340
6 Persons	$70,320	$69,180
7 Persons	$79,280	$78,020
8 Persons	$88,240	$86,860
9 Persons	$97,200	$95,700
10 Persons	$106,160	$104,540
Each additional person, add	$8,960	$8,840

FISCAL IMPACT

The FY 2020-21 budget forecast for Utility Users Tax is $1,896,000, a less than 1% decrease over the current fiscal year 2019-20 budget amount of $1,896,580 based on historical actual.

ATTACHMENTS

A – Resolution setting levels for Utility Users Tax Exemptions
B – PG&E CARE Program Guidelines

RESOLUTION 2020-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA SETTING HOUSEHOLD INCOME LEVELS FOR UTILITY USERS TAX EXEMPTIONS (2020-21)

WHEREAS, Section 3.26.170 (Review) of the Pinole Municipal Code provides for the establishment and modification of classes of exemptions of persons or service from utility users taxes; and

WHEREAS, the City Council held a Public Hearing, on June 16, 2020, to discuss and receive public comment on the tax and whether or not changes to household income levels for utility users tax exemptions should be made; and

WHEREAS, the City Council desires to continue to allow exemptions for telephone users tax, electricity users tax and gas users tax based upon the Household Income Thresholds adopted by the State Public Utilities Commission's California Alternative Rate for Energy (CARE) Program for the 2020-21 budget year.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL of the City of Pinole that, as provided in Section 3.26.150 of the Pinole Municipal Code, utility customers may qualify for exemption from the telephone users tax (P.M.C. Section 3.26.040), electricity users tax (P.M.C. Section 3.26.050) and gas users tax (P.M.C. Section 3.26.060) if their total household income does not exceed the following thresholds:

1. Thirty-four thousand four hundred eighty dollars ($34,480) for household with one or two persons;

2. Forty-three thousand four hundred forty dollars ($43,440) for households with three persons;

3. Fifty-two thousand four hundred dollars ($52,400) for households of four persons;

4. Sixty-one thousand three hundred sixty dollars ($61,360) for households of five persons;

5. Seventy thousand three hundred twenty dollars ($70,320) for households of six persons;

6. Seventy-nine thousand two hundred eighty dollars ($79,280) for households of seven persons;

7. Eighty-eight thousand two hundred forty dollars ($88,240) for households of eight persons;

8. Ninety-seven thousand two hundred dollars ($97,200) for households of nine persons;

9. One hundred and six thousand one hundred sixty dollars ($106,160) for households of ten persons;

10. For households with eleven or more members, increase income in No. 9 by eight thousand nine hundred sixty dollars ($8,960) for each additional member over ten.

AND BE IT FURTHER RESOLVED THAT the City Manager or his designee, and the City Attorney are hereby authorized and directed, to make all approvals and take all actions necessary or appropriate to carry out the intent of this Resolution

****

PASSED AND ADOPTED by the City Council of the City of Pinole this 16th day of June, 2020, by the following vote to-wit:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was introduced, passed and adopted on this **16th** day of **June, 2020.**

_____

Heather Iopu, CMC

City Clerk

CARE program guidelines

Reduce your energy bill through the CARE Program

To qualify for CARE:

- The PG&E bill must be in your name. (For sub-metered tenants, the energy bill from your landlord must be in your name.)
- You must live at the address to which the discount applies.
- Another person (besides your spouse) can't claim you as a dependent on an income tax return.
- You must not share an energy meter with another home.
- You must account for all sources of qualifying household income and meet the program income guidelines.
- You must notify PG&E if your household no longer qualifies for the CARE discount.
- After you enroll, you may need to provide proof of qualifying household income, including IRS tax returns. You may also be required to participate in the Energy Savings Assistance Program.
- Your monthly electric usage must not exceed six times the Tier 1 allowance. This is the lowest-priced rate tier within PG&E's standard Tiered Base Plan.
- You must renew your eligibility every two years (or every four years if you're on a fixed income).
- Qualification is based on the total income of everyone living in the home or participation in qualifying public assistance programs.

QUALIFYING FOR CARE BASED ON PUBLIC ASSISTANCE PROGRAM PARTICIPATION

You may qualify for the CARE Program if you or someone in your household takes part in any of the following public assistance programs.

- Low-income Home Energy Assistance Program (LIHEAP)
- Women, Infants and Children (WIC)
- CalFresh/SNAP (Food Stamps)
- CalWORKs (TANF) or Tribal TANF
- Head Start Income Eligible (Tribal Only)
- Supplemental Security Income (SSI)
- Medi-Cal for Families (Healthy Families A & B)
- National School Lunch Program (NSLP)
- Bureau of Indian Affairs (BIA) General Assistance
- Medicaid/Medi-Cal (under age 65)
- Medicaid/Medi-Cal (age 65 and over)

Qualifying for CARE based on household income

Add all household members' incomes from all eligible sources for your total gross annual household income. The total combined gross annual household income must be at or below the amounts shown in the following table.	
Number of Persons in Household	**Total Gross Annual Household Income***
1-2	$34,480 or less
3	$43,440 or less
4	$52,400 or less
5	$61,360 or less
6	$70,320 or less
7	$79,280 or less
8	$88,240 or less
9	$97,200 or less
10	$106,160 or less
Each additional person, add	$8,960

*Before taxes based on current income sources. Valid through May 31, 2021.

Household income includes all taxable and nontaxable revenues from all people living in the home. It includes, but is not limited to the following sources:

- Wages
- Salaries
- Interest and dividends
- Spousal and child support payments
- Public assistance payments
- Social Security and pensions
- Housing and military subsidies
- Rental income
- Self-employment income
- All employment-related, non-cash income

PLEASE NOTE: Your household income must meet the program income guidelines.

https://www.pge.com/en_US/residential/save-energy-money/help-paying-your-bill/longer-term-assistance/care/program-guidelines.page

Return to Agenda

CITY COUNCIL REPORT

8B

DATE: JUNE 16, 2020

TO: MAYOR AND COUNCIL MEMBERS

FROM: DAVID HANHAM, PLANNING MANAGER

SUBJECT: PINOLE SQUARE (aka APPIAN 80) SHOPPING CENTER

RECOMMENDATION

The Planning Commission and Staff recommend that the City Council conduct a public hearing to adopt a series of resolutions approving the re-development of the Pinole Square Shopping Center (aka Appian 80 Shopping Center).

BACKGROUND

The applicant is proposing to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc. The Appian 80 shopping center has been a part of the City of Pinole for decades. The center provides service businesses essential to the Tara Hills community as well as the City of Pinole and, because of its proximity to Interstate 80 (I-80), the regional community.

The project site is within the Appian Way corridor included within the Three Corridors Specific Plan. The General Plan land use designation is Service Sub-area (SSA) and the Zoning for the project site is Commercial Mixed Use/High Density Residential Overlay, (CMU/HDRO). The Overlay Districts requires that a minimum of 20 percent of a site develop at a density of between 20.1 and 35.0 dwelling units per acre. There will continue to be a High-Density Residential Overlay District zone on this property. The requirements of the Overlay District can be satisfied by future development in portions of the site not impacted the proposed project, or the Overlay District can be removed by the City Council at a future date.

On December 21, 2017, the applicant submitted a development application for the Pinole Square Shopping Center to the City. The City Council and the Planning Commission conducted a joint meeting to discuss the project. The City Council, Planning Commission, and the public thought the proposed redevelopment of Pinole Square was going to be a positive improvement to the Pinole community because of the redesigned modern Safeway that would be able to accommodate more services to the public. The major issue at the joint meeting was whether the project should include a housing component. After

a comprehensive discussion, the Council provided feedback that is was preferable that housing not be a part of the project.

The proposed project is located at 1201-1577 Tara Hills Drive and sits on approximately 12.96 acres. The redevelopment of this project is on 11.89 acres. The applicant is proposing to redevelop this property into a more modern facility that will create a destination for the community. The proposed project will construct a new Safeway Store that will provide a more diversified shopping experience. The proposed project will include several shops for restaurants and retail outlets as well as a junior anchor for a more regional commercial user. The proposed project will add approximately 4,943 square feet of outside dining in two areas of the shopping center, an outdoor merchandizing area for Safeway, as well as an outdoor area for gathering. The proposed project will add a fuel station and kiosk, as well a drive through facility. The proposed project will add a new architecture theme, a new landscape plan, and parking plan. These new improvements will create Pinole Square. The City's Housing Element identifies the property as the potential location of 125 residential units. Those residential units can continue to be accommodated on portions of the site not impacted by the proposed project.

Proposed Square Footage

Name	***Square Footage***
Safeway	55,044 sq. ft
Junior Anchor	10,357 sq. ft
Drive thru Facility	3,005 sq. ft
Safeway Fuel Kiosk	1,100 sq. ft
Shop 1	3,166 sq. ft
Shop 2E	897 sq. ft
Shop 3E	5,058 sq. ft
Shops 4-10	14,668 sf
Shop 15E	8,689 sq. ft
Shop 16E	3,165 sq. ft
Total	**105,169 sq. ft**

The Applicant is proposing to demolish the existing Safeway and CVS building as well as the car wash, antiques restoration shop and the O'Reilly Wheel Works shop. The applicant is also proposing to replace an approximately 75-foot high pylon sign on the southeast corner of the property near the intersection of Appian Way and I-80, adjacent to the existing I-80 westbound on-ramp, in conjunction with a Master Sign Program use permit request.

Project Development Review Summary

Project Items	Entitlement Needed
Environmental Review	Adopt an Initial Study/Mitigation Negative Declaration and Mitigation Monitoring & Reporting Program.
Specific Plan Amendment SPA 18-01	Approval of Specific Plan Amendment to conditionally allow the Gas Station use in the CMU Zone District.
Design Review for entire Center DR 17-23	Approval of a Design Review for the entire site.
New Safeway and Gas Station & Kiosk, CUPs 17-12, 17-13, 17-15, 20-01, VAR 20-01, & 20-02	Approval of a Conditional Use Permits for the Alcohol sales for both the Store and the Gas Station, outdoor merchandize sales, and variances for the Block Wall and the fuel Station itself
Reduced Parking Lot – CUP 20-02	Approval of a reduction of the Parking Requirements from 424 to approximately 383 parking stalls.
Commercial Pad/Drive Through CUP 17-16	Approval for a drive through facility on a separate pad.
Pylon Sign – CUP 17-14	Approval of a New Pylon Sign that will increase the size of the pole to 75 feet and add signage up to 750 square feet.
Outdoor Dining and Merchandizing – CUPs 17-17, 17-18	Approval of outdoor merchandizing for Safeway and outdoor dining for Shops 1 and Shops 4-10.

All of the approvals identified above will be subject to conditions of approval.

REVIEW & ANALYSIS

The major review and analysis of the project is listed in the Planning Commission Staff Report of May 27, 2020. The Planning Commission Staff Report is listed Attachment B of this Staff Report. Below is a summary of the actions that the Planning Commission took regarding the project and a brief summary of the major points of discussion from the Commission. A more complete summary of the Planning Commission's discussion is included in the draft minutes for the May 27 meeting, which are attached as an exhibit to this report.

Resolution	Vote	Discussion
Resolution 20-02 – Recommended MND Approval	6-0-1 Commissioner Wong Abstained	There was little discussion on the Resolution, however there were comments regarding the air quality of the gas station and concern that the traffic analysis was inadequate.
Resolution 20-03 – Recommended Specific Plan Amendment (SPA 20-01)	5-2, Commissioners Flashman & Murphy voted no.	
Resolution 20-04 -- Recommended Design Review Approval (DR 17-23	7-0	The Commissioners expressed several concerns with the project, including the site layout. The Commission proposed four additional conditions to add to the Conditions of Approval: 1) swap the location of the drive through pad and gas station due to traffic concerns, 2) restrict truck deliveries from 10 pm to 7 am, 3) requiring the installation of solar panels, and 4) requiring traffic studies to evaluate safety

		and efficiency of Tara Hills Drive/Appian Way shopping center intersection. The City Council can choose whether to add these items to the conditions of approval for the project
Resolution 20-05 – Recommended Conditional Use Permit (CUP 17-14	6-1, Commissioner Moriarty voted no	
Resolution 20-06 recommending approval to the City Council for a Public Convenience Necessity for conditional use permit 20-01 for alcohol sales Safeway Kiosk	7-0	
Resolution 20-07 – Recommended Conditional Use Permits (CUPs 17-15, 17-17, & 17-18 for outdoor dining and merchandizing)	7-0	
Resolution 20-08 – Recommended Variances (VARs 20-01 & 20-02 to waive the requirement for a block was and waive the gas station separation requirement)	The Commission voted on each variance separately. VAR 20-01 regarding the Block Wall was approved 5-2, Commissioners Moriarty and Brooks voted no Var 20-02 to allow the fuel station in the CMU Zone 4-2-1, Commissioners Flashman and Murphy voted no, and Commissioner Wong abstained	Two Commissioners wanted to require the block wall for noise rather than grant the first variance. Some Commissioners did not want grant the variance to waive the separation requirement for gas stations due to concerns regarding air quality and the traffic circulation.
Resolution 20-09 – Recommended Conditional	The Commission voted on each use permit	Commissioners expressed concern that no parking

Use Permits (CUPs 17-16 & 20-02 to allow a drive through and reduce the parking requirement)	separately. CUP 17-16 was approved by the Commission 4-3, Commissioners Flashman, Kurrent, Moriarty voted no CUP 20-02 Parking Reduction Commission was approved 7-0	should be allowed on neighborhood streets and that the drive through would significantly affected public health and should not be allowed.
Resolution 20-10 – Recommended Conditional Use Permits (CUPs 17-13 & 20-01 to allow alcohol sales for the Safeway market and fuel center kiosk)	7-0	
Resolution 20-11 – Recommended Condition Use Permit (CUP 17-12 to allow for a fueling kiosk and canopy)	4-1-2 with Commissioner Murphy voting no and Commissioners Wong and Flashman abstained	

FISCAL IMPACT

Approval of the project will have no direct fiscal impact. The cost of all staff time and permits related to this project are paid for by the applicant. In addition, there are the following various indirect fiscal impacts that will benefit the City of Pinole:

1. Possible increase of gas tax revenue with the construction of the Gas Station
2. Possible increase of sales tax revenue with the addition of the restaurants, drive through, retail spaces (Shops 4-10, Kiosk, and a bigger Safeway Store.
3. Increased property tax revenue with the added square footage, the new design concepts should bring an increase valuation of the center which would be reassessed after all of the construction of the new facilities.

ATTACHMENT(S)

Attachment A	Draft Planning Commission Minutes of May 27, 2020 meeting
Attachment B.	Planning Commission Staff Report of May 27, 2020 meeting
Attachment C	Project Plans and Project Description (date stamped received February 12, 2020) Under separate Cover
Attachment D	Project Mitigated Negative Declaration (MND) and Response to Comments & Errata Document (Under Separate Cover)
Attachment E	Draft Resolution – Approval of MND
Attachment F	Draft Resolution – Approval of a Specific Plan Amendment (SPA 20-01)
Attachment G	Draft Resolution – Approval of a Design Review Approval (DR 17-23
Attachment H	Draft Resolution – Approval of Conditional Use Permit (CUP 17-14)
Attachment I	Draft Resolution -- Approval for a Public Convenience Necessity determination for conditional use permit 20-01 for alcohol sales Safeway Kiosk
Attachment J	Draft Resolution – Approval of Conditional Use Permits (CUPs 17-15, 17-17, & 17-18)
Attachment K	Draft Resolution – Approval of Variances (VARs 20-01 & 20-02
Attachment L	Draft Resolution – Approval Conditional Use Permits (CUPs 17-16 & 20-02
Attachment M	Draft Resolution – Approval of Conditional Use Permits (CUPs 17-13 & 20-01)
Attachment N	Draft Resolution – Approval of Condition Use Permit (CUP 17-12)
Attachment O	Conditions of Approval for the Pinole Square Re-Development Project
Attachment P	Letter from Lt. Matt Avery dated March 10, 2020 re: Alcohol Permit for Kiosk.

DRAFT

MINUTES OF THE REGULAR
PINOLE PLANNING COMMISSION

May 27, 2020

DUE TO THE STATE OF CALIFORNIA'S DECLARATION OF EMERGENCY – THIS MEETING WAS HELD PURSUANT TO AUTHORIZATION FROM GOVERNOR NEWSOM'S EXECUTIVE ORDERS – CITY COUNCIL AND COMMISSION MEETINGS ARE NO LONGER OPEN TO IN-PERSON ATTENDANCE. THE MEETING WAS HELD VIA ZOOM TELECONFERENCE.

A. CALL TO ORDER: 7:03 P.M.

B. PLEDGE OF ALLEGIANCE AND ROLL CALL

Commissioners Present: Flashman, Kurrent, Moriarty, Murphy, Ojeda, Wong, Chair Brooks

Commissioners Absent: None

Staff Present: Tamara Miller, Development Services Director/ City Engineer
David Hanham, Planning Manager
Alex Mog, Assistant City Attorney

C. CITIZENS TO BE HEARD

The following speaker submitted written comments via email that were read into the record and would be filed with the agenda packet for this meeting: ***Irma Ruport.***

D. CONSENT CALENDAR

1. Planning Commission Meeting Minutes from February 24, 2020

MOTION to adopt the Planning Commission Meeting Minutes from February 24, 2020, as submitted.

MOTION: Kurrent SECONDED: Moriarty APPROVED: 6-0-1
ABSTAIN: Flashman

E. PUBLIC HEARINGS:

1. Pinole Square (Appian 80) Shopping Center – Design Review DR-17-23, Conditional Use Permit CUP 17-12, 17-13, 17-14, 17-15, 17-16, 17-17, 17-18, 20-01, 20-02; Variance VAR 20-01, 20-02; Specific Plan Amendment SPA 20-01

Request: Consideration of design review and conditional use permit, variance, and specific plan amendment requests to make modifications to the Appian 80 Shopping Center at 1201-1577 Tara Hills Drive in the CMU District. The project includes 1) demolition of the existing building housing the Safeway and CVS building, the car wash building, the antique restoration building, and a portion of the existing building housing the former O'Reilly Wheel Works and Pizza Hut; 2) construction of new structures, including, but not limited to, a Safeway fuel station and associated kiosk, a drive-through restaurant, a causal sit-down restaurant, and a new building for the Safeway grocery store and other shops; and 3) no change to the two existing pad buildings, which include the dry cleaner/fitness/ restaurant/vacant space and the China Delight restaurant, located on the eastern portion of the site.

Applicant: Eric Price
Lowney Architecture
360 17th Street
Oakland, CA 94612

Location: 1201-1577 Tara Hills Drive (APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19)

Planner: David Hanham

Planning Manager David Hanham provided a PowerPoint presentation for the Pinole Square (Appian 80) Shopping Center project as outlined in depth in the May 27, 2020 staff report. The Planning Commission was asked to take the following actions:

- Adopt Resolution 20-02, recommending approval to the City Council of a Mitigated Negative Declaration and accompanying Mitigation Monitoring Reporting Program for the Pinole Square Shopping Center.

- Adopt Resolution 20-03, recommending approval to the City Council for a SPA 20-01 allowing a fuel station in the CMU zone district within the Appian Way Corridor.

- Adopt Resolution 20-04, recommending approval to the City Council of the design review request (DR 17-23) for development of the Pinole Square Shopping Center including four new commercial buildings.

- Adopt Resolution 20-05, recommending approval to the City Council of conditional use permit (CUP 17-14) for the Pinole Square Shopping Center Pylon Sign.

- Adopt Resolution 20-06, recommending approval to the City Council for a Public Convenience Necessity for conditional use permit 20-01 for alcohol sales Safeway Kiosk.

- Adopt Resolution 20-07, recommending approval to the City Council of conditional use permits (CUP 17-15, 17-17, and 17-18) allowing outdoor dining for Shops 4-10 and Shop 1, outdoor merchandise sales for Safeway.

- Adopt Resolution 20-08, recommending approval to the City Council of variances (VAR 20-01 and 20-02) allowing a wood fence and allowing the Safeway Fuel Station proximity to the Chevron Station.

- Adopt Resolution 20-09, recommending approval to the City Council of conditional use permits (CUPs 17-16 and 20-02) allowing a Commercial Pad (Drive Through) and reduced parking.

- Adopt Resolution 20-10, recommending approval to the City Council of conditional use permits (CUP 17-13 and 20-01) for the addition of alcohol sales at the Safeway Store and Kiosk; and

- Adopt Resolution 20-11, recommending approval to the City Council of a conditional use permit (CUP 17-12) for the approval of a new Safeway Fuel Station Kiosk and Canopy.

Responding to questions from the Commission, Mr. Hanham clarified the following:

- The site layout and entrances into the project site.

- The Western Contra Costa County Transit (WestCAT) bus turnout lane on Plan C.2.1, Horizontal Control Plan, as part of Attachment A, Project Plans and Project Description.

- The area on the site plan identified as Shop 16E, which was underutilized and may allow for residential development on the eastern edge of the property. If a residential project were to be defined in that area any application would be reviewed if and when submitted, and would use the same access points in/out of the property (shared access in/out of the parking lot) as the center.

- Parking needs as part of any future residential application would have to be analyzed at that time and any residential development would be High Density between 20 to 30 units to the acre.

- A Transportation Demand Management (TDM) program would be required as a condition of approval and the applicant would be required to enter into an agreement with the City to provide a car share spot in perpetuity for the project.

- Six to seven parking spaces between Row 6 may accommodate electrical vehicle (EV) charging stations.

- The proposed pylon sign for the Pinole Square Shopping Center was within the purview of the Planning Commission. Staff would inspect the sign to ensure it met the approved parameters in terms of size, square footage, and appearance as part of the City's due diligence during the construction of the project. The applicant's design package had described the signage for the stores for the individual spaces which staff would verify once under construction. If there were any issues with those signs they could be brought forward to the Planning Commission as part of the design review process. The pylon sign included additional display (illuminated signage) and Pinole's Sign Code allowed for illumination. The height of the pylon sign had been proposed at 75 feet. The Sign Code allowed a sign up to 60 feet in height; however, with an approved CUP the sign was permitted to be as high as 75 feet on the freeway side.

- The nearby Chevron Station would be within 500 feet of the Safeway gas station kiosk but on the opposite side of the intersection of Appian Way and Tara Hills Drive, with the Safeway kiosk to serve the Tara Hills Drive area. The Safeway kiosk would not be separate and would be part of Safeway. In the event the kiosk was not approved, everything associated with the kiosk would be eliminated from the project.

- Social distancing requirements related to the outdoor dining areas as part of Shops 4-10 and Shop 1 would involve a separate requirement from the County Health Department apart from the plans presented. Safeway would be required to comply with any local or State health orders that may be in place.

- The circulation around the Safeway fuel stations. Fuel trucks would be able to enter through the main entrance, circle around to fuel the pumps, and then out. The direction of the fuel pumps were anticipated to be one way, to be clarified by the applicant.

- While the Three Corridors Specific Plan and CMU District did not allow for gas stations, in this case the gas station would be connected to Safeway, and the applicant had proposed a Specific Plan Amendment (SPA) to only allow the gas station if part of a larger retail center of 50,000 square feet or more. The Planning Commission's decision on the SPA would determine the viability of the other applications (gas station and kiosks). The fuel station would involve only the kiosks and a canopy over the pumps. No car wash had been proposed as part of the project.

- Safeway delivery trucks were anticipated to have the same delivery schedule as the existing Safeway to the rear of the property, to be clarified by the applicant.

- Staff was unaware whether Safeway and the fuel station had been proposed to be open 24 hours/7 days a week, to be clarified by the applicant.

Mr. Hanham also reported the applicant had requested the following revisions via comments received May 27, 2020:

- Remove reference of Eric Price from all resolutions, to be replaced with *Lowney Architecture on behalf of Hillsboro Properties, Inc.*

- Revise the statement on Page 11 of the staff report that the Joint City Council and Planning Commission Study Session had been held in *2019*, not 2017.

- While staff was of the opinion that Finding 4 had been met given the text of the finding on Pages 11 and 12, the applicant requested that the finding not apply.

- Correct the missing third finding in the text on Page 16.

- Add a reference to Attachment N on Page 20.

- With respect to additional Findings for the drive through on Page 25, staff clarified in response to Finding 1 that the drive through did not exit onto a street but entered into the shopping center. In response to Finding 2, with eleven cars stacking as well as an addition of two to three more it would not interfere with access in/out of the center, and based on time frames for the drive throughs would not have an effect on the existing parking lot. When an actual tenant comes in there would be additional approvals for whatever drive-through came through. In response to Finding 3, based on the location, people would be able to access the facility easily from Tara Hills Drive and right in/out, and based on the location staff was of the opinion this finding could be met.

- While the applicant had proposed revised language to Pages 26 and 28, staff was of the opinion the language, as shown, met the intent of the findings in this section.

- With respect to Resolution 20-06, recommending approval to the City Council for a Public Convenience Necessity for conditional use permit 20-01 for alcohol sales Safeway Kiosk, the applicant had requested additional language to one of the whereas clauses, although staff was of the opinion the additional language was not needed and the existing recital met the intent.

- With respect to Resolution 20-03, recommending approval to the City Council for a SPA 20-01 allowing a fuel station in the CMU zone district within the Appian Way Corridor, eliminate the ninth whereas clause reference to a car wash with the CEQA recitals to mirror the language in the other resolutions and reliance on the Initial Study/Mitigated Declaration (IS/MND), which would be corrected by staff.

- With respect to Resolution 20-03, revise the footnote shown on the bottom of the table on Page 5, to read: *The service station must be accompanied with a larger retail establishment with a minimum of 50,000 square <u>feet</u>*.

- With respect to Resolution 20-09, recommending approval to the City Council of conditional use permits (CUPs 17-16 and 20-02) allowing a Commercial Pad (Drive Through) and reduced parking, revise Additional Parking Reduction Findings, 4 on Page 2, to read: *The applicant had provided on-site parking for car share vehicles via a recorded written agreement between the landowner and the city that runs with the land. Agreement shall provide for proof of a perpetual agreement <u>with the City</u> to provide at least one (1) car share vehicle-on-site.*

- With respect to Resolution 20-10, recommending approval to the City Council of conditional use permits (CUP 17-13 and 20-01) for the addition of alcohol sales at the Safeway Store and Kiosk; change the reference on Page 1 from Eric Price, Lowney Architecture, to *Safeway* as the Applicant.

- With respect to Exhibit A, Conditions of Approval 4, the applicant had requested clarification of this condition and staff would clarify the language further to make it clear.

In terms of the Environmental Impact Report (EIR) as to whether there had been ample opportunity for public comment even with the COVID-19 pandemic restrictions, Mr. Hanham stated the deadline for the EIR had been April 2, 2020. The EIR had been posted in the City of Pinole, and distributed to all associated agencies including additional agencies that had submitted comments. Staff was of the opinion there had been adequate time for public comment.

Two comments had been submitted by Caltrans and the Bay Area Air Quality Management District (BAAQMD).

As to solar panel requirements, the applicant would be required to comply with all building codes in effect at the time of building permit issuance. In addition, Condition 57(E) of Exhibit A for Resolutions 20-04 to 20-11, did not apply to the project and would be eliminated.

PUBLIC HEARING OPENED

TODD GREEN, Vice President, Hillsboro Properties, Inc., San Mateo, explained that the Appian 80 Shopping Center had been family-owned since 1964. The intent had been to reinvigorate and redevelop the shopping center, with a Safeway with a 60-year horizon to anchor the center and enhance the shopping experience for neighbors and regional shoppers. The project involved a major upgrade and rebranding into a state-of-the-art regional shopping center, maximizing the site retail potential and creating the new center as a gateway into Pinole generating much needed sales tax revenue for the community.

ERIC PRICE, Lowney Architecture, 360 17th Street, Oakland, provided a PowerPoint presentation with an overview of the site plan, improvements to parking, plantings and accessibility. The project would include 10 percent more building area, improved quality, the texture of the buildings to be more contemporary and modern and with improved parking at 90 degrees making it easier to navigate and pull out of the parking stalls, along with improving pedestrian and vehicle circulation. The three pedestrian connections from Tara Hills Drive would pull people into the site and help circulation throughout. Other improvements included on-site storm water management through bio-swales and bio-planters to assist with water quality.

The project was large enough to be phased, with the western half to be built first, including the site improvements to limit the time the Safeway Store was down, and once that was constructed the eastern half would continue to be built. There would be substantial improvements in plants and trees with a variation in the plant palette.

Mr. Price described the layout of the center and explained that the promenade plan stretched from the front of Safeway with seasonal outdoor merchandise and outdoor seating in front of the shops and the junior anchor and would provide places for people to linger. The promenade area would be 30 feet deep providing plenty of area for people to sit and comply with future social distancing, if required. Seats walls would be provided and randomly placed boulders would also allow for sitting and areas for children to play. At the same time, as much landscaping as possible would be introduced to buffer the main drive aisle and in the outdoor areas to ensure it was as beautiful as possible.

The Tara Hills Drive elevation had accommodated a bus turn lane/pocket so when buses stopped it would not impact Tara Hills Drive.

Directly to the bus stop was a pathway in front of Shops 2E and 3E and another pathway connecting to the kiosk and to the main driveway. Decorative paving would be provided at each of the vehicular entrances and the sidewalks to calm and slow traffic.

The fueling station would be enhanced with planting to screen the areas, and the viewing triangles, with right in/out turning movements would be pulled back a bit with the landscaping to ensure visibility.

Views of the architecture were provided, with a mixture of stone, wood and stucco. The shops buildings had been articulated in a way to appear like a collection of smaller shops, with glass and canopies to cast shadow and interest. The buildings would appear cool and would be an armature for signage for tenant identity. The Safeway building would be designed with the use of glass and natural light evoking classic 50s and 60s Safeway stores. The parking areas would include a lot of trees to beautify the area, with parking lot lights at 25 feet in height and consist of energy efficient luminaires reducing impacts to the environment with no spillover into the neighboring properties. In addition, the pylon sign would be 75 feet in height versus the existing pylon sign at 50 feet high.

Responding to Commission questions, Messiers Green and Price advised there were no plans to change the truck deliveries for Safeway. It had been determined that a wood fence barrier on the left side would control any noise. There was also a grade difference of 10 feet along that elevation. A community meeting had been held on the project and the applicants could not recall any concerns with that issue. As to the use of electric vehicle (EV) charging stations, there would be 20 EV stalls scattered throughout the site and the project would comply with any requirements in place at the time of pulling permits. In terms of solar, the project would be required to be built solar-ready but would not be required to install solar panels and solar panels would not be installed.

There were no plans to remove stairs on Tara Hills which would connect well for the plans for walkability. The pathway in front of Shops 2E and 3E would stretch across the main drive aisle, connect to most of the parking bays and connect back in front of the main drive aisle, with two locations for people to walk between parking stalls and connect back down to the front of Safeway and the front of Shop 9. Bicycle lockers would be located at the backs of the stores intended for long-term bicycle storage for employees who commuted to work, with approximately 40 bike racks across the front of the promenade plaza. The pathways would be delineated through the use of truncated domes and the main areas may be stamped asphalt, with simple color and texture changes at the main points of crossing.

The fueling stations were part of the extension Safeway wanted to provide its customers as a convenience and revenue generator for the City, and Mr. Green confirmed, when asked, that Safeway wanted the fueling stations.

The que for the fueling stations would be to the east, pursuant to the site plan, with two cars at the pumps and two cars in the que, which circulation had been reviewed as part of the CEQA documents. There would be eight fueling stations and sixteen pumps and no backup or blockage of the main drive aisle was anticipated. The parking lanes would all be two way.

The civil plans for the project had detailed the truck route into the site, with the service entrance used for Safeway and the main shops. Trucks would exit at the Tara Hills Drive main entrance. Standard delivery trucks could easily navigate the shopping center and the rear of the shopping center.

As reported, the project would be constructed in phases estimated to take about a year to 18 months. The extreme northwest corner entrance from Tara Hills Drive had been identified as one of the truck entry routes and the existing width of the two-way driveway was 26 feet wide. New trees would be planted immediately west of the Safeway building, consisting of 24-inch box trees, to stop at the top edge of the north edge of Safeway. Storm water treatment would be required for the project to be strategically located in areas that made sense, particularly downhill, with many of the existing screening trees at 40 to 50 feet in height to remain in place.

The junior anchor and fast food restaurant had not yet been identified, Pizza Hut would be eliminated, and the façade of the Bank of America building would be improved. The applicants also clarified the square footage of the outdoor space for the Shops at College in Claremont in the Rockridge neighborhood of the City of Oakland, facility was about the same size as the proposal for the subject property at 3,500 square feet.

The following speakers submitted written comments via email that were read into the record and would be filed with the agenda packet for this meeting: ***Daniel Allen, Rafael Menis***, ***J. Vossbrink, Jim, Neighbors and Friends, and Citizens for a Better Pinole***.

Responding to public comment read into the record, Mr. Hanham clarified the developer had no plans to erect a sound wall but had applied for a variance for a 7-foot high new wood fence for the entire length of the property. As conditioned, if the wood fence were to fall into disrepair the applicant would be required to erect a decorative wall. Air quality standards were set by the BAAQMD and the property proponents were to mitigate any air quality impacts pursuant to the mitigation measures identified in the environmental documents. The kiosk would typically employ one to two people depending on the availability and store employees tended to keep the facilities clean. The gas pump stations would be located in the northwest portion of the project in between the main aisle way and Shops 1E, 2E and 3E. The gas station was Safeway's standard model as part of the design for Safeway's larger stores. The parking stalls would be designed and consistent with Pinole Municipal Code (PMC) 9 x 18-foot spaces for the 90-degree angled parking spaces. The applicant may install compact parking spaces as well, to be identified on the plans.

In terms of the potential for residential development, if in the future a developer proposed to demolish the buildings on 15E or 16E, there was the potential for residential development, which was why the City did not want to lose the High Density Overlay status.

Mr. Hanham explained that at this time this would be the only gas station associated with the main Safeway store. The kiosk was smaller than most convenience stores. Pinole's Police Chief had submitted written correspondence and had expressed no concerns with the gas station and kiosk, as proposed. Staff had determined the variances could be justified since the gas station and kiosk were attached to the larger retail (Safeway) component. The reason for the SPA was also further clarified, with staff noting the entire project area was under the IS/MND and the SPA was part of the review of the project, with some changes in the language in the resolutions required to ensure consistency with all of the resolutions.

Mr. Hanham responded to concerns that the Hercules Safeway project would be completed ahead of Pinole's project. As to why the subject project had taken so long to bring forward for consideration by the City of Pinole, there was acknowledgement that staffing issues had been one factor although staff had been working diligently with the applicants to bring the project forward and were almost at the end of the entitlement process.

Mr. Green also spoke to the staff turnover which he agreed had delayed the project along with unexpected state and local regulations, which had been challenging. Everyone wanted the project to commence as soon as possible.

TODD PARADIS, Real Estate Manager, Safeway, explained that the fueling stations had been an issue in some communities where there had been difficulties with circulation and stacking. Those stations involved a different design than what had been proposed for the Pinole Square Shopping Center. In this design, there was the ability to stack in eight rows allowing for easy stacking and providing additional draw to the Pinole Safeway store.

Mr. Paradis commented that most cities had not counted the queuing positions as parking stalls, and in reality with eight dispensers on two sides, there would be sixteen parking stalls as well as the ability to stack another eight vehicles on the outside, equating to having room for 24 vehicles to stack, which still left room for the tanker truck to come in the primary driveway, as shown on the original plans. There would also be fuel ambassadors on-site at times to bring people in to ensure a smooth and safe circulation. Given the design, he did not anticipate vehicles would be stacked and waiting. He acknowledged vehicles may come in on the side of the primary driveway with headlights facing the existing Bank of America building, and vehicles may exit left into the store parking lot or turn right leaving the shopping center entirely. In terms of the delivery truck circulation, the trucks already came in from the service driveway along the side, pulled into the rear and into the loading dock, and exited out the front.

As to the hours of operation, Mr. Paradis could not state at this time the Safeway store and fueling stations would be open 24/7 since the store currently closed at 10:00 P.M. and opened at 6:00 A.M. Safeway sought the ability to provide a 24/7 service if it made sense.

Mr. Paradis did not see that any of those changes would alter existing conditions to the neighborhood and noted that the construction of the Safeway store was not expected for a year pending approval of the required entitlements and City processes.

Assistant City Attorney Alex Mog noted the lateness of the hour and the City's procedure with respect to public meetings, to end at 11:00 P.M. unless there was a motion to continue the meeting past 11:00 P.M. He encouraged the Commission to move towards acting on the resolutions before them at this time. Alternatively, the item could be continued to a future Planning Commission meeting at the Commission's discretion. He explained that if the Planning Commission desired to extend the meeting beyond 11:00 P.M., a motion must be made to that effect.

No motion was made at this time.

PUBLIC HEARING CLOSED

The Planning Commission discussed the Pinole Square (Appian 80) Shopping Center project and offered the following comments and/or direction to staff:

- Expressed concern with the fueling station and diesel and gas emissions which could be problematic with pedestrian safety, traffic, and air quality; and the potential for future residential development, particularly that the property could become a hazardous/toxic site and as such would like greater information on mitigation measures to address those impacts. Questioned whether or not the project could move forward absent the fueling station and requested more discussion on that possibility. Also requested more information on trash and waste management mitigation measures. (Murphy)

Mr. Green stated for the record there would be no Safeway store absent the fueling station which he described as a deal breaker.

- Suggested the traffic study had been inadequate and had not considered the specific geometry of right turn lanes onto Appian Way, but was willing to approve the IS/MND and Mitigation Monitoring and Reporting Program (MMRP), with the caveat that a condition be added to design review that a more extensive traffic study be prepared. Also, questioned whether Finding 2, as shown on Page 20 of the May 27, 2020 staff report, was a true statement and recommended it be stricken from the staff report. (Kurrent)

Mr. Mog recommended as an option that in order to expedite the process the Planning Commission may consider one motion for all of the resolutions, and the Planning Commission may identify and list its concerns with traffic, location of the fuel station and the like, to be forwarded on to the City Council. If there were any concerns with any of the specific resolutions, Mr. Mog stated they could be pulled out for discussion.

- Opposed packaging all of the resolutions into one motion and expressed concern the Planning Commission was being pushed by a member of staff. If that was the direction to be taken he would abstain from voting on the item. Preferred each of the resolutions be considered individually. (Wong)

- Agreed each of the resolutions be considered individually (Brooks).

While no motion was made or vote taken, Planning Commission consensus (although not unanimous) had been to extend the Planning Commission meeting beyond 11:00 P.M.

MOTION to adopt Resolution 20-02, a Resolution of the Planning Commission of the City of Pinole Recommending that the City Council Approve the Initial Study/Mitigated Declaration and Mitigation Monitoring and Reporting Program for New Development at Pinole Square APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A, Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

MOTION: Kurrent SECONDED: Moriarty APPROVED: 6-0-1
ABSTAIN: Wong

MOTION to adopt Resolution 20-03, a Resolution of the City of Pinole Planning Commission Recommending that the City Council approve A Three Corridors Specific Plan Amendment Modifying the Appian Way Service Sub-Area Commercial Mixed Use Zone (SPA 18-01), subject to Exhibit A, Specific Plan Amendment.

MOTION: Kurrent SECONDED: Ojeda APPROVED: 5-2
NOES: Flashman, Murphy

[Resolutions 20-04 through 20-11 were approved by Roll Call votes]

Motion by Commissioner Wong, seconded by Commissioner Moriarty to adopt Resolution 20-04. On the motion, Commissioner Kurrent recommended the gas station and drive through locations be swapped to improve traffic flow and circulation, limit truck deliveries to 10:00 P.M. to 7:00 A.M. to minimize noise impacts on residents, install solar panels, and finance traffic studies to evaluate safety and efficiency of Tara Hills Drive/Appian Way shopping center intersections.

Commissioner Wong accepted the modification to his initial motion.

MOTION to adopt Resolution 20-04, a Resolution of the Planning Commission of the City of Pinole Recommending Approval to the City Council of Design Review to Construct New Commercial Structures and Make Site Modifications in Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A, Conditions of Approval, and subject to the following additional conditions:

- The gas station and drive through locations to be swapped to improve traffic and circulation.
- Limit truck deliveries to 10:00 P.M. to 7:00 A.M. to minimize noise impacts on residents.
- Install solar panels.
- Finance traffic studies to evaluate safety and efficiency of Tara Hills Drive/Appian Way shopping center intersections.

MOTION: Wong SECONDED: Moriarty APPROVED: 7-0

Speaking to Resolution 20-05, Commissioner Kurrent expressed concern whether the gas price display would be allowed on the pylon sign pursuant to the regulations of the City's Sign Ordinance. He recommended a statement be included in any motion that the additional display was not allowed unless permitted by the Pinole Sign Ordinance.

Development Services Director/City Engineer, Tamara Miller advised the PMC allowed for the digital sign pursuant to Section 17.52.110, Special Sign Requirements.

MOTION to adopt Resolution 20-05, a Resolution of the Planning Commission of the City of Pinole Recommending Approval to the City Council of Use Permits for a 75-Foot Pylon Sign at Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit :A Conditions of Approval

MOTION: Flashman SECONDED: Kurrent APPROVED: 6-1
NOES: Moriarty

MOTION to adopt Resolution 20-06, a Resolution of the Planning Commission of the City of Pinole Recommending Approval to the City Council of a Public Convenience Or Necessity Determination Request to Allow Beer and Wine Sales for Off-Site Consumption for the Safeway Market and the Safeway Fuel Center Kiosk of Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19.

MOTION: Kurrent SECONDED: Moriarty APPROVED: 7-0

MOTION to adopt Resolution 20-07, a Resolution of the Planning Commission of the City of Pinole Recommending Approval to the City Council of Use Permits to Allow for Outdoor Dining and Outdoor Merchandise Sales at Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval.

MOTION: Moriarty SECONDED: Murphy APPROVED: 7-0

MOTION to adopt Resolution 20-08, a Resolution of the Planning Commission of the City of Pinole Recommending Approval to the City Council of a Variance to Allow for a Gas Station Use In Proximity to an Existing Gas Station and for a Wood Fence in Place of a Masonry Wall at Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval.

MOTION: Kurrent SECONDED: Moriarty FAILED: 2-4-1
AYES: Kurrent, Ojeda
NOES: Murphy, Moriarty, Flashman, Brooks
ABSTAIN: Wong

Mr. Mog requested the resolution be modified and rephrased as a recommendation for denial to the City Council.

Ms. Miller recommended the two action items in the resolution could be split into two separate motions to allow for better clarity to the City Council, and Mr. Mog confirmed that could be done.

MOTION to adopt a Resolution Recommending Approval to the City Council of a Wood Fence in Place of a Masonry Wall at Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval.

MOTION: Wong SECONDED: Flashman APPROVED: 5-2
NOES: Moriarty, Brooks

Commissioner Moriarty moved to adopt a resolution recommending approval to the City Council of a variance to allow for a gas station use in proximity to an existing gas station at Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval.

Commissioner Flashman understood the recommendation would be to recommend denial of the variance request to allow for a gas station use in proximity to an existing gas station at Pinole Square, although Mr. Hanham advised the motion would be as stated by the Chair, and as offered by the motion by Commissioner Moriarty. If the motion failed, the Chair should state the recommendation was for denial and staff would change the resolution to show that modification if the majority of the Planning Commission voted in the negative.

[Please note: The Chair stated the motion and second carried for the following item, although there was no audible second to this motion.]

MOTION to adopt a Resolution Recommending Approval to the City Council of a Variance to Allow for a Gas Station Use In Proximity to an Existing Gas Station at Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval.

MOTION: Moriarty SECONDED: FAILED: 3-2-2
AYES: Kurrent, Ojeda, Brooks
NOES: Flashman, Murphy
ABSTAIN: Moriarty, Wong

Mr. Mog advised that a resolution required four affirmative votes to pass. The motion failed and the recommendation should be modified.

At this time, Commissioner Moriarty changed her vote from an abstention to a yes vote, with the motion to be shown as follows:

MOTION to adopt a Resolution Recommending Approval to the City Council of a Variance to Allow for a Gas Station Use In Proximity to an Existing Gas Station at Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval.

MOTION: Moriarty SECONDED: APPROVED: 4-2-1
AYES: Kurrent, Moriarty, Ojeda, Brooks
NOES: Flashman, Murphy
ABSTAIN: Wong

Speaking to Resolution 20-09, Commissioner Kurrent commented the shopping center was a closed facility and if the parking availability was not sufficient there should be no overflow parking allowed on neighborhood streets.

Also speaking to Resolution 20-09, Commissioner Flashman suggested that drive-throughs significantly affected public health and should not be encouraged.

On the discussion, it was recommended that the two actions in Resolution 20-09 also be broken into two separate motions.

MOTION to adopt a Resolution of the Planning Commission of the City of Pinole Recommending Approval to the City Council to Create a New Drive-Through Facility for Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval.

MOTION: Moriarty SECONDED: Wong APPROVED: 4-3
NOES: Flashman, Kurrent, Moriarty

MOTION to adopt a Resolution Recommending Approval to the City Council of Use Permits to Allow for a Parking Reduction for Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval.

MOTION: Ojeda SECONDED: Moriarty APPROVED: 7-0

MOTION to adopt Resolution 20-10, A Resolution of the Planning Commission of the City of Pinole Recommending Approval to the City Council of Use Permits to Allow Beer and Wine Sales for Off-site Consumption for the Safeway Market and the Safeway Fuel Center Kiosk of Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval.

MOTION: Moriarty SECONDED: Wong APPROVED: 7-0

MOTION to adopt Resolution 20-11, A Resolution of the Planning Commission of the City of Pinole Recommending Approval to the City Council of Use Permits to Allow For A Fueling Kiosk and Canopy at Pinole Square at APN: 402-282-002, 06, 07, 08, 09, 10, 14 and 19, subject to Exhibit A: Conditions of Approval

MOTION: Kurrent SECONDED: Moriarty APPROVED: 4-1-2
NOES: Murphy
ABSTAIN: Wong, Flashman

Mr. Mog reported for the record that all resolutions had been adopted by varying votes and one resolution had been split into two parts, with both parts having been recommended for approval to the City Council.

[Please note: Neither the Chair nor staff identified the 10-day appeal period for decisions made by the Planning Commission.]

F. <u>OLD BUSINESS</u>: None

G. <u>NEW BUSINESS</u>: None

H. <u>CITY PLANNER'S / COMMISSIONERS' REPORT</u>

1. Verbal Updates of Projects

Mr. Hanham reported staff was working on a two residential projects; one in the Kmart Shopping Center and another project behind the 7-Eleven on Pinole Valley Road; multiple applications for Accessory Dwelling Units (ADUs) and other applications that had been received; and an ADU Ordinance would be brought to the Planning Commission at a future meeting as well as a Subdivision Map application.

Ms. Miller added that staff was also entertaining permits for sidewalk dining with the City Council to consider an Emergency Ordinance for the processing of sidewalk dining permits in response to COVID-19.

Mr. Mog highlighted the Draft Emergency Ordinance for the processing of sidewalk dining permits for 90 days with extensions in anticipation of sidewalk dinning requests in response to social distancing requirements, to be considered by the City Council during its June 2, 2020 meeting.

Commissioner Moriarty recommended Item H2, be continued to the next meeting. She also requested an update on the Old Town Pinole Parking and Pedestrian Safety Study and the Artisanal Garden application, and was informed by Mr. Hanham the Old Town Pinole Parking and Pedestrian Safety Study would be presented to the City Council at a future meeting in June or July, and the Artisanal Garden application may be brought back to the Planning Commission at its next meeting.

Commissioner Moriarty also understood the Chair's term had expired and inquired when a new Planning Commissioner would be appointed, to which Mr. Hanham stated while Chair Brook's term had expired, due to COVID-19 the City had not commenced recruitment at this time. Chair Brooks had agreed to remain on the Planning Commission until a replacement could be appointed.

Commissioner Moriarty further requested that future EIRs be distributed in a more timely manner to the Planning Commission and be made available to the public.

Mr. Mog explained that when an EIR was published in draft form the Planning Commission could be notified to allow for the draft to be reviewed. Comments on a Draft EIR were not available until they were complete and ready to be released to the public.

Commissioner Wong agreed it would have been helpful for the Planning Commission to have the Draft EIR for the Pinole Square project as soon as it had been available.

Commissioner Flashman reported she had not received copies of the staff report or the resolutions prior to the meeting, and Mr. Hanham advised that all of the information had been provided to Planning Commissioners electronically although paper copies could be made available upon request.

2. Planning Commissioner's Discussion Following the League of California Cities Planning Commissioner's Academy

Item continued to the next meeting of the Planning Commission scheduled for June 22, 2020.

I. <u>COMMUNICATIONS</u>: None

Return to Agenda

J. NEXT MEETING

The next meeting of the Planning Commission to be a Regular Meeting to be held on Monday, June 22, 2020 at 7:00 P.M.

K. ADJOURNMENT: 11:47 P.M

Transcribed by:

Sherri D. Lewis
Transcriber

Return to Agenda

ATTACHMENT B

Item E1

Memorandum

TO: PLANNING COMMISSION MEMBERS

FROM: David Hanham, Planning Manager

SUBJECT: Pinole Square (aka Appian 80) Shopping Center

DATE: May 27, 2020

Applicant: Eric Price Lowney Architecture 360 17th Street Oakland, CA 94612	**Property Owner:** Carl Goldstone Hillsboro Properties, Inc. San Mateo, CA 94406
File: DR-17-23, CUPs 17-12, 17-13, 17-14, 17-15, 17-16, 17-17, 17-18, 20-01, 20-02 VAR 20-01, 20-02, SPA 20-01	
Location: 1201-1577 Tara Hills APNs: 402-282-002, 06, 07, 08, 09, 10, 14, 19	
General Plan: Service Sub-Area (SSA) Specific Plan* Specific Plan: Appian Way /Service Sub-Area (SSA) / Commercial Mixed Use CMU Zoning: CMU/HDRO, Commercial Mixed-Use/High Density Residential Overlay	

BACKGROUND

The applicant is proposing to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc. The Appian 80 shopping center has been a part of City of Pinole for decades. The center provides service businesses essential to the Tara Hills community as well as City of Pinole and in some ways the regional community as its proximity to Interstate 80 (I-80).

The project site is within the Appian Way corridor included within the Three Corridors Specific Plan. The General Plan land use designation is Service Sub-area (SSA) and the Zoning for the project site is Commercial Mixed Use/High Density Residential Overlay, (CMU/HDRO).

On December 21, 2017, the applicant submitted a development application for the Pinole Square Shopping Center to the City. The City Council and the Planning Commission conducted a joint meeting to discuss the project. The City Council, Planning Commission, and the public thought the new Pinole Square was going to be a positive improvement to the Pinole community by the new designs and the more modern Safeway that is being enlarged to accommodate more services to the public. The major

issue at the joint meeting was whether the project should include a housing component. After a comprehensive discussion, the Council provided feedback that is was preferable that housing not be a part of the project.

PROJECT DESCRIPTION

The proposed project is located at 1201-1577 Tara Hills Drive and sits on approximately 12.96 acres. The redevelopment of this project is on 11.89 acres. The applicant is proposing to redevelop this property into a more modern facility that will create a destination for the community. The proposed project will construct a new Safeway Store that will provide a more diversified shopping experience. The proposed project will include several shops for restaurants and retail outlets as well as a junior anchor for a more regional commercial user. The proposed project will add outside dining in two areas of the shopping center, an outdoor merchandizing area for Safeway, as well as an outdoor area for gathering. The proposed project will add a fuel station and kiosk as well a drive through facility. The proposed project will add a new architecture theme, a new landscape plan, and parking plan. These new improvements will create Pinole Square.

The Applicant is proposing to demolish the existing Safeway and CVS building as well as the car wash, antiques restoration shop and the O'Reily Wheel Works shop. The applicant is also proposing to replace an approximately 75-foot high pylon sign on the southeast corner of the property near the intersection of Appian Way and I-80 of adjacent to the existing I-80 westbound on-ramp in conjunction with a Master Sign Program use permit request. The proposed square footage of the project is listed in the table below:

Proposed Square Footage

Name	***Square Footage***
Safeway	55,044 sq. ft
Junior Anchor	10,357 sq. ft
Drive thru Facility	3,005 sq. ft
Safeway Fuel Kiosk	1,100 sq. ft
Shop 1	3,166 sq. ft
Shop 2E	897 sq. ft
Shop 3E	5,058 sq. ft
Shops 4-10	14,668 sf
Shop 15E	8,689 sq. ft
Shop 16E	3,165 sq. ft
Total	**105,169 sq. ft**

Required Land Use Approvals

The project will require the following land use approvals after consideration of the Initial Study/Mitigated Negative Declaration (IS/MND) document prepared to evaluate the project's impact on the environment.

Table 17.10.060-01 of the City's Municipal Code states who has final decision making authority on development projects. The Planning Commission takes final action on all the land use approvals. However, with this project, the City Council has the final action on the specific plan amendment. Since the City Council has final decision making authority on the required specific plan amendment, then all the other projects approvals for this project also sits with the City Council. Consequently, the Planning Commission will be making a recommendation to the City Council for all currently proposed development applications for this project.

Below is summary of the development review items

Project Development Review Summary

Project Items	Entitlement Needed
Environmental Review	Approval of an Initial Study/Mitigation Negative Declaration.
Design Review for entire Center 17-23	Approval of a Design Review for the entire site.
New Safeway and Gas Station & Kiosk, CUPs 17-12, 17-13, 17-15, 20-01, VAR 20-01, & 20-02 and SPA 20-01	Approval of a Conditional Use Permit for the Alcohol sales for both the Store and the Gas Station, outdoor merchandize sales, a variance for the Block Wall, and the fuel Station itself, and a Specific Plan Amendment for the Gas Station use in the CMU Zone District.
Reduced Parking Lot – CUP 20-02	Approval of a reduction of the Parking Requirements from 424 to approximately 383 parking stalls.
Commercial Pad/Drive Through CUP 17-16	Approval for the ability to have a drive through facility on a separate pad.
Pylon Sign – CUP 17-14	Approval of a New Pylon Sign that will increase the size of the pole to 75 feet and add signage up to 750 square feet.
Outdoor Dining and Merchandizing –CUPs 17-17, 17-18	Approval of outdoor merchandizing for Safeway and outdoor dining for Shops 1 and Shops 4-10.

Figure 1. Site Location

Direction from Project Site	Land Use
North	Tara Hills Drive, Medical Office, Retail Commercial
West	Existing Single-Family Residential subdivision
South	Interstate 80
East	Medical Office, Appian Way, Retail Commercial

The site is bound by Tara Hills Drive to the north and Appian Way to the east. Surrounding land uses include a shopping center to the north, across Tara Hills Drive, a medical office building (Bay Area Laser Cosmetic Surgery Center) to the east, and a single-family residential neighborhood to the west. I-80 is located approximately 150 feet to the south of the site. While the topography of the developed portions of the project site are relatively level, the topography in the vicinity of the site slopes to the northwest, towards San Pablo Bay. South of the southern site boundary, the ground surface slopes downward, creating a wide gully between the project site and I-80.

ENVIRONMENTAL REVIEW

The proposed project was subject to detailed review under the California Environmental Quality Act (CEQA) to evaluate potential project impacts on the environment and determine potential significance.

An Initial Environmental Study was prepared for the project to satisfy CEQA requirements. Ten environmental factors were determined to be potentially impacted by the proposed project. These factors included biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, transportation and circulation. All of these factors were determined to be less than significant after mitigation measures were applied.

The Initial Study/Mitigated Negative Declaration was made available for public review and comment pursuant to CEQA requirements. The City received two written comment letters during the comment period. The comment letters did not result in changes to the conclusions of the environmental analysis. The Initial Study/Mitigated Negative Declaration comments received and responses to the comments are attached to this staff report and hereby incorporated by reference (see Attachment B). A mitigation monitoring and reporting program (MMRP) has been prepared to help ensure that all mitigation measures are performed during implementation of the project, if approved. The MMRP is included as part of the proposed draft Resolution 20-02 (Attachment B). Additionally, a draft condition of approval has been added to the project's draft design review conditions of approval requiring the MMRP and all proposed conditions of project approval to appear on the construction plans.

Based on the comments and the environmental consultant recommendation, there have been no changes in the physical layout of property, but there have been changes to best management practices during the construction portion of the project. The erratum includes additional information regarding best management practices that did change mitigation measures to implement the best management practices,

ANALYSIS

This section of the report will analyze each of the individual entitlement applications and the findings that each of the applications are required to meet. This portion of the report will also state the application's consistency with the General Plan and the Three Corridor Specific Plan. As stated above, the Applicant has nine (9) Conditional Use Permits, two (2) variances, one (1) Specific Plan Amendment, and one (1) overall Design Review request. This section of the report will also analyze all the findings that are required by each application submitted.

General Plan Consistency

The Service Sub-Area (SSA) General Plan designation for Appian Way is intended to maintain and enhance existing land uses while providing land use flexibility to encourage new private investment and additional development. For the Appian Way Corridor, a major objective is to maintain and enhance the regional gateway area into the City of Pinole and capitalize on freeway access to upgrade existing development and attract a desirable mix of commercial services and residential uses.

The project helps to implement numerous policies within different elements of the General Plan including the Community Character Element, Land Use and Economic Development Element, Circulation Element, Health and Safety Element, the Natural Resources and Open Space Element, and the Sustainability Element. Applicable policies are provided below.

Community Character Element

POLICY CC.1.1 All new development and redevelopment shall adhere to the basic principles of high-quality urban design and architecture including, but not limited to, human-scaled design, pedestrian orientation, and interconnectivity of street layout, siting buildings to highlight important intersections, entryways, focal points and landmarks.

POLICY CC.1.3 To enhance a sense of arrival and create a strong appealing image that promotes community identity, the City shall develop community entry features at key gateways or city entries along Interstate 80. Entryways shall incorporate landscaping, trees, structural architectural elements, signage and public art.

POLICY CC.1.5 Encourage project compatibility, interdependence and support with neighboring uses, especially between commercial and mixed-use centers and the surrounding residential neighborhoods. Uses should relate to one another with pedestrian connections, transit options, shared parking, landscaping, public spaces, and the orientation and design of buildings.

Land Use and Economic Development Element

POLICY LU.3.3 Require design review of commercial and industrial projects to ensure compatibility with adjacent or nearby land uses, including intensity, access, internal circulation, visual characteristics, noise, odors, fire hazards, vibrations, smoke, discharge of wastes and nighttime lighting.

POLICY LU.4.1 Ensure all new development, renovation or remodeling preserves and strengthens Pinole's residential neighborhoods by requiring projects to be harmoniously designed and integrated with the existing neighborhood.

POLICY LU.4.3 Cluster development at higher densities to protect natural resources and address site development constraint issues, including archaeological sites, access, traffic, emergency services, water and sewer availability, creek and tree protection, steep slopes, potential geologic hazards, grading impacts, view protection and protection of open space resources. (See also Goal LU.8 below.)

POLICY LU.7.1 Provide sufficient land for commercial and industrial uses to allow for development that provides basic goods and services to Pinole residents.

- POLICY LU.7.2 Provide for economic development which (1) maintains the City's ability to finance services and the construction and maintenance of public improvements; (2) offers local employment opportunities for Pinole residents to reduce inter-city commuting; and (3) assures the availability and diversity of resident-serving goods and services.

Circulation Element

- POLICY CE.1.4 Encourage maximum utilization of the existing public transit system and alternate modes of transportation in Pinole.

GOAL CE.7 Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders.

GOAL CE.8 Provide a safe network of well-maintained pedestrian walkways throughout Pinole that encourages walking as a form of non-motorized transportation.

- POLICY CE.8.1 Require development to provide pedestrian walkways that are safe, interconnected and accessible by all members of the community.
- POLICY CE.8.4 Encourage the location of basic shopping and services within walkable distances to residential areas.

Health and Safety Element

- POLICY HS.5.2 Encourage mixed-use developments that put residences in close proximity to services, employment, transit, schools and civic facilities/services.
- POLICY HS.6.1 Promote and encourage walking and bicycling as viable forms of transportation to services, shopping and employment.
- POLICY HS.7.3 Reduce the transport of runoff and surface pollutants off site.
- POLICY OS.3.6 Minimize Environmental Impacts. Encourage development patterns which minimize impacts on the City's biological, visual, and cultural resources, and integrate development with open space areas.

ACTION OS.8.8.6 Require new development projects to incorporate facilities and measures to treat stormwater before discharge from the site. The facilities shall be included in required Stormwater Control Plans and sized to meet NPDES permit requirements. Projects shall protect water quality by incorporating Low Impact Development (LID) design to detain, treat, and infiltrate runoff by minimizing impervious area; such as use of pervious pavements and green roofs, disperse runoff to landscaped areas; and/or route runoff to rain gardens, cisterns, swales, and other small-scale facilities distributed throughout the project area.

Sustainability Element

POLICY SE.8.7 Work to improve Pinole's pedestrian and bicycle infrastructure and to meet the needs of all pedestrians and bicyclists.

Specific Plan and Zoning Consistency

The project site is located within the Commercial Mixed Use/High Density Residential Overlay (CMU/HDRO) Zone within Service Sub-Area of Three Corridors Specific Plan. The Specific Plan's vision for the Appian Way Corridor is to have a thriving retail and service hub for the community. Appian Way is envisioned to be the gathering places with a well-integrated circulation for pedestrians and bicyclists, and vehicles. Appian Way was envisioned to be the gateway for bicyclists and pedestrians to be able to connect residential and commercial areas.

The proposed project includes features to improve pedestrian access to the project from Tara Hills Drive. Landscape upgrades are proposed at prominent project site corners and new tree and shrub plantings are proposed along the western edge of the property. New landscaping is proposed along all existing street frontages as well. The project has been conditioned to protect healthy mature trees and will replace existing trees that are in poor condition.

The Appian Way Service sub-area designation was envisioned in the Specific Plan to help provide for employment opportunities. The scale and massing of new buildings is intended to be compatible with Pinole's suburban character. This district is planned to serve as a major focal point for the Tara Hills Neighborhoods as well as a regional center for Appian Way/I-80 corridor as well as outside the Specific Plan boundaries.

The project does provide prominent gateway features through signage and landscaping features as well as through small outdoor seating areas to welcome visitors and residents to the community. The Fuel Station and Drive Through use have all been located closer to Tara Hills Drive than the previously developed Shopping Center. The addition of those two uses will enhance the buildings on the western edge of the property. Currently, the Center is a vehicle centric center with most of the uses located in the rear southern edge of the property.

The Specific Plan includes policies to help fulfill the plan's objectives. The proposed project helps to implement the Specific Plan policies provided below.

LAND USE POLICY 5 Support existing viable uses while encouraging a new mix of uses.

LAND USE POLICY 6 Actively promote the "revitalization" of underutilized land.

LAND USE POLICY 7 Promote a variety of retail uses that are compatible with a pedestrian environment.

LAND USE POLICY 9	Promote a variety of smaller retail and office space opportunities for small business.

The City's Housing Element identifies the property as a potential location of 125 residential units. Those residential units can continue to be accommodated on portions of the site not impacted by the proposed project.)

The property's Commercial Mixed Use/High Density Residential Overlay zone allows for a wide range of uses but is mainly envisioned to provide retail development with complementary integrated office and residential uses. The proposed project would add an additional 10,678 sq. ft. of retail services. The added retail development is anticipated to include a new Safeway that would benefit neighborhood residents and visitors to shop closer to home as well as providing additional amenities for residents and visitors. Shops 4-10 and Junior Anchor spaces were added to allow for mixtures of tenants (e.g. restaurants, small and medium size tenants). Tenants for the retail shops space have not been identified at this time.

Overall Design of the Project DR-17-23

The project sites front on Tara Hills Drive and is adjacent to the Tara Hill Drive/Appian Way Intersection. The project is also within ½ mile of I-80. The project is a key entry point to the Tara Hills residential areas. This project location has been an active commercial location for over 40 years with various improvements along the way. The proposed project is a major overhaul of the center to bring up to today's standards for shopping centers being destinations. This section of staff report will analyze the major components of the Project and the findings necessary for the approval of this project.

As stated earlier in the report, the Applicant is proposing to increase the floor area of Pinole Square by approximately 11,000 sq. ft. The Applicant is proposing to demolish the existing Safeway and CVS structure and rebuild a new Safeway store with adjoining shops that could include restaurants and retail outlets for small businesses. The end of the shops is a junior anchor for a larger retailer. The Applicant is proposing to construct a fuel station with kiosk, a drive through facility with an integrated landscape and parking area. The Applicant is proposing to add outdoor dining and outdoor merchandizing areas. The development is improving its pedestrian and bicyclist users as well as adding a bus pullout for potential future transit services to make this shopping experience into a destination.

Findings:

1.The proposed project is consistent with the objectives of the general plan and complies with applicable zoning regulations, planned development, master plan or specific plan provisions, improvement standards, and other applicable standards and regulations adopted by the city;

General Plan, Specific Plan and Zoning Regulations:

As stated above in this report, General Plan and Specific Plan goals, policies, and action items have been identified to satisfy consistency with this project and the City of Pinole General Plan, and the Three Corridor Specific Plan. There is one component of the project that requires a Specific Plan Amendment. Once that amendment is approved, then the rest of the project will be consistent with this finding. All the uses

proposed in this project are consistent with the Three Corridor Specific Plan as well as the Zoning Ordinance of the City of Pinole.

Below are the features of this project that discussed improvement standards and other applicable standard and regulations adopted by the City:

Building Architecture

The architecture for the project includes a mix of materials and colors. The mix of materials and colors will be used throughout the entire center. The Center will include Fiber Cement Panels that give the building an wood look and finish. Another feature the center will use is a Cementous Stone (manufactured) in either an El Dorado, Alderwood, or similar feature. The Buildings will include a Porcelain Tile that will have a midnight color. The Center will be using Benjamin Moore Paint (Tapestry Beige (2020), and with dark gray trims).

Safeway

The building is approximately 35 feet at its highest point. The building includes a parapet roof and two pitched roof tower elements with standing seam grey metal roofing and storefront awnings. All elevations include wall plane changes, projecting anchored black metal awnings with matching wall mounted sconce lighting, as well as extensive color and material changes to break up building massing. Anodized silver aluminum is proposed for the storefront window system and loading dock screening is proposed. The applicant has included a roof plan to best describe the architectural elements above the parapet roof line. A draft condition has been included to change the metal panel and replace it with an awning that projects from the façade to match and complement the two grey standing seam metal awnings proposed above the market's store entrance doors.

Retail Shops Building

This building includes similar colors and materials as the proposed Safeway. It is approximately 35 feet at its highest point and includes three corner tower elements with two decorative grill vents included on the east and west towers to demarcate the corner storefront entrances as well as provide for future on-building signage locations. This building also includes color and material changes on all four sides to break up the building massing.

Landscape Plan

The landscape plan includes the removal and replacement of most of the existing trees on the project site. A conceptual landscape plan is provided with potential tree, shrub and ground cover choices that are drought tolerant and well-suited to Pinole's climate. Much of the proposed new landscape material is proposed along edges of existing public right-of-ways (e.g. Tara Hills Drive and Appian Way).

Conclusion: Based on the statements above and pages A1.6 and A3.1-A3.6 of the Design Booklet, Staff determines that this finding has been satisfied.

2. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation;

The site plan has evolved based on discussions between the applicant, staff, the City Council/Planning Commission Joint workshop January 28, 2017. There has been no adjustment to the parking lot since that meeting. The most recent version is included within the project plans date-stamped February 12, 2020 (Attachment A). The configuration of the project site is very similar to the existing site. The demolitions of buildings and new placement of the Safeway Store and the Shops 4-10 is consistent with the existing center. The addition of the Fuel Station/Kiosk and the Drive-Through will add additional building space that will add an access for right-in and right-out which will take some pressure off the existing main entrance.

As shown on the page A1.6 of the Project Plan, Pedestrian corridors have been striped out throughout the center so that a patron can get from one shop to another in a safe convenient manner. By addition of over forty bicycle spaces, the additional accesses to the center makes it easier for bicyclists to get around safely.

Conclusion: Staff determines that this finding has been satisfied.

3. The site layout (orientation and placement of buildings and parking areas), as well as the landscaping, lighting, and other development features, are compatible with and complement the existing surrounding environment and ultimate character of the area under the general plan and applicable specific plans; and

As seen on page A1.6 of the project plan, the new buildings are basically in the same locations as the existing site. The Parking Lot has been adjusted to accommodate the new center with all new lighting and landscaping to make this center a destination for people. By including the outdoor dining and merchandizing area as well as the outdoor spaces for congregating makes this project independent of other projects in this area. As stated above, this project meets General Plan and Specific Plan consistency.

Conclusion: Staff determines that this finding has been satisfied.

4. Qualifying single-family residential, multi-family residential, and residential mixed-use projects shall comply with all relevant standards and guidelines in the city's currently adopted design guidelines for residential development.

This finding is not applicable to this project. The applicant did not propose any type of residential development for the redevelopment of this project. This site does have a High-Density Residential Overlay District that is a part of the Three Corridor Specific Plan. The Overlay Districts requires that a minimum of 20 percent of a site develop as a density of between 20.1 and 35 dwelling units per acre.. The City will continue to have a High-Density Residential Overlay District zone on this property. The requirements of the Overlay District can be satisfied by future development in portions of the site not impacted by the proposed project.

Conclusion – Staff determines that this finding has been satisfied.

In conducting comprehensive design review, the designated approving authority shall consider the following:

1. Considerations relating to site layout, the orientation and location of building, signs, other structures, open spaces, landscaping, and other development features in relation to the physical characteristics, zoning, and land use of the site and surrounding properties.

The projects is proposing a similar layout as the existing layout. The new Safeway, Shops 4-10, and the Junior Anchor are all located in the southern portion of the property like the Safeway and CVS. However, the Safeway move closer to southwestern corner Shops 1, 2E, and 3E are in the exact location of shops in the existing development. The Applicant is also proposing a Drive Through facility and a Fuel Station and Kiosk. All the existing accesses to the property are still in place. The Applicant proposed a Right-In/Right-Out access to expand the circulation of the center. There has been no addition of land. The new uses are all in the existing footprint of the property.

Conclusion: Staff determines that this finding has been satisfied.

2. Considerations relating to traffic, safety, and traffic congestion, including the effect of the development plan on traffic conditions on abutting streets, the layout of the site with respect to locations and dimensions of vehicular and pedestrian entrances, exits, driveways, and walkways, the adequacy of off-street parking facilities to prevent traffic congestion, and the circulation patterns within the boundaries of the development.

As a part of the re-development of this property, the Applicant prepared a traffic analysis to analyze traffic in this area. The results of that traffic study show that there will be a slight increase to the area. However, that increase does not rise to lowering levels of service to unacceptable standards. Tara Hills Drive is the main artery that front the shopping center. The shopping center still has its two primary driveways located in the same location. The Applicant added a third driveway for right-in/right-out help alleviate congestion at the main entrance of the center. The Applicant also widened the main aisle of the driveway, so traffic can make lefts or rights easier The Applicant also improved the pedestrian patterns by adding striped walkways that can lead a customer to any shop within the center from Tara Hills Drive. An existing walkway from Appian Way is also available for pedestrians.

Conclusion: Staff determines that this finding has been satisfied.

3. Considerations necessary to ensure that the proposed development is consistent with the general plan and all applicable specific plans or other city plans, including, but not limited to, the density of residential units.

As stated above in this report, General Plan and Specific Plan goals, policies, and action items have been identified to satisfy consistency with this project and the City of Pinole General Plan, and the Three

Corridor Specific Plan. The applicant did not propose any type of residential development for the redevelopment of this project. This project does have a High-Density Residential Overlay District that a minimum 20 percent of a project site develop at a density of 20.1 to 30 units per acre part of the Three Corridor Specific Plan. The Overlay Districts has a requirement of 20.1 to 30 units per. The City will continue to have a High-Density Residential Overlay District zone on this property. The requirement of the Overlay District can be satisfied by future development in portion of the site not impacted by the proposed project.

Conclusion: Staff determines that this finding has been satisfied.

4. Considerations relating to the availability of city services, including, but not limited to, water, sewer, drainage, police and fire, and whether such services are adequate based upon city standards.

Since this center has been located at the same location for over 40 years, it has the availability of water, sewer, drainage, police and fire. The Applicant will be required to install the new green infrastructure in compliance with the most current Contra Costa Cleanwater Program Guidelines Program as required by State Law. The Project will also be required to add Trash Catch Devices in basins the parking lot prior to any issuance of a building permit for existing compliance

Conclusion: Staff determines that this finding has been satisfied.

Conditional Use Permit 20-02 for Parking Reduction

The project site is accessible from dedicated left turn lane from Tara Hills Drive. The site plan includes a Main Driveway, right in and right out driveway, and a services entrances serving the entire center on the western edge of the property. Pedestrian access is available via Tara Hills Drive in the northern area of the site, by two proposed new pedestrian access points. The site also has a non-ADA access (staircase) that will access Appian Way. The site plan has included a pedestrian plan that will allow pedestrian to get to any of the buildings located in the center. Transit access for the project site would be from a proposed bus stop that would be re-established through the transit agency WestCat. The proposed bus stop would include a turnout to improve traffic flow and has been conditioned to accommodate two buses rather than one as was originally proposed. The applicant has also agreed to provide a source of power to enable the bus stop to display upcoming bus arrival time information.

Based on all the different uses being proposed in the Pinole Square project, the parking required for the project is 436 parking spaces. The Applicant is proposing 383 parking stalls with a minimum of nine (9) accessible spaces and two (2) van accessible spaces. Based on those numbers, the applicant is asking for 13% reduction in the parking requirement. The following table described the required parking for each of the uses as well as the proposed reduction of parking stalls

Auto Parking Requirements for Proposed Pinole Square Shopping Center

Project Building	Parking Standard	Parking Required	Parking Provided
Safeway	1 space/250 sq. ft.	221 spaces	
Shop 1	1 space /100 sq. ft	19 spaces	
Shops 2E & 3E	1 space /250 sq. ft.	20 spaces	
Shops 4-10 Restaurants	1 space/100 sq. ft.	45 spaces	
Shops 4-10 Retail	1 space/300 sq. ft	25 spaces	
Shop 15E & 16E	1 space/per 300 sq. ft	48 spaces	
Drive Thru	1 space /100 sq. ft	19 spaces	
Junior Anchor	1 space/300 sq. ft	35 spaces	
Fuel Station Kiosk	1 space/300 sq. ft	4 spaces	
	Project Parking Total	**436 spaces**	**383 spaces**

Findings

1. The proposed use is consistent with the general plan, any applicable specific plans, and all applicable provisions of this title.

General Plan, Specific Plan and Zoning Regulations:

As stated above in this report, General Plan and Specific Plan goals, policies, and action items have been identified to satisfy consistency with this project and the City of Pinole General Plan, and the Three Corridor Specific Plan. There is one component of the project that requires a Specific Plan Amendment. Once that amendment is approved, then the rest of the project will be consistent with this finding. All the uses proposed in this project are consistent with the Three Corridor Specific Plan as well as the Zoning Ordinance of the City of Pinole.

Conclusion: Staff determines that this finding has been satisfied.

2. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.

As seen on page A1.6 of the project plan, the new buildings are basically in the same locations as the existing site. The Parking Lot has been adjusted to accommodate the new center with all new lighting and landscaping to make this center a destination for people. By including the outdoor dining and

merchandizing area as well as the outdoor spaces for congregating makes this project is independent of other projects in this area

This shopping center has resided in Pinole for over 40 years. The Tara Hills neighborhoods as well as other citizens of the City of Pinole have used this center. The improvement of this project will not be detrimental to the health, safety, peace, moral, comfort or general welfare of persons residing or working in the neighborhood of such use of to the general welfare of the City.

Conclusion: Staff determines that this finding has been satisfied.

3. The site of the proposed use is physically suitable for the type, density and intensity of the use and related structures being proposed.

As seen on page A1.6 of the project plan, the new buildings are basically in the same locations as the existing site. The Parking Lot has been adjusted to accommodate the new center with all new lighting and landscaping to make this center a destination for people. By including the outdoor dining and merchandizing area as well as the outdoor spaces for congregating makes this project independent of other projects in this area. As stated above, this project meets General Plan and Specific Plan consistency.

Conclusion: Staff determines that this finding has been satisfied.

4. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation and service facilities in the vicinity

This project is not contrary to specific intent clause, development regulations or performance standards established for the zoning district in which it is located. The proposed uses and related structures are compatible with other land uses, transportation and service facilities in the vicinity. This project is a remodel of existing uses with the center. The structures that are being proposed are more modern in terms of design and functionality to the Center. The existing building were in need to of repair and modernization and due to their age, it is more feasible to construct new buildings. The Applicant and City Staff are working with WestCat to bring back the bus stop that was there years ago. The requirements fo the High Density Overlay District can be satisfied by future development in portions of the site not impacted by the proposed project.

Conclusion: Staff determines that this finding has been satisfied.

.

Additional Finding for the Reductions of Parking.

Pursuant to Section 17.48.060 (B) (1) the following circumstances below must be true.

1. The use will be adequately served by the proposed parking due to the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing,

working, or visiting the site; or because the applicant has undertaken a travel demand management program that will reduce parking demand at the site.

2. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area.

4. The applicant has provided on-site parking for car share vehicles via a recorded written agreement between the landowner and the city that runs with the land. Agreement shall provide for proof of a perpetual agreement with a car share agency to provide at least one (1) car share vehicle on-site.

As a part of the re-development of this property, the Applicant prepared a traffic study to analyze parking for this development. The results of that traffic study indicated that the applicant develop a transportation demand management (TDM program to reduce the parking needed by offering incentives for employees and patrons to use other modes of transportation than an automobile, which requires a parking space. There will be a condition of approval for this project that will include the applicant entering into an agreement with the City to require a car share spot in perpetuity.

Conclusion: Staff has determined that section 17.68.060 (B) (1) has been satisfied.

Conditional Use Permit 17-14 for Pylon Signage

Due to the number of potential new business spaces and the inclusion of a 75-foot pylon sign, a sign program is required for the proposed development. The sign program provides site-specific signage requirements intended to provide for integrated signage design throughout the site and clarify sign expectations for future tenants as well as provide design flexibility.

The proposed pylon sign will be heavily viewed by I-80 travelers and will provide a new landmark visible from the highway. The project plans now include a cross-section diagram (see sheets A5.0 through A5.9 the design book of Attachment A) comparing the proposed pylon sign to the existing Appian Shopping Center pylon sign and to relate the proposed pylon sign area height to the elevation of the traffic lanes on I-80. The size of the proposed sign spaces needs to be carefully considered to prevent a cluttered appearance and to functionally identify the mix of potential shopping center tenants. The latest master sign program and design book include an enlarged sign area on the pylon sign that exceeds the required 750 square foot maximum sign area. A draft condition of approval has been added to ensure compliance with this requirement.

Findings

1. The proposed use is consistent with the general plan, any applicable specific plans, and all applicable provisions of this title.

As stated above, this project is consistent with the General Plan, Specific Plan and all applicable provisions of this title. The sign is similar in nature to all the signs that are along I-80 and is proposing dimension that are within other signs along I-80. There will be conditions of approval that will regulate the sign based on pages A5.0 through A5.9 of the Design Package submitted February 12, 2020.

Conclusion: Staff determines that this finding has been satisfied

2. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.

This use will be monitored by Conditions of Approvals as well as construction permits prior to the installation of the sign. The Sign is going into the same location as the Appian 80 Pole Sign. It will not be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working about such use or to the general welfare of the City.

Conclusion: Staff determines that this finding has been satisfied

3. The site of the proposed use is physically suitable for the type, density and intensity of the use and related structures being proposed.

The proposed sign the way it is designed will be physically suitable for the type, density and intensity of the use and related structures. Also, prior to the installation of the sign, The project applicant will be required to get a building permit. By acquiring a building permit, it will allow the City to inspect and approve the construction of the sign. There will be a condition of approval that will require this use to obtain a Building Permit.

Conclusion: Staff determines that this finding has been satisfied

4. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation and service facilities in the vicinity.

This project is not contrary to specific intent clause, development regulations or performance standards established for the zoning district in which it is locate. The proposed use is compatible with other land uses, transportation and service facilities in the vicinity. This project is the construction of sign based on the proposed drawing in the Design Book in Attachment 2 of this report. The structure that is being proposed are more modern in terms of design and functionality to the Center. The existing sign is outdated and needed to be refreshed due to its age. The new sign will complement the design of the rest of the Pinole Square Shopping Center.

Conclusion: Staff determines that this finding has been satisfied

Conditional Use Permits 17-13 & 20-01 Alcohol Sales for Safeway and the Kiosk

The applicant has filed an application for a use permit for authorization to sell beer and wine for consumption off the premises. The State Department of Alcoholic Beverage Control (ABC) enforces the licensing of alcoholic retailers regulated by State Law under Section 23958 of the Business and Professions Code. The existing Safeway store currently has a Type 21 license, which allows for the sale of beer, wine,

and liquor for off-site consumption. The applicant has filed an application for a Type 20 licence for the Gas Station's kiosk. Type 20 alcohol sales licenses allow for the retail sales of beer and wine. In order to sell beer and wine for off sale consumption, the applicant must apply to ABC for a Type 20 license and obtain a conditional use permit from the City.

When a business establishment applies for a new or different off sales license, ABC determines if there is an "undue concentration" of licenses in a particular Census Tract. The State relies on a ratio of off-sale retail licenses to population in the census tract to determine if an area is over concentrated. In this case, ABC considers an "undue concentration" or overconcentration is present if there are more than four (3) off-sale licenses within this census tract. The proposed market would be the fourth establishment with on–site consumption of alcohol sales and would therefore trigger an overconcentration according to ABC.

According to ABC, there are currently three existing off-sale alcohol licenses in Census Tract 3640.02. This census tract includes the portion of Pinole north of Interstate 80 and east of Appian Way and includes portions of the City of Hercules. The table below includes a complete list of existing businesses with off premises consumption alcohol licenses within Census Tract 3640.02 as of March 2020.

Census Tract 3640.02 Off-Sale Retail Alcohol Sales Establishments

Business Establishment	Location	License Type
Safeway	1421 Tara Hill Drive	Off Sale, full alcohol
Walgreens	15650 San Pablo Avenue	Off Sale, full alcohol
CVS	1617 Canyon Drive	Off Sale, full alcohol

Source: State Department of Alcoholic Beverage Control, February 13, 2020.

Once an "undue concentration" is identified by ABC, the local governing body may make a determination of "public convenience or necessity." Jurisdictions may choose to allow additional alcohol sales establishments in an area where there is an overconcentration by making a determination of "public convenience or necessity" (PCN).

Chapter 17.59 of the Municipal Code designates the City Council as the approving authority for a PCN request and normally requires a PCN determination as a prerequisite for Planning Commission consideration of a use permit for alcohol sales. Should the City Council decide not to approve a determination of PCN, the proposed market will not be eligible to obtain a Type 20 alcohol sales license through ABC. This matter is being brought forward to the Planning Commission for a use permit recommendation to the City Council since this project will require City Council review of both the PCN determination and a conditional use permit.

Section 17.59.030 (B) of the Pinole Municipal Code includes five required findings that must be satisfied in order to make a PCN determination. Staff has prepared findings based on a proposed project description as well as proposed floor plans and related security measures at the Safeway Kiosk which are discussed below and included within the draft resolution (see Attachment A).

<u>Findings</u>

1.The proposed establishment will promote the City's economic health consistent with the General Plan and any applicable Specific Plan policies to further zoning district purposes.

Alcohol Sales are a conditionally permitted use at the project location within the Three Corridor Specific Plan, Appian Way / SSA and CMU-HDRO zoning district. The applicant is seeking, and staff supports, a Specific Plan Amendment to conditionally permit Automobile Service Stations in the SSA and CMU zoning district. A Type 20 license at the kiosk aligns with the Specific Plan's vision for Appian Way /SSA: to be a thriving retail and service hub for the community and region that serves as a regional gateway into Pinole at the Interstate 80 interchange and to capitalize on its existing reputation as a regional shopping center by upgrading existing development and attracting increasingly desirable commercial tenants. In addition, the SSA is intended to maintain and enhance existing land uses while providing land use flexibility and incentives to encourage new private investment and additional development. The proposed project supports the City's economic health by providing new investment by Safeway, redevelopment of the existing Appian 80 shopping center, commercial and service options to residents and visitors, and broadens the tax base. Below are General Plan goals and policies relevant to the proposed project:

Land Use and Economic Development Element

GOAL LU.7 Balance housing and employment opportunities to reduce trips in and out of the region and encourage commercial development which maintains and enhances the quality of the city's commercial areas, provides services for residents and broadens the tax base of the community to provide needed revenues for public services

POLICY LU.7.2 Provide for economic development which (1) maintains the City's ability to finance services and the construction and maintenance of public improvements; (2) offers local employment opportunities for Pinole residents to reduce inter-city commuting; and (3) assures the availability and diversity of resident-serving goods and services.

GOAL LU.8 Concentrate commercial development and mixed-use activity areas within the Fitzgerald Drive, San Pablo Avenue, Pinole Valley Road, and Appian Way corridors

POLICY LU.8.3 Encourage development that provides jobs and new housing opportunities primarily through reuse of the former Doctors Hospital site and revitalizing existing retail and service commercial development by allowing a mix of uses and higher building intensities at the Appian 80 Shopping Center [Pinole Square Shopping Center] and in the areas south of Interstate 80. The intent of this policy is to support the following objectives: a) Capitalize on Appian Way's proximity to Interstate 80 as a convenient regional shopping area by upgrading existing development over time and attracting increasingly desirable commercial service providers. b) Improve vehicular and pedestrian circulation and safety over time in and around Pinole Junior High School, existing commercial areas, and at the Interstate 80 interchange. c) Improve streetscape design over time that establishes a more attractive and unique identity for the corridor within region.

Conclusion: Staff determines that this finding has been satisfied

2. The economic benefits associated with the establishment could not reasonably be achieved without the proposed alcohol sales

The establishment will give the public a convenience by offering goods and services that no other business within a 1,000-foot radius offers. The economic benefits associated with the project could not be reasonably achieved without alcohol sales since there are no other service stations in the area that will give current and future residents the convenience of services and products combined in one location.

Conclusion: Staff determines that this finding has been satisfied

3. The applicant has not operated a licensed establishment, which has been the subject of verified, complaints, or violations regarding alcohol, public safety or nuisance statutes or regulations;

The Safeway Fuel Center kiosk center will be part of Safeway that is currently licensed with a type 21 off-sale general liquor license. This licensed location has not been subject of verified complaints or violations regarding alcohol, public safety or nuisance statues or regulations with ABC.

Conclusion: Staff determines that this finding has been satisfied

4. The Police Department has reported that the proposed establishment would not be expected to add to crime in the area;

The Pinole Police Department has been consulted by staff and they are unable to report that the proposed establishment would not be expected to add to crime in the area as there is no other comparable kiosk that sells alcohol in Pinole. That said, the establishment will comply with all laws and regulations including but limited to City Ordinance, Police Departments, and ABC to ensure the PCN is met to standards. The Police Department provides a memo in Attachment XX.

Conclusion: Staff determines that this finding has been satisfied

5. Alcoholic beverages sold by the applicant are incidental to the other products available for sale at the establishment.

The alcoholic beverages will be incidental to other products and goods offered at the Fuel Center kiosk. The public will be able to choose from a variety of convenient goods including but not limited to soft drinks, snacks, and fuel transactions. Due to the incidental nature of the service, and the size and location of the kiosk, alcohol sales will not have a significant detrimental impact on public health, safety, and peace.

Conclusion: Staff determines that this finding has been satisfied

Conditional Use Permits 17-15, 17-17 & 17-18 – Outdoor Dining and Outdoor Merchandizing

Outdoor merchandise display is common in conjunction with markets. The Zoning Code requires a use permit for permanent outdoor merchandise sales. This is typically an administrative use permit but is being brought to the Planning Commission for consideration because it is one of three use permit requests

made by the applicant in conjunction with this large and prominent proposed market. A draft resolution has been prepared (see Attachment G) which includes conditions to ensure the contemplated outdoor sales do not result in safety concerns. The primary concern typically associated with the merchandise sales is sales area size and location so the merchandise does not hinder pedestrian travel, access for disabled customers, or impede first responders involved with emergencies. An addition concern is crime prevention.

The height of display merchandise, other than plant materials is required to be no higher than six feet above finished grade. Merchandise, other than plant materials, over six (6) feet in height requires a use permit. The applicant wants to have the flexibility to display merchandise other than plants over 6 feet in height (e.g. outdoor storage sheds). Draft condition of approval has been included within Resolution 20-06 limiting the square footage of outdoor merchandise display to 200 square feet and display merchandise height other than plants to 5.5 feet. As conditioned, the proposed outdoor display area request satisfies applicable Zoning Code requirements.

One concern is that outdoor merchandise displays could block or hinder access to proposed shopping cart vestibule area. The proposed conditions would prevent the potential removal of shopping carts from the shopping center property and also address retrieval by store personnel if this does occur since this has been an issue in the past within the City.

The City regulates permanent outdoor seating to ensure that it is compatible with nearby uses, does not obstruct pedestrian pathways or vehicle circulation. Outdoor dining use permits are normally processed administratively by staff. The three outdoor dining area use permit requests are being brought forward for Planning Commission review and consideration to provide a comprehensive review of all project use permits concurrently since the Pinole Square Shopping Center is such a large and prominent new development project.

The project includes three outdoor dining areas: 1) a 1,413 square foot area located in front of the Safeway store, 2) a 2,962 square foot area located in front Shops 4-10; and a third area 568 square foot area located in Shop 1. These outdoor dining areas provide additional square footage of useable space for customers. The areas have been factored into the overall square footage used to estimate parking demand. Draft conditions have been included to assure that pedestrian paths of travel are not blocked by tables and chairs and the precise seating plans will require further staff review. The project plans included information about the design of the areas and decorative landscaped planters. Additionally, a draft condition of approval is included to require wheel stops to help protect individuals seated in the outdoor dining areas from potential conflicts with cars. Draft conditions have also been added to require the areas to be monitored by operating staff members to ensure the areas remain clean and tables and chairs that are stored outside remain secured and vandal resistant. Below is a summary of the proposed building sizes and accompanying outdoor dining areas.

Proposed Buildings Summary

Building	Building Size (sq. ft.)	Dining / Outdoor Seating Area Size (sq. ft.)	Location
Safeway Store	55,044	1,413	Southwest portion of the property, in front of the Safeway tore
Shops 4-10	14,688	2,962	Along Southern boundary of property located in front of the Shops 4-10
Shop 1	3,166	568	Along the western portion of the property located in front of Shop 1
Totals	**72,898**	**4,943**	

Findings

1. Encroach into a continuous pedestrian path of travel of at least six (6) feet in width, and would not obstruct pedestrian and wheelchair access;

As shown on page A2.2 of the design book, there is dedicated sidewalk of six (6) feet that separate the outdoor dining area in front of Shops 4-10. Each entrance into the Shops 4-10 also has a six (6) foot sidewalk into the store. The outdoor dining area for Shop 1 is also in compliance. The Conditions of Approval will have a condition that memorializes the six (6) foot separation for pedestrians and handicapped customers.

As shown on page A2.1 of the design book, there is a six (6) foot walkway between the outdoor merchandize area and the sidewalk area that is consistent with this finding. The Conditions of Approval will have a condition that will memorialize the six (6) foot sidewalk separation for pedestrians and handicapped customers.

Conclusion: Staff determines that this finding has been satisfied

2. Unduly interfere with pedestrian traffic on the sidewalk;

Based on the drawings of A2.1 and A2.2 of the design book, there is no interference with pedestrian traffic on the sidewalks of the outdoor merchandizing and outdoor eating areas.

Conclusion: Staff determines that this finding has been satisfied

3. Unduly interfere with access of public employees and utility workers to meters, fire hydrants, or other objects (street hardware) in the right-of-way; or

Based on the Sheet C4.2 of the utility plans, all the meters are in the rear of the building. The fire hydrants for this area are located within the parking lot and in the rear of the building. All the outdoor eating areas and outdoor merchandizing areas are close to the building, so there are other objects within the right-of-way. The employees have different access points than customers in most cases and will not unduly interfere with access.

Conclusion: Staff determines that this finding has been satisfied

4. Block or obstruct the view of necessary authorized traffic devices.

All the areas of that have been outlined for outdoor dining and outdoor merchandizing do not block or obstruct the view of necessary authorized traffic devices. All the areas are close proximity to the building.

Conclusion: Staff determines that this finding has been satisfied

Conditional Use Permits 17-16-Drive Through and 17-12-The Safeway Gas Station.
A new drive-through requires a conditional use permit to evaluate safety, security, stormwater runoff, and noise. Use permit conditions have been drafted to address applicable development and design standards with respect to drive aisle width for interior turning radius on curves and width. Another applicable development standard is drive through length. The City requires a minimum of 180-foot stacking distance for each drive through measured from the service window to the drive through entrance. The proposed design satisfies the drive through length standard and the project has been conditioned to meet both applicable standards. Other applicable development standards with respect to distance from intersections and separation from parking ingress and egress from parking spaces have been satisfied. A concern that has been raised is the potential for very long queing of cars so as to disrupt the flow of traffic in the main driveway entrance shared by the proposed coffee shop and Kaiser. According to the City's Traffic Engineering consultant, drivers usually choose to park and walk into food establishments if drive-through lines get very long. The drive though is designed to accommodate nine cars with room for one additional car without disrupting the proposed path of pedestrian travel entrance into a proposed parking area, or access to the solid waste collection area for the coffee shop. A proposed condition of approval has been added that would require submittal of a striping plan to help address this concern. The drive through pad includes a drive through with amplified sound from a speaker system. Drive-through facilities with amplified sound are required to be a minimum of 300 feet from the closest residential property line to address noise concerns. The nearest residential property line is more than 450 feet from the proposed order station. Therefore, the proposed drive through satisfies this requirement.

The Applicant is also proposing to construct a Fuel Station in northwestern portion of the project. The Fuel Station is a part of the Safeway Store. Over the years, Safeway has added the fuel station so that the customer can have a one-stop visit. A customer can get gas and then shop or vice versa. Also, customers who shop at Safeway can get bonuses for the use of the fuel station. By Safeway having a fuel station it also is convenient for regional customers just getting off the I-80. The fuel station will have sixteen pumps and a small kiosk. The kiosk will sell soda, snacks, and beer (etc.) Due to the fuel station, the Applicant is proposing a right in/right out ingress and egress. The purpose of that is for the easy and

quick access to either get back on the road or back to the center. The fuel station has several entitlements to acquire, 1) a Specific Plan Amendment for the ability to have the use, 2) need a variance to allowed to be within 500 feet of another fuel station, and 3) a conditional use permit.

Findings for Drive Through:
1. The proposed use is consistent with the general plan, any applicable specific plans, and all applicable provisions of this title.

As stated above in this report, Goals, Policies, and action items from the General Plan addressed the consistency for the whole project. As state above, policies from the Three Corridor Specific Plan addressed consistency for the entire project. The Conditions of Approval for this project will address all applicable provisions of the Zoning Ordinance.

Conclusion: Staff determines that this finding has been satisfied

2. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.

As seen on page A1.6 of the project plan, the new buildings are basically in the same locations as the existing site. The Parking Lot has been adjusted to accommodate the new center with all new lighting and landscaping to make this center a destination for people. By including the outdoor dining and merchandizing area as well as the outdoor spaces for congregating makes this project is independent of other projects in this area

This shopping center has resided in Pinole for over 40 years. The Tara Hills neighborhoods as well as other citizens of the City of Pinole have used this center. The improvement of this project will not be detrimental to the health, safety, peace, moral, comfort or general welfare of persons residing or working in the neighborhood of such use of to the general welfare of the City.

Conclusion: Staff determines that this finding has been satisfied.

3. The site of the proposed use is physically suitable for the type, density and intensity of the use and related structures being proposed.

As seen on page A1.6 of the project plan, the new buildings are basically in the same locations as the existing site. The Parking Lot has been adjusted to accommodate the new center with all new lighting and landscaping to make this center a destination for people. By including the outdoor dining and merchandizing area as well as the outdoor spaces for congregating makes this project independent of other projects in this area. As stated above, this project meets General Plan and Specific Plan consistency.

Conclusion: Staff determines that this finding has been satisfied.

4. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation and service facilities in the vicinity

This project is not contrary to specific intent clause, development regulations or performance standards established for the zoning district in which it is located. The proposed uses and related structures are compatible with other land uses, transportation and service facilities in the vicinity. This project is a remodel of existing uses with the center. The structures that are being proposed are more modern in terms of design and functionality to the Center. The existing building were in need to of repair and modernization and due to their age, it is more feasible to construct new buildings. The Applicant and City Staff are working with WestCat to bring back the bus stop that was there years ago. The requirements fo the High Density Overlay District can be satisfied by future development in portions of the site not impacted by the proposed project.

Conclusion: Staff determines that this finding has been satisfied.

Additional Findings for the drive through
1. The design and location of the facility and lane will not contribute to increased congestion on public or private streets adjacent to the subject property.

2. The design and location of the facility and lane will not impede access to or exit from the parking lot serving the facility nor impair normal circulation within the parking lot.

3. The design and location of the facility will not create a nuisance for adjoining properties.

<u>Findings for Gas Station</u>
1. The proposed use is consistent with the general plan, any applicable specific plans, and all applicable provisions of this title.

As stated above in this report, Goals, Policies, and action items from the General Plan addressed the consistency for the whole project. As stated above, policies from the Three Corridor Specific Plan addressed consistency for the entire project. The Conditions of Approval for this project will address all applicable provisions of the Zoning Ordinance.

Conclusion: Staff determines that this finding has been satisfied

2. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.

The location of the facility, size, design and operating characteristics of the fuel station and kiosk place it in the most advantageous place within the project area. Due to the access points, customer will be able

to get in and out quickly. Customers have a quick access from Tara Hills drive to access the kiosk. There is usually two (2) employees on site which give you an additional safety component. The project gives the Tara Hills neighborhood amenity that they can easily drive, walk, or ride their bike for either a quick snack, obtain air for their bike tires and get fuel for their vehicles safely and not have to go across town or through the busy Appian Way/Tara Hills Intersection.

Conclusion: Staff determines that this finding has been satisfied.

3. The site of the proposed use is physically suitable for the type, density and intensity of the use and related structures being proposed.

The fuel station is designed to have an 1100 sq. ft. kiosk and a fueling area of approximately 6,785 sq. ft. for the addition of 16 fueling station. The propose use is typical of all fuel stations within the City of Pinole. The center added a right-in/right-out driveway as well as widened the primary entrance to the center so that there were multiple ingress and egress for the station. Since the canopy is approximately 16 feet, there is no interference with cars or trucks, or delivery trucks.

Conclusion: Staff determined that this finding has been satisfied

4. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation and service facilities in the vicinity.

The addition of this fuel station was to add an amenity to this center. The CMU Zone District of the Three Corridor Specific Plan does not allow for fueling stations. However, this portion of the project is proposing a Specific Plan Amendment to rectify that situation. The Station also needs a conditional use permit because the Specific Plan Amendment will allow gas station with a conditional use permit if the station is a part of the same company as a large retail use (e.g. Safeway, Costco, etc.). The fuel station will also require a Conditional Use Permit. The vicinity of this project is within a major commercial area and is compatible with the uses with the Appian Way/Tara Hills Drive Corridor.

Conclusion Staff determined that this finding has been satisfied.

<u>Variances 20-1 & 02 for Fencing and Gas Station in CMU Zone District:</u>
A variance provides relief from the strict application of development standards. For the Pinole Square Project, there are two (2) variances that are needed to accommodate this project. The first variance is to relieve the applicant of building a block wall on the western edge of the property to separate between the center and residential neighborhoods to the west. Section 17.42.050 (F) requires a six (6) foot decorative wall with a five (5) foot landscape strip to separate and screen residential uses from commercial uses. The second variance is for the fueling station proximity to the Chevron Station on Appian Way. Pursuant to Section 17.34.040 of the Zoning Code requires service station need to be separate by 500’ from the nearest station. The station, where it sits on the property is approximately 400 feet away from the Chevron service station. However, that measurement is from the property line

of the parcel to the closest portion of the other parcel. The eastern edge of the Pinole Square property is approximately 200 away from the closest parcel line of the Chevron Station on Appian Way.

Findings:

1. There are special circumstances applicable to the property (e.g., location, shape, size, surroundings, topography, or other conditions), so that the strict application of this Zoning Code denies the property owner privileges enjoyed by other property owners in the vicinity and within the same zoning district.

A. The Variance for the wall on the western edge of the property.
Currently, the property has six (6) foot wood fence between the shopping center and the residential units. The residential units are approximately 10 down and 15 feet away due to rear yard setbacks from the commercial property. The applicant is proposing to construct a brand new seven (7) foot fence along with the five-foot landscape strips. The addition of the block wall will deny the property owner of Pinole Square privileges that the Pinole Square property owner has right now. By building a fence one (1) taller and the landscape strip, will give the property owner even more of a buffer from the project.

B. The Variance for the service station for the distance burden.
The special circumstance for this property is regarding the location of the station. On Pinole Valley Road, the Chevron and Arco are within 500 feet of each other. Even though the Chevron and Arco are in the Pinole Valley Road Corridor, both properties have a CMU-Commercial Mixed-Use zoning like the Chevron and Safeway service station. By having those businesses within the 500-foot radius denies this property owner the privilege of having a service station on his property.

Conclusion: Staff determined that this finding has been satisfied

2. Granting the variance is necessary for the preservation and enjoyment of substantial property rights enjoyed by other property owners in the same vicinity and zoning district and denied to the property owner for which the variance is sought.

A. The Variance for the Wall
Granting the variance is necessary for the preservation and enjoyment of substantial property rights enjoyed by the property owner right now. The current property owner is improving the fence that he has enjoyed for decades. Also, this project is a re-development of an existing project. There will be a Condition of approval that will state the if the wood fence collapses or fall in a state of disrepair, the Property Owner will be required to construct a decorative block wall.

B. The Variance for the Service Station.
The service stations on Pinole Valley Road are enjoying a property right that currently this property owner would be denied the right that has been given to the other station's property owner.

Conclusion: Staff determined that this finding has been satisfied

3. Granting the variance will not adversely affect the interests of the public or the interests of residents and property owners in the vicinity of the premises in question.

In both cases the variance will not adversely affect the interest of the public or the interests of residents and property owners in the vicinity of the premise since this amenity will benefit from this project. The wood fence has been separating the two lands uses for decades and there have been no issues. The Gas Station is not located directly on property lines that abut residential development and it is not on the same side of the road as the Chevron, which give people within the Tara Hills development a safer and closer opportunity to get fuel.

Conclusion: Staff determined that this finding has been satisfied

4. The variance is consistent with the general plan, any applicable specific plan or development agreement, and the intent of this title.

Based on the statements above regarding consistency of this project with the general plan, specific plan or master development agreement, and the conditions of approvals that will be approved with the project, these variances have met this finding.

Conclusion: Staff determined that this finding has been satisfied

Specific Plan Amendment 20-01
The purpose of the Specific Plan Amendment is to allow service station within the CMU Zone District within the Appian Way Corridor of the Three Corridor Specific Plan that was adopted in 2010. Based on the land use table of all the corridors, service stations are not permitted in any of the land use districts. However, there are at 2 existing services stations in the Pinole Valley Road Corridor, 2 in the Appian Way Corridor, and 1 in the San Pablo Avenue Corridor.

The Specific Plan Amendment would allow service stations if they are connected to a large retail establishment with a minimum of 50,000 square feet within the Appian Way Corridor. The service station would require a conditional use permit entitlement prior to any opening of the larger retail establishment.

Finding
1. The proposed zoning amendment (text or map) is consistent with the general plan goals, policies, and implementation programs.

The proposed language will be consistent with the general plan goals, policies and implementation programs that are outlined in this report would make this amendment consistent with the General Plan.

Conclusion: Staff determined that this finding has been satisfied

STAFF RECOMMENDATION
Staff recommends that the Planning Commission take the following actions after holding a public hearing.

Adopt Resolution 20-02 recommending approval to the City Council of a Mitigated Negative Declaration and accompanying Mitigation Monitoring Reporting Program for the Pinole Square Shopping Center Project;

Adopt Resolution 20-03 recommending approval to the City Council for a SPA 20-01 allowing a fuel station in the CMU zone district within the Appian Way Corridor.

Adopt Resolution 20-04 recommending approval to the City Council of the design review request (DR 17-23) for development of the Pinole Square Shopping Center including four new commercial building

Adopt Resolution 20-05 recommending approval to the City Council of conditional use permit (CUP 17-14) for the Pinole Square Shopping Center Pylon Sign;

Adopt Resolution 20-06 recommending approval to the City Council for a Public Convenience Necessity for conditional use permit 20-01 for alcohol sales Safeway Kiosk

Adopt Resolution 20-07 recommending approval to the City Council of conditional use permits (CUP 17—15, 17-17, & 17-18) allowing outdoor dining for Shops 4-10 and Shop 1, outdoor merchandise sales for Safeway

Adopt Resolution 20-08 recommending approval to the City Council of variances (VAR 20-01 & 20-02) allowing a wood fence and allowing the Safeway Fuel Station proximity to the Chevron Station

Adopt Resolution 20-09 recommending approval to the City Council of conditional use permits (CUPs 17-16 & 20-02) allowing a Commercial Pad (Drive Through) and reduced parking

Adopt Resolution 20-10 recommending approval to the City Council of conditional use permits (CUP 17-13 & 20-01) for the addition of alcohol sales at the Safeway Store and Kiosk

Adopt Resolution 20-11 recommending approval to the City Council of a conditional use permit (CUP 17-12) for the approval of a new Safeway Fuel Station Kiosks and Canopy

ATTACHMENTS

Attachment A Project Plans and Project Description (date stamped received February 12, 2020) Under separate Cover
Attachment B Project Mitigated Negative Declaration (MND) and Response to Comments (Under Separate Cover
Attachment C Draft Resolution 20-02 - Recommended MND Approval
Attachment D Draft Resolution 20-03 – Recommended Specific Plan Amendment (SPA 20-01)
Attachment E Draft Resolution 20-04 -- Recommended Design Review Approval (DR 17-23
Attachment F Draft Resolution 20-05 – Recommended Conditional Use Permit (CUP 17-14)
Attachment G Draft Resolution 20-06 recommending approval to the City Council for a Public Convenience Necessity for conditional use permit 20-01 for alcohol sales Safeway Kiosk

Attachment H Draft Resolution 20-07 – Recommended Conditional Use Permits (CUPs 17-15, 17-17, & 17-18)
Attachment I Draft Resolution 20-08 – Recommended Variances (VARs 20-01 & 20-02
Attachment J Draft Resolution 20-09 – Recommended Conditional Use Permits (CUPs 17-16 & 20-02
Attachment K Draft Resolution 20-10 – Recommended Conditional Use Permits (CUPs 17-13 & 20-01)
Attachment L Draft Resolution 20-11 – Recommended Condition Use Permit (CUP 17-12)
Attachment M Conditions of Approval for the Pinole Square Re-Development Project
Attachment N – Letter from Lt. Matt Avery dated March 10, 2020 re: Alcohol Permit for Kiosk.

Return to Agenda

ATTACHMENT C

PINOLE SQUARE

DR-17-23, VAR 17-1, CUP 17-13, 17-15, 17-16, 17-17, 17-18, S19-08

1201-1565 TARA HILLS DRIVE
PINOLE, CA 94564

ABBREVIATIONS

AFF	ABOVE FINISHED FLOOR
ACOUS	ACOUSTICAL
ADJ	ADJUSTABLE
AL	ALIGN
ALT	ALTERNATE
AB	ANCHOR BOLT
APROV	APPROVED
ARCH	ARCHITECTURAL
AUTO	AUTOMATIC
BLDG	BUILDING
BLKG	BLOCKING
BM	BEAM
BD	BOARD
BO	BOTTOM OF
BS	BOTH SIDES
CAB	CABINET
CBC	CALIFORNIA BUILDING CODE
CI	CAST IRON
CIP	CAST IN PLACE
COL	COLUMN
CTR	CENTER
CL	CENTER LINE
CTC	CENTER TO CENTER
CER	CERAMIC
CJ	CONSTRUCTION JOINT
CL	CLEAR
CMU	CONCRETE MASONRY UNIT
CON	CONNECTION
CONT	CONTINUOUS
CP	COMPLETE PENETRATION
CS	COUNTERSUNK
CW	COLD WATER
DET	DETAIL
DEPT	DEPARTMENT
DIA	DIAMETER
DIV	DIVISION
DR	DOOR
DBL	DOUBLE
DF	DOUGLAS FIR
DN	DOWN
DS	DIAGONAL SHEATHING
DWG	DRAWING
DRWR	DRAWER
(E)	EXISTING
EA	EACH
EF	EACH FACE
EW	EACH WAY
EN	EDGE NAILING
EL	ELEVATION
ELEV	ELEVATOR
ELEC	ELECTRICAL
ENG	ENGINEER
EQ	EQUAL
EQUIP	EQUIPMENT
EX	EXHAUST
EXP	EXPEDITE
EXT	EXTERIOR
FAB	FABRICATE
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FOS	FACE OF STUD
FOW	FACE OF WALL
FIN	FINISH
FF	FINISHED FLOOR
FE	FIRE EXTINGUISHER
FA	FIRE ALARM
FLR	FLOOR
FLUOR	FLUORESCENT
FL	FLUSH
FOUND	FOUNDATION
FTNG	FOOTING
FR	FRAMING
FUR	FURRING
GA	GAUGE
GALV	GALVANIZED, GALVANIZING
GL	GLASS, GLAZING
GLULAM	GLUE LAMINATED BEAM
GYP BD	GYPSUM BOARD
HVAC	HEATING VENTILATION & AIR CONDITIONING
HSR	HIGH STRENGTH RODS
HSB	HIGH STRENGTH BOLT
HT	HEIGHT
HD	HOLD DOWN
HORIZ	HORIZONTAL
HW	HOT WATER
INC	INCLUDING, INCLUDED
INFO	INFORMATION
INT	INTERIOR
JH	JOIST HANGER
JT	JOINT
LAM	LAMINATE
LH	LEFT HAND
LHR	LEFT HAND REVERSE
LT	LIGHT
LTW	LIGHT WEIGHT
L	LONG, LENGTH
MB	MACHINE BOLTS
MAINT	MAINTENANCE
MAX	MAXIMUM
MECH	MECHANICAL
MFR	MANUFACTURER
MTL	METAL
MEZZ	MEZZANINE
MIN	MINIMUM
MISC	MISCELLANEOUS
MTD	MOUNTED
MUL	MULLION
(N)	NEW
NEG	NEGATIVE
NOM	NOMINAL
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
NO	NUMBER
OC	ON CENTER
OD	OUTSIDE DIAMETER
OP	OPENING
OPP	OPPOSITE
ORIG	ORIGINAL
PART	PARTITION
PP	PARTIAL PENETRATION
PAF	POWDER ACTUATED FASTENER
PLAM	PLASTIC LAMINATE
PL	PLATE
PN	PLATE NAILING
PLYWD	PLYWOOD
PT	POINT
LB	POUND
PRES	PRESSURE
QUAL	QUALITY
QUAN	QUANTITY
PT	PRESSURE/ PRESERVATIVE TREATED
PS	PRESTRESSED
PART	PARTITION
RAD	RADIUS
RECPT	RECEPTACLE
REF	REFERENCE
REIN	REINFORCEMENT,REINFORCED
REQ	REQUIRED
RDWD	REDWOOD
RH	RIGHT HAND
RHR	RIGHT HAND REVERSE
RM	ROOM
RND	ROUND
RO	ROUGH OPENING
ROW	RIGHT OF WAY
REV	REVISION
RWL	RAIN WATER LEADER
SS	SANITARY SEWER
SAD	SEE ARCHITECTURAL DRAWINGS
SCD	SEE CONSULTANT DRAWINGS
SED	SEE ELECTRICAL DRAWINGS
SKD	SEE KITCHEN CONSULTANT DRAWINGS
SSD	SEE STRUCTURAL DRAWINGS
SLD	SEE LANDSCAPE DRAWINGS
SMD	SEE MECHANICAL DRAWINGS
SFMD	SEE FINISH CARPENTRY DRAWINGS
SPD	SEE PLUMBING DRAWINGS
SJ	SEISMIC JOINT
SCHED	SCHEDULE, SCHEDULE
SECT	SECTION
SHT	SHEET
SM	SHEET METAL
SIM	SIMILAR
SP	SPACE
SPEC	SPECIFICATION
SQ	SQUARE
SQFT	SQUARE FOOT
ST	STRAP TIE
STAG	STAGGERED
SSTL	STAINLESS STEEL
STAND	STANDARD
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SUS	SUSPENDED
SYM	SYMMETRICAL
SYS	SYSTEM
TEMP	TEMPERED
TH	THICKNESS
THR	THREADED
TD	TIE DOWN
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
TOC	TOP OF CONCRETE
TOF	TOP OF FINISH
TOP	TOP OF PLATE
TOS	TOP OF STEEL
TOW	TOP OF WALL
TN	TRUE NORTH
TYP	TYPICAL
UL	UNDER WRITERS LABORATORY
UON	UNLESS OTHERWISE NOTED
UTIL	UTILITY, UTILITIES
VERT	VERTICAL
VIF	VERIFY IN FIELD
VER	VERIFY
VEST	VESTIBULE
WC	WATER CLOSET
WH	WATER HEATER
W/	WITH
W/O	WITHOUT
WD	WOOD
YD	YARD

lowney arch

PROJECT DIRECTORY

OWNER:	HILLSBORO PROPERTIES 1300 S EL CAMINO REAL #525 SAN MATEO, CA 94402 CARL GOLDSTONE 650.340.1761 CARL@HILLSBOROPROP.COM	SIGNAGE:	PACIFIC NEON COMPANY 2939 ACADEMY WAY SACRAMENTO, CA 95815 HOWARD HERLITZ 916.927.0527 HOWARD@PACIFICNEON.COM
ARCHITECT:	LOWNEY ARCHITECTURE 360 17th STREET, SUITE 200 OAKLAND, CA 94612 ATTN: ERIC PRICE 510.836.5400 510.836.5454 (FAX) ERIC@LOWNEYARCH.COM	TRAFFIC AND PARKING:	KIMLEY-HORN 4637 CHABOT DRIVE, SUITE 300 PLEASANTON, CA 94588 BEN HUIE 925.398.4871 BEN.HUIE@KIMLEY-HORN.COM
LANDSCAPE ARCHITECT:	GATES & ASSOCIATES 2671 CROW CANYON ROAD SAN RAMON, CA 94583 CONTACT ERIK GELLERMAN 925.736.8176	ACOUSTICS AND NOISE:	CHARLES M. SALTER ASSOCIATES, INC. 130 SUTTER STREET, STE. 500 SAN FRANCISCO, CA 94104 ERIC MORI 415.470.5445 ERIC.MORI@CMSALTER.COM
CIVIL ENGINEER:	AMS ASSOCIATES, INC. 801 YGNACIO VALLEY ROAD SUITE 200 WALNUT CREEK, CA 94596 AL SHAGHAGHI 925.943.2777 925.943.2778 AL@AMSASSOCIATES.US	GEOTECHNICAL:	CORNERSTONE 1200 OAKLAND BLVD, SUITE 200 WALNUT CREEK, 94596 JOHN DYE 925.988.9500 JDYE@CORNERSTONEEARTH.COM
MECHANICAL, ELECTRICAL AND PLUMBING ENGINEER:	EDESIGNC, INC 212 9TH STREET SUITE 203 OAKLAND, CA 94607 AUBREY BUTTE 415.963.4303 AUBREY@EDESIGNC.COM	LIGHTING:	LIGHTING ANALYSTS 10268 W. CENTENNIAL RD SUITE 202 LITTLETON, COLORADO 80127 303.972.8852

GRAPHIC SYMBOLS

DETAIL REFERENCE
DRAWING NUMBER
SHEET NUMBER

DETAIL SECTION REFERENCE
DRAWING NUMBER
SHEET NUMBER

BUILDING SECTION REFERENCE
DRAWING NUMBER
SHEET NUMBER

WALL SECTION REFERENCE
DRAWING NUMBER
SHEET NUMBER

EXTERIOR ELEVATION REFERENCE
DRAWING NUMBER
SHEET NUMBER

INTERIOR ELEVATION REVERENCE
DRAWING NUMBER
SHEET NUMBER

REVISION REFERENCE

DOOR REFERENCE

WINDOW REFERENCE

ELEVATION DATUM

ROOM NUMBER

PARTITION TYPE

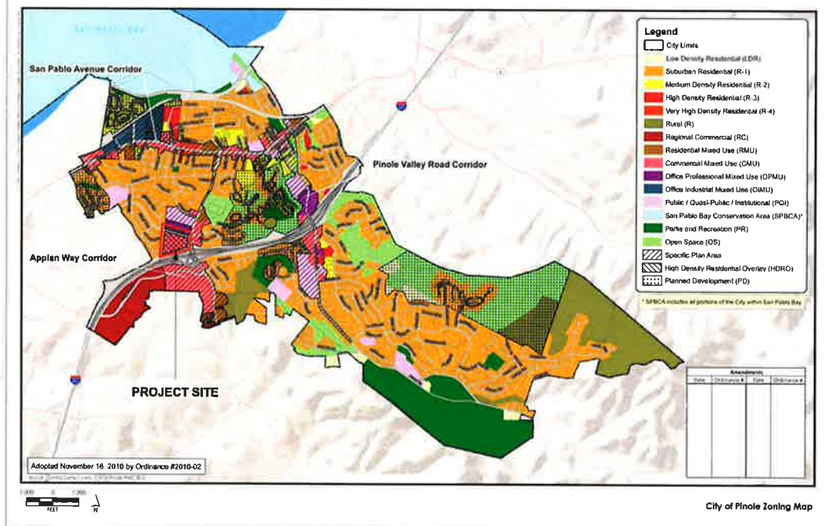
FINISH CEILING HEIGHT

PROJECT DESCRIPTION

THE PROPOSED PROJECT CONSISTS OF REGRADING OF THE ENTIRE PARKING AREA AND INSTALLATION OF STORMWATER TREATMENT ON A (APPROXIMATELY) 12 ACRE SITE AND DEMOLISHING APPROXIMATLY 75,000 SQFT OF SINGLE-STORY COMMERCIAL BUILDING AREA. (APPROXIMATELY) 17,000 SQFT OF SINGLE-STORY COMMERCIAL CONSTRUCTION WILL REMAIN. THE NET INCREASE IN TOTAL AREA WILL BE APPROXIMATELY 12,000 SQFT.

NEW SINGLE-STORY COMMERCIAL CONSTRUCTION WILL INCLUDINE AN (ANCHOR) GROCERY STORE, SHOPS BUILDINGS AND LIMITED RENOVATION OF EXISTING BUILDINGS. THE PROJECT'S CONSTRUCTION WILL BE PHASED SUCH THAT THE SAFEWAY CAN REMAIN IN OPERATION WHILE A NEW (ANCHOR) GROCERY STORE BUILDING IS CONSTRUCTED. ONCE THE NEW STORE IS OPEN, A FINAL PHASE OF DEMOLITION AND CONSTRUCTION WILL BEGIN.

ZONING MAP



City of Pinole Zoning Map

PROJECT LOCATION

DRAWING LIST

SHEET NUMBER	SHEET NAME
ARCHITECTURAL	
A0.1	INDEX
A0.2	PROJECT INFORMATION
A0.3	EXISTING CONDITIONS
A0.4	ASSESSOR'S PARCEL MAP
A1.0	EXISTING SITE PLAN
A1.2	SITE DEMOLITION PLAN
A1.5	PHASING
A1.6	SITE PLAN
A1.7	FENCING AND RETAINING WALL PLAN
A1.8	ROOF PLAN
A2.1	SAFEWAY ENLARGED PLAN
A2.2	SHOPS 4-10 & JUNIOR ANCHOR ENLARGED PLAN
A2.3	FUEL STATION, KIOSK, & DRIVE-THRU ENLARGED PLANS
A2.4	SHOPS 1, 2E, & 3E ENLARGED PLAN
A2.5	TRASH ENCLOSURE PLANS & ELEVATIONS
A3.0	OVERALL EXTERIOR ELEVATIONS
A3.1	SHOPS 4-10 & JUNIOR ANCHOR ELEVATIONS
A3.2	SAFEWAY EXTERIOR ELEVATIONS
A3.4	FUEL STATION & KIOSK ELEVATIONS
A3.5	SHOPS 1, 2E, & 3E ELEVATIONS
A3.6	DRIVE-THRU ELEVATIONS
A4.1	PROJECT PERSPECTIVE VIEWS
A4.2	PROJECT PERSPECTIVE VIEWS
A4.3	PHOTOSIMULATIONS
A4.4	MATERIALS
A4.5	LIGHTING
A5.0	PYLON SIGNAGE PHOTOSIMULATIONS
A5.1	PYLON SIGNAGE PHOTOSIMULATIONS
A5.2	PYLON SIGNAGE PHOTOSIMULATIONS
A5.3	PYLON SIGNAGE PHOTOSIMULATIONS
A5.4	PYLON SIGNAGE PHOTOSIMULATIONS
A5.5	PYLON SIGNAGE PHOTOSIMULATIONS
A5.6	PYLON SIGNAGE PHOTOSIMULATIONS
A5.7	PYLON SIGNAGE PHOTOSIMULATIONS
A5.8	PYLON SIGNAGE PHOTOSIMULATIONS
A5.9	PYLON SIGNAGE PHOTOSIMULATIONS
A6.0	TURNING RADIUS INFORMATION
ARCHITECTURAL: 37	
CIVIL	
C1.1	COVER SHEET
C2.1	HORIZONTAL CONTROL PLAN
C2.2	HORIZONTAL CONTROL PLAN
C3.1	GRADING PLAN
C3.2	GRADING PLAN
C4.1	UTILITY PLAN
C4.2	UTILITY PLAN
C5.1	STORMWATER CONTROL PLAN
C6.1	PRELIMINARY ALTA SURVEY PLAN
CIVIL: 9	
LIGHTING	
C1.3	PHOTOMETRIC
LIGHTING: 1	
LANDSCAPE	
L1.1	CONTEXTUAL MAP / PLAN
L1.2	ENLARGEMENT
L2.1	CHARACTER IMAGES
L2.2	PLANTING PALETTE
LANDSCAPE: 4	
SIGNAGE	
P2-P20	MASTER SIGN PROGRAM SHEETS
SIGNAGE: 1	
52	

INDEX

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A0.1

Return to Agenda

PROJECT INFORMATION

LOCATION: 1201-1565 TARA HILLS DRIVE
PINOLE, CA 94564

CURRENT ZONING: CMU (COMMERCIAL MIXED USE)
SPECIFIC PLAN AREA (SP)
HIGH DENSITY RESIDENTIAL OVERLAY (HDRO)

SITE AREA 517,953 SF = 11.89 ACRES

NOTES

1. SIGNAGE SHOWN ON THE ARCHITECTURAL DRAWINGS IS NOTIONAL. SEE THE MASTER SIGNAGE PROGRAM (MSP) PROVIDED BY THE SIGNAGE CONSULTANT (PACIFIC NEON) FOR SPECIFIC SIGNAGE INFORMATION.

2. THE PROJECT'S ACTUAL PEAK PARKING DEMAND WILL ALLOW FOR A PROVIDED PARKING COUNT WHICH IS LOWER THAN THE MUNICIPAL CODE REQUIREMENT. SEE PARKING MEMORANDUM PROVIDED BY KIMLEY HORN

EXISTING BUILDING AREAS

GROSS BUILDING AREAS - EXISTING		
NAME	AREA	COMMENTS
SAFEWAY (E)	38,665 SF	TO BE DEMOLISHED
SHOP 1E	942 SF	TO BE DEMOLISHED
SHOP 2E	877 SF	TO REMAIN IN PROJECT
SHOP 3E	5,298 SF	TO REMAIN IN PROJECT
SHOP 11E	6,421 SF	TO BE DEMOLISHED
SHOP 12E	2,491 SF	TO BE DEMOLISHED
SHOP 13E	1,726 SF	TO BE DEMOLISHED
SHOP 14E	24,919 SF	TO BE DEMOLISHED
SHOP 15E	8,689 SF	TO REMAIN IN PROJECT
SHOP 16E	3,165 SF	TO REMAIN IN PROJECT
TOTAL	93,193 SF	

EXISTING PARKING INFO

ON-SITE PARKING
PARKING: 10 ACCESSIBLE SPACES
454 REGULAR SPACES

PARKING BREAKDOWN BY PARCEL

PARCEL 1
TRACT 1
APN: 402-282-002

TRACT 2
APN: 402-282-006

TRACT 3 — 1 REGULAR SPACES
APN: 402-282-008

TRACT 4 — 11 REGULAR SPACES
APN: 402-282-014

TRACT 5 — 2 ACCESSIBLE SPACES, 9 REGULAR SPACES
APN: 402-282-019

TRACT 6 — 2 REGULAR SPACES
APN: 402-282-010

TRACT 7 — 3 REGULAR SPACES
APN: 402-282-007

TRACT 8 — 9 REGULAR SPACES
APN: 402-282-009

TRACT 9 — 1 ACCESSIBLE SPACES, 166 REGULAR SPACES
APN: 402-282-010

TRACT 10 — 7 ACCESSIBLE SPACES, 252 REGULAR SPACES

PARCEL 2
TRACT 10

PARCEL 3
TRACT 10
1 REGULAR SPACE

PROPOSED BUILDING AREAS

GROSS BUILDING AREAS - PROPOSED		
NAME	AREA	COMMENTS
DRIVE-THRU	3,005 SF	
JUNIOR ANCHOR	10,357 SF	
KIOSK	1,100 SF	
SAFEWAY	55,044 SF	
SHOP 1	3,166 SF	
SHOP 2E	897 SF	
SHOP 3E	5,038 SF	
SHOP 4-10	14,688 SF	
SHOP 15E	8,689 SF	NOT ALTERED AS PART OF PROPOSED PROJECT
SHOP 16E	3,165 SF	NOT ALTERED AS PART OF PROPOSED PROJECT
TOTAL	105,149 SF	

PROPOSED OUTDOOR PATIOS

PROPOSED OUTDOOR PATIOS AND DINING		
NAME	AREA	COMMENTS
JUNIOR ANCHOR PATIO; POSSIBLE SHARED OR DEDICATED AREA	0 SF	
SAFEWAY PATIO	1,413 SF	
SHOP 1 PATIO	568 SF	
SHOPS 4-10 PATIO; POSSIBLE SHARED OR DEDICATED AREA	2,961 SF	
TOTAL	4,941 SF	

ZONING INFO

LOT AREA: 517,044 SF (11.87 AC)

ALLOWED FAR: 2.0 (PROPOSED BUILDING AREA/ SITE AREA)
PROPOSED FAR: .20
ALLOWED MAX. HEIGHT: 75' (15' ACCESSORY BLDG.)
PROPOSED MAX. HEIGHT: 33'

SETBACKS
FRONT YARD: 0' MIN, 5' MAX
SIDE YARD: 0' - 20' @ SERVICE SUBAREAS ADJACENT TO RESIDENTIAL
REAR YARD: 0' - 20' @ SERVICE SUBAREAS ADJACENT TO RESIDENTIAL
STREET SIDE YARD: 10'

AUTO SERVICE STATION: 15' MIN FROM ROW (PRIMARY BUILDINGS)
30' MIN FROM ROW, 15' FROM INT. PARCEL LINE (NON-PRIMARY)
500' MIN FROM OTHER SERVICE STATIONS

DRIVE-THROUGH: AISLE ENTRANCES/EXITS 25' MIN FROM ROW
AISLE ENTRANCES/EXITS 25' MIN FROM ADJACENT CURB-CUT

OUTDOOR SEATING: NOT TO ENCROACH INTO A 6'-0" WIDE CONTINUOUS PEDESTRIAN PATH OF TRAVEL OR REQUIRED SETBACKS, PUBLIC RIGHTS-OF-WAY, DRIVEWAYS, LANDSCAPED AREAS, PARKING SPACES, BICYCLE LANES, SEATING, OR TRASH RECEPTACLES

ON-SITE PARKING
PARKING REQUIRED: SEE KIMLEY-HORN PARKING AND TRAFFIC STUDIES FOR AVERAGE AND PEAK TRAFFIC DEMANDS BASED ON ITE FOR SHOPPING CENTER
PARKING PROVIDED: SEE CIVIL DRAWING C2.3

PARKING BREAKDOWN BY PARCEL

PARCEL 1

TRACT 1 — 21 ACCESSIBLE SPACES, 322 REGULAR SPACES

TRACT 2 — 3 REGULAR SPACES

TRACT 3 — 0

TRACT 4 — 1 ACCESSIBLE SPACES, 10 REGULAR SPACES

NAME	AREA	PARKING RATIO RQD.	PARKING RQD.
SAFEWAY	57,250 SF	1/250 SF	229
SHOPS	5,810 SF	1/300 SF	19
EXISTING BOA	14,990 SF	1/300 SF	50
KIOSK	770 SF	1/300 SF	3
EXISTING CITIBANK	5,720 SF	1/300 SF	19
EXISTING REST.	3,170 SF	1/100 SF	16
TOTAL	87,710 SF	TOTAL PARKING RQD.	336
		TOTAL PARKING PROVIDED	417

BIKE PARKING PER 17.48.120
REQUIRED (1/10,000, 2 MIN PER ESTABLISHMENT = 11 (12@ 2 PER EST.)

lowney arch

PROJECT INFORMATION
PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A0.2

Return to Agenda

SITE PLAN

1211-1251 TARA HILLS DRIVE

1261 TARA HILLS DRIVE

1401 TARA HILLS DRIVE

1421 TARA HILLS DRIVE

1402 TARA HILLS DRIVE

1565-1577 TARA HILLS DRIVE

1431-1501 TARA HILLS DRIVE

1500 TARA HILLS DRIVE

2298 APPIAN WAY

1599 TARA HILLS DRIVE

lowney arch

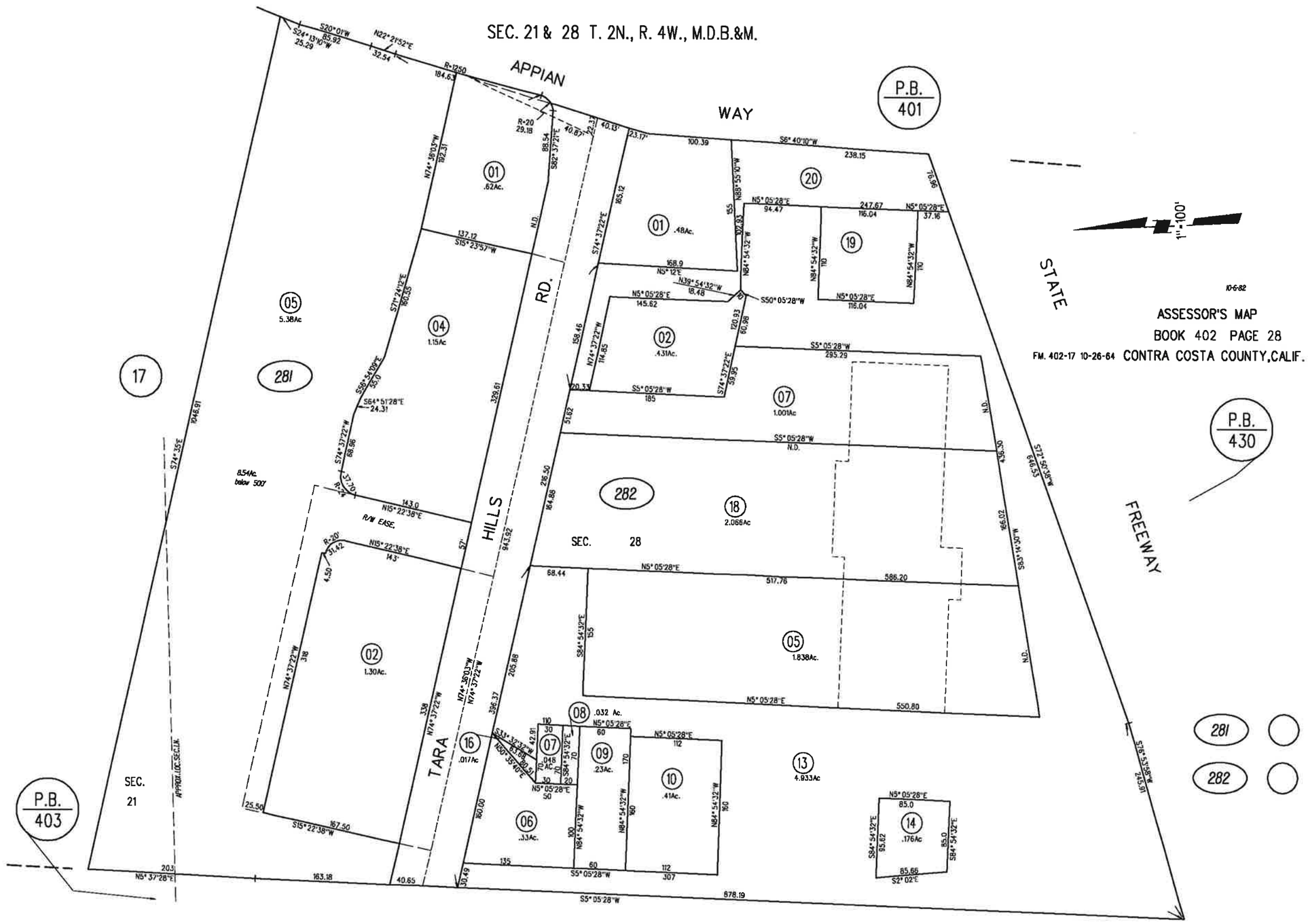
EXISTING CONDITIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A0.3

Return to Agenda



lowney arch

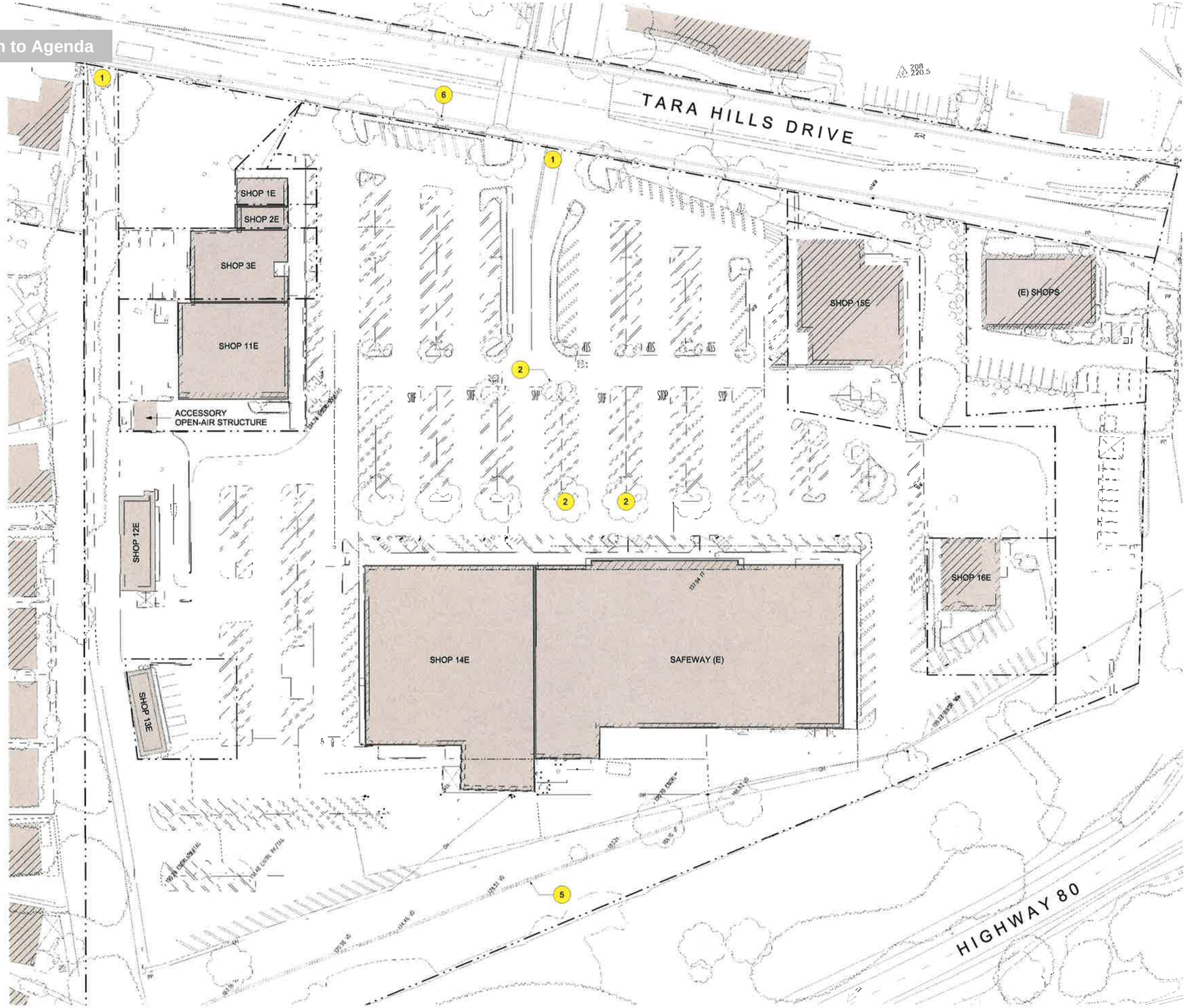
ASSESSOR'S PARCEL MAP

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

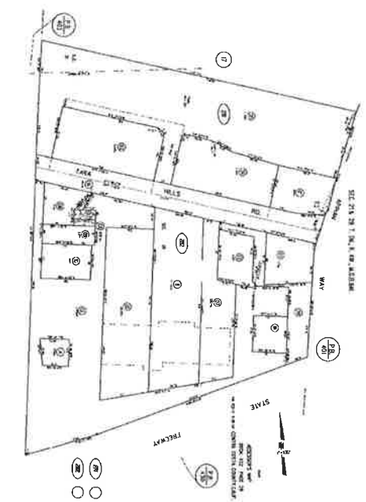
A0.4

Return to Agenda



LEGEND

- PROPERTY LINE
- SETBACK LINE
- EXISTING BUILDING
- EXISTING BUILDING NOT IN CONTRACT



KEY NOTES

1. (E) DRIVEWAY
2. (E) TREE TO BE REMOVED, TYP
3. SITE PREPARED FOR (N) GRADING, SCD
4. (E) TO REMAIN, SCD
5. (E) PLANTED CALTRANS ROW
6. (E) WESTCAT BUS STOP

N

0 40' 80' 120'

lowney arch

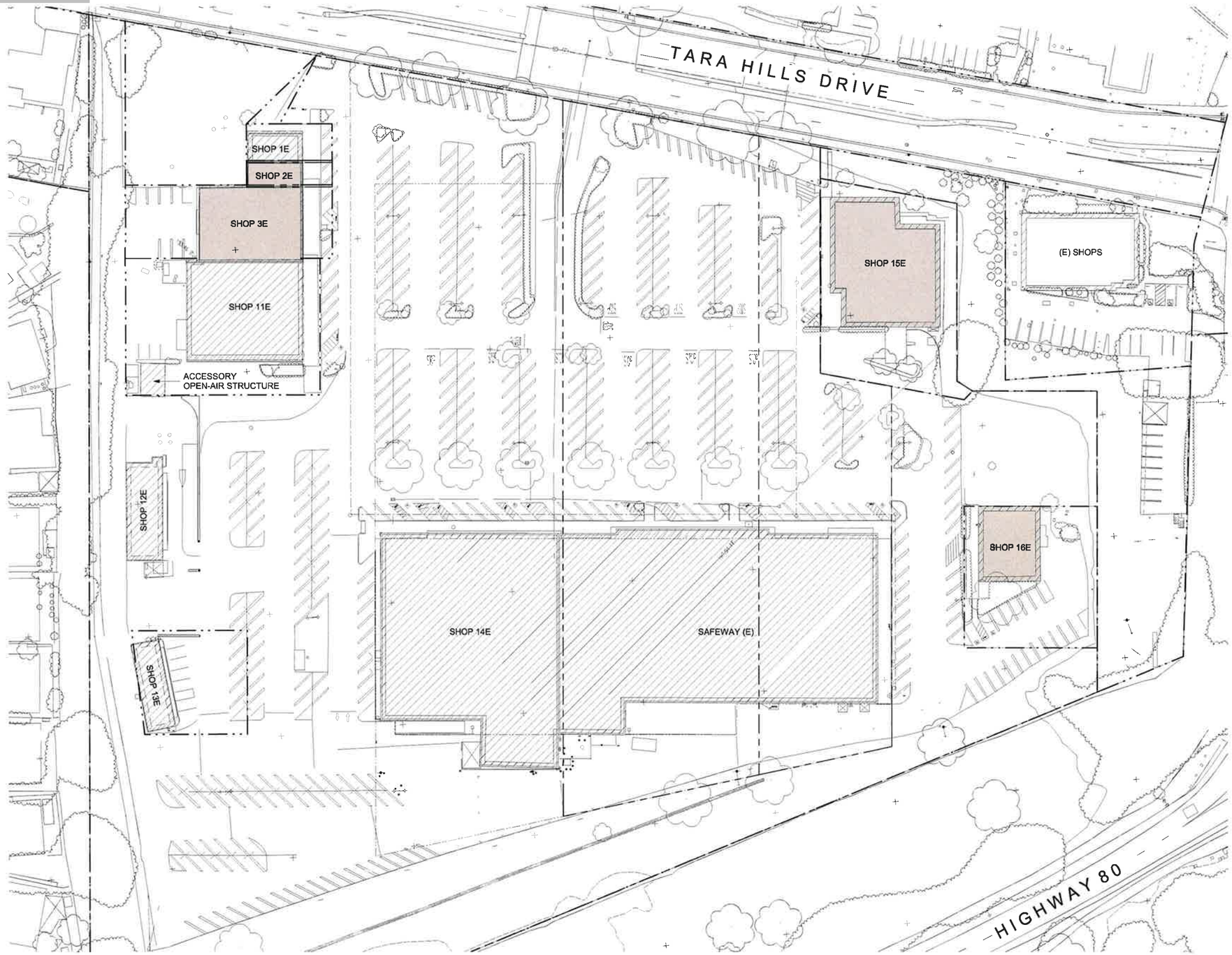
EXISTING SITE PLAN

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A1.0

Return to Agenda



LEGEND

- EXISTING STRUCTURE TO REMAIN
- EXISTING STRUCTURE TO BE DEMOLISHED
- EXISTING BUILDING NOT IN CONTRACT

N

0 40' 80' 120'

lowney arch

SITE DEMOLITION PLAN

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A1.2

Return to Agenda

LEGEND

- EXISTING STRUCTURE
- EXISTING STRUCTURE TO BE DEMOLISHED IN PHASE
- EXISTING STRUCTURE TO BE RENOVATED IN PHASE
- EXISTING BUILDING NOT IN CONTRACT
- FUEL STATION
- GROCERY
- JUNIOR ANCHOR
- RESTAURANT
- RETAIL
- TRASH

PHASE 1

PHASE 2

N

0 60' 120' 160'

lowney arch

PHASING

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/28/2019	PLANNING RESUBMITTAL	EP

A1.5

Return to Agenda

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PATIO
- FUEL STATION
- GROCERY
- JUNIOR ANCHOR
- RESTAURANT
- RETAIL
- UTILITY

KEY NOTES

1. (E) DRIVEWAY
2. (N) TRUCK LOADING AREA
3. 500' RADIUS FROM NEAREST FUEL STATION
4. (N) MONUMENT SIGNAGE
5. 3-WAY STOP
6. STORMWATER TREATMENT PLANTER, SLD
7. TRUCK PATH
8. TRASH ENCLOSURE
9. BUS STOP (INACTIVE)
10. PROPOSED TRANSFORMER LOCATION, SCREENED.
11. (N) RETAINING WALL

PROPOSED OUTDOOR PATIOS AND DINING

NAME	AREA	COMMENTS
JUNIOR ANCHOR PATIO; POSSIBLE SHARED OR DEDICATED AREA	0 SF	
SAFEWAY PATIO	1,413 SF	
SHOP 1 PATIO	568 SF	
SHOPS 4-10 PATIO; POSSIBLE SHARED OR DEDICATED AREA	2,961 SF	
TOTAL	4,941 SF	

GROSS BUILDING AREAS - PROPOSED

NAME	AREA	COMMENTS
DRIVE-THRU	3,005 SF	
JUNIOR ANCHOR	10,357 SF	
KIOSK	1,100 SF	
SAFEWAY	55,044 SF	
SHOP 1	3,166 SF	
SHOP 2E	897 SF	
SHOP 3E	5,038 SF	
SHOP 4-10	14,688 SF	
SHOP 15E	8,689 SF	NOT ALTERED AS PART OF PROPOSED PROJECT
SHOP 16E	3,165 SF	NOT ALTERED AS PART OF PROPOSED PROJECT
TOTAL	105,149 SF	

N

0 40' 80' 120'

lowney arch

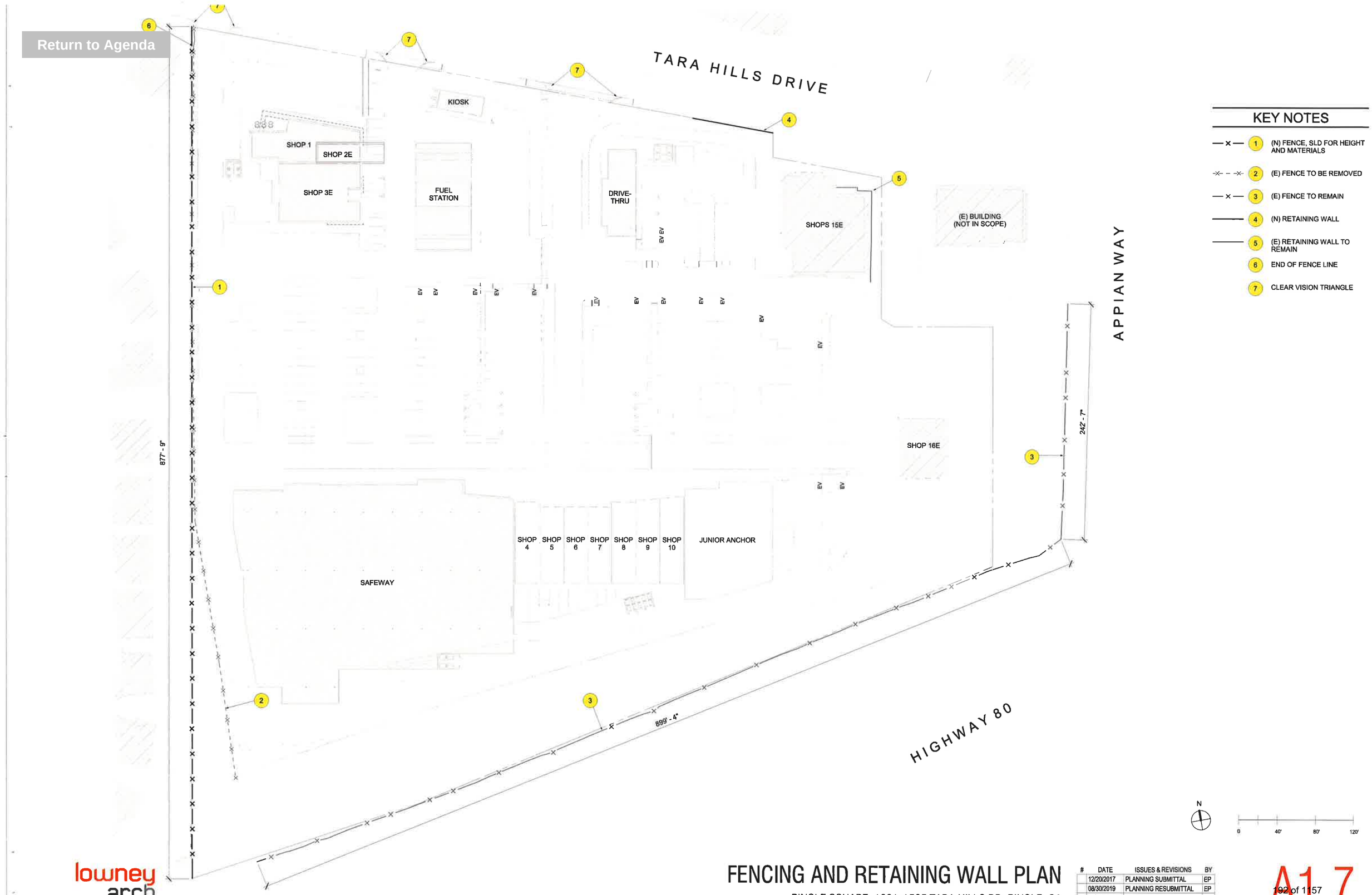
SITE PLAN

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A1.6

Return to Agenda



KEY NOTES

1. (N) FENCE, SLD FOR HEIGHT AND MATERIALS
2. (E) FENCE TO BE REMOVED
3. (E) FENCE TO REMAIN
4. (N) RETAINING WALL
5. (E) RETAINING WALL TO REMAIN
6. END OF FENCE LINE
7. CLEAR VISION TRIANGLE

lowney arch

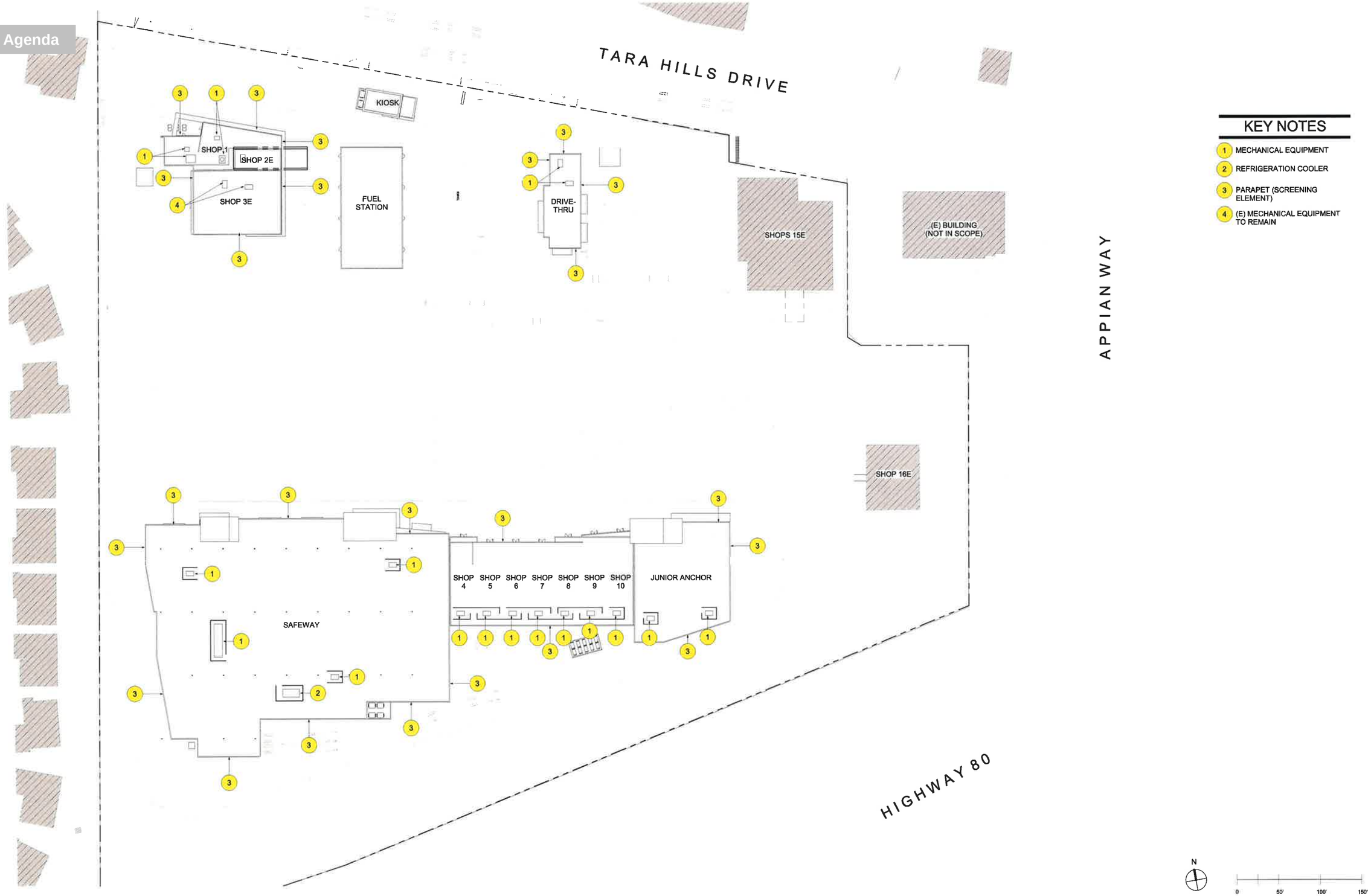
FENCING AND RETAINING WALL PLAN

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A1.7

Return to Agenda



KEY NOTES

1. MECHANICAL EQUIPMENT
2. REFRIGERATION COOLER
3. PARAPET (SCREENING ELEMENT)
4. (E) MECHANICAL EQUIPMENT TO REMAIN

lowney arch

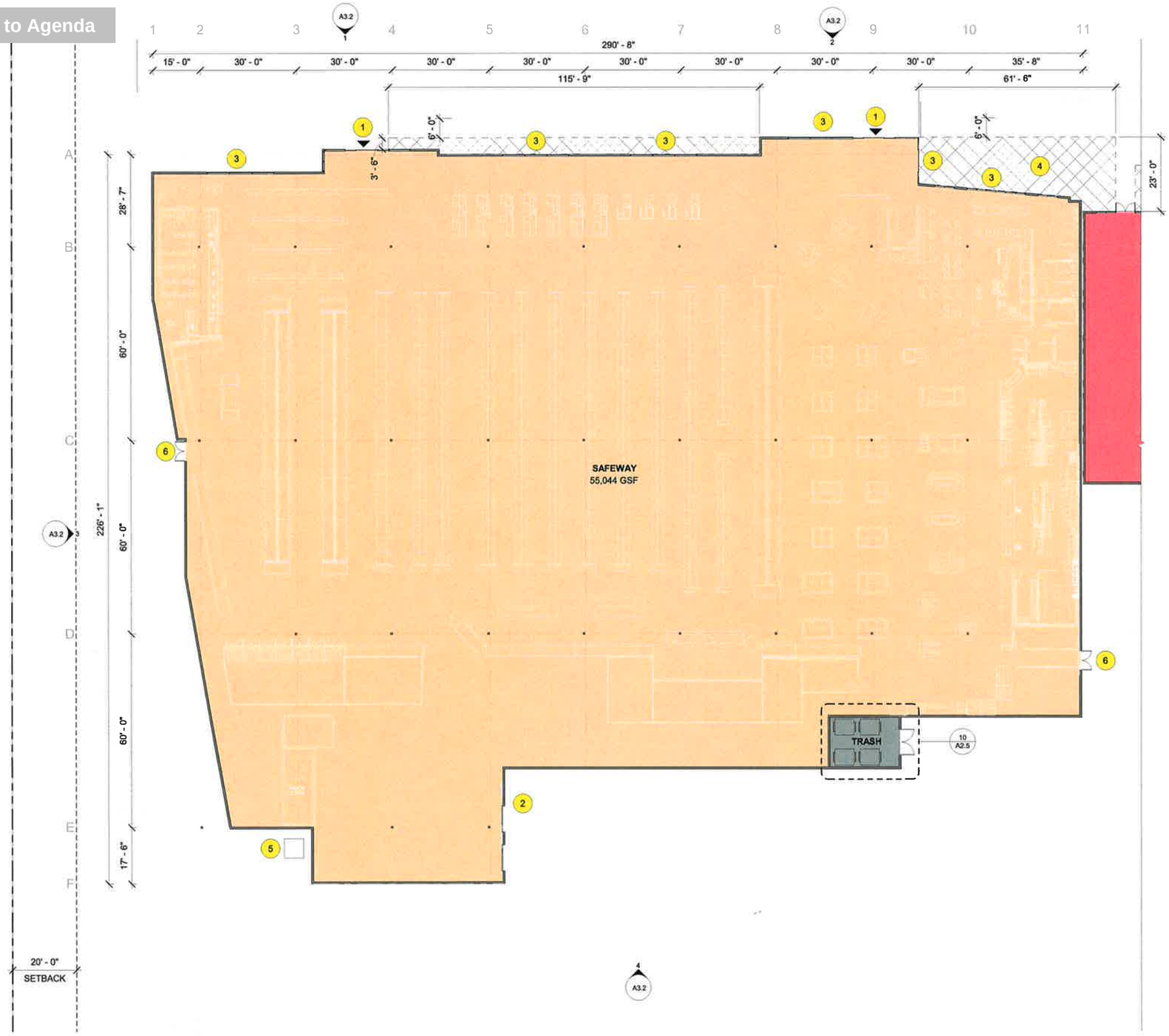
ROOF PLAN

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A1.8

Return to Agenda



LEGEND

- PROPERTY LINE
- SETBACK LINE
- OUTDOOR PATIO
- ENTRANCE

KEY NOTES

1. CUSTOMER ENTRY
2. LOADING DOCK
3. STOREFRONT GLAZING
4. OUTDOOR SEATING
5. TRANSFORMER
6. EXIT ONLY DOORS

N

0 16' 32' 48'

lowney arch

SAFEWAY ENLARGED PLAN

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A2.1

Return to Agenda

LEGEND

- PROPERTY LINE
- SETBACK LINE
- TENANT DEMISING WALLS, EXACT LOCATION MAY CHANGE
- OUTDOOR PATIO
- ENTRANCE

KEY NOTES

1. CHECKOUT STANDS
2. CART STORAGE
3. LOADING AREA
4. TRUCK DOCK
5. GATED BIKE PARKING, SLD
6. PLANTERS, SLD
7. AWNING ABOVE
8. SEATING
9. BOLLARDS, SLD
10. EXIT ONLY DOORS
11. CUSTOMER ENTRY
12. OUTDOOR SEATING
13. MONUMENT SIGNAGE
14. WINDOW
15. FUEL PUMP
16. TRANSFORMER
17. GAS METER
18. TRASH ENCLOSURE
19. ALCOVE WITH SEATING
20. VEHICULAR QUEUEING/STACKING AREA
21. STANDING- SEAM METAL ROOFING
22. "OPEN AIR" LOUVER PANEL
23. TRASH BIN/ DUMPSTER
24. 15' PRIMARY AUTO SERVICE STATION SETBACK (KIOSK)
25. 30' NON-PRIMARY AUTO SERVICE STATION SETBACK (FUEL STATION)
26. DRIVE-THRU ENTRANCE/EXIT 25' ROW SETBACK
27. DRIVE-THRU ENTRANCE
28. DRIVE-THRU EXIT

N

0 16' 32' 48'

lowney arch

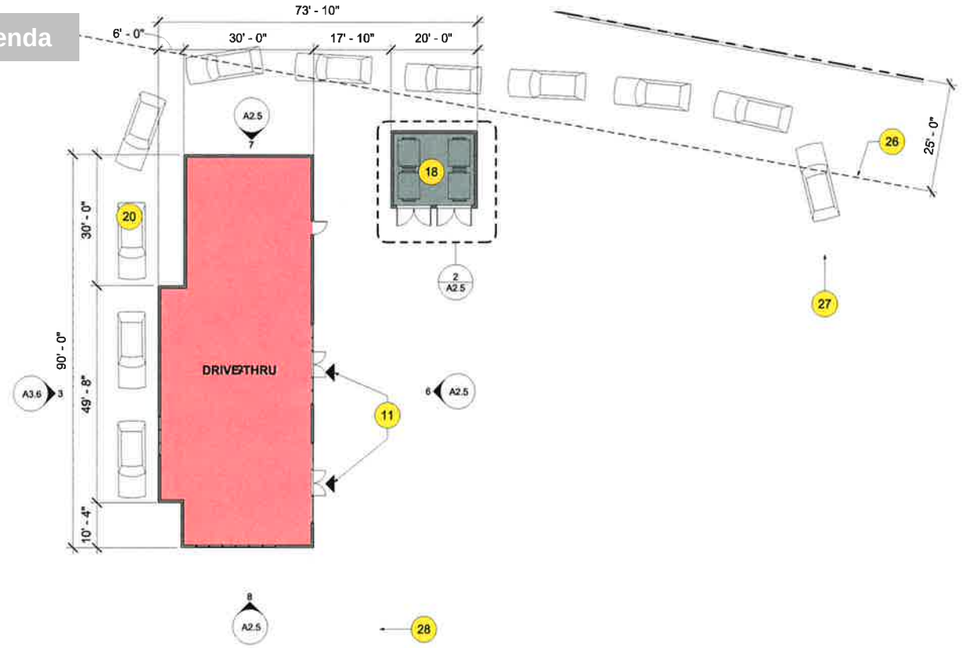
SHOPS 4-10 & JUNIOR ANCHOR ENLARGED PLAN

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

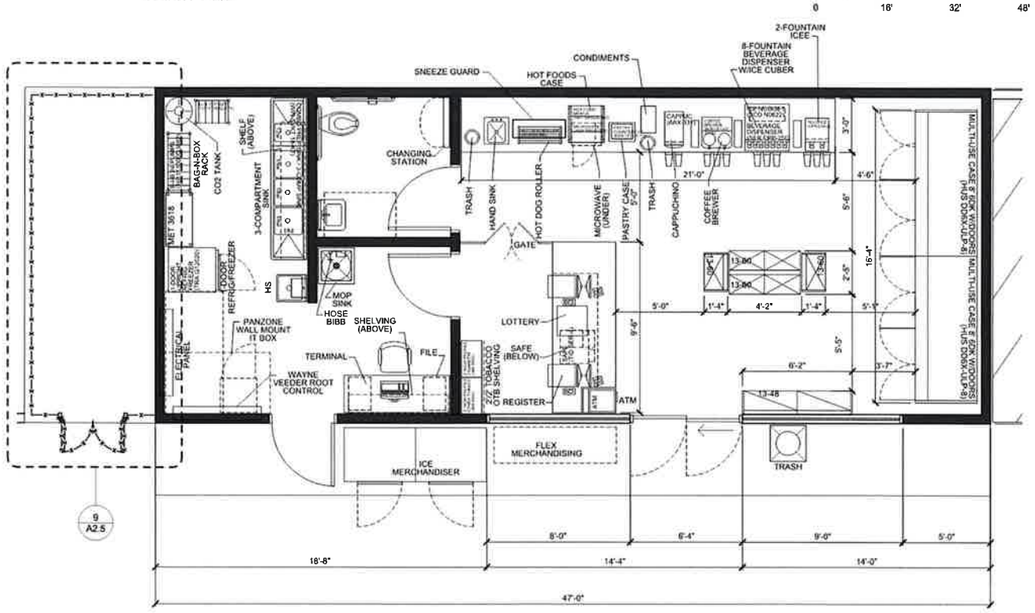
#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A2.2

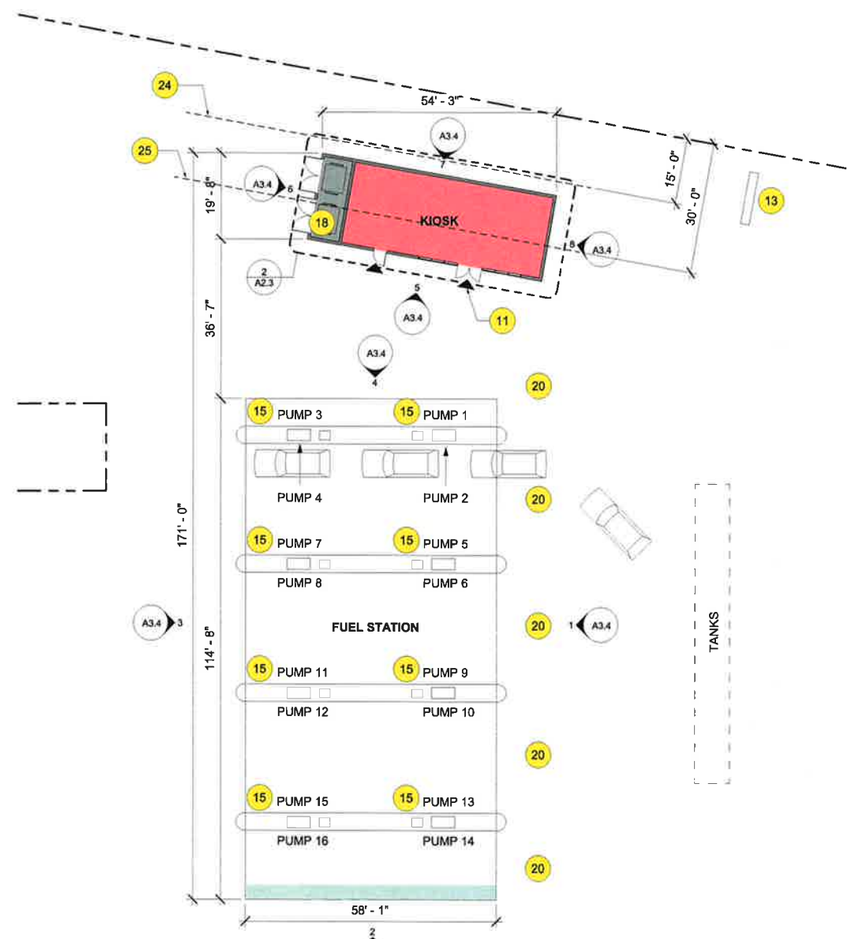
Return to Agenda



3 DRIVE-THRU
1/16" = 1'-0"



2 FUEL STATION KIOSK
1/4" = 1'-0"



1 FUEL STATION & KIOSK
1/16" = 1'-0"

LEGEND

- PROPERTY LINE
- SETBACK LINE
- TENANT DEMISING WALLS, EXACT LOCATION MAY CHANGE
- OUTDOOR PATIO
- ENTRANCE

KEY NOTES

1. CHECKOUT STANDS
2. CART STORAGE
3. LOADING AREA
4. TRUCK DOCK
5. GATED BIKE PARKING, SLD
6. PLANTERS, SLD
7. AWNING ABOVE
8. SEATING
9. BOLLARDS, SLD
10. EXIT ONLY DOORS
11. CUSTOMER ENTRY
12. OUTDOOR SEATING
13. MONUMENT SIGNAGE
14. WINDOW
15. FUEL PUMP
16. TRANSFORMER
17. GAS METER
18. TRASH ENCLOSURE
19. ALCOVE WITH SEATING
20. VEHICULAR QUEUEING/STACKING AREA
21. STANDING- SEAM METAL ROOFING
22. "OPEN AIR" LOUVER PANEL
23. TRASH BIN/ DUMPSTER
24. 15' PRIMARY AUTO SERVICE STATION SETBACK (KIOSK)
25. 30' NON-PRIMARY AUTO SERVICE STATION SETBACK (FUEL STATION)
26. DRIVE-THRU ENTRANCE/EXIT 25' ROW SETBACK
27. DRIVE-THRU ENTRANCE
28. DRIVE-THRU EXIT

lowney arch

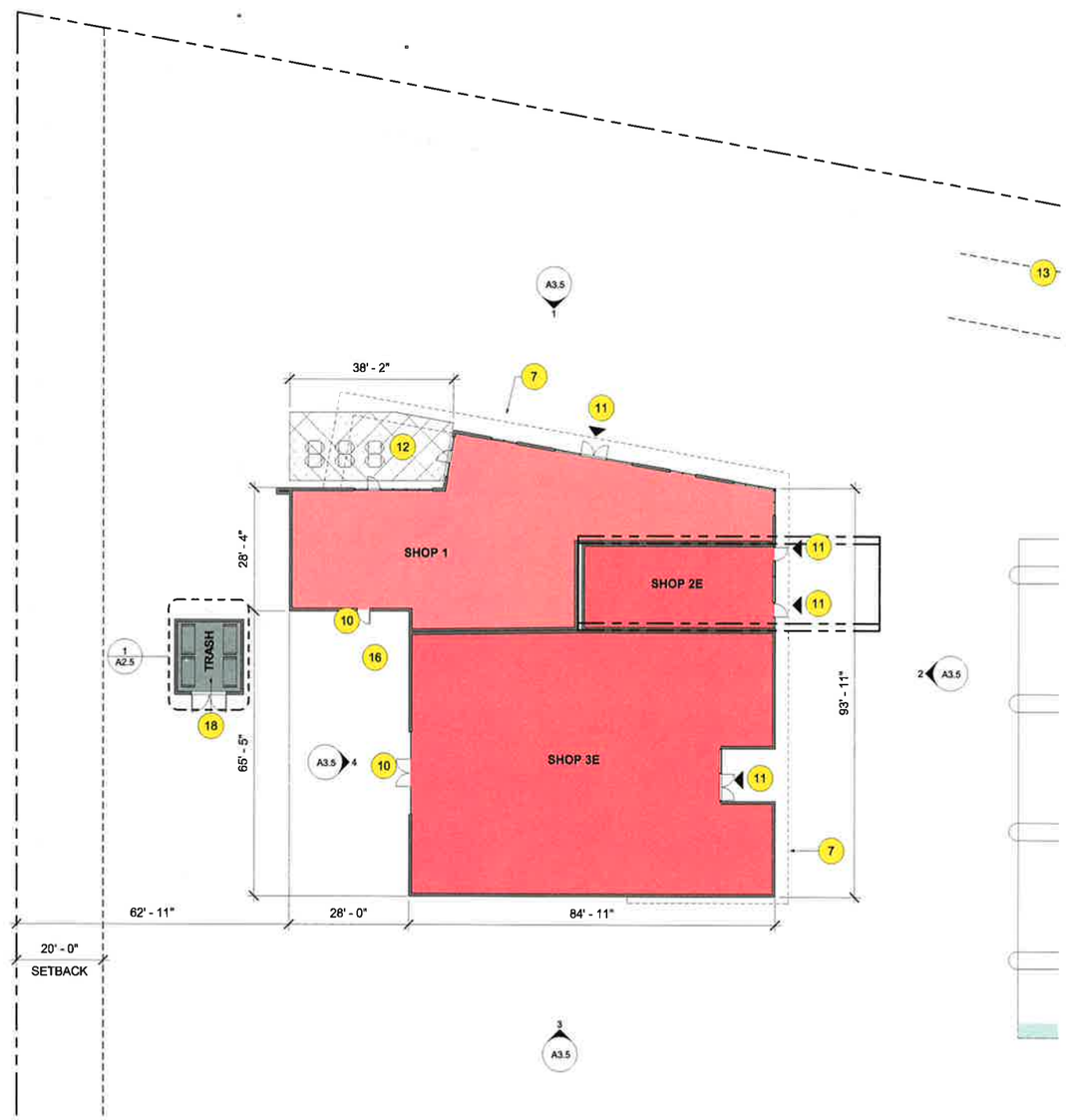
FUEL STATION, KIOSK, & DRIVE-THRU ENLARGED PLANS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A2.3

Return to Agenda



NOTE: SHOPS 2E & 3E ARE RENOVATIONS OF EXISTING BUILDINGS

LEGEND

- PROPERTY LINE
- SETBACK LINE
- TENANT DEMISING WALLS, EXACT LOCATION MAY CHANGE
- OUTDOOR PATIO
- ENTRANCE

KEY NOTES

1. CHECKOUT STANDS
2. CART STORAGE
3. LOADING AREA
4. TRUCK DOCK
5. GATED BIKE PARKING, SLD
6. PLANTERS, SLD
7. AWNING ABOVE
8. SEATING
9. BOLLARDS, SLD
10. EXIT ONLY DOORS
11. CUSTOMER ENTRY
12. OUTDOOR SEATING
13. MONUMENT SIGNAGE
14. WINDOW
15. FUEL PUMP
16. TRANSFORMER
17. GAS METER
18. TRASH ENCLOSURE
19. ALCOVE WITH SEATING
20. VEHICULAR QUEUEING/STACKING AREA
21. STANDING- SEAM METAL ROOFING
22. "OPEN AIR" LOUVER PANEL
23. TRASH BIN/ DUMPSTER
24. 15' PRIMARY AUTO SERVICE STATION SETBACK (KIOSK)
25. 30' NON-PRIMARY AUTO SERVICE STATION SETBACK (FUEL STATION)
26. DRIVE-THRU ENTRANCE/EXIT 25' ROW SETBACK
27. DRIVE-THRU ENTRANCE
28. DRIVE-THRU EXIT

N

0 16' 32' 48'

lowney arch

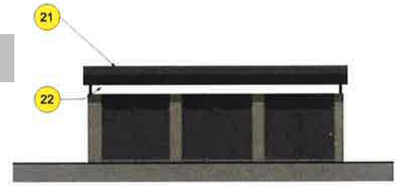
SHOPS 1, 2E, & 3E ENLARGED PLAN

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

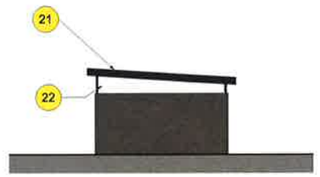
A2.4

Return to Agenda

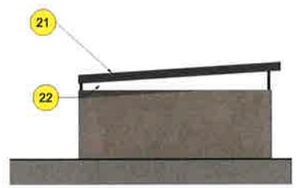


18 JUNIOR ANCHOR TRASH ENCLOSURE SOUTH ELEVATION
1/8" = 1'-0"

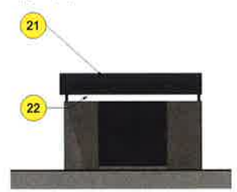
17 JUNIOR ANCHOR TRASH ENCLOSURE NORTH ELEVATION
1/8" = 1'-0"



16 JUNIOR ANCHOR TRASH ENCLOSURE EAST ELEVATION
1/8" = 1'-0"



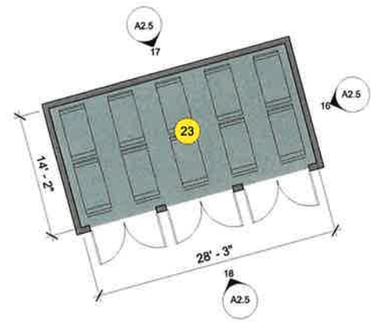
15 SAFEWAY TRASH ENCLOSURE SOUTH ELEVATION
1/8" = 1'-0"



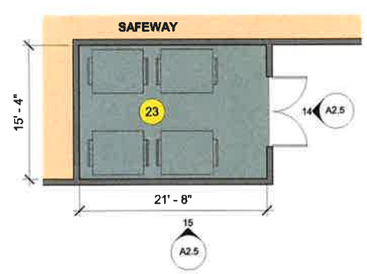
14 SAFEWAY TRASH ENCLOSURE EAST ELEVATION
1/8" = 1'-0"

13 KIOSK TRASH ENCLOSURE WEST ELEVATION
1/8" = 1'-0"

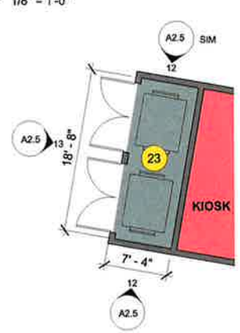
12 KIOSK TRASH ENCLOSURE SOUTH ELEVATION
1/8" = 1'-0"



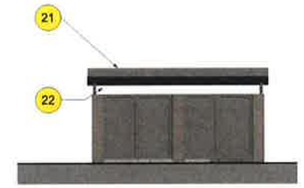
11 SHOPS TRASH ENCLOSURE PLAN
1/8" = 1'-0"



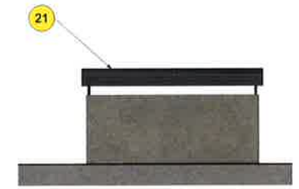
10 SHOPS 1-3 TRASH ENCLOSURE PLAN
1/8" = 1'-0"



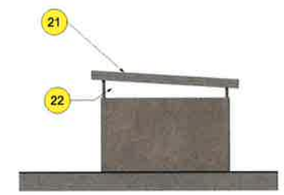
9 GAS STATION KIOSK TRASH ENCLOSURE PLAN
1/8" = 1'-0"



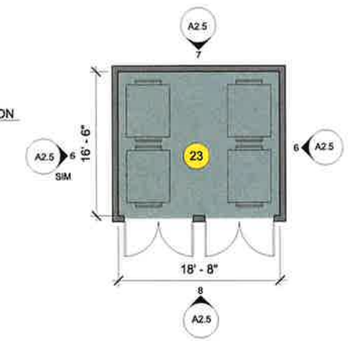
8 DRIVE-THRU TRASH ENCLOSURE SOUTH ELEVATION
1/8" = 1'-0"



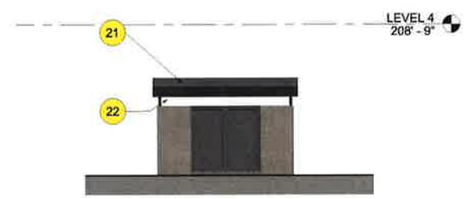
7 DRIVE-THRU TRASH ENCLOSURE NORTH ELEVATION
1/8" = 1'-0"



6 DRIVE-THRU TRASH ENCLOSURE EAST ELEVATION
1/8" = 1'-0"



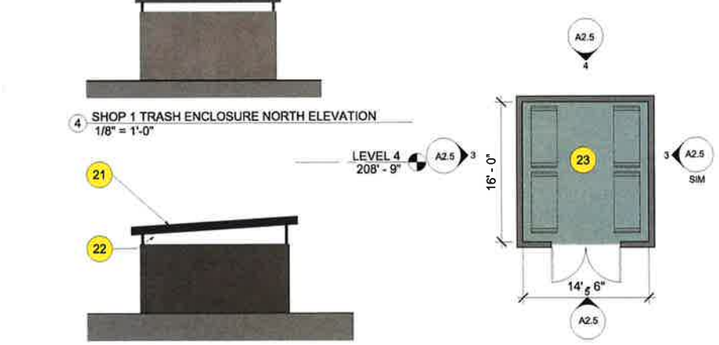
2 DRIVE-THRU TRASH ENCLOSURE PLAN
1/8" = 1'-0"



5 SHOPS 1-3 TRASN ENCLOSURE SOUTH ELEVATION
1/8" = 1'-0"

4 SHOP 1 TRASH ENCLOSURE NORTH ELEVATION
1/8" = 1'-0"

3 SHOPS 1-3 TRASH ENCLOSURE WEST ELEVATION
1/8" = 1'-0"



1 SHOPS 1-3 TRASH ENCLOSURE PLAN
1/8" = 1'-0"

KEY NOTES

1. CHECKOUT STANDS
2. CART STORAGE
3. LOADING AREA
4. TRUCK DOCK
5. GATED BIKE PARKING, SLD
6. PLANTERS, SLD
7. AWNING ABOVE
8. SEATING
9. BOLLARDS, SLD
10. EXIT ONLY DOORS
11. CUSTOMER ENTRY
12. OUTDOOR SEATING
13. MONUMENT SIGNAGE
14. WINDOW
15. FUEL PUMP
16. TRANSFORMER
17. GAS METER
18. TRASH ENCLOSURE
19. ALCOVE WITH SEATING
20. VEHICULAR QUEUEING/STACKING AREA
21. STANDING- SEAM METAL ROOFING
22. "OPEN AIR" LOUVER PANEL
23. TRASH BIN/ DUMPSTER

NOTE: IT IS ASSUMED THAT SOLID WASTE, RECYCLING, TALLOW BINS, AND GREEN WASTE WILL BE PICKED UP THREE TIMES A WEEK. THIS CAN BE INCREASED IF FUTURE DEMAND IS DEEMED NECESSARY.

0 8' 16' 24'

lowney arch

TRASH ENCLOSURE PLANS & ELEVATIONS

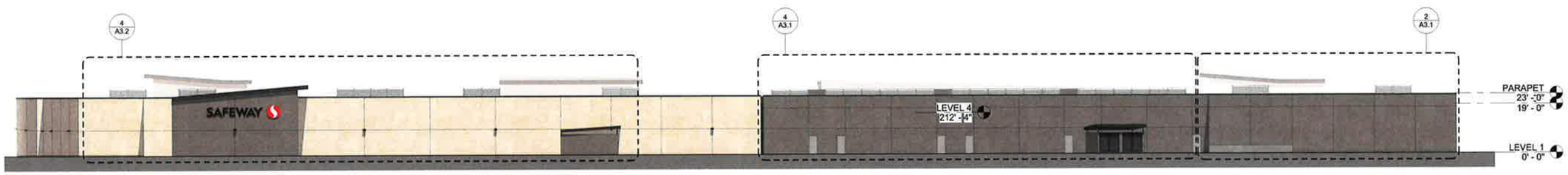
PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A2.5

Return to Agenda

1 FRONT ELEVATION FACING TARA HILLS DRIVE (SOUTH ELEVATION)
1" = 20'-0"



2 BACK ELEVATION FACING HIGHWAY 80 (NORTH ELEVATION)
1" = 20'-0"

lowney arch

OVERALL EXTERIOR ELEVATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

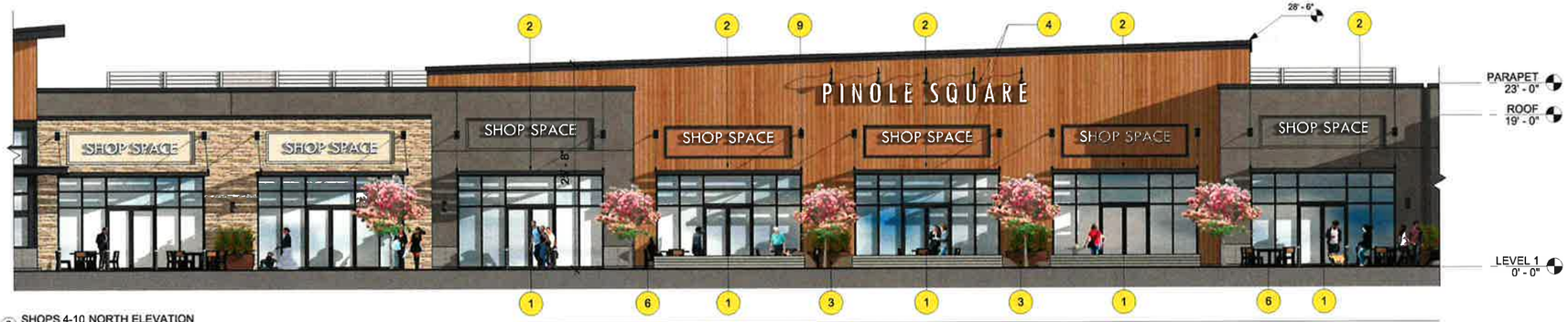
#	DATE	ISSUES & REVISIONS	BY
	11/26/2019	PLANNING RESUBMITTAL	EP

A3.0

Return to Agenda

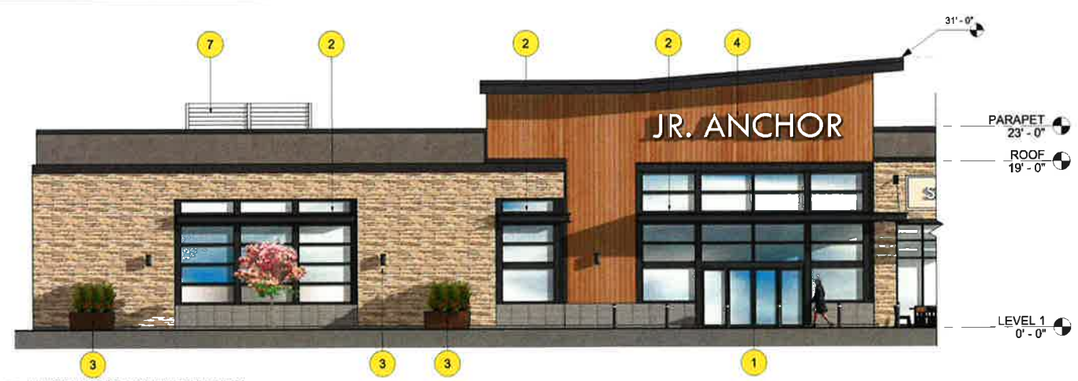
5 JUNIOR ANCHOR EAST ELEVATION
1/8" = 1'-0"

4 SHOPS 4-10 SOUTH ELEVATION
1/8" = 1'-0"



3 SHOPS 4-10 NORTH ELEVATION
1/8" = 1'-0"

2 JUNIOR ANCHOR SOUTH ELEVATION
1/8" = 1'-0"



1 JUNIOR ANCHOR NORTH ELEVATION
1/8" = 1'-0"

LEGEND

- FIBER CEMENT PANELS NICHIHA ANTIQUE WOOD
- PAINTED STUCCO BENJAMIN MOORE
- PAINTED STUCCO BENJAMIN MOORE TAPESTRY BEIGE 975
- CEMENTITIOUS (MANUFACTURED) "STONE" EL DORADO, ALDERWOOD OR SIMILAR
- PORCELAIN TILE BASE DALTILE IMAGICA MIDNIGHT IG98
- PAINTED STOREFRONT AND TRIM - DARK GREY

KEY NOTES

1. BUILDING ENTRY
2. ARCHITECTURAL AWNING/ PROJECTION
3. PLANTER
4. SIGNAGE, SEE SIGNAGE DOCUMENTS
5. NOT USED
6. SEATING
7. METAL LOUVERS
8. GREEN SCREEN
9. LIGHTING
10. (N) ATM
11. DRIVE THRU WINDOW
12. TRASH ENCLOSURE

lowney arch

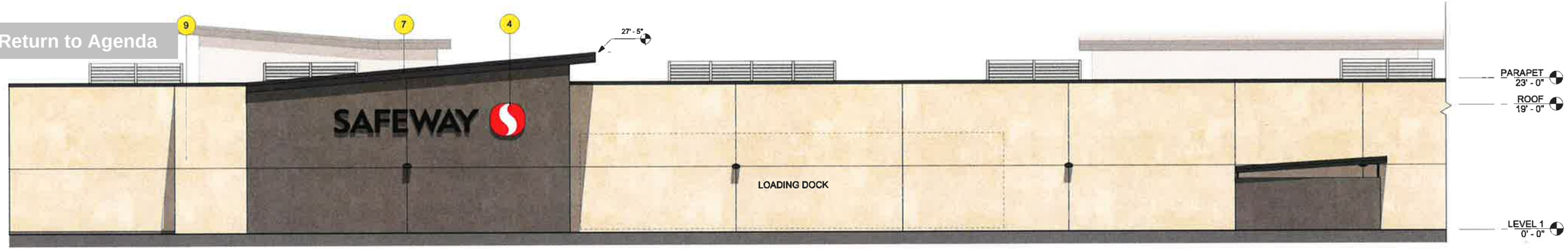
SHOPS 4-10 & JUNIOR ANCHOR ELEVATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

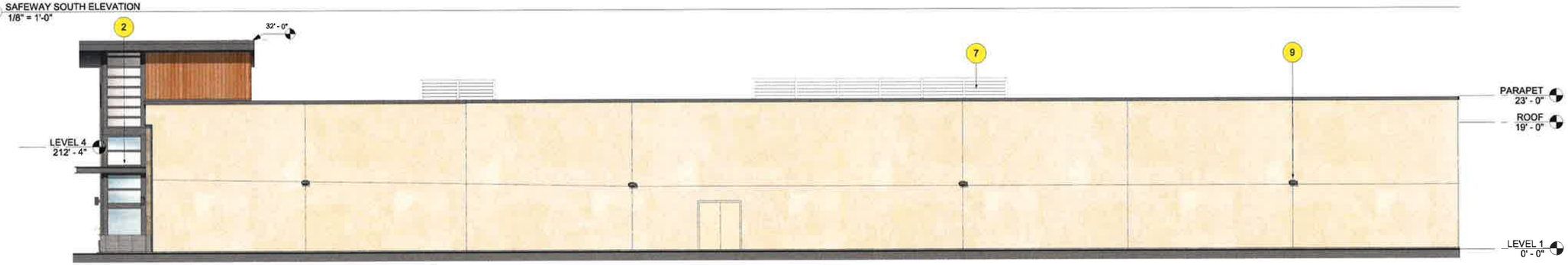
#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A3.1

Return to Agenda

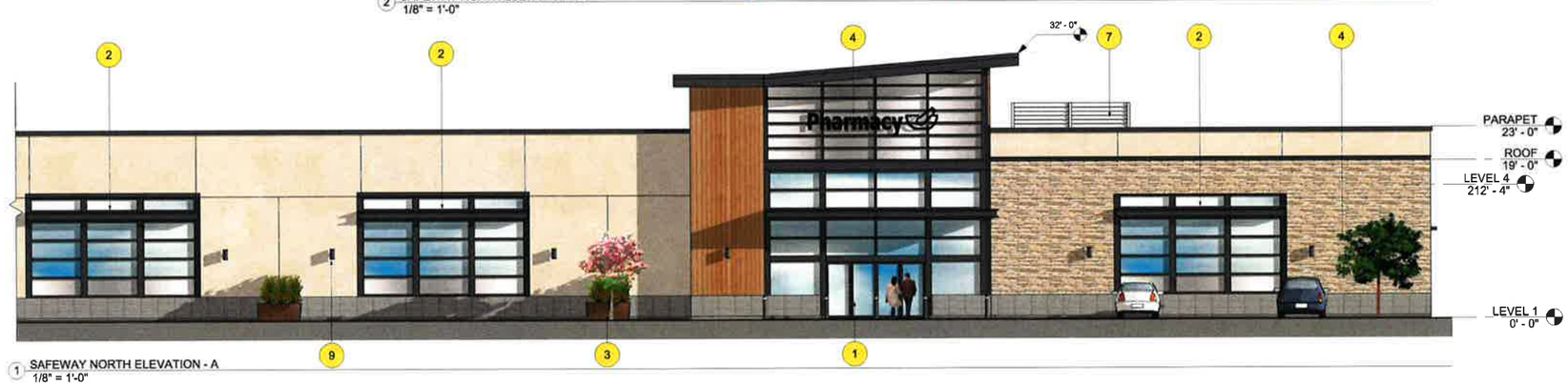


4 SAFEWAY SOUTH ELEVATION
1/8" = 1'-0"



3 SAFEWAY WEST ELEVATION
1/8" = 1'-0"

2 SAFEWAY NORTH ELEVATION - B
1/8" = 1'-0"



1 SAFEWAY NORTH ELEVATION - A
1/8" = 1'-0"

LEGEND

- FIBER CEMENT PANELS NICHIHA ANTIQUE WOOD
- PAINTED STUCCO BENJAMIN MOORE
- PAINTED STUCCO BENJAMIN MOORE TAPESTRY BEIGE 975
- CEMENTITIOUS (MANUFACTURED) "STONE" EL DORADO, ALDERWOOD OR SIMILAR
- PORCELAIN TILE BASE DALTILE IMAGICA MIDNIGHT IG98
- PAINTED STOREFRONT AND TRIM - DARK GREY

KEY NOTES

1. BUILDING ENTRY
2. ARCHITECTURAL AWNING/ PROJECTION
3. PLANTER
4. SIGNAGE, SEE SIGNAGE DOCUMENTS
5. NOT USED
6. SEATING
7. METAL LOUVERS
8. GREEN SCREEN
9. LIGHTING
10. (N) ATM
11. DRIVE THRU WINDOW
12. TRASH ENCLOSURE

lowney arch

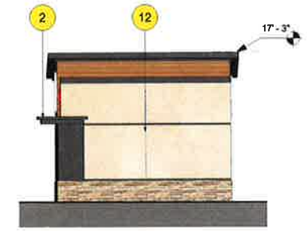
SAFEWAY EXTERIOR ELEVATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

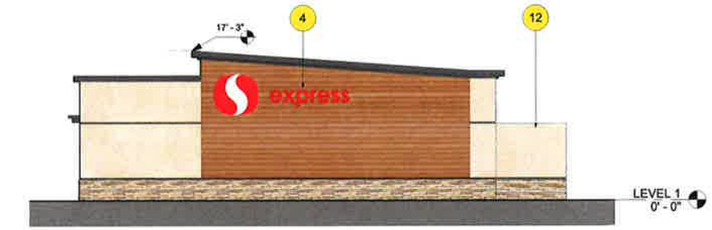
#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A3.2

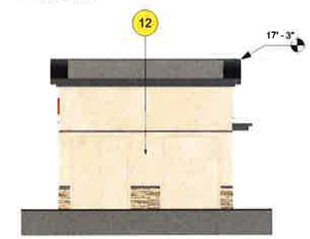
Return to Agenda



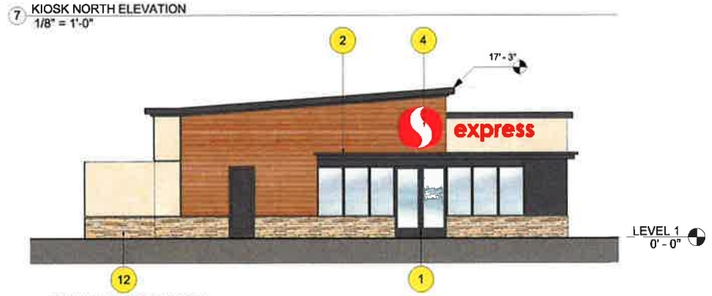
8 KIOSK EAST ELEVATION
1/8" = 1'-0"



7 KIOSK NORTH ELEVATION
1/8" = 1'-0"



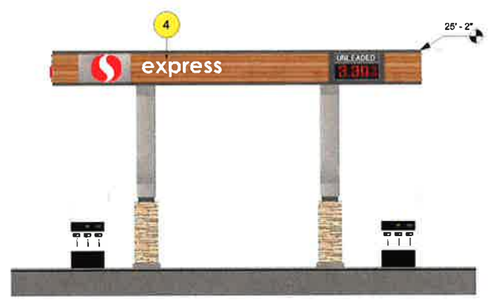
6 KIOSK WEST ELEVATION
1/8" = 1'-0"



5 KIOSK SOUTH ELEVATION
1/8" = 1'-0"

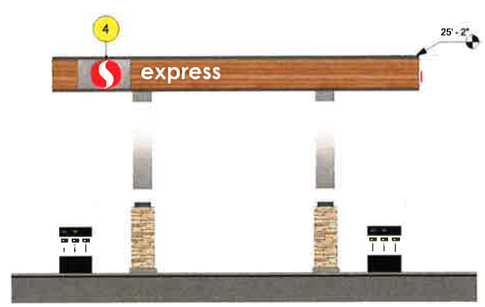
LEGEND

- FIBER CEMENT PANELS NICHIHA ANTIQUE WOOD
- PAINTED STUCCO BENJAMIN MOORE
- PAINTED STUCCO BENJAMIN MOORE TAPESTRY BEIGE 975
- CEMENTITIOUS (MANUFACTURED) "STONE" EL DORADO, ALDERWOOD OR SIMILAR
- PORCELAIN TILE BASE DALTILE IMAGICA MIDNIGHT IG98
- PAINTED STOREFRONT AND TRIM - DARK GREY



4 FUEL STATION NORTH ELEVATION
1/8" = 1'-0"

3 FUEL STATION WEST ELEVATION
1/8" = 1'-0"



2 FUEL STATION SOUTH ELEVATION
1/8" = 1'-0"

1 FUEL STATION EAST ELEVATION
1/8" = 1'-0"

KEY NOTES

1. BUILDING ENTRY
2. ARCHITECTURAL AWNING/ PROJECTION
3. PLANTER
4. SIGNAGE, SEE SIGNAGE DOCUMENTS
5. NOT USED
6. SEATING
7. METAL LOUVERS
8. GREEN SCREEN
9. LIGHTING
10. (N) ATM
11. DRIVE THRU WINDOW
12. TRASH ENCLOSURE

0 8' 16' 24'

lowney arch

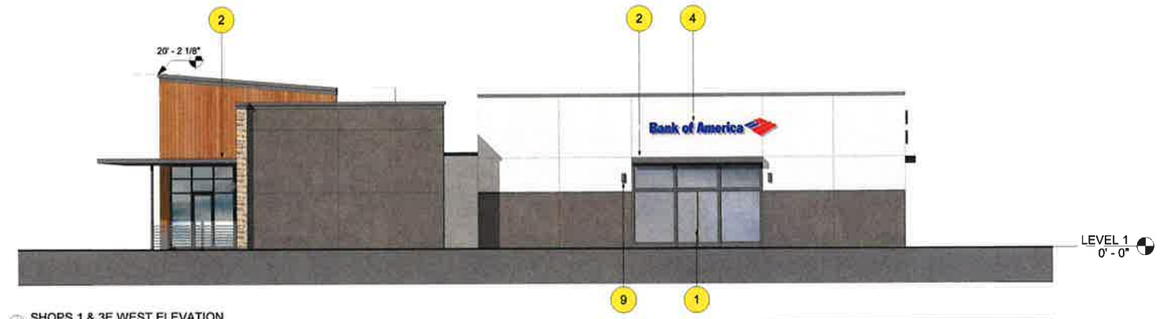
FUEL STATION & KIOSK ELEVATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

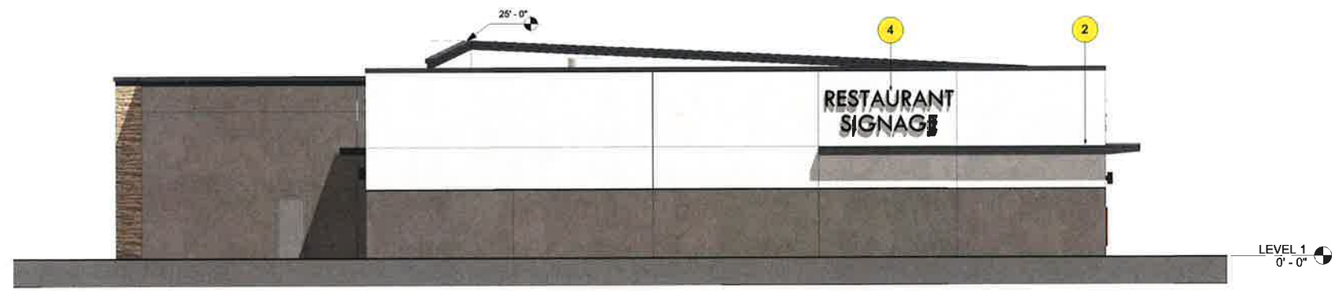
#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A3.4

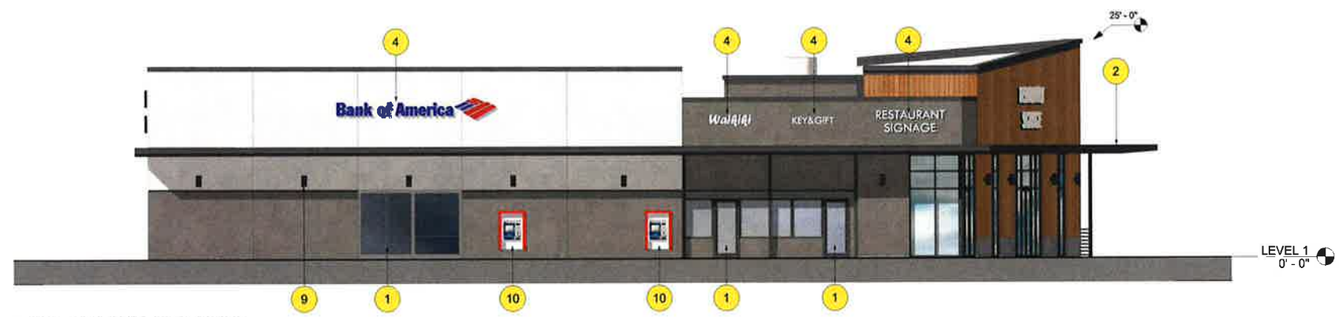
Return to Agenda



4 SHOPS 1 & 3E WEST ELEVATION
1/8" = 1'-0"



3 SHOPS 1 & 3E SOUTH ELEVATION
1/8" = 1'-0"



2 SHOPS 1, 2E, & 3E EAST ELEVATION
1/8" = 1'-0"

1 SHOP 1 NORTH ELEVATION
1/8" = 1'-0"

LEGEND

- FIBER CEMENT PANELS NICHIHA ANTIQUE WOOD
- PAINTED STUCCO BENJAMIN MOORE
- PAINTED STUCCO BENJAMIN MOORE TAPESTRY BEIGE 975
- CEMENTITIOUS (MANUFACTURED) "STONE" EL DORADO, ALDERWOOD OR SIMILAR
- PORCELAIN TILE BASE DALTILE IMAGICA MIDNIGHT IG98
- PAINTED STOREFRONT AND TRIM - DARK GREY

KEY NOTES

1. BUILDING ENTRY
2. ARCHITECTURAL AWNING/ PROJECTION
3. PLANTER
4. SIGNAGE, SEE SIGNAGE DOCUMENTS
5. NOT USED
6. SEATING
7. METAL LOUVERS
8. GREEN SCREEN
9. LIGHTING
10. (N) ATM
11. DRIVE THRU WINDOW
12. TRASH ENCLOSURE

0 8' 16' 24'

lowney arch

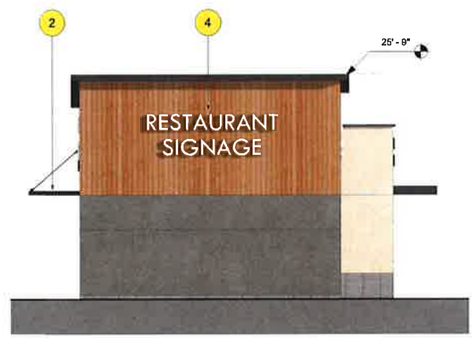
SHOPS 1, 2E, & 3E ELEVATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

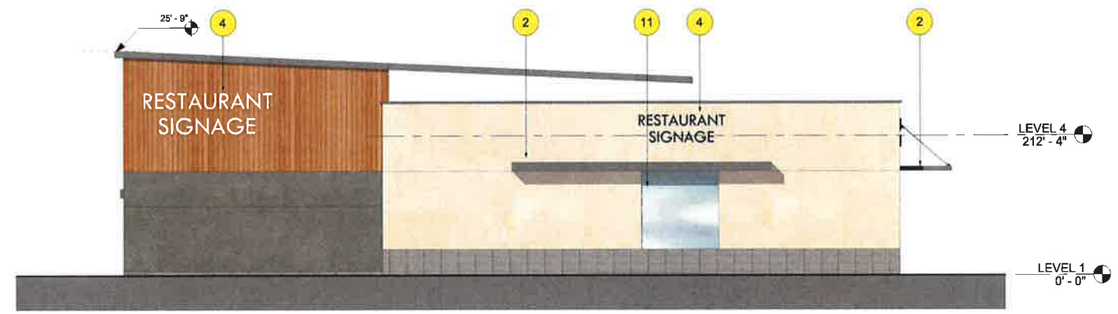
#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A3.5

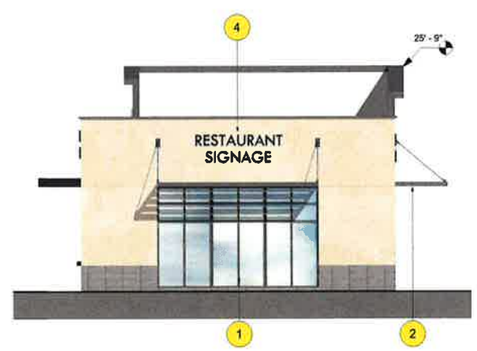
Return to Agenda



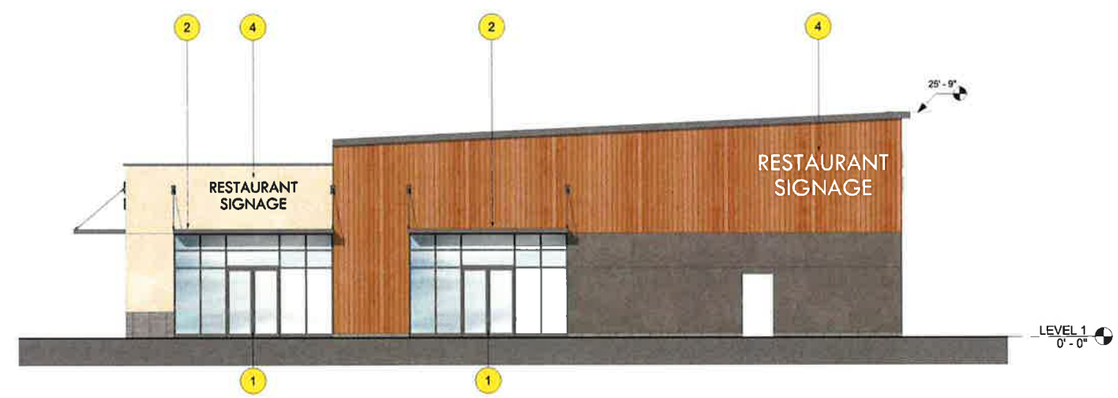
4 DRIVE-THRU NORTH ELEVATION
1/8" = 1'-0"



3 DRIVE-THRU WEST ELEVATION
1/8" = 1'-0"



2 DRIVE-THRU SOUTH ELEVATION
1/8" = 1'-0"



1 DRIVE-THRU EAST ELEVATION
1/8" = 1'-0"

LEGEND

- FIBER CEMENT PANELS NICHIHA ANTIQUE WOOD
- PAINTED STUCCO BENJAMIN MOORE
- PAINTED STUCCO BENJAMIN MOORE TAPESTRY BEIGE 975
- CEMENTITIOUS (MANUFACTURED) "STONE" EL DORADO, ALDERWOOD OR SIMILAR
- PORCELAIN TILE BASE DALTILE IMAGICA MIDNIGHT IG98
- PAINTED STOREFRONT AND TRIM - DARK GREY

KEY NOTES

1. BUILDING ENTRY
2. ARCHITECTURAL AWNING/ PROJECTION
3. PLANTER
4. SIGNAGE, SEE SIGNAGE DOCUMENTS
5. NOT USED
6. SEATING
7. METAL LOUVERS
8. GREEN SCREEN
9. LIGHTING
10. (N) ATM
11. DRIVE THRU WINDOW
12. TRASH ENCLOSURE

0 8' 16' 24'

lowney arch

DRIVE-THRU ELEVATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A3.6

Return to Agenda

PERSPECTIVE VIEW OF SAFEWAY

PERSPECTIVE VIEW OF SHOPS

lowney arch

PROJECT PERSPECTIVE VIEWS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A4.1

Return to Agenda

ZOOMED OUT PERSPECTIVE VIEW OF SHOPS

ZOOMED OUT PERSPECTIVE VIEW OF SAFEWAY

lowney arch

PROJECT PERSPECTIVE VIEWS

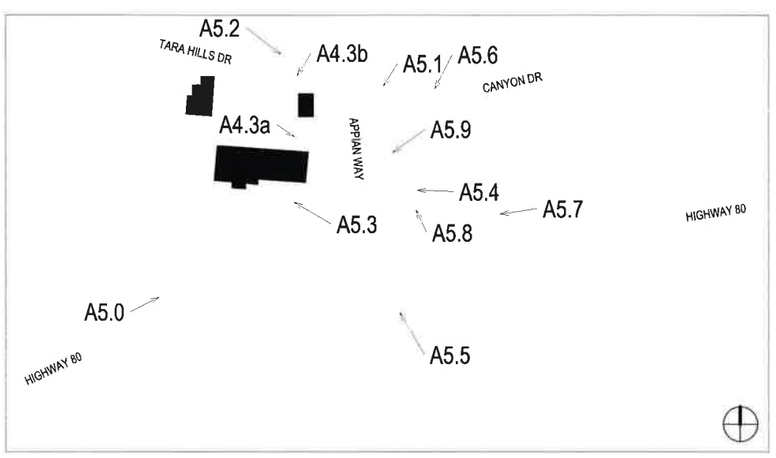
PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A4.2

Return to Agenda

A4.3a - PHOTOSIMULATION



VISUALIZATION MAP

A4.3b - PHOTOSIMULATION

lowney arch

PHOTOSIMULATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

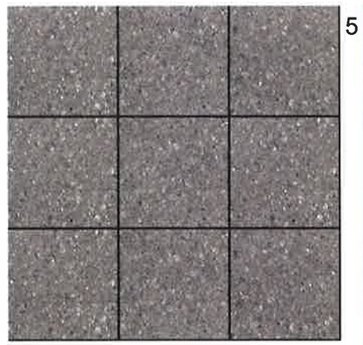
A4.3

Return to Agenda

1

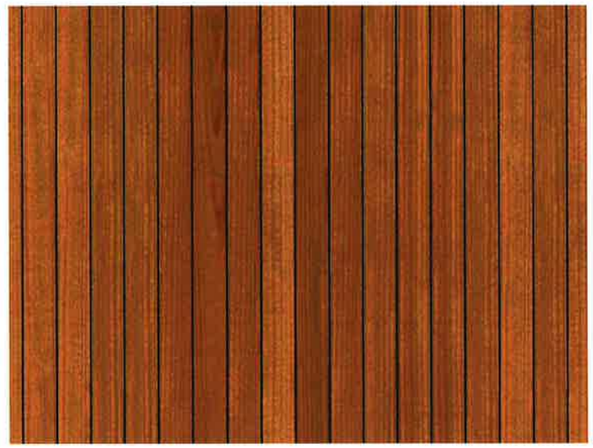
2

3



4

5



1. STUCCO, "SAND" SMOOTH FINISH
2. MANUFACTURED "STACKED STONE"
3. PORCELAIN TILE OR CEMENT BLOCK FINISH, SEALED
4. STUCCO, "SAND" SMOOTH FINISH
5. VERTICAL WOOD / WOOD COMPOSITE PANELS

lowney arch

MATERIALS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	06/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A4.4

Return to Agenda

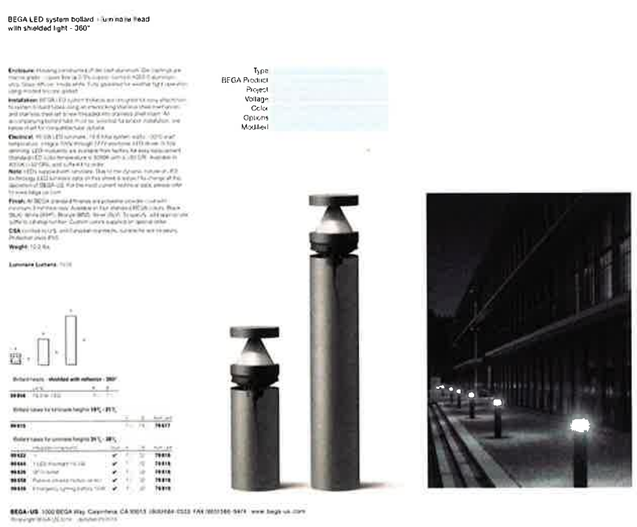
A2 OR A3

A

A	BACK TO BACK
A1	3 @ 90 DEGREES
A2	SINGLE
A3	SINGLE
A4	TWIN

COLOR: BRONZE PAINT (25' HIGH)

PARKING LOT LIGHT



B SINGLE

COLOR: BRONZE (3' HIGH)

BOLLARD

C SINGLE

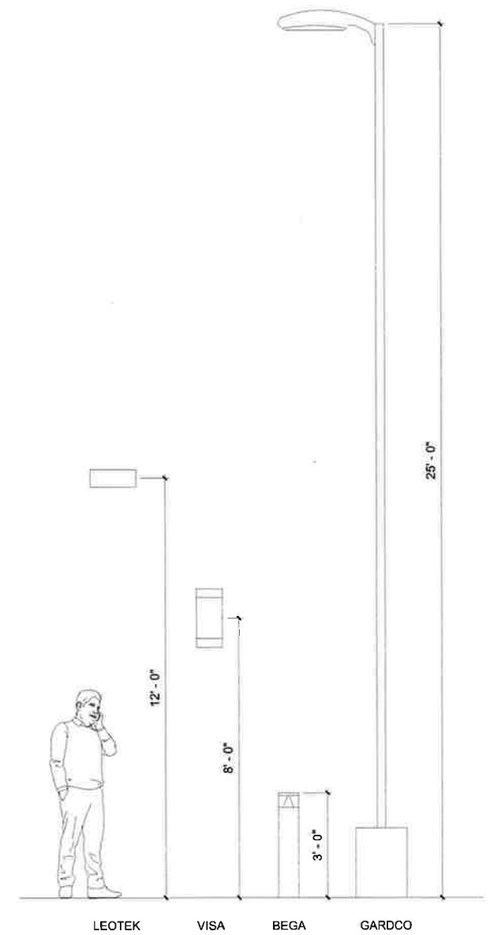
COLOR: BRONZE (MOUNTED 8' AFF)

SCONCE

D & D1 SINGLE

COLOR: DARK BRONZE (MOUNTED 12' AFF)

SCONCE



lowney arch

LIGHTING

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

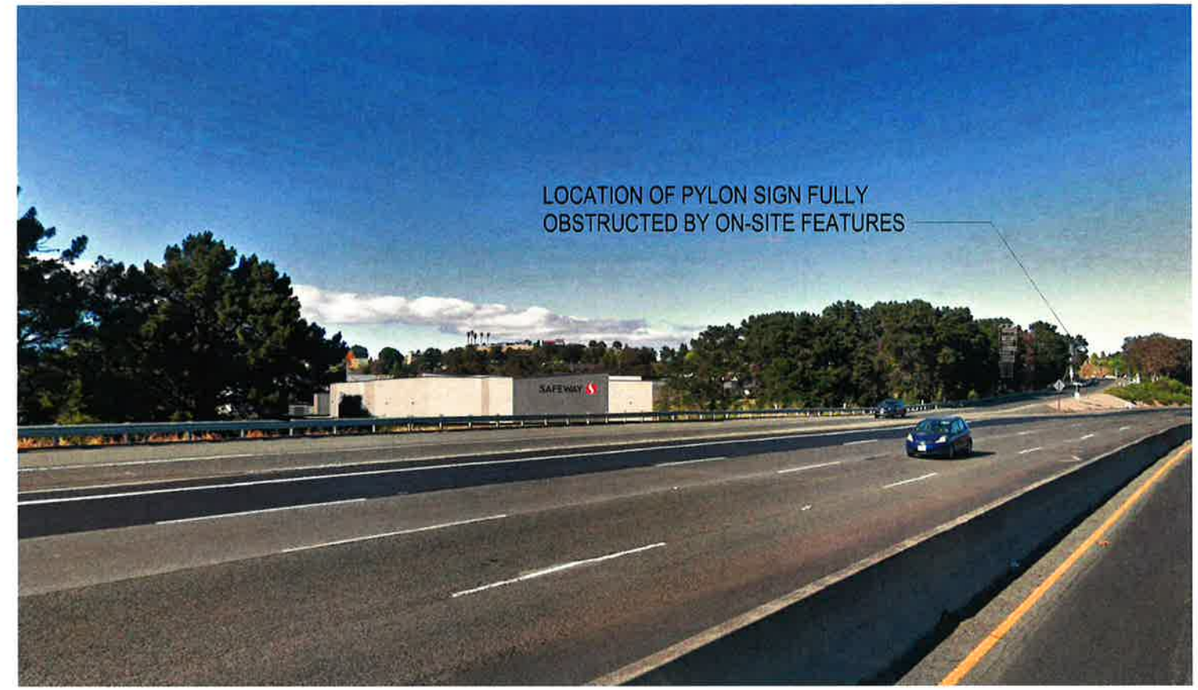
A4.5

Return to Agenda

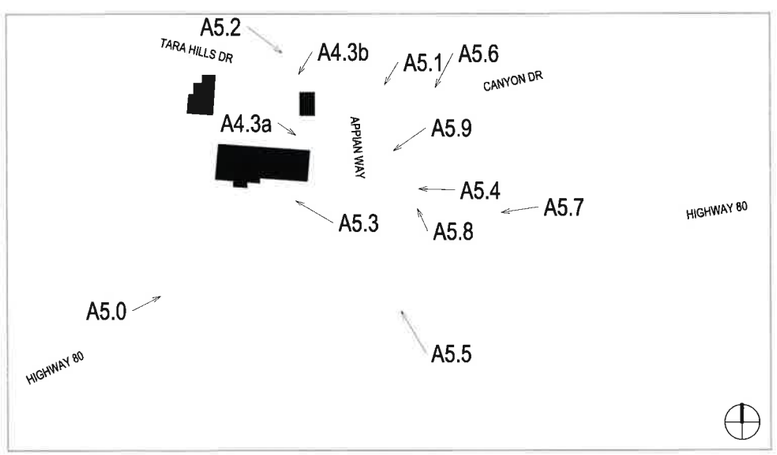
BEFORE

INTERSTATE 80 EASTBOUND VIEW OF THE EXISTING CONDITIONS

AFTER



INTERSTATE 80 EASTBOUND VIEW OF THE PROPOSED PROJECT



VISUALIZATION MAP

NOTE: PHOTOMONTAGE IS GRAPHIC IN NATURE. THE CONSTRUCTED PROJECT WILL NOT APPEAR EXACTLY AS SHOWN.

lowney arch

PYLON SIGNAGE PHOTOSIMULATIONS

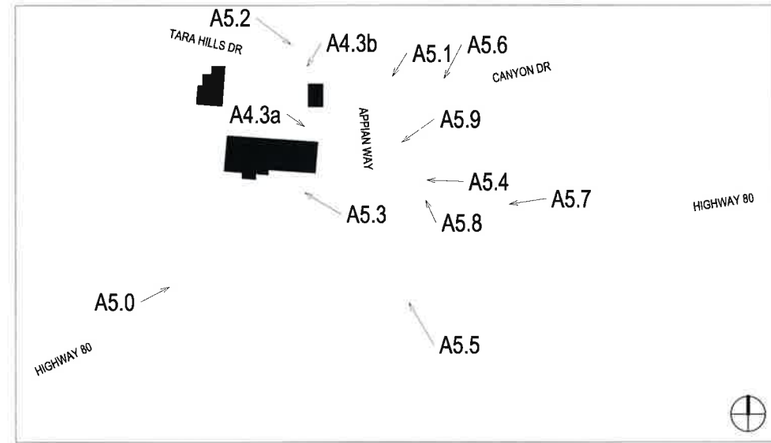
PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A5.0

Return to Agenda

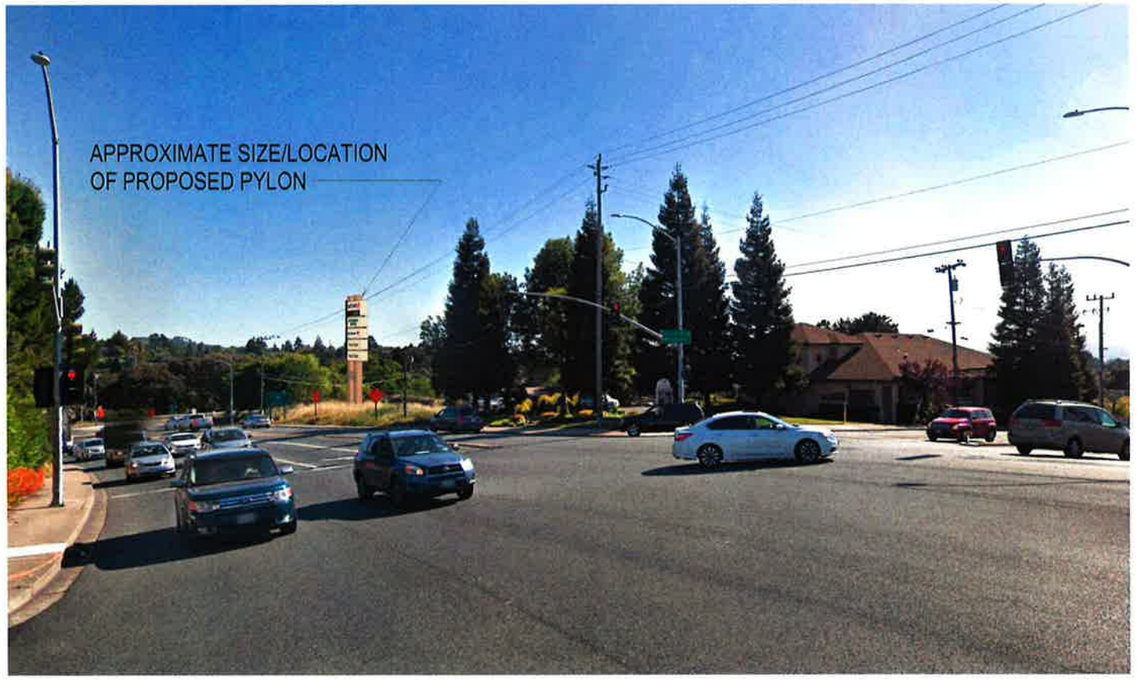
CANYON DRIVE WESTBOUND DIRECTION LOOKING SOUTHWEST TOWARD THE EXISTING PYLON SIGN



VISUALIZATION MAP

NOTE: PHOTOMONTAGE IS GRAPHIC IN NATURE. THE CONSTRUCTED PROJECT WILL NOT APPEAR EXACTLY AS SHOWN.

AFTER



CANYON DRIVE WESTBOUND DIRECTION LOOKING SOUTHWEST TOWARD THE PROPOSED PYLON SIGN

TARA HILLS DRIVE SIGNALIZED INTERSECTION LOOKING SOUTH
(NEITHER THE PYLON SIGN NOR THE PROJECT ARE VISIBLE FROM THIS VIEW)

lowney arch

PYLON SIGNAGE PHOTOSIMULATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A5.1

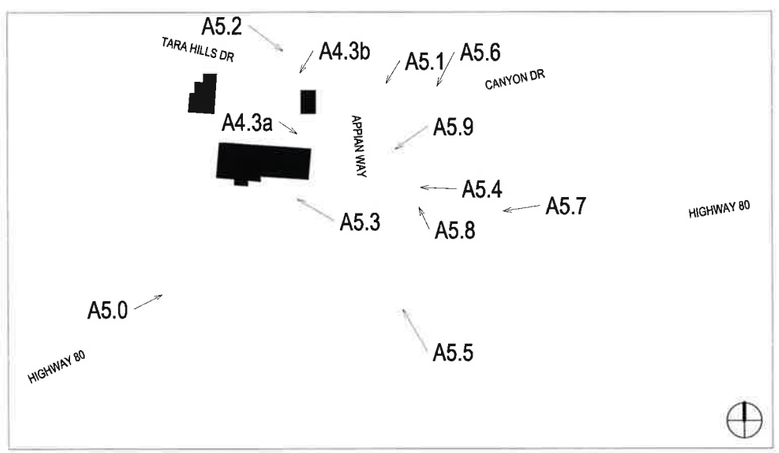
Return to Agenda

BEFORE

TARA HILLS DRIVE EASTBOUND VIEW OF THE EXISTING CONDITIONS

AFTER

TARA HILLS DRIVE EASTBOUND VIEW OF THE PROPOSED PROJECT



VISUALIZATION MAP

NOTE: PHOTOMONTAGE IS GRAPHIC IN NATURE. THE CONSTRUCTED PROJECT WILL NOT APPEAR EXACTLY AS SHOWN.

lowney arch

PYLON SIGNAGE PHOTOSIMULATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	06/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A5.2

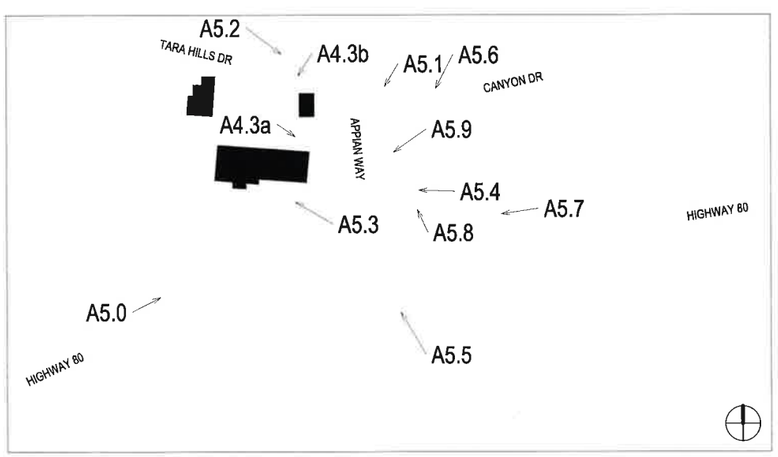
Return to Agenda

BEFORE

VIEW FROM WESTBOUND 180 ON RAMP VIEW OF THE EXISTING CONDITIONS

AFTER

VIEW FROM WESTBOUND 180 ON RAMP VIEW OF THE PROPOSED CONDITIONS



VISUALIZATION MAP

NOTE: PHOTOMONTAGE IS GRAPHIC IN NATURE. THE CONSTRUCTED PROJECT WILL NOT APPEAR EXACTLY AS SHOWN.

lowney arch

PYLON SIGNAGE PHOTOSIMULATIONS

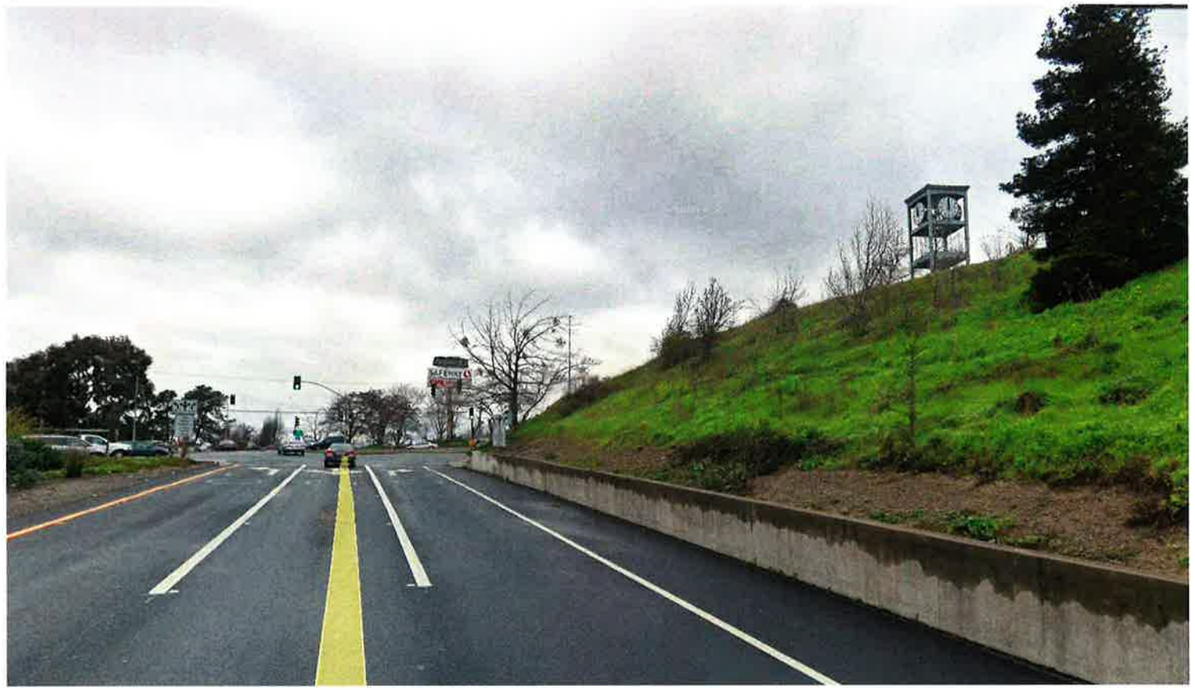
PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A5.3

Return to Agenda

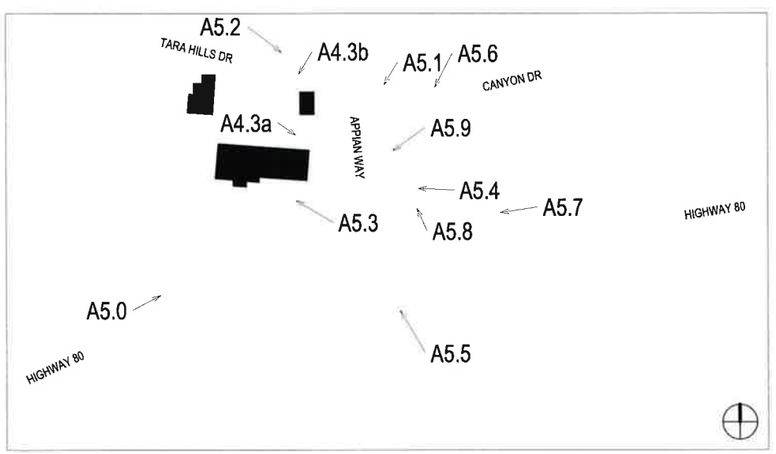
BEFORE



180 AND APPIAN WAY INTERCHANGE WESTBOUND OFF RAMP

AFTER

180 AND APPIAN WAY INTERCHANGE WESTBOUND OFF RAMP



VISUALIZATION MAP

NOTE: PHOTOMONTAGE IS GRAPHIC IN NATURE. THE CONSTRUCTED PROJECT WILL NOT APPEAR EXACTLY AS SHOWN.

lowney arch

PYLON SIGNAGE PHOTOSIMULATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A5.4

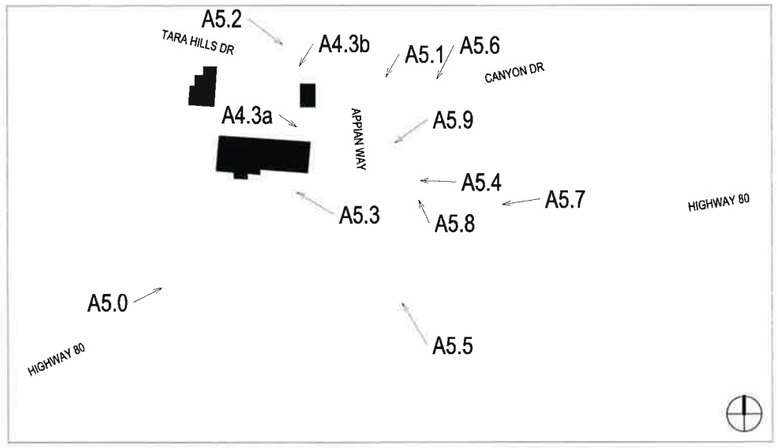
Return to Agenda

BEFORE

VIEW FROM ACROSS I-80 ACCESS ROAD, NEAR SHOPS BUILDINGS (CURRENTLY BURGER KING, WING STOP)

AFTER

VIEW FROM ACROSS I-80 ACCESS ROAD, NEAR SHOPS BUILDINGS (CURRENTLY BURGER KING, WING STOP)



VISUALIZATION MAP

NOTE: PHOTOMONTAGE IS GRAPHIC IN NATURE. THE CONSTRUCTED PROJECT WILL NOT APPEAR EXACTLY AS SHOWN.

lowney arch

PYLON SIGNAGE PHOTOSIMULATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A5.5

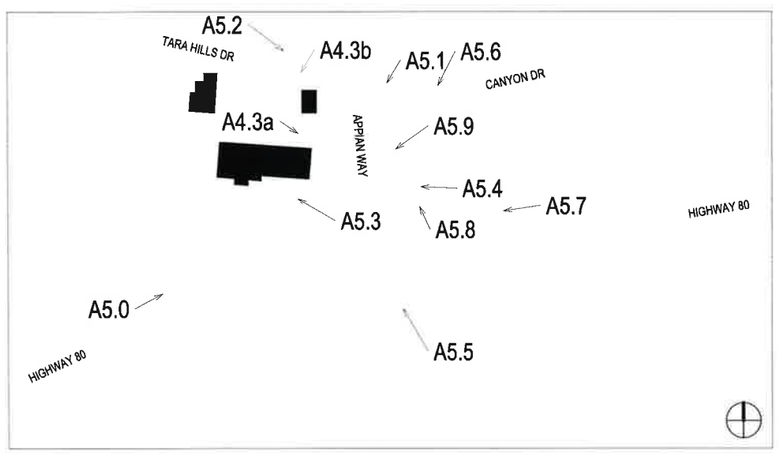
Return to Agenda

BEFORE

CANYON DRIVE LOOKING SW

AFTER

CANYON DRIVE LOOKING SW



VISUALIZATION MAP

NOTE: PHOTOMONTAGE IS GRAPHIC IN NATURE. THE CONSTRUCTED PROJECT WILL NOT APPEAR EXACTLY AS SHOWN.

lowney arch

PYLON SIGNAGE PHOTOSIMULATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

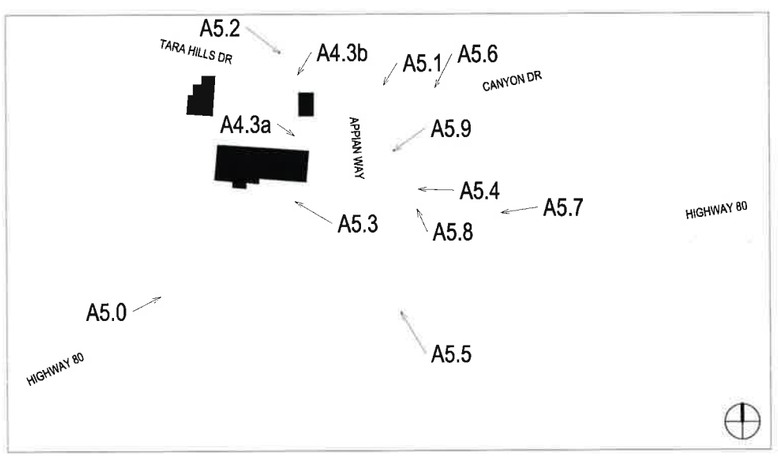
A5.6

Return to Agenda

INTERSTATE 80 AND APPIAN WAY INTERCHANGE LOOKING NORTHWEST VIEW OF EXISTING CONDITIONS

AFTER

INTERSTATE 80 AND APPIAN WAY INTERCHANGE LOOKING NORTHWEST VIEW OF THE PROPOSED PROJECT



VISUALIZATION MAP

NOTE: PHOTOMONTAGE IS GRAPHIC IN NATURE. THE CONSTRUCTED PROJECT WILL NOT APPEAR EXACTLY AS SHOWN.

lowney arch

PYLON SIGNAGE PHOTOSIMULATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A5.8

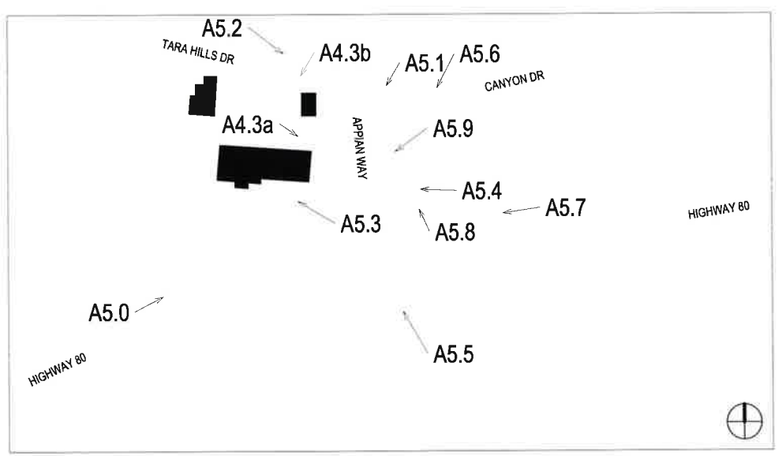
Return to Agenda

BEFORE

VIEW FROM ACROSS HIGHWAY OF EXISTING CONDITIONS

AFTER

VIEW FROM ACROSS HIGHWAY OF PROPOSED PROJECT



VISUALIZATION MAP

NOTE: PHOTOMONTAGE IS GRAPHIC IN NATURE. THE CONSTRUCTED PROJECT WILL NOT APPEAR EXACTLY AS SHOWN.

lowney arch

PYLON SIGNAGE PHOTOSIMULATIONS

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A5.9

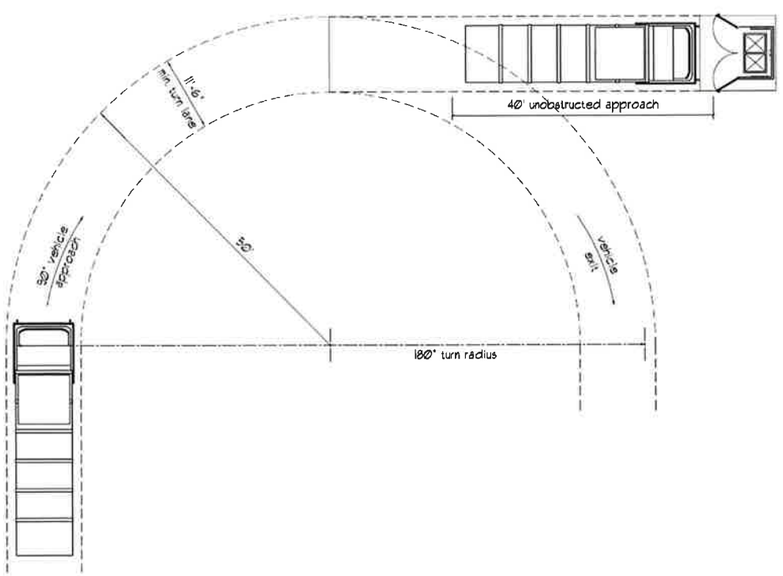
Return to Agenda

CALCULATED TURNING RADII:

INSIDE WHEEL:	34' 0"
OUTSIDE WHEEL:	50' 0"

- REQUIRES A MINIMUM 22 FT WIDE DRIVEWAY.
- REQUIRES A 25 FR OVERHEAD CLEARANCE ABOVE ENCLOSURE AREA SO THAT HAULER VEHICLES CAN ACCESS AND EMPTY THE CONTAINERS THEREIN.

SOLID WASTE TRUCK LENGTH IS 35'

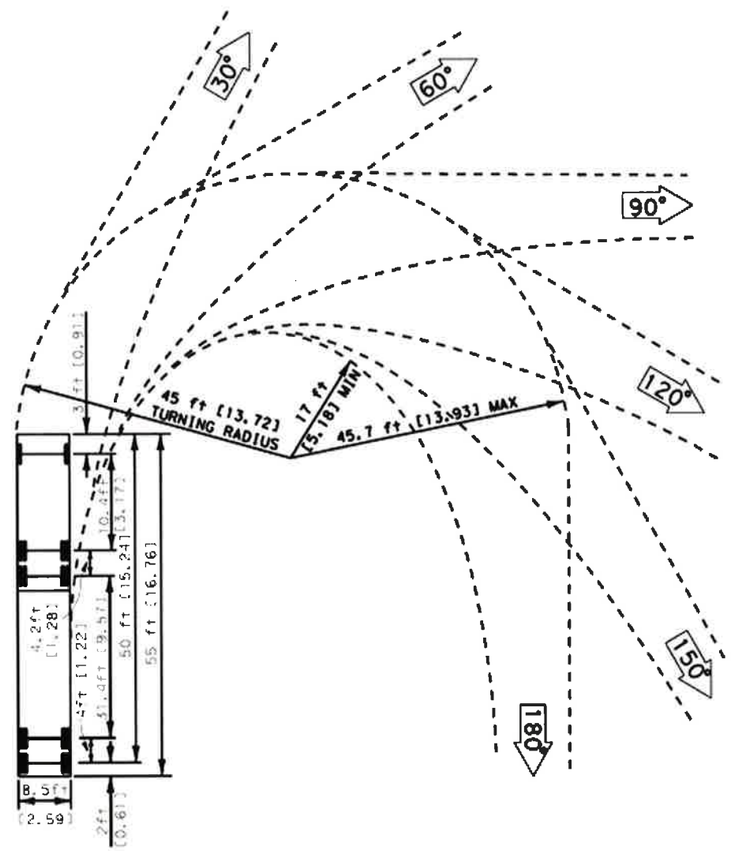


SOLID WASTE TRUCK - TURNING RADIUS

CALCULATED TURNING RADII:

INSIDE WHEEL:	17' 0"
OUTSIDE WHEEL:	45' 0"

SEMI-TRAILER TRUCK LENGTH IS 50'

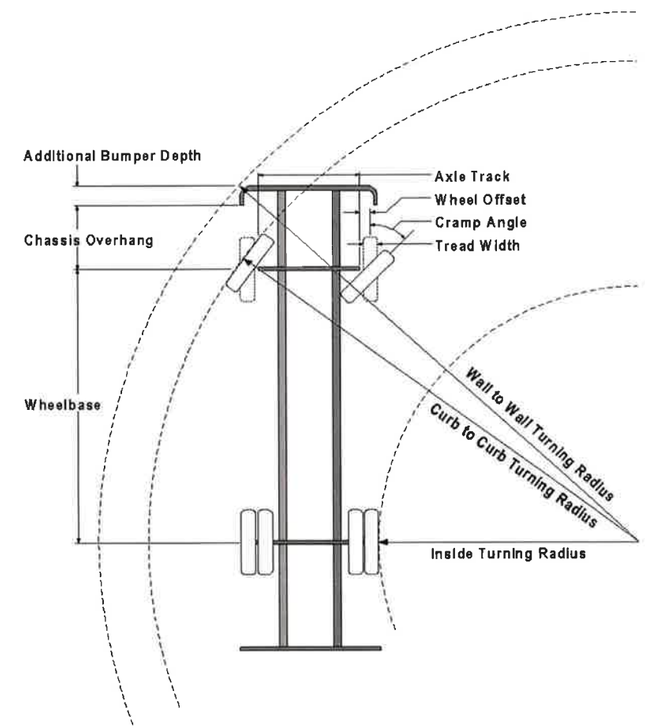


DELIVERY TRUCK - TURNING RADIUS

CALCULATED TURNING RADII:

INSIDE TURN:	20' 2"
CURB TO CURB:	36' 7"
WALL TO WALL:	40' 11"

FIRE TRUCK LENGTH IS 42'



FIRE TRUCK - TURNING RADIUS

lowney arch

TURNING RADIUS INFORMATION

PINOLE SQUARE: 1201-1565 TARA HILLS DR. PINOLE, CA

#	DATE	ISSUES & REVISIONS	BY
	12/20/2017	PLANNING SUBMITTAL	EP
	08/30/2019	PLANNING RESUBMITTAL	EP
	11/26/2019	PLANNING RESUBMITTAL	EP

A6.0

Return to Agenda

PINOLE SQUARE

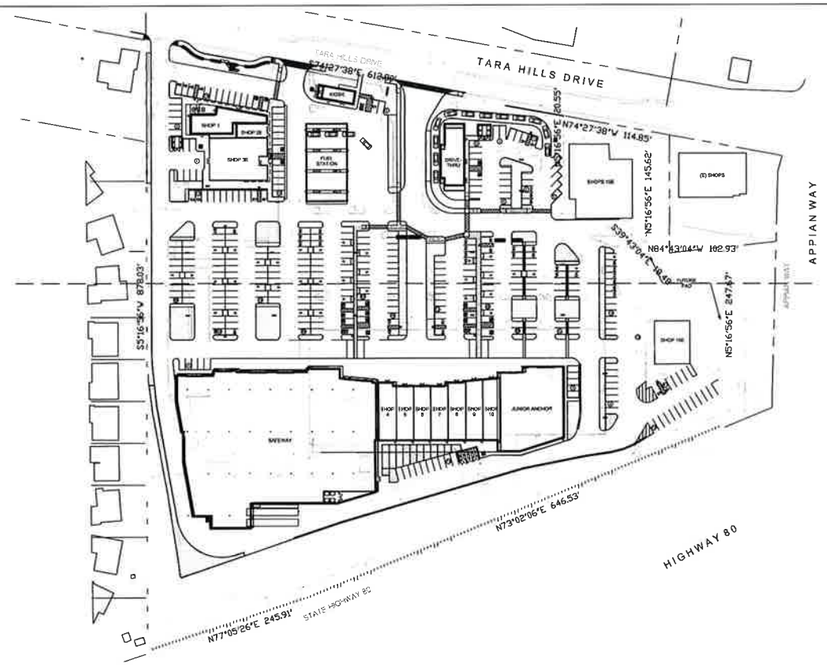
1200-1577 TARA HILLS DRIVE
PINOLE, CALIFORNIA
CONTRA COSTA COUNTY

GENERAL ABBREVIATIONS AND SYMBOLS

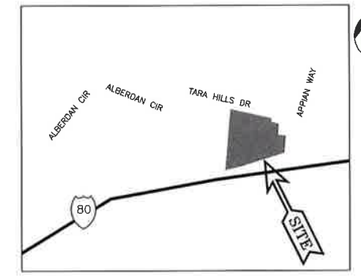
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AD	AREA DRAIN
ASB	AGGREGATE SUBBASE
BFP	BACKFLOW PREVENTER
CB	CATCH BASIN
CL	CENTERLINE
DCV	DETECTOR CHECK VALVE
DE	DIRT ELEVATION
DWY	DRIVEWAY
E	ELECTRICAL LINE
EB	ELECTRIC BOX
EP	EDGE OF PAVEMENT
EX	EXISTING
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISHED FLOOR
FL	FLOWLINE
FS	FINISHED SURFACE/FIRE SERVICES
G	GAS PIPE
GB	GRADE BREAK
GM	GAS METER
GP	GUARD POST
GR	GRATE
HCR	HANDICAP RAMP
INV	INVERT
JP	JOINT POLE
JT	JOINT TRENCH
LF	LINEAR FEET
MW	MONITORING WELL
OHE	OVERHEAD ELECTRIC
OHT	OVERHEAD TELEPHONE
PAE	PUBLIC ACCESS EASEMENT
PB	PULL BOX
PCC	PORTLAND CEMENT CONCRETE
PG&E	PACIFIC GAS & ELECTRIC
PIV	POST INDICATOR VALVE
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE PIPE
R	RIDGE LINE
RCP	REINFORCED CONCRETE PIPE
RPP	REDUCED PRESSURE PRINCIPLE BACKFLOW
SD	STORM DRAIN PIPE
SDCB	STORM DRAIN CATCH BASIN
SDCO	STORM DRAIN CLEANOUT
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER PIPE
SSCO	SANITARY SEWER CLEANOUT
SSMH	SANITARY SEWER MANHOLE
SW	SIDEWALK
T	TELEPHONE LINE
TC	TOP OF CURB
TH	TOP OF CONCRETE HEADER
TP	TELEPHONE POLE
TS	TRAFFIC SIGNAL
TSB	TRAFFIC SIGNAL BOX
TW	TOP OF RETAINING WALL
VG	VALLEY GUTTER
W	WATER PIPE
WM	WATER METER
TCD	TOP OF CHECK DAM

CONTROLLER CABINET
GUY POLE
HANDICAP SPACE
MW MONITORING WELL
POWER POLE
IRON PIPE
RAILROAD SPIKE
STANDARD CITY MONUMENT
SURVEY MONUMENT
STORM DRAIN MANHOLE
STREET SIGN
STREET LIGHT
WATER VALVE
12" TREE WITH SIZE
TREE REMOVAL
TRANSFORMER
BARBED WIRE FENCE
CHAIN-LINKED FENCE
WOOD FENCE
SAWCUT LINE
WALL
EXISTING STORM DRAIN CATCH BASIN
EXISTING WATER METER / GAS METER
EXISTING SANITARY SEWER CLEANOUT
EXISTING FIRE HYDRANT
EXISTING SANITARY SEWER MANHOLE
STORM DRAIN MANHOLE
EXISTING WATER VALVE
EXISTING GAS VALVE
EXISTING CONTOUR
EXISTING ELEVATION
TC – TOP OF CURB ELEVATION
FS – FINISHED SURFACE
GR – GRATE ELEVATION
FL – FLOW LINE
HP – HIGH POINT
51 PROPOSED CONTOUR
3.0% SLOPE
PROPOSED CURB
PROPOSED BIOSWALE CURB
PROPOSED CURB AND GUTTER
PROPOSED FIRE LANE
HANDICAP RAMP

EXISTING WATER LINE
EXISTING GAS LINE
EXISTING SANITARY SEWER LINE
EXISTING STORM DRAIN LINE
EXISTING ELECTRICAL LINE
EXISTING TELEPHONE LINE
PROPOSED STORM DRAIN CATCH BASIN
WM GM PROPOSED WATER METER / GAS METER
PROPOSED SANITARY SEWER CLEANOUT
PROPOSED FIRE HYDRANT
PROPOSED SANITARY SEWER MANHOLE
MV PROPOSED STORM DRAIN MANHOLE
WV PROPOSED WATER VALVE
GV PROPOSED GAS VALVE
6"FS PROPOSED FIRE SERVICE
W PROPOSED WATER LINE
2"G PROPOSED GAS LINE
S PROPOSED SANITARY SEWER LINE
SD PROPOSED STORM DRAIN LINE
E PROPOSED ELECTRICAL LINE
TEL PROPOSED TELEPHONE LINE
JUT PROPOSED JOINT UTILITY TRENCH
OVERLAND RELEASE
R RIDGE LINE
PARKING LIGHT
PERFORATED PIPE



GRAPHIC SCALE
0 100
1"=100'



VICINITY MAP
NOT TO SCALE

SHEET INDEX

CIVIL PLANS

C-1.1	COVER SHEET
C-2.1	HORIZONTAL CONTROL PLAN
C-2.2	HORIZONTAL CONTROL PLAN
C-2.3	HORIZONTAL CONTROL PLAN
C-3.1	GRADING PLAN
C-3.2	GRADING PLAN
C-4.1	UTILITY PLAN
C-4.2	UTILITY PLAN
C-5.1	STORMWATER CONTROL PLAN
C-5.2	STORMWATER CONTROL PLAN

FIELD SURVEY

1 OF 4	ALTA SURVEY NOTES
2 OF 4	ALTA SURVEY BOUNDARY
3 OF 4	ALTA SURVEY TOPOGRAPHIC
4 OF 4	ALTA SURVEY TOPOGRAPHIC

PROJECT CONTACTS

OWNER
HILLSBORO PROPERTIES
1300 SOUTH EL CAMINO REAL, #525
SAN MATEO, CA 94402

CIVIL ENGINEER
ams associates, Inc.
801 YGNACIO VALLEY ROAD, SUITE 220
WALNUT CREEK, CA 94596
PHONE: (925) 943-2777
FAX: (925) 943-2778
AL SHAGHAGHI
AL@amsassociates.us

DESIGN ARCHITECT
LOWNEY ARCH
360 SEVENTEENTH STREET, SUITE 200
OAKLAND,CA 94612
PHONE:(510) 269-1102
TONY VALADEZ
TONY@LOWNEYARCH.COM

LANDSCAPE ARCHITECT
2671 CROW CANYON RD
SAN RAMON,CA 94583
PHONE:(925) 736-8176
LEE EDER
LEE@DGATES.COM

CITY ENGINEER
CITY OF PINOLE
TAMARA MILLER
2131 PEAR STREET
PINOLE, CA 94564
PHONE: (510) 724-9017
FAX: (510) 724-9826
TMILLER@pinole.ca.us

CITY OF PINOLE SANITARY SEWER
JUNIOR CASTRO
2131 PEAR STREET
PINOLE, CA 94564
PHONE: (510) 741-2065
jcastro@ci.pinole.ca.us

EAST BAY MINICIPAL UTILITY DISTRICT
375 11TH
OAKLAND, CA 94607
PHONE: (866) 403-2683
FAX: (510) 465-3470

PG&E
MARY RUIZ
2111 HILLCREST AVE
ANTIOCH, CA 94509
PHONE: (925) 779-7792
mer3@pge.com

PROJECT DATA

BASIS OF BEARING

THE CENTERLINE OF TARA HILLS DRIVE, AS ESTABLISHED BETWEEN FOUND MONUMENTS, TAKEN AS NORTH 74°27'38" WEST WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY

BENCHMARK

BENCHMARK NUMBER 1687. A CINCH NAIL SET IN TOP OF THE NORTH CONCRETE CURV OF CANYONE DRIVE 93.3 FEET EAST OF EAST CURB RETURN OF THE NORTH EAST CORNER OF CANYON DRIVE AND APPIAN WAY.

ELEVATION 239.93' (COUNTY DATUM)

SOILS ENGINEER

THIS GRADING PLAN HAS BEEN REVIEWED BY THE UNDERSIGNED AND FOUND TO BE IN CONFORMANCE WITH THE RECOMMENDATIONS AS OUTLINED IN THE PROJECTS SOILS REPORT DATED _____ (FILE NO.: _____). THIS SOILS REPORT AND SUPPLEMENTAL LETTER SHALL BE CONSIDERED AS PART OF THIS PLAN AND ALL GRADING WORK SHALL BE IN ACCORDANCE WITH SAID SOILS REPORT AND SUPPLEMENTAL LETTER. WE MAKE NO REPRESENTATION AS TO THE ACCURACY OF DIMENSIONS, MEASUREMENTS, CALCULATIONS, OR ANY PORTION OF THE DESIGN.

FIRM: _____

BY: _____

DATE: _____

DATE	REV #	BY	DESCRIPTION

DATE: 11-20-19
SCALE: AS SHOWN
DESIGNED: AS
DRAWN: NT
CHECKED: AS
PROJ. MGR: AS
FILE PATH: Y:\15-2251 Pinole Square\Latest Date Directory\6-15-17 Entitlement Package\2251Cover.dwg

REGISTERED PROFESSIONAL ENGINEER No. 33148 Exp. 6-30-18 CIVIL STATE OF CALIFORNIA

ams associates, inc.
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
PLANNING ENGINEERING SURVEYING

COVER SHEET
PINOLE SQUARE
1200-1577 TARA HILLS DRIVE
CONTRA COSTA
PINOLE CALIFORNIA

SHEET C-1.1 OF
PROJECT 15-2251

Return to Agenda

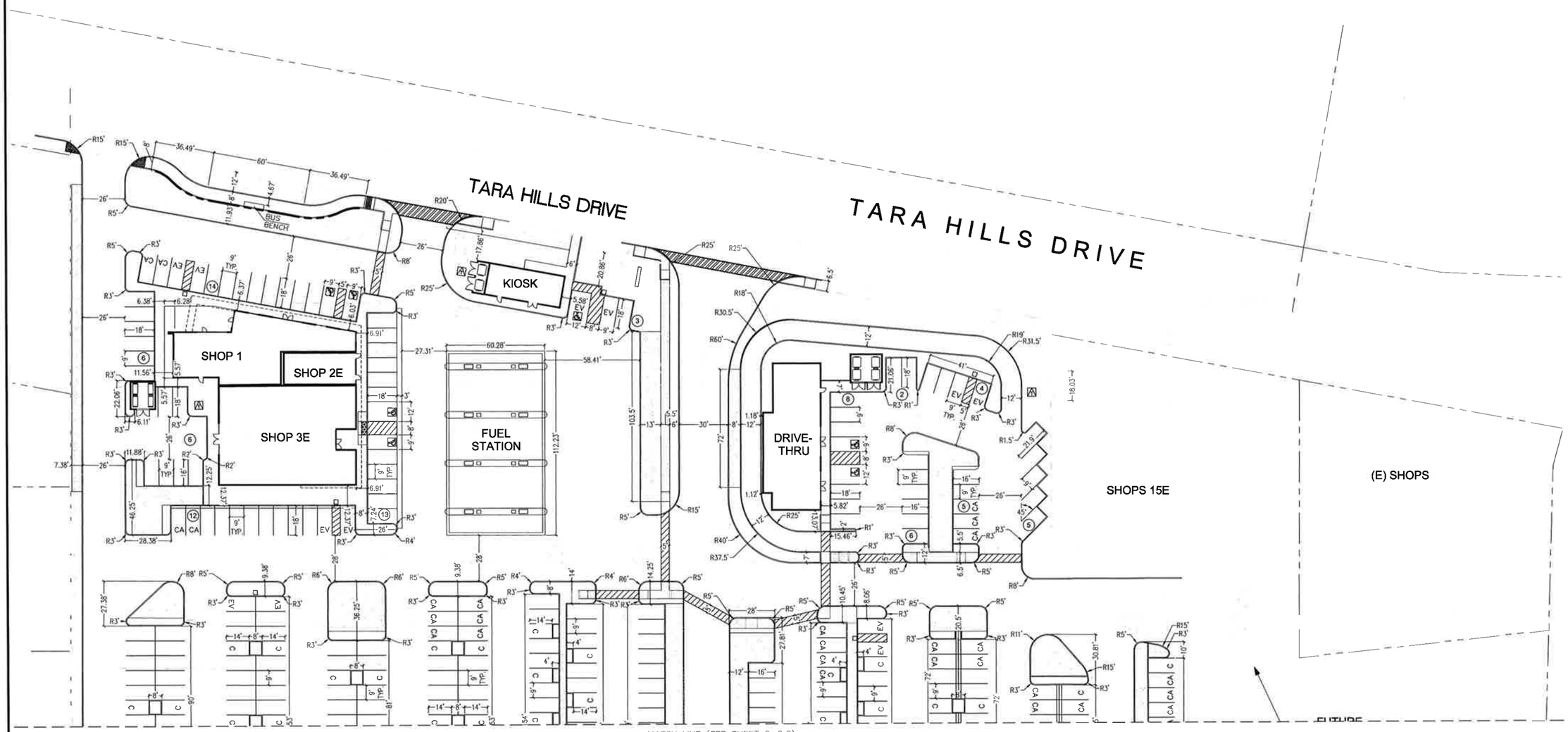
LEGEND

BIO-RETENTION AREA

HARDSCAPE AREA

GRAPHIC SCALE

1"=30'



DATE: 11-20-19	REV #	BY	DATE	DESCRIPTION
SCALE: AS SHOWN				
DESIGNED: AS				
DRAWN: BF				
CHECKED: AS				
PROJ. MGR: AS				

FILE PATH: Y:\15-2251 Pinole Square\Latest Date Directory\6-15-17 Entitlement Package\2251SITE.dwg

REGISTERED PROFESSIONAL ENGINEER BARBARA FRANKLIN No. 33194 Exp.6-30-20 CIVIL CALIFORNIA

ams associates, inc.
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
PLANNING ENGINEERING SURVEYING

HORIZONTAL CONTROL PLAN

PINOLE SQUARE

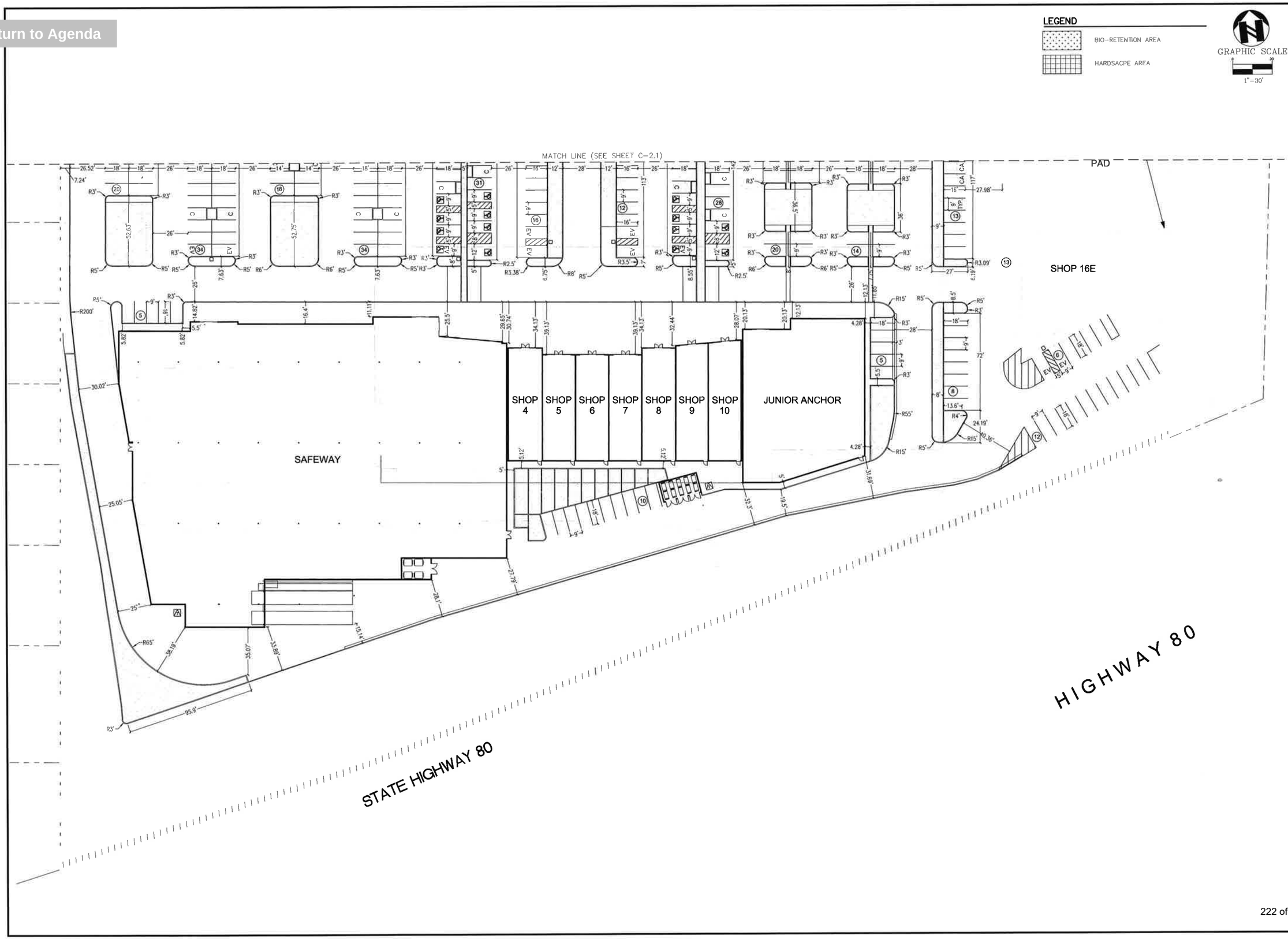
1200-1577 TARA HILLS DRIVE
CONTRA COSTA CALIFORNIA

PINOLE

SHEET C-2.1 OF

PROJECT 15-2251

Return to Agenda



DATE: 11-20-19
SCALE: AS SHOWN
DESIGNED: AS
DRAWN: BF
CHECKED: AS
PROJ. MGR: AS
FILE PATH: Y:\15-2251 Pinole Square\Latest Date Director\15-15-17 Entitlement Package\2251SITE.dwg

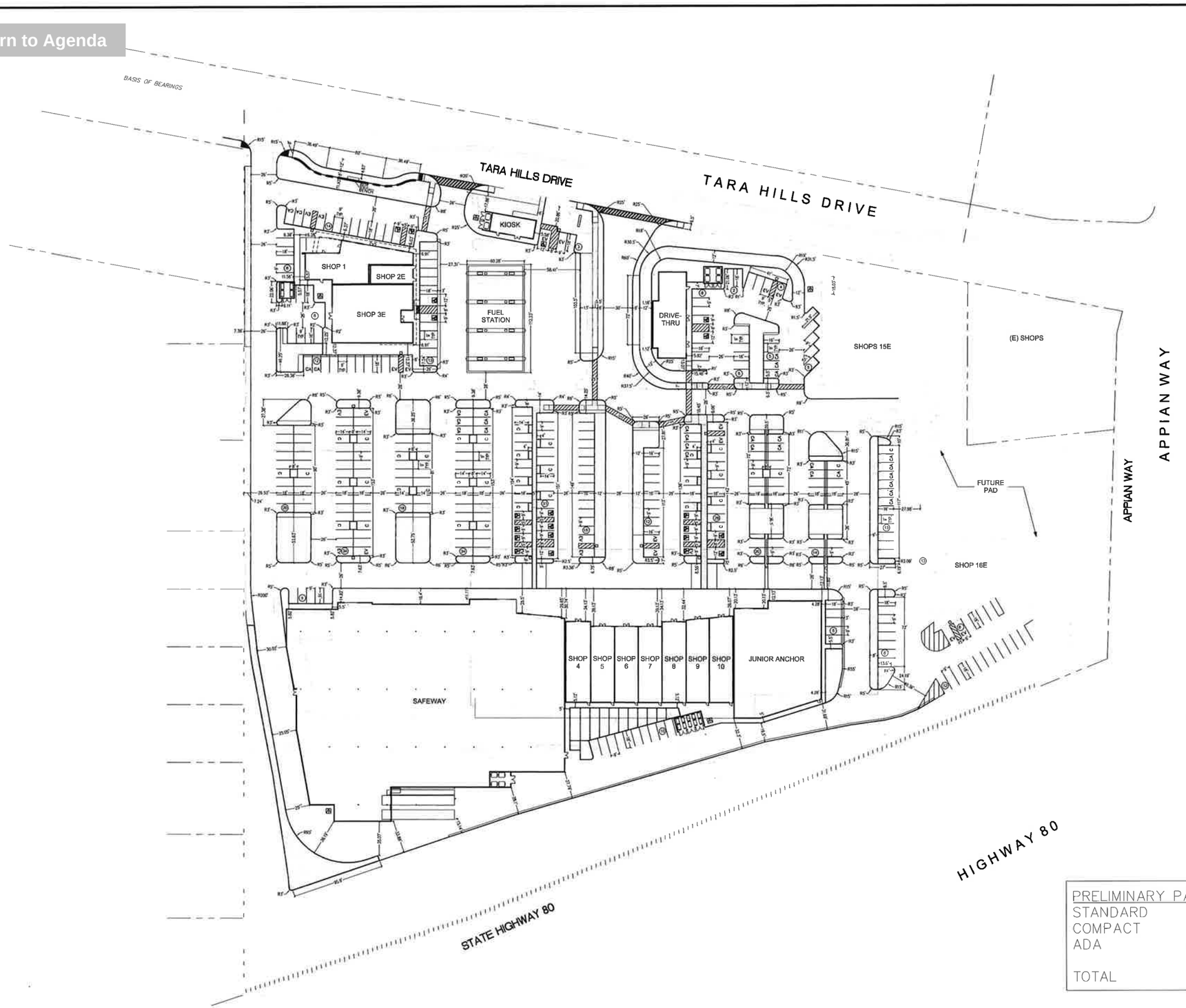
REV #	BY	DATE	DESCRIPTION

ams associates, inc.
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
PLANNING ENGINEERING SURVEYING

HORIZONTAL CONTROL PLAN
PINOLE SQUARE

1200-1577 TARA HILLS DRIVE
PINOLE CONTRA COSTA CALIFORNIA

SHEET C-2.2 OF
PROJECT 15-2251



GRAPHIC SCALE

1"=50'

LEGEND:

	BIO-RETENTION AREA
	HARDSACPE AREA
EV	ELECTRIC CHARGING VEHICLE STALLS
CA	CLEAN AIR VEHICLE STALLS
C	COMPACT STALLS

PRELIMINARY PARKING COUNTY	
STANDARD	327 STALLS
COMPACT	36 STALLS
ADA	21 STALLS
TOTAL	384 STALLS

DATE: 11-20-19	REV #	BY	DATE	DESCRIPTION
SCALE: AS SHOWN				
DESIGNED: AS				
DRAWN: BF				
CHECKED: AS				
PROJ. MGR: AS				

FILE PATH: I:\15-2251 Pinole Square\Latest Date Directory\6-15-17 Entitlement Package\2251STE.dwg

REGISTERED PROFESSIONAL ENGINEER No. 33141 Exp. 6-30-20 CIVIL CALIFORNIA

ams associates, inc.
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
PLANNING ENGINEERING SURVEYING

HORIZONTAL CONTROL PLAN

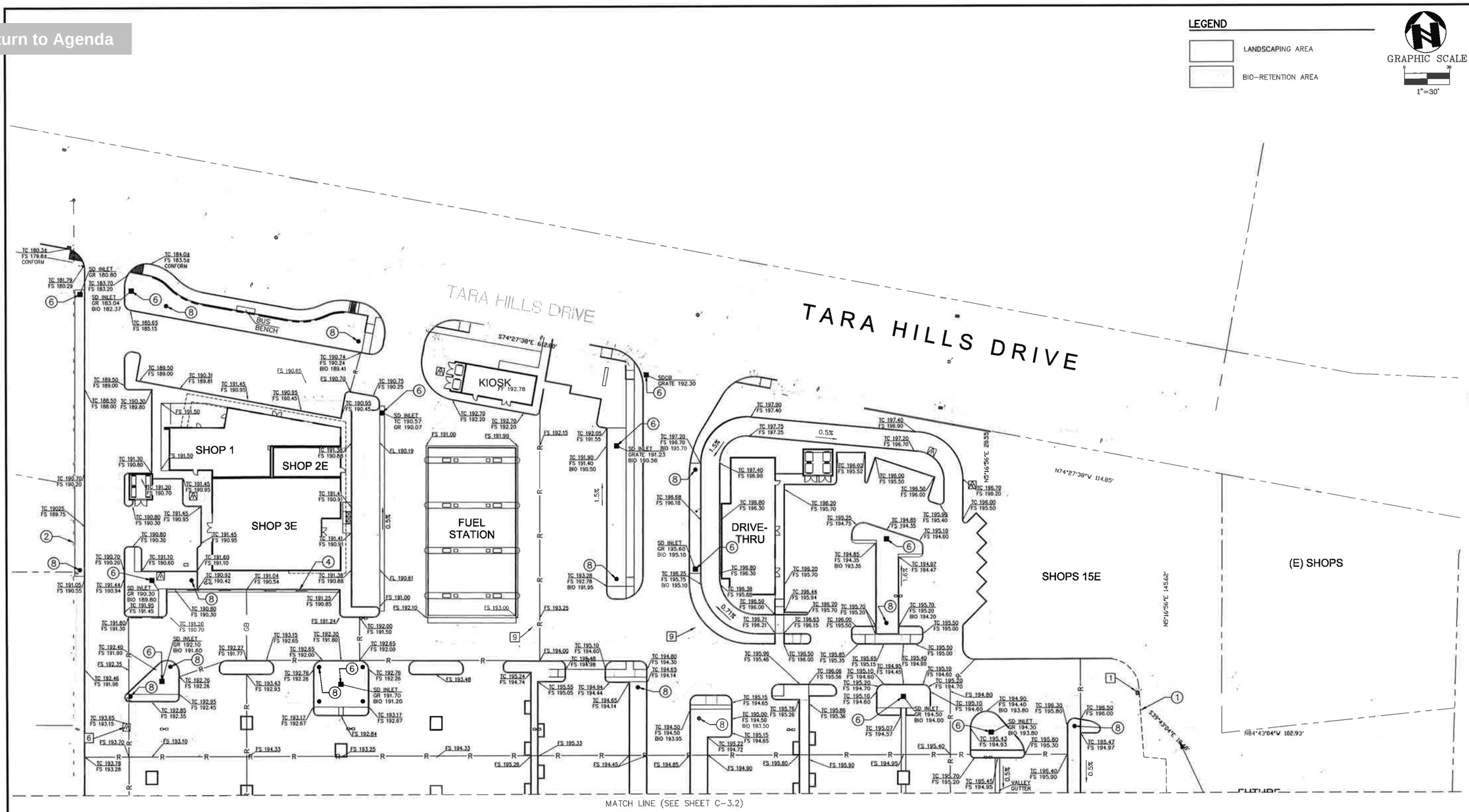
PINOLE SQUARE

1200-1577 TARA HILLS DRIVE
PINOLE CONTRA COSTA CALIFORNIA

SHEET C-2.3 OF

PROJECT 15-2251

Return to Agenda



DEMOLITION NOTES:

1. REMOVE THE EXISTING STORM DRAIN INLET
2. REMOVE THE EXISTING SD PIPE
3. EXISTING STORM DRAIN PIPE TO REMAIN
4. REMOVE THE GAS LINE (SEE JOINT TRENCH PLANS (TYP.)
5. RELOCATE POLES & OVERHEAD LINES
6. REMOVE THE TRANSFORMERS
7. RELOCATE TRANSFORMERS
8. RELOCATE OR REMOVE WATER FACILITIES (FIRE SERVICE)
9. REMOVE PARKING LIGHTS (TYP.)

UTILITY NOTES:

1. SAN CUT, REMOVE & REPLACE THE EXISTING PAVEMENT MATCH THE EXISTING
2. CONSTRUCT BIO SWALE/CURB (RETAIN CURB)
3. CONSTRUCT VERTICAL 6" HIGH CURB
4. CONSTRUCT CURB & GUTTER
5. CONSTRUCT CONCRETE SIDEWALK (SEE ARCHITECT DESIGNS)
6. CONSTRUCT STORM DRAIN INLET (CHRISTY U-23)
7. CONSTRUCT STORM DRAIN MANHOLE
8. CONSTRUCT STROM DRAIN CLEANOUT
9. ADJUST THE EXISTING FIRE HYDRANT TO GRADE

DATE: 11-20-19	REV #	BY	DATE	DESCRIPTION
SCALE: AS SHOWN				
DESIGNED: AS				
DRAWN: BF				
CHECKED: AS				
PROJ. MGR: AS				

FILE PATH: Y:\15-2251 Pinole Square\Latest Date Directory\6-15-17 Entitlement Package\2251GRADE.dwg

ams associates, inc.
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
PLANNING ENGINEERING SURVEYING

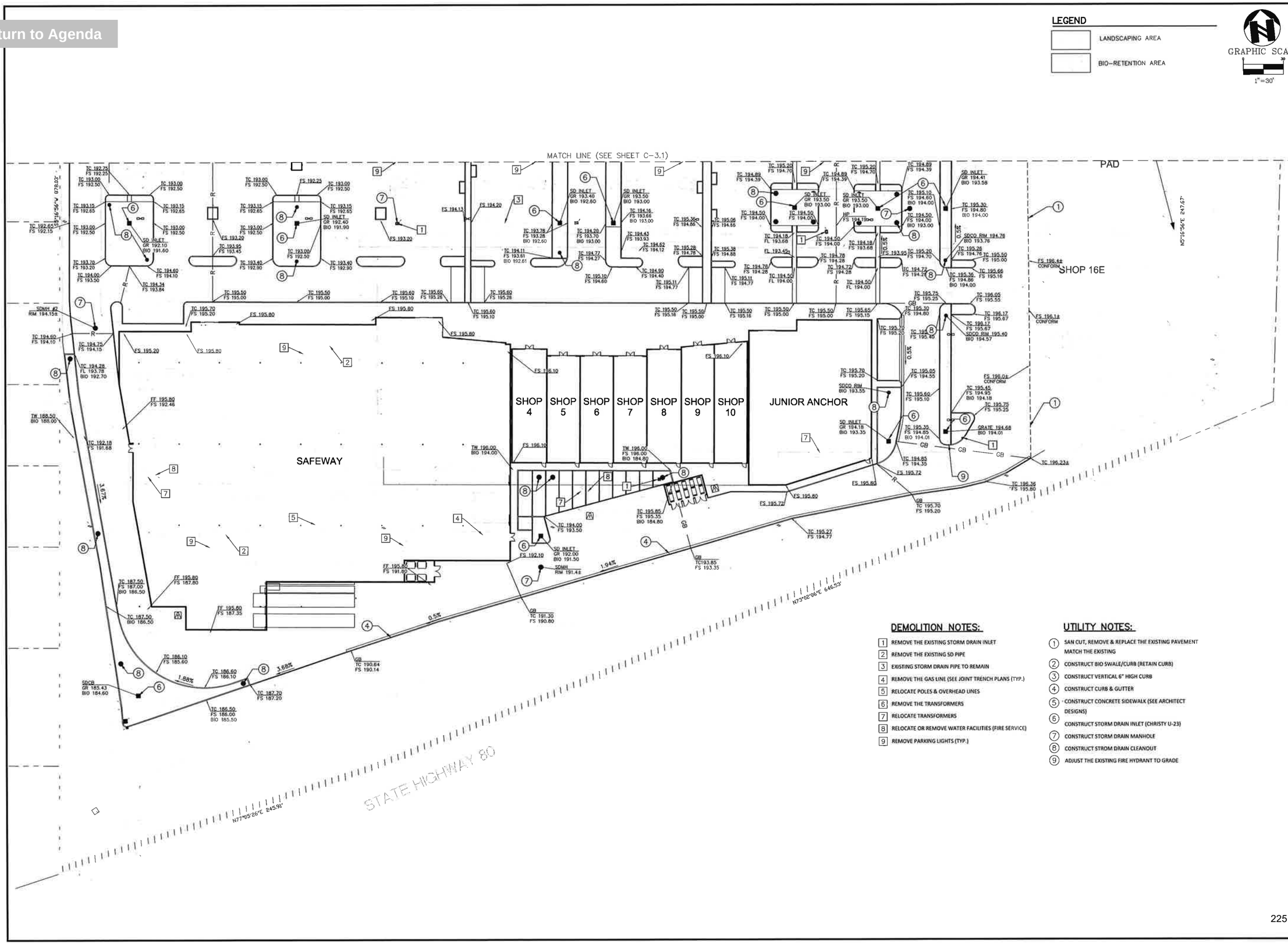
GRADING PLAN
PINOLE SQUARE
1200-1577 TARA HILLS DRIVE
CONTRA COSTA CALIFORNIA

PINOLE

SHEET C-3.1 OF

PROJECT 15-2251

Return to Agenda



DEMOLITION NOTES:

1. REMOVE THE EXISTING STORM DRAIN INLET
2. REMOVE THE EXISTING SD PIPE
3. EXISTING STORM DRAIN PIPE TO REMAIN
4. REMOVE THE GAS LINE (SEE JOINT TRENCH PLANS (TYP.)
5. RELOCATE POLES & OVERHEAD LINES
6. REMOVE THE TRANSFORMERS
7. RELOCATE TRANSFORMERS
8. RELOCATE OR REMOVE WATER FACILITIES (FIRE SERVICE)
9. REMOVE PARKING LIGHTS (TYP.)

UTILITY NOTES:

1. SAN CUT, REMOVE & REPLACE THE EXISTING PAVEMENT MATCH THE EXISTING
2. CONSTRUCT BIO SWALE/CURB (RETAIN CURB)
3. CONSTRUCT VERTICAL 6" HIGH CURB
4. CONSTRUCT CURB & GUTTER
5. CONSTRUCT CONCRETE SIDEWALK (SEE ARCHITECT DESIGNS)
6. CONSTRUCT STORM DRAIN INLET (CHRISTY U-23)
7. CONSTRUCT STORM DRAIN MANHOLE
8. CONSTRUCT STROM DRAIN CLEANOUT
9. ADJUST THE EXISTING FIRE HYDRANT TO GRADE

REV #	BY	DATE	DESCRIPTION

DATE: 11-20-19
SCALE: AS SHOWN
DESIGNED: AS
DRAWN: BF
CHECKED: AS
PROJ. MGR: AS
FILE PATH: Y:\15-2251 Pinole Square\Latest Date Directory\6-15-17 Entitlement Package\2251GRADE.dwg

REGISTERED PROFESSIONAL ENGINEER
No. 3314
Exp. 6-30-2018
STATE OF CALIFORNIA

ams associates, inc.
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
PLANNING ENGINEERING SURVEYING

GRADING PLAN
PINOLE SQUARE
1200-1577 TARA HILLS DRIVE
PINOLE CONTRA COSTA CALIFORNIA

SHEET C-3.2 OF
PROJECT 15-2251

Return to Agenda

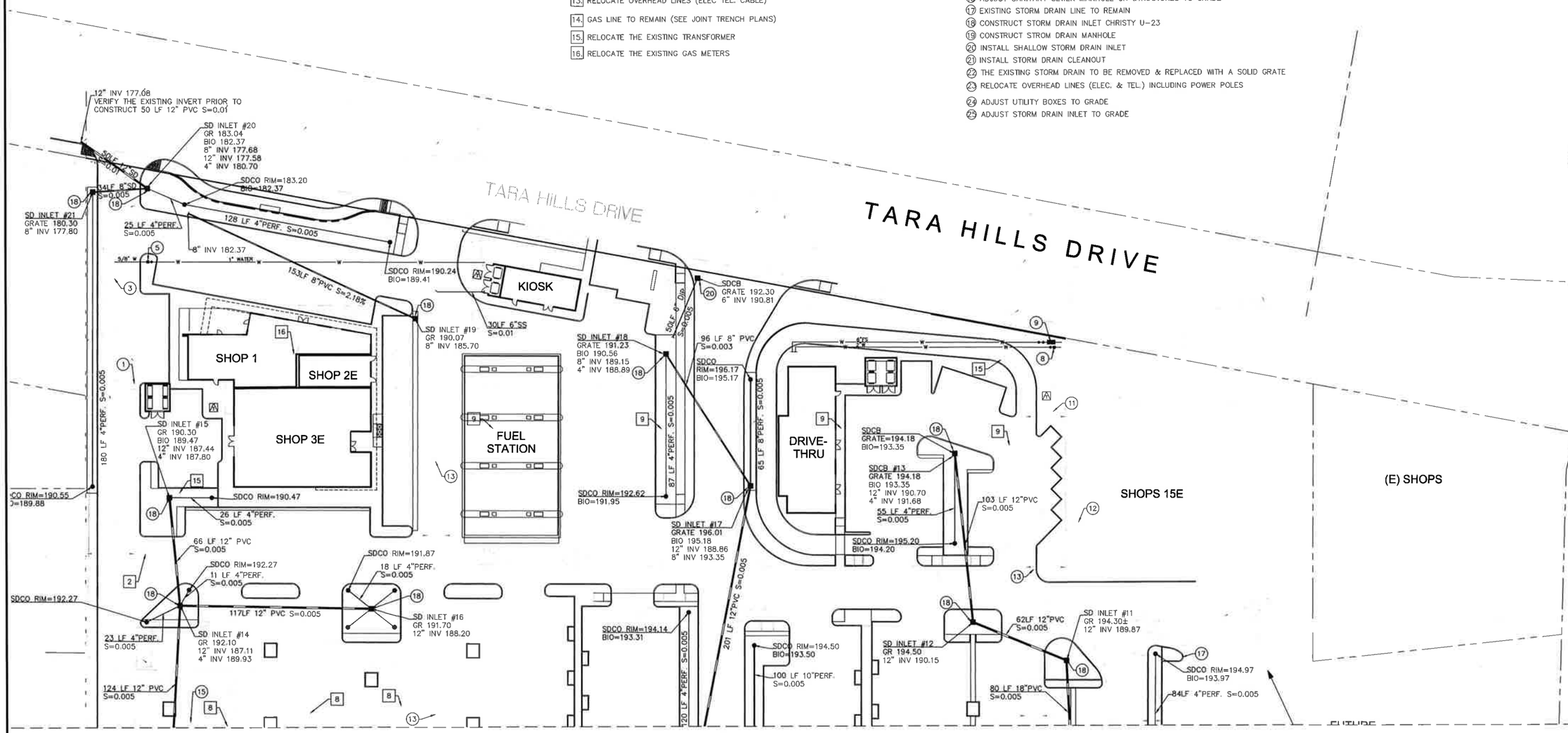
DEMOLITION NOTES:

1. REMOVE EXISTING WATER MAIN AND WATER LINE
2. REMOVE AND ABANDON WATER METERS
3. REMOVE THE EXISTING FIRE SERVICE FACILITIES
4. REMOVE THE EXISTING FIRE HYDRANT & REUSE THE EXISTING HEAD
5. REMOVE THE EXISTING STORM DRAIN PIPES
6. REMOVE THE EXISTING STORM DRAIN INLETS
7. REMOVE THE EXISTING MANHOLE
8. REMOVE THE EXISTING SANITARY SEWER PIPE & CLEAN OUTS
9. REMOVE PARKING LIGHTS (TYP.)
10. REMOVE THE EXISTING TRANSFORMER
11. REMOVE THE EXISTING GAS LINE UNDER THE NEW BUILDING. SEE JOINT TRENCH PLANS
12. REMOVE THE GAS METERS
13. RELOCATE OVERHEAD LINES (ELEC TEL. CABLE)
14. GAS LINE TO REMAIN (SEE JOINT TRENCH PLANS)
15. RELOCATE THE EXISTING TRANSFORMER
16. RELOCATE THE EXISTING GAS METERS

UTILITY NOTES:

1. RELOCATED THE EXISTING WATER METER & BACK FLOW PREVENTER (VERIFY PRIOR OF CONSTRUCTION WITH EBMUD)
2. INSTALL 8" WATER MAIN
3. EXISTING WATER MAIN TO REMAIN.
4. ADJUST THE EXISTING FIRE HYDRANT TO GRADE
5. INSTALL 5/8" WATER METER WITH 1"SERVICE WITH BFP FOR SAFEWAY GAS STATION
6. NOT USED
7. INSTALL NEW FIRE HYDRANT
8. INSTALL 2"WATER METER W/BACKFLOW PREVENTER
9. INSTALL 6"DDCV, PIV & FDC
10. INSTALL 8"DDCV, PIV & FDC
11. EXISTING WATER LINE TO REMAIN
12. EXISTING SANITARY SEWER STUB TO EXISTING BUILDING TO REMAIN
13. EXISTING SANITARY SEWER TO REMAIN
14. INSTALL SANITARY SEWER CLEANOUT
15. INSTALL SANITARY SEWER GREASE INTERCEPTOR
16. ADJUST SANITARY SEWER MANHOLE OR STRUCTURES TO GRADE
17. EXISTING STORM DRAIN LINE TO REMAIN
18. CONSTRUCT STORM DRAIN INLET CHRISTY U-23
19. CONSTRUCT STROM DRAIN MANHOLE
20. INSTALL SHALLOW STORM DRAIN INLET
21. INSTALL STORM DRAIN CLEANOUT
22. THE EXISTING STORM DRAIN TO BE REMOVED & REPLACED WITH A SOLID GRATE
23. RELOCATE OVERHEAD LINES (ELEC. & TEL.) INCLUDING POWER POLES
24. ADJUST UTILITY BOXES TO GRADE
25. ADJUST STORM DRAIN INLET TO GRADE

GRAPHIC SCALE
1"=30'



MATCH LINE (SEE SHEET C-4.2)

DATE: 11-20-19	REV #	BY	DATE	DESCRIPTION
SCALE: AS SHOWN				
DESIGNED: AS				
DRAWN: BF				
CHECKED: AS				
PROJ. MGR: AS				
FILE PATH: X:\15-2251 Pinole Square\Latest Date Directory\6-15-17 Entitlement Package\2251UTIL.dwg				

REGISTERED PROFESSIONAL ENGINEER No. 33141 Exp. 6-30-20 CIVIL STATE OF CALIFORNIA

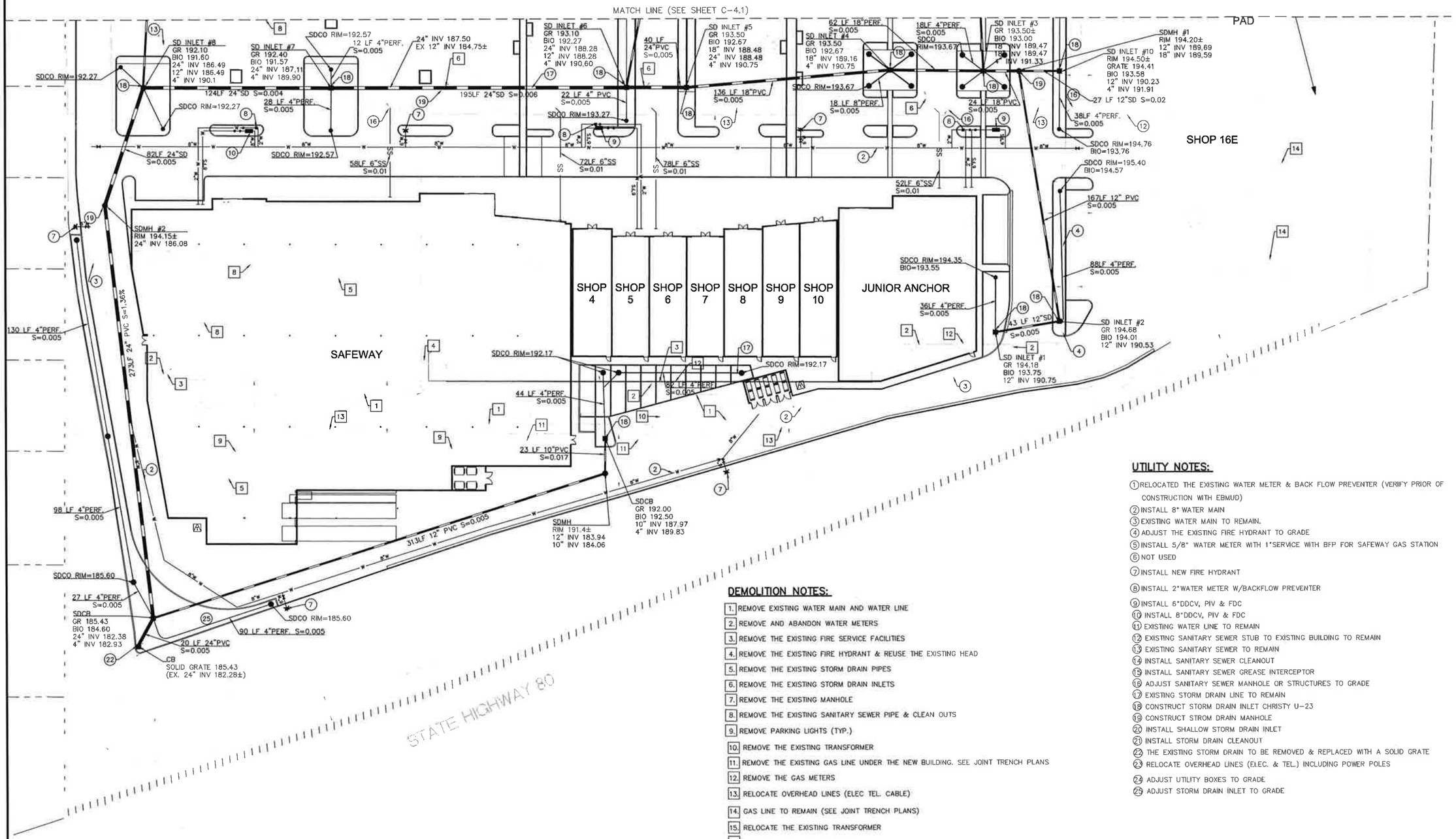
ams associates, inc. PLANNING ENGINEERING SURVEYING
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778

UTILITY PLAN
PINOLE SQUARE
1200-1577 TARA HILLS DRIVE
CONTRA COSTA CALIFORNIA

PINOLE

SHEET C-4.1 OF

PROJECT 15-2251



DEMOLITION NOTES:

1. REMOVE EXISTING WATER MAIN AND WATER LINE
2. REMOVE AND ABANDON WATER METERS
3. REMOVE THE EXISTING FIRE SERVICE FACILITIES
4. REMOVE THE EXISTING FIRE HYDRANT & REUSE THE EXISTING HEAD
5. REMOVE THE EXISTING STORM DRAIN PIPES
6. REMOVE THE EXISTING STORM DRAIN INLETS
7. REMOVE THE EXISTING MANHOLE
8. REMOVE THE EXISTING SANITARY SEWER PIPE & CLEAN OUTS
9. REMOVE PARKING LIGHTS (TYP.)
10. REMOVE THE EXISTING TRANSFORMER
11. REMOVE THE EXISTING GAS LINE UNDER THE NEW BUILDING. SEE JOINT TRENCH PLANS
12. REMOVE THE GAS METERS
13. RELOCATE OVERHEAD LINES (ELEC TEL. CABLE)
14. GAS LINE TO REMAIN (SEE JOINT TRENCH PLANS)
15. RELOCATE THE EXISTING TRANSFORMER
16. RELOCATE THE EXISTING GAS METERS

UTILITY NOTES:

1. RELOCATED THE EXISTING WATER METER & BACK FLOW PREVENTER (VERIFY PRIOR OF CONSTRUCTION WITH EBMUD)
2. INSTALL 8" WATER MAIN
3. EXISTING WATER MAIN TO REMAIN.
4. ADJUST THE EXISTING FIRE HYDRANT TO GRADE
5. INSTALL 5/8" WATER METER WITH 1"SERVICE WITH BFP FOR SAFEWAY GAS STATION
6. NOT USED
7. INSTALL NEW FIRE HYDRANT
8. INSTALL 2"WATER METER W/BACKFLOW PREVENTER
9. INSTALL 6"DDCV, PIV & FDC
10. INSTALL 8"DDCV, PIV & FDC
11. EXISTING WATER LINE TO REMAIN
12. EXISTING SANITARY SEWER STUB TO EXISTING BUILDING TO REMAIN
13. EXISTING SANITARY SEWER TO REMAIN
14. INSTALL SANITARY SEWER CLEANOUT
15. INSTALL SANITARY SEWER GREASE INTERCEPTOR
16. ADJUST SANITARY SEWER MANHOLE OR STRUCTURES TO GRADE
17. EXISTING STORM DRAIN LINE TO REMAIN
18. CONSTRUCT STORM DRAIN INLET CHRISTY U-23
19. CONSTRUCT STROM DRAIN MANHOLE
20. INSTALL SHALLOW STORM DRAIN INLET
21. INSTALL STORM DRAIN CLEANOUT
22. THE EXISTING STORM DRAIN TO BE REMOVED & REPLACED WITH A SOLID GRATE
23. RELOCATE OVERHEAD LINES (ELEC. & TEL.) INCLUDING POWER POLES
24. ADJUST UTILITY BOXES TO GRADE
25. ADJUST STORM DRAIN INLET TO GRADE

DATE	REV #	BY	DESCRIPTION

DATE: 11-20-19
SCALE: AS SHOWN
DESIGNED: AS
DRAWN: BF
CHECKED: AS
PROJ. MGR: AS
FILE PATH: Y:\15-2251 Pinole Square\Latest Date Directory\6-15-17 Entitlement Package\2251UTIL.dwg

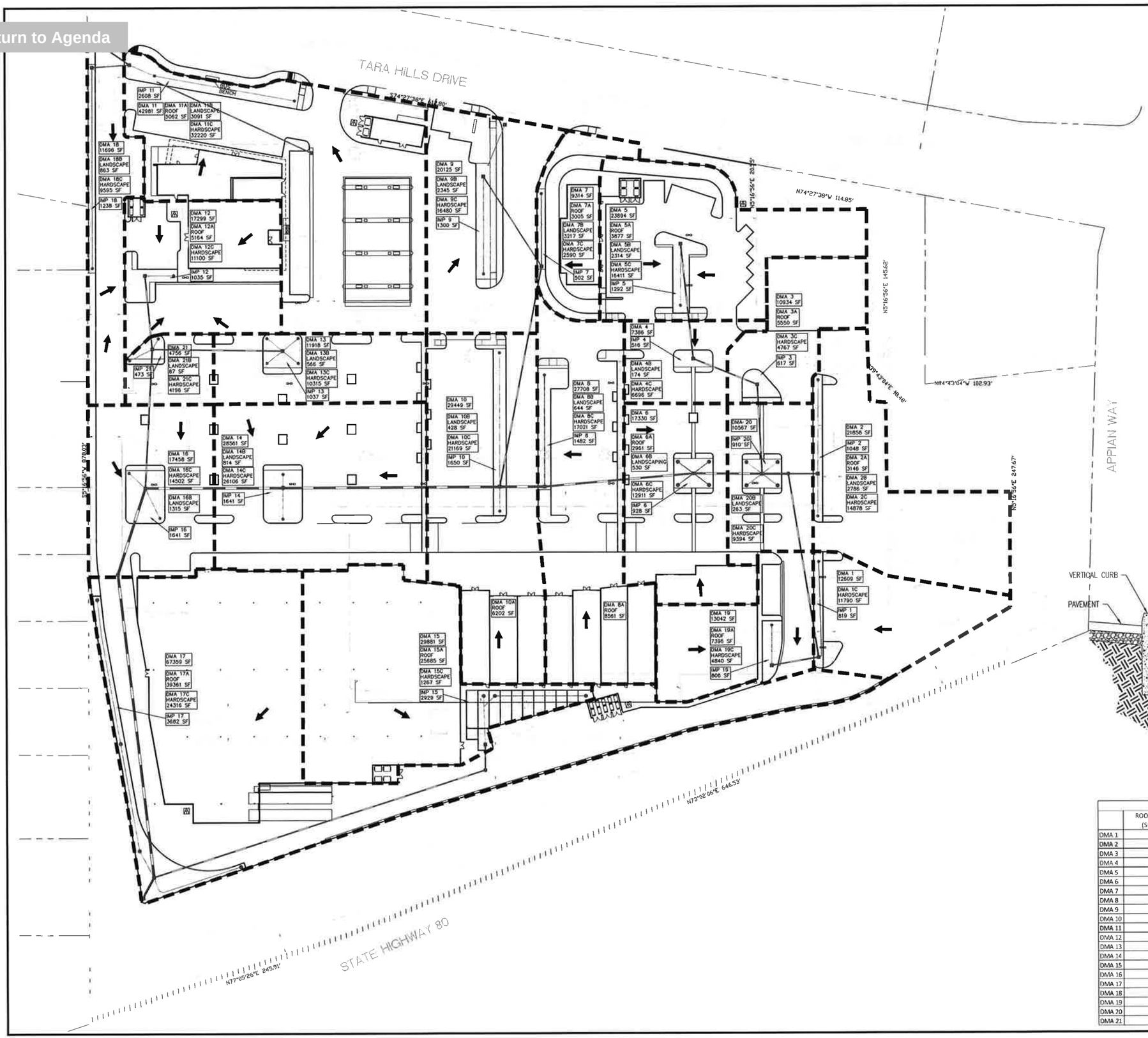
REGISTERED PROFESSIONAL ENGINEER
No. 33161
Exp. 6-30-
STATE OF CALIFORNIA

ams associates, inc.
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
PLANNING ENGINEERING SURVEYING

UTILITY PLAN
PINOLE SQUARE
1200-1577 TARA HILLS DRIVE
PINOLE CONTRA COSTA CALIFORNIA

SHEET C-4.2 OF
PROJECT 15-2251

Return to Agenda

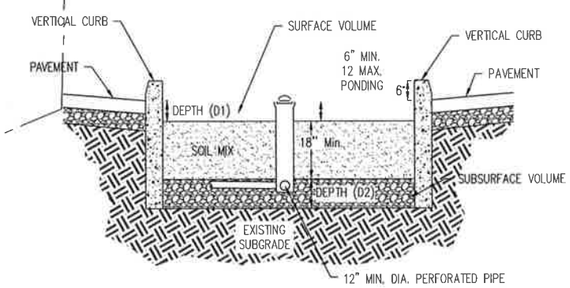


GRAPHIC SCALE

1"=40'

LEGEND

DMA	DRAINAGE MANAGEMENT AREA
IMP	INTEGRATED MANAGEMENT PRACTICE
HARDSCAPE	PAVEMENT AREA
LANDSCAPE	LANDSCAPE AREA
ROOF	BUILDING ROOF AREA
	DRAINAGE AREA
	DRAINAGE ARROW
	BIO-RETENTION AREA
	NEW LANDSCAPING
	EXISTING LANDSCAPING



BIORETENTION FACILITY

NOT TO SCALE

TREATMENT AREA SIZING SUMMARY

	ROOF, A (SF)	LANDSCAPE, B (SF)	HARDSCAPE, C (SF)	BIO-RETENTION REQUIRED (SF)	BIO-RETENTION PROPOSED, IMP (SF)	TOTAL AREA MEASURED (SF)
DMA 1			11,790	631	819	12,609
DMA 2	3,146	2,786	14,878	1,039	1,048	21,858
DMA 3	5,550		4,767	552	617	10,934
DMA 4		174	6,696	363	516	7,386
DMA 5	3,877	2,314	16,411	1,148	1,292	23,894
DMA 6	2,961	530	12,911	864	928	17,330
DMA 7	3,005	3,217	2,590	386	502	9,314
DMA 8	8,561	644	17,021	1,387	1,482	27,708
DMA 9		2,345	16,480	945	1,300	20,125
DMA 10	6,202	428	21,169	1,477	1,650	29,449
DMA 11	5,062	3,091	32,220	2,079	2,608	42,981
DMA 12	5,164		11,100	871	1,035	17,299
DMA 13		566	10,315	567	1,037	11,918
DMA 14		814	26,106	1,419	1,641	28,561
DMA 15	25,685		1,267	1,443	2,929	29,881
DMA 16		1,315	14,502	812	1,641	17,458
DMA 17	39,361		24,216	3,403	3,787	67,359
DMA 18		863	9,595	537	1,238	11,696
DMA 19	7,396		4,840	655	806	13,042
DMA 20		263	9,394	510	910	10,567
DMA 21		87	4,196	227	473	4,756

DATE:	11-20-19
SCALE:	AS SHOWN
DESIGNED:	ams
DRAWN:	ams
CHECKED:	AS
PROJ. MGR:	AS

REV #	BY	DATE	DESCRIPTION

FILE PATH: 1:\15-2251 Pinole Square\Latest Date Directory\6-15-17 Entitlement Package\225153W.dwg

REGISTERED PROFESSIONAL ENGINEER — No. 33149 — Exp. 6-30-20 — CALIFORNIA

ams associates, inc.
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
PLANNING ENGINEERING SURVEYING

STORMWATER CONTROL PLAN

PINOLE SQUARE

1200-1577 TARA HILLS DRIVE
PINOLE CONTRA COSTA CALIFORNIA

SHEET C-5.1 OF

PROJECT 15-2251

Return to Agenda

…ct Name: Pinole Square
…ct Type: Treatment and Flow Control
Location: 1200 Tara Hills Drive, Pinole
APN:
Drainage Area: 436125 sf
Mean Annual Precipitation: 23.14 in

IV. Areas Draining to IMPs

IMP Name: IMP 1 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 1C	11,790	Concrete or Asphalt	1.00	11,790
			Total	11,790

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	631	810
Surface Volume	0.050	0.892	526	546
Subsurface Volume	0.066	0.892	604	819
Maximum Underdrain Flow (cfs)				0.02
Orifice Diameter (in)				0.91

IMP Name: IMP2 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 2A	3,146	Conventional Roof	1.00	3,146
DMA 2C	14,873	Concrete or Asphalt	1.00	14,873
DMA 2B	2,796	Landscape	0.50	1,398
			Total	19,417

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	1,039	1,048
Surface Volume	0.050	0.892	866	873
Subsurface Volume	0.066	0.892	1,143	1,223
Maximum Underdrain Flow (cfs)				0.04
Orifice Diameter (in)				1.21

IMP Name: IMP3 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 3C	4,767	Concrete or Asphalt	1.00	4,767
DMA 3A	5,550	Conventional Roof	1.00	5,550
			Total	10,317

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	552	617
Surface Volume	0.050	0.892	460	512
Subsurface Volume	0.066	0.892	608	619
Maximum Underdrain Flow (cfs)				0.02
Orifice Diameter (in)				0.85

IMP Name: IMP4 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 4B	174	Landscape	0.50	87
DMA 4C	6,696	Concrete or Asphalt	1.00	6,696
			Total	6,783

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	363	516
Surface Volume	0.050	0.892	303	346
Subsurface Volume	0.066	0.892	399	516
Maximum Underdrain Flow (cfs)				0.01
Orifice Diameter (in)				0.70

IMP Name: IMP5 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 5A	3,877	Conventional Roof	1.00	3,877
DMA 5B	2,314	Landscape	0.50	1,157
DMA 5C	16,411	Concrete or Asphalt	1.00	16,411
			Total	21,445

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	1,148	1,292
Surface Volume	0.050	0.892	957	1,072
Subsurface Volume	0.066	0.892	1,263	1,292
Maximum Underdrain Flow (cfs)				0.04
Orifice Diameter (in)				1.26

IMP Name: IMP6 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 6B	530	Landscape	0.50	265
DMA 6C	12,911	Concrete or Asphalt	1.00	12,911
DMA 6A	2,961	Conventional Roof	1.00	2,961
			Total	16,137

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	864	928
Surface Volume	0.050	0.892	720	770
Subsurface Volume	0.066	0.892	950	952
Maximum Underdrain Flow (cfs)				0.03
Orifice Diameter (in)				1.08

IMP Name: IMP7 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 7A	3,005	Conventional Roof	1.00	3,005
DMA 7B	3,217	Landscape	0.50	1,609
DMA 7C	2,590	Concrete or Asphalt	1.00	2,590
			Total	7,204

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	386	502
Surface Volume	0.050	0.892	321	417
Subsurface Volume	0.066	0.892	424	502
Maximum Underdrain Flow (cfs)				0.01
Orifice Diameter (in)				0.79

IMP Name: IMP8 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 8B	644	Landscape	0.50	322
DMA 8C	17,021	Concrete or Asphalt	1.00	17,021
DMA 8A	8,561	Conventional Roof	1.00	8,561
			Total	25,904

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	1,387	1,482
Surface Volume	0.050	0.892	1,156	1,230
Subsurface Volume	0.066	0.892	1,525	1,537
Maximum Underdrain Flow (cfs)				0.04
Orifice Diameter (in)				1.36

IMP Name: IMP9 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 9B	2,345	Landscape	0.50	1,173
DMA 9C	16,480	Concrete or Asphalt	1.00	16,480
			Total	17,653

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	945	1,300
Surface Volume	0.050	0.892	787	871
Subsurface Volume	0.066	0.892	1,039	1,300
Maximum Underdrain Flow (cfs)				0.03
Orifice Diameter (in)				1.15

IMP Name: IMP10 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 10B	428	Landscape	0.50	214
DMA 10C	21,169	Concrete or Asphalt	1.00	21,169
DMA 10A	6,202	Conventional Roof	1.00	6,202
			Total	27,585

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	1,477	1,650
Surface Volume	0.050	0.892	1,231	1,303
Subsurface Volume	0.066	0.892	1,624	1,650
Maximum Underdrain Flow (cfs)				0.05
Orifice Diameter (in)				1.40

IMP Name: IMP11 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 11A	5,062	Conventional Roof	1.00	5,062
DMA 11B	3,091	Landscape	0.50	1,546
DMA 11C	32,220	Concrete or Asphalt	1.00	32,220
			Total	38,828

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	2,079	2,606
Surface Volume	0.050	0.892	1,732	1,747
Subsurface Volume	0.066	0.892	2,286	2,606
Maximum Underdrain Flow (cfs)				0.07
Orifice Diameter (in)				1.89

IMP Name: IMP12 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 12A	5,164	Conventional Roof	1.00	5,164
DMA 12C	11,100	Concrete or Asphalt	1.00	11,100
			Total	16,264

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	871	1,035
Surface Volume	0.050	0.892	726	859
Subsurface Volume	0.066	0.892	958	1,035
Maximum Underdrain Flow (cfs)				0.03
Orifice Diameter (in)				1.07

IMP Name: IMP13 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 13B	566	Landscape	0.50	283
DMA 13C	10,315	Concrete or Asphalt	1.00	10,315
			Total	10,598

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	567	1,037
Surface Volume	0.050	0.892	473	518
Subsurface Volume	0.066	0.892	624	1,037
Maximum Underdrain Flow (cfs)				0.02
Orifice Diameter (in)				0.88

IMP Name: IMP14 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 14B	814	Landscape	0.50	407
DMA 14C	26,106	Concrete or Asphalt	1.00	26,106
			Total	26,513

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	1,419	1,641
Surface Volume	0.050	0.892	1,183	1,362
Subsurface Volume	0.066	0.892	1,561	1,641
Maximum Underdrain Flow (cfs)				0.05
Orifice Diameter (in)				1.38

IMP Name: IMP15 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 15C	1,267	Concrete or Asphalt	1.00	1,267
DMA 15A	25,685	Conventional Roof	1.00	25,685
			Total	26,952

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	1,443	2,929
Surface Volume	0.050	0.892	1,202	1,464
Subsurface Volume	0.066	0.892	1,587	2,929
Maximum Underdrain Flow (cfs)				0.05
Orifice Diameter (in)				1.38

IMP Name: IMP16 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 16C	14,502	Concrete or Asphalt	1.00	14,502
DMA 16B	1,315	Landscape	0.50	658
			Total	15,160

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	812	1,641
Surface Volume	0.050	0.892	676	820
Subsurface Volume	0.066	0.892	893	1,641
Maximum Underdrain Flow (cfs)				0.03
Orifice Diameter (in)				1.06

IMP Name: IMP17 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 17A	39,361	Conventional Roof	1.00	39,361
DMA 17C	24,316	Concrete or Asphalt	1.00	24,316
			Total	63,677

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	3,409	3,682
Surface Volume	0.050	0.892	2,841	3,135
Subsurface Volume	0.066	0.892	3,750	3,750
Maximum Underdrain Flow (cfs)				0.11
Orifice Diameter (in)				2.12

IMP Name: IMP18 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 18B	863	Landscape	0.50	432
DMA 18C	9,595	Concrete or Asphalt	1.00	9,595
			Total	10,027

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	537	1,238
Surface Volume	0.050	0.892	447	619
Subsurface Volume	0.066	0.892	590	1,238
Maximum Underdrain Flow (cfs)				0.02
Orifice Diameter (in)				0.86

IMP Name: IMP19 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 19A	7,396	Conventional Roof	1.00	7,396
DMA 19C	4,840	Concrete or Asphalt	1.00	4,840
			Total	12,236

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	655	806
Surface Volume	0.050	0.892	546	672
Subsurface Volume	0.066	0.892	721	806
Maximum Underdrain Flow (cfs)				0.02
Orifice Diameter (in)				0.93

IMP Name: IMP20 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 20B	263	Landscape	0.50	132
DMA 20C	9,394	Concrete or Asphalt	1.00	9,394
			Total	9,526

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	510	910
Surface Volume	0.050	0.892	425	455
Subsurface Volume	0.066	0.892	561	910
Maximum Underdrain Flow (cfs)				0.02
Orifice Diameter (in)				0.83

IMP Name: IMP21 (Soil Type: C)
IMP Type: Bioretention Facility
Soil Type: C

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor
DMA 21B	87	Landscape	0.50	44
DMA 21C	4,196	Concrete or Asphalt	1.00	4,196
			Total	4,240

IMP Sizing	IMP Sizing Factor	Rain Adjustment Factor	Minimum Area or Volume	Proposed Area or Volume
Area	0.060	0.892	227	473
Surface Volume	0.050	0.892	189	236
Subsurface Volume	0.066	0.892	250	473
Maximum Underdrain Flow (cfs)				0.01
Orifice Diameter (in)				0.55

REV #	BY	DATE	DESCRIPTION
△			
△			
△			
△			
△			

DATE: 11-20-19
SCALE: N.T.S.
DESIGNED: ams
DRAWN: ams
CHECKED: AS
PROJ. MGR: AS
FILE PATH: Y:\15-2251 Pinole Square\Latest Date Directory\6-15-17 Entitlement Package\2251SW.dwg

REGISTERED PROFESSIONAL ENGINEER No. 33140 Exp. 6-30-18 STATE OF CALIFORNIA

ams associates, inc.
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778
PLANNING ENGINEERING SURVEYING

STORMWATER CONTROL PLAN
PINOLE SQUARE
1200-1577 TARA HILLS DRIVE
PINOLE CONTRA COSTA CALIFORNIA

SHEET C-5.2 OF
PROJECT 15-2251

Return to Agenda

APPIAN 80 SHOPPING CENTER ALTA SURVEY

EXISTING LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

TRACT ONE:

COMMENCING ON THE SOUTH LINE OF THE TARA HILLS ROAD BEING THE SOUTH LINE OF THE STRIP OF LAND DESCRIBED IN THE DEED TO THE CITY OF PINOLE, RECORDED OCTOBER 25, 1963, BOOK 4479, OFFICIAL RECORDS, PAGE 292, AT THE NORTHWEST CORNER OF THE PARCEL OF LAND DESCRIBED AS PARCEL FOUR IN THE DEED TO T.G. PAULSON, RECORDED MARCH 14, 1967, BOOK 5324, OFFICIAL RECORDS, PAGE 236; THENCE FROM SAID POINT OF COMMENCEMENT NORTH 74° 37' 2" WEST, ALONG SAID SOUTH LINE 158.46 FEET TO THE EAST LINE OF THE PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED TO PAUL GOLDSTONE, ET UX, RECORDED MARCH 17, 1966, BOOK 5079, OFFICIAL RECORDS, PAGE 674; THENCE SOUTH 5° 05' 28" WEST, ALONG SAID EAST LINE, 20.33 FEET TO THE TRUE POINT OF BEGINNING; THENCE FROM SAID TRUE POINT OF BEGINNING CONTINUING ALONG SAID EAST LINE SOUTH 5° 05' 2" WEST 164.67 FEET; THENCE SOUTH 74° 37' 2" EAST, 120.93 FEET; THENCE NORTH 50° 05' 28" EAST, 10.00 FEET; THENCE NORTH 39° 54' 32" WEST, 18.48 FEET AND NORTH 5° 05' 28" EAST, 145.62 FEET TO A LINE DRAWN SOUTH 74° 37' 22" EAST FROM THE TRUE POINT OF BEGINNING; THENCE NORTH 74° 37' 22" WEST, 114.85 FEET TO THE TRUE POINT OF BEGINNING

APN: 402-282-002-03

TRACT TWO:

"PORTION OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4, WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTH LINE OF TARA HILLS DRIVE, AS DESCRIBED IN THAT CERTAIN DEED FROM PINOLE ENTERPRISES TO CITY OF PINOLE, DATED SEPTEMBER 16, 1963, AND RECORDED OCTOBER 25, 1963, IN BOOK 4479 OF OFFICIAL RECORDS AT PAGE 292, FROM WHICH THE INTERSECTION OF SAID SOUTH LINE WITH THE WEST LINE OF THE LANDS CONVEYED BY THAN CERTAIN DEED FROM ALBERDIAN, INC., TO PINOLE ENTERPRISES, A PARTNERSHIP, DATED MARCH 29, 1963, AND RECORDED MAY 29, 1963, IN BOOK 4375 OF OFFICIAL RECORDS AT PAGE 561, BEARS SOUTH 74° 37' 22" EAST, 20.49 FEET; THENCE FROM SAID POINT OF BEGINNING SOUTH 5° 05' 28" WEST, 134.56 FEET, RUNNING PARALLEL WITH SAID WEST LINE; THENCE SOUTH 84° 54' 32" EAST 100.00 FEET; THENCE NORTH 5° 05' 28" EAST 50.00 FEET; THENCE SOUTH 84° 54' 32" EAST 27.09 FEET; THENCE NORTH 33° 32' 22" EAST, 63.68 FEET TO SAID SOUTH LINE OF TARA HILLS DRIVE; THENCE NORTH 74° 37' 22" WEST, 160.00 FEET THERECALONG, TO THE POINT OF BEGINNING."

APN: 402-282-006 AND 402-282-016

TRACT THREE:

THE SOUTH 20 FEET OF THAT PORTION OF THE NORTH-EAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WEST LINE OF THE PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED HERBERT ALBRIGHT, ET AL. TO STATE OF CALIFORNIA, RECORDED MARCH 5, 1956, BOOK 2719, PAGE 501, OFFICIAL RECORDS, WHERE SAID LINE IS INTERSECTED BY THE NORTH LINE OF THAT PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM LOUIS DE LA BRANDAIS, ET AL. TO HERBERT ALBRIGHT, ET AL, RECORDED OCTOBER 17, 1957, BOOK 3060, PAGE 373, OFFICIAL RECORDS; THENCE ALONG THE WEST LINE OF THE SAID STATE PARCEL, SOUTH 24° 06' 20" WEST, 23.29 FEET AND SOUTH 19° 47' 20" WEST, 376.10 FEET; THENCE SOUTH 19° 54' 10" EAST, 40.12 FEET; THENCE ALONG A LINE, AND DRAWN PARALLEL TO THE SOUTHWEST LINE OF THE RIGHT OF WAY AS DESCRIBED IN THE DEED TO THE CITY OF PINOLE (4479 OR 297), NORTH 74° 37' 22" WEST, 743.01 FEET, DISTANT THEREON 190.49 FEET FROM A POINT ON THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472, PAGE 502, OFFICIAL RECORDS; THENCE SOUTH 50° 35' 40" WEST, 80.51 FEET TO THE POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING SOUTH 5° 05' 28" WEST, 50.00 FEET; THENCE SOUTH 84° 54' 32" EAST, 70.00 FEET; THENCE NORTH 5° 05' 28" EAST, 50.00 FEET; THENCE NORTH 84° 54' 32" WEST, 70.00 FEET TO THE POINT OF BEGINNING.

APN: 402-282-008-0

TRACT FOUR:

PORTION OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WEST LINE OF THE PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM HERBERT ALBRIGHT, ET AL. TO THE STATE OF CALIFORNIA, RECORDED MARCH 5, 1956, BOOK 2719, PAGE 501, OFFICIAL RECORDS, WHERE SAID LINE IS INTERSECTED BY THE NORTH LINE OF THAT PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM LOUIS DE LA BRANDAIS, ET AL. TO HERBERT ALBRIGHT, ET AL, RECORDED OCTOBER 17, 1957, BOOK 3060, PAGE 373, OFFICIAL RECORDS; THENCE ALONG THE WEST LINE OF THE SAID STATE PARCEL, SOUTH 24° 06' 20" WEST, 23.29 FEET AND SOUTH 19° 47' 20" WEST, 376.10 FEET; THENCE SOUTH 19° 54' 10" WEST, 40.12 FEET; THENCE ALONG A LINE, AND DRAWN PARALLEL TO THE SOUTHWEST LINE OF THE RIGHT OF WAY AS DESCRIBED IN THE DEED TO THE CITY OF PINOLE (4479 OR 297), NORTH 74° 37' 22" WEST, 743.01 FEET, DISTANT THEREON 30.49 FEET FROM A POINT ON THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472, PAGE 502, OFFICIAL RECORDS; THENCE SOUTH 50° 35' 40" WEST, 80.51 FEET TO THE POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING SOUTH 5° 05' 28" WEST, 134.56 FEET, RUNNING PARALLEL WITH SAID WEST LINE; THENCE SOUTH 84° 54' 32" EAST 100.00 FEET; THENCE NORTH 5° 05' 28" EAST 50.00 FEET; THENCE SOUTH 84° 54' 32" EAST 27.09 FEET; THENCE NORTH 33° 32' 22" EAST, 63.68 FEET TO SAID SOUTH LINE OF TARA HILLS DRIVE; THENCE NORTH 74° 37' 22" WEST, 160.00 FEET THERECALONG, TO THE POINT OF BEGINNING."

APN: 402-282-014
TEN

TRACT FIVE:

PARCEL ONE:

PORTION OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WEST LINE OF THE PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM HERBERT ALBRIGHT, ET AL. TO STATE OF CALIFORNIA, RECORDED ON MARCH 5, 1956, BOOK 2719, PAGE 501, OFFICIAL RECORDS, WHERE SAID LINE IS INTERSECTED BY THE NORTH LINE OF THAT PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM LOUIS DE LA BRANDAIS, ET AL. RECORDED OCTOBER 17, 1957, BOOK 3060, PAGE 373, OF OFFICIAL RECORDS; THENCE ALONG THE WEST LINE OF SAID STATE PARCEL, SOUTH 24° 06' 20" WEST, 23.29 FOOT AND SOUTH 19° 47' 20" WEST, 376.10 FOOT; THENCE SOUTH 19° 54' 10" EAST, 40.12 FOOT; THENCE ALONG A LINE AND DRAWN PARALLEL TO THE SOUTHWEST LINE OF THE RIGHT OF WAY AS DESCRIBED IN THE DEED TO THE CITY OF PINOLE (4479 OR 297), NORTH 74° 37' 22" WEST, 743.01 FEET, DISTANT THEREON 190.49 FEET FROM A POINT ON THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472, PAGE 502, OFFICIAL RECORDS; THENCE SOUTH 50° 35' 40" WEST, 80.51 FEET TO THE POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING SOUTH 5° 05' 28" WEST, 50.00 FEET; THENCE SOUTH 84° 54' 32" EAST, 70.00 FEET; THENCE NORTH 5° 05' 28" EAST, 50.00 FEET; THENCE NORTH 84° 54' 32" WEST, 70.00 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM: THE SOUTH 20 FEET THEREOF.

APN: 402-282-007

TRACT EIGHT:

THE NORTH 60 FEET OF THAT PORTION OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WEST LINE OF THE PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM HERBERT ALBRIGHT, ET AL. TO THE STATE OF CALIFORNIA, RECORDED ON MARCH 5, 1956, BOOK 2719, PAGE 501, OFFICIAL RECORDS, WHERE SAID LINE IS INTERSECTED BY THE NORTH LINE OF THAT PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM LOUIS DE LA BRANDAIS, ET AL. TO HERBERT ALBRIGHT, ET AL, RECORDED OCTOBER 17, 1957, BOOK 3060, PAGE 373, OFFICIAL RECORDS; THENCE ALONG THE WEST LINE OF SAID STATE PARCEL, SOUTH 24° 06' 20" WEST, 23.29 FEET AND SOUTH 19° 47' 20" WEST, 376.10 FEET; THENCE SOUTH 19° 54' 10" EAST, 40.12 FEET; THENCE ALONG A LINE AND DRAWN PARALLEL TO THE SOUTHWEST LINE OF THE RIGHT OF WAY AS DESCRIBED IN THE DEED TO THE CITY OF PINOLE (4479 OR 297), NORTH 74° 37' 22" WEST, 743.01 FEET, DISTANT THEREON 190.49 FEET FROM A POINT ON THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472, PAGE 502, OFFICIAL RECORDS; THENCE SOUTH 50° 35' 40" WEST, 80.51 FEET TO THE POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING SOUTH 5° 05' 28" WEST, 50.00 FEET; THENCE SOUTH 84° 54' 32" EAST, 70.00 FEET; THENCE NORTH 5° 05' 28" EAST, 50.00 FEET; THENCE NORTH 84° 54' 32" WEST, 70.00 FEET TO THE POINT OF BEGINNING.

APN: 402-282-009

TRACT SIX:

PARCEL ONE:

A PORTION OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WEST LINE OF THE PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM HERBERT ALBRIGHT, ET AL. TO THE STATE OF CALIFORNIA, RECORDED MARCH 5, 1956, BOOK 2719, PAGE 501, OFFICIAL RECORDS, WHERE SAID LINE IS INTERSECTED BY THE NORTH LINE OF THAT PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM LOUIS DE LA BRANDAIS, ET AL. TO HERBERT ALBRIGHT, ET AL, RECORDED OCTOBER 17, 1957, BOOK 3060, PAGE 373, OFFICIAL RECORDS; THENCE ALONG THE WEST LINE OF SAID STATE PARCEL, SOUTH 24° 06' 20" WEST, 23.29 FEET, AND SOUTH 19° 47' 20" WEST, 376.10 FEET; THENCE SOUTH 19° 54' 10" WEST, 40.12 FEET; THENCE ALONG A LINE, AND DRAWN PARALLEL TO THE SOUTHWEST LINE OF THE RIGHT OF WAY AS DESCRIBED IN THE DEED TO THE CITY OF PINOLE (4479 OR 297), NORTH 74° 37' 22" WEST, 743.01 FEET, DISTANT THEREON 30.49 FEET FROM A POINT ON THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472, PAGE 502, OFFICIAL RECORDS; THENCE SOUTH 50° 35' 28" WEST, 135.00 FEET TO THE TRUE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; AND RUNNING THENCE SOUTH 5° 05' 28" WEST, 329.56 FEET; THENCE SOUTH 2° 02' 00" EAST, 120.93 FEET TO THE NORTH LINE OF WATERLINE EASEMENT GRANTED TO EAST BAY MUNICIPAL UTILITIES DISTRICT BY DEED RECORDED JULY 28, 1965, BOOK 4919, PAGE 529, OFFICIAL RECORDS; THENCE ALONG THE NORTHERN LINE OF SAID EASEMENT SOUTH 84° 54' 32" EAST 85.00 FEET; THENCE NORTH 5° 05' 28" EAST, 303.00 FEET; THENCE SOUTH 84° 54' 32" EAST, 70.00 FEET; THENCE NORTH 5° 05' 28" EAST, 246.56 FEET TO A POINT THAT BEARS SOUTH 84° 54' 32" EAST FROM THE POINT OF OF THE BEGINNING; THENCE NORTH 84° 54' 32" WEST, 170.00 FEET TO THE TRUE POINT OF BEGINNING.

APN: 402-282-009

TRACT SEVEN:

PORTION OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WEST LINE OF THE PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM HERBERT ALBRIGHT, ET AL. TO STATE OF CALIFORNIA, RECORDED ON MARCH 5, 1956, BOOK 2719, PAGE 501, OFFICIAL RECORDS, WHERE SAID LINE IS INTERSECTED BY THE NORTH LINE OF THAT PARCEL OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM LOUIS DE LA BRANDAIS, ET AL. TO HERBERT ALBRIGHT, ET AL, RECORDED OCTOBER 17, 1957, BOOK 3060, PAGE 373, OFFICIAL RECORDS; THENCE ALONG THE WEST LINE OF THE SAID STATE PARCEL, SOUTH 24° 06' 20" WEST, 23.29 FEET AND SOUTH 19° 47' 20" WEST, 376.10 FEET; THENCE SOUTH 19° 54' 10" EAST, 40.12 FEET; THENCE ALONG A LINE AND DRAWN PARALLEL TO THE SOUTHWEST LINE OF THE RIGHT OF WAY AS DESCRIBED IN THE DEED TO THE CITY OF PINOLE (4479 OR 297), NORTH 74° 37' 22" WEST, 743.01 FEET, DISTANT THEREON 190.49 FEET FROM A POINT ON THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472, PAGE 502, OFFICIAL RECORDS; THENCE SOUTH 50° 35' 28" WEST, 135.00 FEET TO THE TRUE POINT OF BEGINNING OF THE PARCEL OF LAND HEREIN DESCRIBED; AND RUNNING THENCE SOUTH 5° 05' 28" WEST, 329.56 FEET; THENCE SOUTH 2° 02' 00" EAST, 120.93 FEET TO THE NORTH LINE OF WATERLINE EASEMENT GRANTED TO EAST BAY

TRACT NINE:

A PORTION OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, IN BOOK 1472 OF OFFICIAL RECORDS, PAGE 502, CONTRA COSTA COUNTY RECORDS, WITH THE SOUTH LINE OF TARA HILLS DRIVE, AS DESCRIBED IN THE DEED FROM PINOLE ENTERPRISES TO THE CITY OF PINOLE, RECORDED OCTOBER 25, 1963, BOOK 4479 OF OFFICIAL RECORDS, PAGE 292, THENCE ALONG SAID SOUTH LINE, SOUTH 74° 37' 22" EAST, 30.49 FEET THENCE SOUTH 5° 05' 28" WEST, 464.56 FEET TO THE BEGINNING OF THE PARCEL TO BE DESCRIBED; THENCE SOUTH 84° 54' 32" EAST 100.00 FEET; THENCE NORTH 5° 05' 28" EAST 50.00 FEET; THENCE SOUTH 84° 54' 32" EAST 27.09 FEET; THENCE NORTH 33° 32' 22" EAST, 63.68 FEET TO SAID SOUTH LINE OF TARA HILLS DRIVE; THENCE NORTH 74° 37' 22" WEST, 160.00 FEET THERECALONG, TO THE POINT OF BEGINNING.

EXCEPTION FROM EASEMENT BEING RESERVED:

COMMENCING AT THE INTERSECTION OF THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472, OFFICIAL RECORDS, PAGE 502, WITH THE SOUTH LINE OF TARA HILLS DRIVE, AS DESCRIBED IN THE DEED FROM PINOLE ENTERPRISES TO THE CITY OF PINOLE, RECORDED OCTOBER 25, 1963, BOOK 4479 OF OFFICIAL RECORDS, PAGE 292, THENCE ALONG SAID SOUTH LINE, SOUTH 74° 37' 22" EAST, 30.49 FEET THENCE SOUTH 5° 05' 28" WEST, 464.56 FEET TO THE BEGINNING OF THE PARCEL TO BE DESCRIBED; THENCE SOUTH 84° 54' 32" EAST 100.00 FEET; THENCE NORTH 5° 05' 28" EAST 50.00 FEET; THENCE SOUTH 84° 54' 32" EAST 27.09 FEET; THENCE NORTH 33° 32' 22" EAST, 63.68 FEET TO SAID SOUTH LINE OF TARA HILLS DRIVE; THENCE NORTH 74° 37' 22" WEST, 160.00 FEET THERECALONG, TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM, THE FOLLOWING DESCRIBED PARCEL OF LAND:

PORTION OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472, OFFICIAL RECORDS, PAGE 502, WITH THE SOUTH LINE OF TARA HILLS DRIVE, AS DESCRIBED IN THE DEED FROM PINOLE ENTERPRISES TO THE CITY OF PINOLE, RECORDED OCTOBER 25, 1963, BOOK 4479, OFFICIAL RECORDS, PAGE 292; THENCE ALONG SAID SOUTH LINE, SOUTH 74° 37' 22" EAST, 30.49 FEET; THENCE SOUTH 5° 05' 28" WEST 10.00 FEET AND NORTH 74° 37' 22" WEST, 30.49 FEET TO THE ACTUAL POINT OF BEGINNING; THENCE FROM SAID POINT OF BEGINNING SOUTH 5° 05' 28" WEST 464.56 FEET; THENCE SOUTH 84° 54' 32" EAST 100.00 FEET; THENCE NORTH 5° 05' 28" EAST 50.00 FEET; THENCE SOUTH 84° 54' 32" EAST 27.09 FEET; THENCE NORTH 33° 32' 22" EAST, 63.68 FEET TO SAID SOUTH LINE OF TARA HILLS DRIVE; THENCE NORTH 74° 37' 22" WEST, 160.00 FEET THERECALONG, TO THE POINT OF BEGINNING.

APN: 402-282-010

TRACT NINE (CONT.):

EXCEPTION D FROM EASEMENT BEING RESERVED:

COMMENCING AT THE INTERSECTION OF THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472, OFFICIAL RECORDS, PAGE 502, WITH THE SOUTH LINE OF TARA HILLS DRIVE, AS DESCRIBED IN THE DEED FROM PINOLE ENTERPRISES TO THE CITY OF PINOLE, RECORDED OCTOBER 25, 1963, BOOK 4479 OF OFFICIAL RECORDS, PAGE 292, THENCE ALONG SAID SOUTH LINE, SOUTH 74° 37' 22" EAST, 30.49 FEET THENCE SOUTH 5° 05' 28" WEST, 464.56 FEET TO THE BEGINNING OF THE PARCEL TO BE DESCRIBED; THENCE SOUTH 84° 54' 32" EAST 100.00 FEET; THENCE NORTH 5° 05' 28" EAST 50.00 FEET; THENCE SOUTH 84° 54' 32" EAST 27.09 FEET; THENCE NORTH 33° 32' 22" EAST, 63.68 FEET TO SAID SOUTH LINE OF TARA HILLS DRIVE; THENCE NORTH 74° 37' 22" WEST, 160.00 FEET THERECALONG, TO THE POINT OF BEGINNING.

EXCEPTION F FROM EASEMENT BEING RESERVED:

A PORTION OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EAST LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949, BOOK 1472 OF OFFICIAL RECORDS, PAGE 502, CONTRA COSTA COUNTY RECORDS, WITH THE SOUTHERN LINE OF TARA HILLS DRIVE, AS DESCRIBED IN THE DEED FROM PINOLE ENTERPRISES TO THE CITY OF PINOLE, RECORDED OCTOBER 25, 1963, BOOK 4479 OF OFFICIAL RECORDS, PAGE 292, CONTRA COSTA COUNTY RECORDS; THENCE FROM SAID POINT OF COMMENCEMENT, ALONG SAID SOUTHERN LINE OF TARA HILLS DRIVE, SOUTH 74° 37' 22" EAST, 390.37 FEET; THENCE SOUTH 5° 05' 28" WEST, 440.44 FEET TO THE ACTUAL POINT OF BEGINNING OF THIS DESCRIPTION; THENCE FROM SAID POINT OF BEGINNING, SOUTH 84° 54' 32" EAST 16.35 FEET; THENCE SOUTH 5° 05' 28" WEST, 10.95 FEET; THENCE SOUTH 84° 54' 32" EAST, 282.20 FEET; THENCE NORTH 5° 05' 28" EAST, 24.97 FEET; THENCE SOUTH 84° 54' 32" EAST, 128.45 FEET; THENCE SOUTH 5° 05' 28" WEST, 34.79 FEET; THENCE SOUTH 83° 14' 30" EAST, 110.26 FEET TO THE POINT OF BEGINNING.

TRACT ELEVEN:

EASEMENTS AND RIGHTS APPURTENANT TO TRACTS ONE AND TWO ABOVE, AS CONTAINED IN THAT CERTAIN INSTRUMENT DATED AUGUST 10, 1966 ENTITLED "AGREEMENT" BY AND BETWEEN PAULSON & PAULSON, A PARTNERSHIP, AND PAUL GOLDSTONE AND JEAN GOLDSTONE, HIS WIFE, AS DISCLOSED BY MEMORANDUM RECORDED MARCH 16, 1967 IN BOOK 5326, PAGE 419 AS INSTRUMENT NO. 15059 OF OFFICIAL RECORDS.

APN: 402-282-005 AS TO TRACT TEN
APN: 402-282-017 AS TO TRACT TEN
APN: 402-282-018 AS TO TRACT TEN

TRACT TEN (CONT.)

PARCEL TWO:

A PORTION OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 4 WEST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EASTERN LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED FROM LOUIS A. DE LA BRANDAIS, ET AL. TO MARGARET Z. WALLACE, RECORDED DECEMBER 8, 1949 IN BOOK 1472 OF OFFICIAL RECORDS, PAGE 502, CONTRA COSTA COUNTY RECORDS, WITH THE SOUTHERN LINE OF TARA HILLS DRIVE, SOUTH 74° 37' 22" EAST, 390.37 FEET; THENCE SOUTH 5° 05' 28" WEST, 440.44 FEET TO THE ACTUAL POINT OF BEGINNING OF THIS DESCRIPTION; THENCE FROM SAID POINT OF BEGINNING, SOUTH 84° 54' 32" EAST, 16.35 FEET; THENCE SOUTH 5° 05' 28" WEST, 10.95 FEET; THENCE SOUTH 84° 54' 32" EAST, 282.20 FEET; THENCE NORTH 5° 05' 28" EAST, 24.97 FEET; THENCE SOUTH 84° 54' 32" EAST, 128.45 FEET; THENCE SOUTH 5° 05' 28" WEST, 34.79 FEET; THENCE SOUTH 83° 14' 30" EAST, 110.26 FEET TO THE POINT OF BEGINNING.

TRACT ELEVEN:

EASEMENTS AND RIGHTS APPURTENANT TO TRACTS ONE AND TWO ABOVE, AS CONTAINED IN THAT CERTAIN INSTRUMENT DATED AUGUST 10, 1966 ENTITLED "AGREEMENT" BY AND BETWEEN PAULSON & PAULSON, A PARTNERSHIP, AND PAUL GOLDSTONE AND JEAN GOLDSTONE, HIS WIFE, AS DISCLOSED BY MEMORANDUM RECORDED MARCH 16, 1967 IN BOOK 5326, PAGE 419 AS INSTRUMENT NO. 15059 OF OFFICIAL RECORDS.

APN: 402-282-005 AS TO TRACT TEN
APN: 402-282-017 AS TO TRACT TEN
APN: 402-282-018 AS TO TRACT TEN

REFERENCES

1. NORTH AMERICAN TITLE COMPANY ORDER NO. 1359863, DATED MARCH 25, 2015.

2. SUBDIVISION MAP 3104, BOOK 108 OF MAPS, PAGES 13-16 (118 MAPS 13), DATED OCTOBER 1, 1965.

3. SUBDIVISION MAP 3136, BOOK 95 OF MAPS, PAGES 28-32 (95 MAPS 28) DATED OCTOBER 9, 1963.

4. RECORD OF SURVEY BOOK 90 OF MAPS, PAGE 48 (90 ROS 45) DATED JUNE 7, 1989.

5. THIS FIELD SURVEY WAS MADE ON THE GROUND ON MAY 1, 2015.

EXCEPTIONS PER REFERENCE #1:

1. GENERAL AND SPECIAL TAXES 2015-2016.
2. GENERAL AND SPECIAL TAXES 2014-2015.
3. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY.
4. PIPELINE EASEMENT (2852 O.R. 256). EASEMENT NOT PLOTTABLE PER RECORD DOCUMENTS.
5. MEMORANDUM OF AGREEMENT (5326 O.R. 419). PROVIDES PUBLIC UTILITY EASEMENTS, PARKING AND INGRESS/EGRESS EASEMENTS AND IS PLOTTED HEREON.
6. GRANT DEED (8121 O.R. 595).
7. LIEN IN FAVOR OF THE STATE OF CALIFORNIA (INST. NO. 2012-0097352-00).
8. REQUIREMENTS FOR TARA HILLS DRIVE, A CALIFORNIA LIMITED PARTNERSHIP.
9. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR 2014-2015.
10. GENERAL AND SPECIAL TAXES FOR 2014-2015.
11. THE LIEN OF DEFAULTED TAXES FOR 2010-2011.
12. THE LIEN OF DEFAULTED TAXES FOR 2010-2011.
13. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY.
14. PIPELINE EASEMENT (2852 O.R. 256). EASEMENT NOT ABLE TO BE PLOTTED PER RECORD DOCUMENTS.
15. UNRECORDED LEASE (4925 O.R. 566).
16. TERMS, PROVISIONS AND EASEMENTS IN THE MEMORANDUM OF AGREEMENT (5326 O.R. 419).
17. UNRECORDED LEASE (5434 O.R. 394).
18. REQUIREMENTS OF THE TRUST REFERRED TO IN THE VESTING.
19. GENERAL AND SPECIAL TAXES FOR 2014-2015.
20. SUPPLEMENTAL TAXES FOR 2014-2015.
21. THE LIEN OF SUPPLEMENTAL TAXES.
22. THE TERMS, PROVISIONS AND EASEMENTS CONTAINED IN THE MEMORANDUM OF AGREEMENT (5326 O.R. 419).PROVIDES PUBLIC UTILITY EASEMENTS, PARKING AND INGRESS/EGRESS EASEMENTS AND IS PLOTTED HEREON.
23. DEED OF TRUST (INST. NO. 2014-0143378).
24. GENERAL AND SPECIAL TAXES FOR 2014-2015.
25. THE LIEN OF SUPPLEMENTAL TAXES.
26. PIPELINE EASEMENT (2852 O.R. 256). EASEMENT NOT ABLE TO BE PLOTTED PER RECORD DOCUMENTS.
27. EBMUD WATER EASEMENT (4919 O.R. 529). AFFECTS VARIOUS PORTIONS OF THE PROPERTY AND IS PLOTTED HEREON.
28. TERMS, PROVISIONS AND EASEMENTS IN AGREEMENT (5326 O.R. 419). PROVIDES PUBLIC UTILITY EASEMENTS, PARKING AND INGRESS/EGRESS EASEMENTS AND IS PLOTTED HEREON.
29. DEED OF TRUST (SN. 93-283492).
30. DEED OF TRUST (INST. NO. 2003-0308277-00).
31. ANY DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS WHICH MAME JOHNSON H. JOHNSON AND LYNNE F. PARELLA JOHNSON.
32. GENERAL AND SPECIAL TAXES AND ASSESSMENTS (2014-2015).
33. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY.
34. PACIFIC TELEPHONE AND TELEGRAPH COMPANY EASEMENT (3874 O.R. 550). EASEMENT NOT ABLE TO BE PLOTTED PER RECORD DOCUMENTS. THE DOCUMENT STATES THAT FACILITIES ARE TO BE PLACED PER STAKES SET IN THE FIELD.
35. TERMS, PROVISIONS, AND EASEMENTS IN MEMORANDUM OF AGREEMENT (5326 O.R. 419)
36. REQUIREMENTS FOR ARCO BUILDING CO.
37. NO FOUND OPEN DEEDS OF TRUST.
38. TAXES FOR PRORATION PURPOSES FOR 2014-2015.
39. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY.
40. WATER PIPE LINE EASEMENT (4919 O.R. 529) & (5113 O.R. 735). AFFECTS VARIOUS PORTIONS OF THE PROPERTY AND IS PLOTTED HEREON.
41. TERMS, PROVISIONS AND EASEMENTS CONTAINED IN MEMORANDUM OF AGREEMENT (5326 O.R. 419)
42. DEED OF TRUST (SN. 153001), (8149 O.R. 683), & (8370 O.R. 574).
43. PUBLIC UTILITIES EASEMENT (INST. NO. 1988-113052). AFFECTS PORTION OF PROPERTY AND IS PLOTTED HEREON.
44. RESOLUTION NO. 2010-83 (INST. NO. 2010-0236720-00).
45. REQUIREMENTS FOR PAUL COLDSTONE ENTERPRISES, INC., A CALIFORNIA CORPORATION
46. TAXES FOR PRORATION PURPOSES FOR 2014-2015.
47-51. TAXES FOR PRORATION PURPOSES FOR 2014-2015.
52. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY.
53. ABUTTER'S RIGHTS OF INGRESS AND EGRESS FROM THE FREEWAY (2719 O.R. 501).
54. WATER EASEMENT (4919 O.R. 529). AFFECTS PORTIONS OF PROPERTY AND IS PLOTTED HEREON.
55. WATER EASEMENT (2771 O.R. 365). DOES NOT AFFECT PROPERTY AND IS NOT PLOTTED HEREON.
56. PIPELINE EASEMENT (2852 O.R. 256). EASEMENT NOT ABLE TO BE PLOTTED PER RECORD DOCUMENTS.
57. PIPELINE EASEMENT (3034 O.R. 411). AFFECTS SOUTHERLY PORTION OF PROPERTY AND

Return to Agenda

ABBREVIATIONS:

AC – ASPHALT CONCRETE
BFP – BACKFLOW PREVENTOR
CA – CABLE
CB – CATCH BASIN
C.I. – CURB INLET
CL – CENTER LINE
CLF – CHAIN LINK FENCE
CONC – CONCRETE
CRB – CROSS WALK BUTTON
DDCV – DOUBLE DETECTOR CHECK VALVE
D.I. – DROP INLET
DWY – DRIVEWAY
E – ELECTRIC LINE
EB – ELECTRIC BOX
EM – ELECTRIC METER
EP – EDGE OF PAVEMENT
EV – ELECTRIC VAULT
FC – FACE OF CURB
FDC – FIRE DEPT. CONNECTION
FH – FIRE HYDRANT
FL – FLOWLINE
G – GAS LINE
GM – GAS METER
GP – GUARD POST
GV – GAS VALVE
HCR – HANDICAP RAMP
IRR – IRRIGATION
ICV – IRRIGATION CONTROL VALVE
JP – JOINT POLE
JT – JOINT TRENCH
MW – MONITORING WELL
OH – OVERHEAD UTILITY
PIV – POST INDICATOR VALVE
PG&E – PACIFIC GAS & ELECTRIC
PL – PROPERTY LINE
PLNTR – PLANTER
PP – POWER POLE
PUE – PUBLIC UTILITY EASEMENT
R/W – RIGHT OF WAY
(R) – REFERENCE
S.B.L. – SETBACK LINE
SD – STORM DRAIN LINE
SL – STREET LIGHT
SMT – SURFACE MOUNTED TRANSFORMER
SS – SANITARY SEWER LINE
SSCO – SANITARY SEWER CLEANOUT
SW – SIDEWALK
T – TELEPHONE LINE
TEL – TELEPHONE BOX
TC – TOP OF CURB
TP – TELEPHONE POLE
TPOC – TRUE POINT OF COMMENCEMENT
TR – TELEPHONE RISER
TS – TRAFFIC SIGNAL
TSB – TRAFFIC SIGNAL CONTROL BOX
TSCP – TRAFFIC SIGNAL CONTROL PANEL
UG – UNDERGROUND UTILITY
VG – VALLEY GUTTER
W – WATER MAIN
WF – WROUGHT IRON FENCE
WM – WATER METER
WV – WATER VALVE
YL – YARD LIGHT

SYMBOLS:

- FD. PROPERTY CORNER (AS NOTED)
- CHAIN LINK FENCE
- STORM DRAIN MANHOLE
- FIRE HYDRANT
- MANHOLE
- SANITARY SEWER MANHOLE
- TELEPHONE MANHOLE
- TREE
- YARD LIGHT
- SURFACE MOUNTED TRANSFORMER
- ELECTRIC BOX
- CABLE BOX
- TRAFFIC SIGNAL BOX
- TRAFFIC SIGNAL LIGHT
- STREET LIGHT
- POST INDICATOR VALVE
- BACK FLOW PREVENTOR
- FIRE DEPARTMENT CONNECTION
- MONITOR WELL
- WATER VALVE
- IRRIGATION CONTROL VALVE
- DOUBLE DETECTOR CHECK VALVE
- TRAFFIC SIGNAL W/OVERHANG
- SS — UNDERGROUND SANITARY SEWER LINE
- SD — UNDERGROUND STORM DRAIN LINE
- W — UNDERGROUND WATER LINE
- G — UNDERGROUND GAS LINE
- T — UNDERGROUND TELEPHONE LINE
- E — UNDERGROUND ELECTRIC LINE
- OHE — OVERHEAD ELECTRIC LINE
- OHT — OVERHEAD TELEPHONE LINE
- OHE&T — OVERHEAD ELECTRIC AND TELEPHONE LINE
- INDICATES PROPERTY LINES
- FENCE LINE
- #1 — EXCEPTION # PER REFERENCE #1

BASIS OF BEARING

THE CENTERLINE OF TARA HILLS DRIVE, AS ESTABLISHED BETWEEN FOUND MONUMENTS, TAKEN AS NORTH 74°27'38" WEST, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY

UTILITY NOTE:

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, PIPE SIZES AND/OR STRUCTURES SHOWN ON THIS SURVEY WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO EXISTING UTILITIES, EXCEPT AS SHOWN ON THIS SURVEY. THE CONTRACTOR SHALL ASCERTAIN THE TRUE LOCATION OF ANY UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

DATE:	5-6-15	REV #	BY	DATE	DESCRIPTION
SCALE:	1"=40'				
DESIGNED:					
DRAWN:	CTJ				
CHECKED:	CTJ				
PROJ. MGR:	AS				
FILE PATH:					

ams associates, inc. PLANNING ENGINEERING SURVEYING
801 YGNACIO VALLEY ROAD SUITE 220
WALNUT CREEK, CA 94598
925-943-2777 FAX 925-943-2778

PRELIMINARY ALTA SURVEY

APPIAN 80 SHOPPING CENTER
CONTRA COSTA
PINOLE CALIFORNIA

SHEET 2 OF 4

PROJECT 15-2251

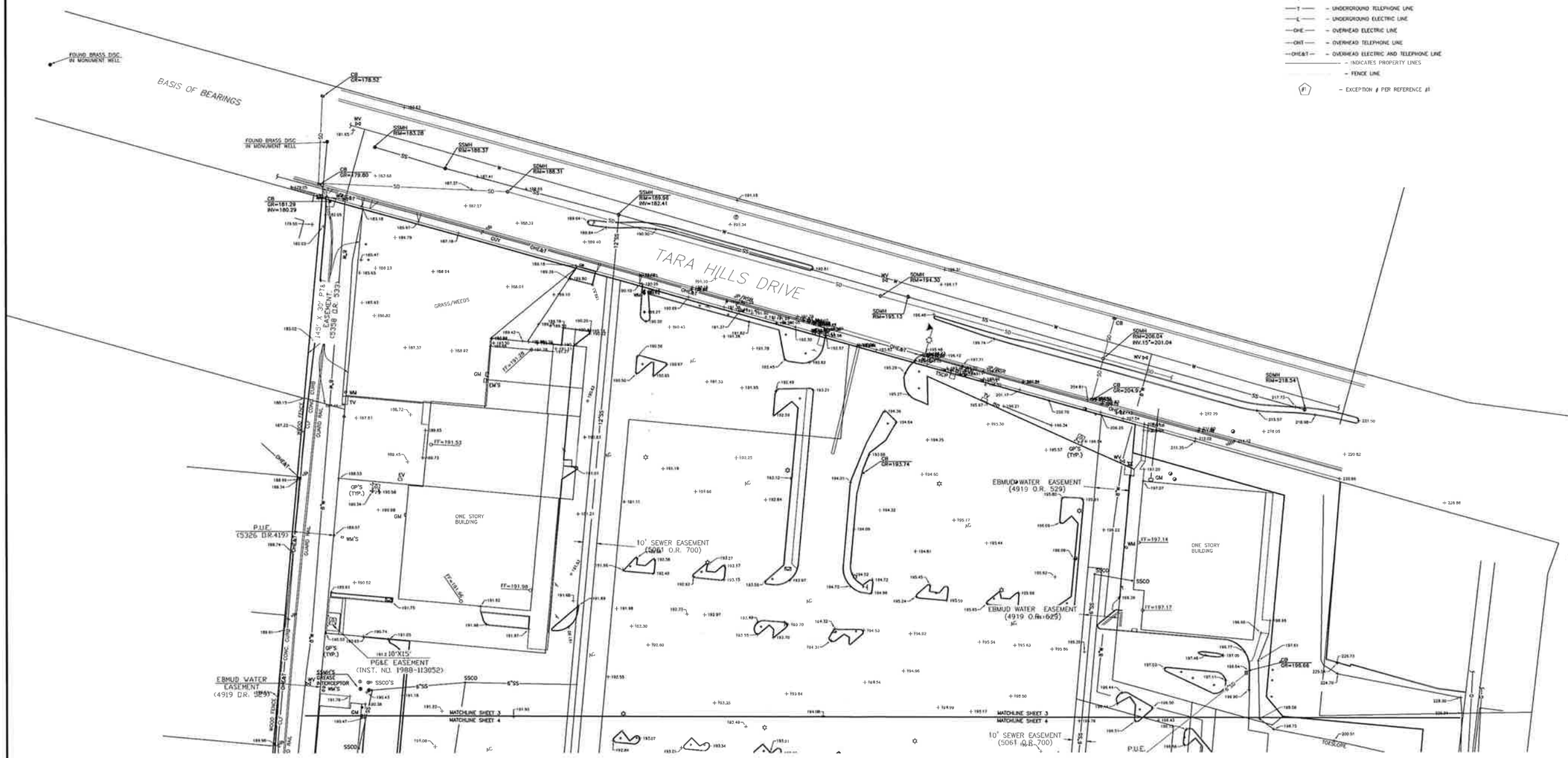
Return to Agenda

C.I. – CURB INLET
CL – CENTER LINE
CLF – CHAIN LINK FENCE
CONC – CONCRETE
CMB – CROSS WALK BUTTON
DDCV – DOUBLE DETECTOR CHECK VALVE
D.I. – DROP INLET
DWY – DRIVEWAY
E – ELECTRIC LINE
EB – ELECTRIC BOX
EM – ELECTRIC METER
EP – EDGE OF PAVEMENT
EV – ELECTRIC VAULT
FC – FACE OF CURB
FDC – FIRE DEPT. CONNECTION
FH – FIRE HYDRANT
FL – FLOWLINE
G – GAS LINE
GM – GAS METER
GP – GUARD POST
GV – GAS VALVE
HCR – HANDICAP RAMP
IRR – IRRIGATION
ICV – IRRIGATION CONTROL VALVE
JP – JOINT POLE
JT – JOINT TRENCH
MW – MONITORING WELL
OH – OVERHEAD UTILITY
PIV – POST INDICATOR VALVE
PG&E – PACIFIC GAS & ELECTRIC
PL – PROPERTY LINE
PLNTR – PLANTER
PP – POWER POLE

PUE – PUBLIC UTILITY EASEMENT
R/W – RIGHT OF WAY
(R) – REFERENCE
S.B.L. – SETBACK LINE
SD – STORM DRAIN LINE
SL – STREET LIGHT
SMT – SURFACE MOUNTED TRANSFORMER
SS – SANITARY SEWER LINE
SSCO – SANITARY SEWER CLEANOUT
SW – SIDEWALK
T – TELEPHONE LINE
TEL – TELEPHONE BOX
TC – TOP OF CURB
TP – TELEPHONE POLE
TPOC – TRUE POINT OF COMMENCEMENT
TR – TELEPHONE RISER
TS – TRAFFIC SIGNAL
TSB – TRAFFIC SIGNAL CONTROL BOX
TSCP – TRAFFIC SIGNAL CONTROL PANEL
UG – UNDERGROUND UTILITY
VG – VALLEY GUTTER
W – WATER MAIN
WF – WROUGHT IRON FENCE
WM – WATER METER
WV – WATER VALVE
YL – YARD LIGHT

SYMBOLS:

- FD. PROPERTY CORNER (AS NOTED)
- CHAIN LINK FENCE
- STORM DRAIN MANHOLE
- FIRE HYDRANT
- MANHOLE
- SANITARY SEWER MANHOLE
- TELEPHONE MANHOLE
- TREE
- YARD LIGHT
- SURFACE MOUNTED TRANSFORMER
- ELECTRIC BOX
- CABLE BOX
- TRAFFIC SIGNAL BOX
- TRAFFIC SIGNAL LIGHT
- STREET LIGHT
- POST INDICATOR VALVE
- BACK FLOW PREVENTOR
- FIRE DEPARTMENT CONNECTION
- MONITOR WELL
- WATER VALVE
- IRRIGATION CONTROL VALVE
- DOUBLE DETECTOR CHECK VALVE
- TRAFFIC SIGNAL W/OVERHANG
- UNDERGROUND SANITARY SEWER LINE
- UNDERGROUND STORM DRAIN LINE
- UNDERGROUND WATER LINE
- UNDERGROUND GAS LINE
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND ELECTRIC LINE
- OVERHEAD ELECTRIC LINE
- OVERHEAD TELEPHONE LINE
- OVERHEAD ELECTRIC AND TELEPHONE LINE
- INDICATES PROPERTY LINES
- FENCE LINE
- EXCEPTION # PER REFERENCE #1



BASIS OF BEARING

THE CENTERLINE OF TARA HILLS DRIVE, AS ESTABLISHED BETWEEN FOUND MONUMENTS, TAKEN AS NORTH 74°27'38" WEST WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY

BENCHMARK

BENCHMARK NUMBER 1687. A ONCH NAIL SET IN TOP OF THE NORTH CONCRETE CURV OF CANYONE DRIVE 93.3 FEET EAST OF EAST CURB RETURN OF THE NORTH EAST CORNER OF CANYON DRIVE AND APPIAN WAY.

ELEVATION 239.93' (COUNTY DATUM)

GRAPHIC SCALE
1"=30'

DATE:	5-6-15
SCALE:	1"=30'
DESIGNED:	
DRAWN:	CTJ
CHECKED:	CTJ
PROJ. MGR:	AS
FILE PATH:	

REV #	BY	DATE	DESCRIPTION

amS associates, inc. PLANNING ENGINEERING SURVEYING
801 YGNACIO VALLEY ROAD
SUITE 220
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778

PRELIMINARY ALTA SURVEY

APPIAN 80 SHOPPING CENTER
CONTRA COSTA
PINOLE CALIFORNIA

SHEET 3 OF 4
PROJECT 15-2251

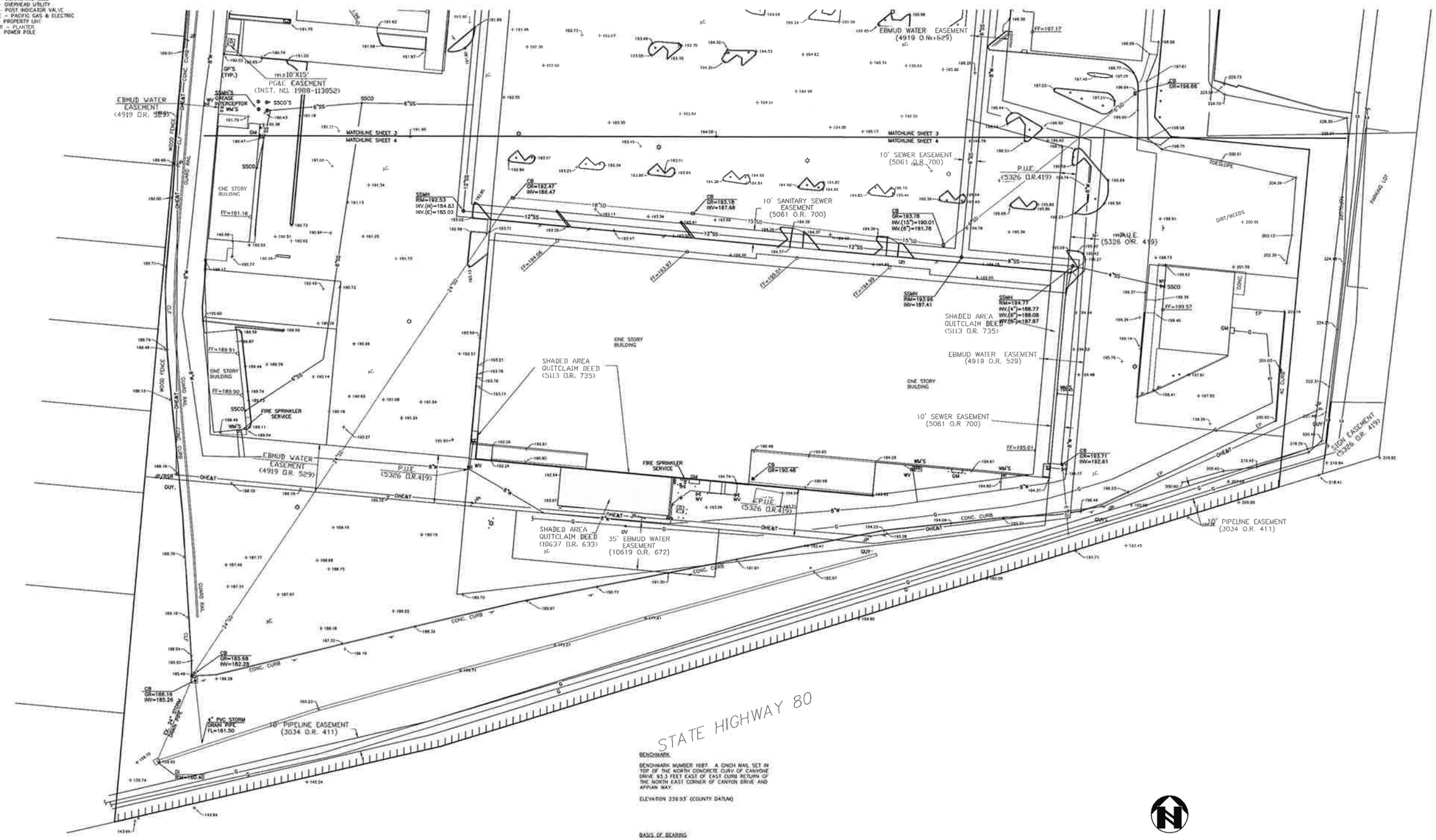
Return to Agenda

DI – CURB INLET
CL – CENTER LINE
CLF – CHAIN LINK FENCE
CONC – CONCRETE
CMB – CROSS WALK BUTTON
DDCV – DOUBLE DETECTOR CHECK VALVE
D.I. – DROP INLET
DWY – DRIVEWAY
E – ELECTRIC LINE
EB – ELECTRIC BOX
EM – ELECTRIC METER
EP – EDGE OF PAVEMENT
EV – ELECTRIC VAULT
FC – FACE OF CURB
FDC – FIRE DEPT. CONNECTION
FH – FIRE HYDRANT
FL – FLOWLINE
G – GAS LINE
GM – GAS METER
GP – GUARD POST
GV – GAS VALVE
HCR – HANDICAP RAMP
IRR – IRRIGATION
ICV – IRRIGATION CONTROL VALVE
JP – JOINT POLE
JT – JOINT TRENCH
MW – MONITORING WELL
OH – OVERHEAD UTILITY
PIV – POST INDICATOR VALVE
PG&E – PACIFIC GAS & ELECTRIC
PL – PROPERTY LINE
PLNTR – PLANTER
PP – POWER POLE

PUE – PUBLIC UTILITY EASEMENT
R/W – RIGHT OF WAY
(R) – REFERENCE
S.B.L. – SETBACK LINE
SD – STORM DRAIN LINE
SL – STREET LIGHT
SMT – SURFACE MOUNTED TRANSFORMER
SS – SANITARY SEWER LINE
SSCO – SANITARY SEWER CLEANOUT
SW – SIDEWALK
T – TELEPHONE LINE
TCL – TELEPHONE BOX
TC – TOP OF CURB
TP – TELEPHONE POLE
TPOC – TRUE POINT OF COMMENCEMENT
TR – TELEPHONE RISER
TS – TRAFFIC SIGNAL
TSB – TRAFFIC SIGNAL CONTROL BOX
TSCP – TRAFFIC SIGNAL CONTROL PANEL
UG – UNDERGROUND UTILITY
VG – VALLEY GUTTER
W – WATER MAIN
WF – WROUGHT IRON FENCE
WM – WATER METER
WV – WATER VALVE
YL – YARD LIGHT

SYMBOLS:

- FD. PROPERTY CORNER (AS NOTED)
- CHAIN LINK FENCE
- STORM DRAIN MANHOLE
- FIRE HYDRANT
- MANHOLE
- SANITARY SEWER MANHOLE
- TELEPHONE MANHOLE
- TREE
- YARD LIGHT
- SURFACE MOUNTED TRANSFORMER
- ELECTRIC BOX
- CABLE BOX
- TRAFFIC SIGNAL BOX
- TRAFFIC SIGNAL LIGHT
- STREET LIGHT
- POST INDICATOR VALVE
- BACK FLOW PREVENTOR
- FIRE DEPARTMENT CONNECTION
- MONITOR WELL
- WATER VALVE
- IRRIGATION CONTROL VALVE
- DOUBLE DETECTOR CHECK VALVE
- TRAFFIC SIGNAL W/OVERHANG
- UNDERGROUND SANITARY SEWER LINE
- UNDERGROUND STORM DRAIN LINE
- UNDERGROUND WATER LINE
- UNDERGROUND GAS LINE
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND ELECTRIC LINE
- OVERHEAD ELECTRIC LINE
- OVERHEAD TELEPHONE LINE
- OVERHEAD ELECTRIC AND TELEPHONE LINE
- INDICATES PROPERTY LINES
- FENCE LINE
- EXCEPTION # PER REFERENCE #



BENCHMARK

BENCHMARK NUMBER 1687. A CINCH NAIL SET IN TOP OF THE NORTH CONCRETE CURV OF CANYONE DRIVE 93.3 FEET EAST OF EAST CURB RETURN OF THE NORTH EAST CORNER OF CANYON DRIVE AND APPIAN WAY.

ELEVATION 239.93' (COUNTY DATUM)

BASIS OF BEARING

THE CENTERLINE OF TARA HILLS DRIVE, AS ESTABLISHED BETWEEN FOUND MONUMENTS, TAKEN AS NORTH 74°27'35" WEST WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY

DATE	5-6-15	REV #	BY	DATE	DESCRIPTION
SCALE	1"=30'				
DESIGNED					
DRAWN	CTU				
CHECKED	CTU				
PROJ. MGR.	AS				
FILE #	2416				

ams associates, inc. PLANNING ENGINEERING SURVEYING
801 YGNACIO VALLEY ROAD
SUITE 200
WALNUT CREEK, CA 94596
925-943-2777 FAX 925-943-2778

PRELIMINARY ALTA SURVEY

APPIAN 80 SHOPPING CENTER
CONTRA COSTA

PINOLE CALIFORNIA

SHEET 4 OF 4

PROJECT 15-2251

Return to Agenda

SCALE: 1" = 40'-0"

PLAN VIEW

Luminaire Schedule

Project: APPIAN 50 - HILLSBORO PROPERTIES - SAFEWAY PARKING LOT

Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	LDD	LLD	BF	Description	Lum. Watts	Arr. Watts	Data Source Filename
	9	A	BACK-BACK	11335	0.850	0.900	0.944	1.000	PHILIPS GARDCO GL18-XXX-2-5-105LA-4870-NW-VOLT-XXX - 25' Overall	105	210	GL18-5-105LA-4870-NW.IES
	4	A1	3 @ 90 DEGREES	11335	0.850	0.900	0.944	1.000	PHILIPS GARDCO GL18-XXX-3-5-105LA-4870-NW-VOLT-XXX - 25' Overall	105	315	GL18-5-105LA-4870-NW.IES
	10	A1a	3 @ 90 DEGREES	11335	0.850	0.900	0.944	1.000	Same as A1	105	315	GL18-5-105LA-4870-NW.IES
	2	A2	SINGLE	11352	0.850	0.900	0.944	1.000	PHILIPS GARDCO GL18-XXX-1-2-105LA-4870-NW-VOLT-XXX - 25' Overall	105	105	GL18-2-105LA-4870-NW.IES
	1	A3	SINGLE	10446	0.850	0.900	0.944	1.000	PHILIPS GARDCO GL18-XXX-1-3-105LA-4870-NW-VOLT-XXX - 25' Overall	108.3	108.3	GL18-3-105LA-4870-NW.IES
	5	A4	TWIN	10774	0.850	0.900	0.944	1.000	PHILIPS GARDCO GL18-XXX-2-4-90-105LA-4870-NW-VOLT-XXX - 25' Overall	105	210	GL18-4-105LA-4870-NW.IES
	3	A4a	TWIN	10774	0.850	0.900	0.944	1.000	Same as A4	105	210	GL18-4-105LA-4870-NW.IES
	1	A4b	SINGLE	10774	0.850	0.900	0.944	1.000	PHILIPS GARDCO GL18-XXX-1-4-90-105LA-4870-NW-VOLT-XXX - 25' Overall	105	105	GL18-4-105LA-4870-NW.IES
	1	A5	4 @ 90 DEGREES	11335	0.850	0.900	0.944	1.000	PHILIPS GARDCO GL18-XXX-4-5-105LA-4870-NW-VOLT-XXX - 25' Overall	105	420	GL18-5-105LA-4870-NW.IES
	13	B	SINGLE	1671	0.850	0.900	0.944	1.000	BEGA 99 858 - 24.3W LED - 3.27' Overall	29	29	99858.ies
	13	C	SINGLE	1647	0.850	0.900	0.944	1.000	VISA OW1043-L35K-H-XXX - 8' Optical Height	18.2	18.2	OW1043-L35K-H.ies
	21	D	SINGLE	8707	0.850	0.900	0.944	1.000	LEOTEK ES1-48H-VOLT-NW-W-XX-530 - 12' Optical Height	82.3	82.3	IES ES1-48H-MV-NW-W-XX-530 042815.ies
	2	D1	SINGLE	8456	0.850	0.900	0.944	1.000	LEOTEK ES1-48H-VOLT-NW-FT-XX-530 - 12' Optical Height	82.7	82.7	IES ES1-48H-MV-NW-FT-XX-530 042815.ies
	20	E	SINGLE	1893	0.850	0.900	0.944	1.000	BEGA 33242 22.9W - 8' Optical Height	22.9	22.9	33242.IES

Calculation Summary

Project: APPIAN 50 - HILLSBORO PROPERTIES - SAFEWAY PARKING LOT

Label	Calc/Type	Units	Avg	Max	Min	Avg/Min	Max/Min	# Pts
PRIMARY ACCESS DRIVE	Illuminance	Fc	4.48	6.24	3.01	1.48	2.07	57
RETAIL FRONTAGE	Illuminance	Fc	4.90	6.63	3.72	1.32	1.82	112
TYPICAL PARKING FIELDS	Illuminance	Fc	2.36	4.69	1.04	2.27	4.51	540

Note: Unless otherwise specified - the lamp lumen depreciation (LLD) for legacy sources used in these calculations is based on published mean lumen ratings by major lamp manufacturers; 0.80 LLD for pulse start metal halide; 0.90 LLD for high pressure sodium; 0.95 LLD for linear T8 and T5 fluorescent; 0.86 LLD for compact fluorescent and induction; 0.88 LLD for Cosmo and Elite lamps. 0.94 LDD for all LED sources. Unless otherwise noted - 0.90 luminaire dirt depreciation (LDD) is commonly applied. In cases where appropriate - ballast factor (BF) is applied. Additional user defined factors (UDF) may be applied if necessary to represent luminaire performance to a higher degree of accruracy. Total light loss factor (LLF) is the product of all multiplied loss factors.

LIGHTING PLAN - PHOTOMETRIC ANALYSIS - LAYOUT RECOMMENDATION

(ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT FINISHED GRADE, U.O.N.)

PRELIMINARY - NOT FOR CONSTRUCTION

Associated Lighting Representatives, Inc.
Associated Network Systems Representatives
Division of Associated Lighting Representatives, Inc.

Lighting Analysis

AGI32 VERSION 19.4
AGI 10.2613 LIGHTING ANALYSTS INC
NORM IX CENTURY, ISSUE 1.00 FEB 2, 1 FEB 1 INC CO USA 80127

REPORT BY: ERIC PRICE
LOWREY ARCHITECTURE
PROJECT MANAGER: TIM HALEY
ASSOCIATED LIGHTING REPRESENTATIVES, INC.
APPLICATION ENGINEERING: JOHN A. RAMOS
ASSOCIATED LIGHTING REPRESENTATIVES, INC

PROJECT DESCRIPTION: PINOLE SQUARE - HILLSBORO PROPERTIES
APPIAN WAY & TARA HILLS DRIVE
PINOLE, CA

SHEET	DATE	SCALE
2 1 OF 1	8 / 23 / 19	1" = 40'

Return to Agenda

LEGEND

- ACCENT PAVING AT ENTRIES, TYP.
- CONCRETE ACCENT PAVING, TYP.
- INTERLOCKING PAVERS, TYP.
- LOW CONCRETE SEAT WALLS
- OUTDOOR TABLES WITH SHADE, TYP.
- SOMA STONES
- POTS
- (8) DOUBLE BIKE LOCKERS (16 BIKES)
- (6) VERTICAL BIKE LOCKERS (6 BIKES)
- (11) BIKE RACKS (22 BIKES)
- GOOD NEIGHBOR WOOD FENCE

SHADE

PARKING SPACE AREA: 60,142 SF
NUMBER OF TREES: 193

50% SHADE REQUIRED AT 15 YEARS: 30,071 SF
ESTIMATED TREE SHADE AT 15 YEARS: 42,058 SF

TOTAL LANDSCAPE AREA : 43,160 SF
TOTAL HIGH ALBEDO PAVING: 28,550 SF

PLANTING LEGEND

PARKING LOT TREES

- ARBUTUS 'MARINA'
- PISTACIA CHINENSIS
- PLATANUS ACERIFOLIA "COLUMBIA"
- TRISTANIA LAURINA 'ELEGANT'

ACCENT TREES

- RHAPHIOLEPIS "MAJESTIC BEAUTY"
- PHOTINIA X FRASERII
- ACCENT PLANTINGS
- STORMWATER AREA
- LANDSCAPE AREA

0 20 40 80

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE

ILLUSTRATIVE SITE PLAN

NOVEMBER, 2019 PINOLE SQUARE

L1

Return to Agenda

PATH: P:\PINOLE\PINOLE SQUARE (P2363)\ACAD\SHEETS_DG-SD-PINOLE SQUARE.DWG
PLOT DATE: 10/30/2019 3:39 PM

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE

PROMENADE ENLARGEMENT

NOVEMBER, 2019 PINOLE SQUARE

L2

Return to Agenda

CONCRETE SEATWALL

SOMA STONES
MFR: CONCRETEWORKS

GOOD NEIGHBOR WOOD FENCE

POT A
MFR: QCP
MODEL: CASCADE ROUND
48ø X 42H QR-CE 4842P

POT C
MFR: QCP
MODEL: SHEAR
QS-SHR-3636P

POT B
MFR: QCP
MODEL: AXIOM SQUARE
QS-AX 4836P

TRASH/RECYCLE BIN
MFR: LANDSCAPE FORMS
MODEL: LAKESIDE GRASS SIDE OPENING

OUTDOOR TABLES WITH SHADE
MFR: LANDSCAPEFORMS
MODEL: CHARLIE TABLE W/ UMBRELLA

BIKE RACKS
MFR: FORMS+SURFACES
MODEL: CAPITOL BIKE RACK

DOUBLE BIKE LOCKER
MFR: MADRAX
MODEL: ML2-2
39" W X 75" L

VERTICAL BIKE LOCKER
MFR: MADRAX
MODEL: ML2-2
39" W X 75" L

INTERLOCKING PAVERS
MFR: BASALITE
MODEL: MISSION

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE

PATH: P:\PINOLE\PINOLE SQUARE (P336)\ACAD\SHEETS_DC-SD-PINOLE SQUARE.DWG

SITE FURNISHINGS

NOVEMBER, 2019 PINOLE SQUARE

L3

Return to Agenda

TREES

ARBUTUS X 'MARINA'
ARBUTUS

PHOTINIA X FRASERI
PHOTINIA

PISTACIA CHINENSIS 'KEITH DAVEY'
KEITH DAVEY CHINESE PISTACHE

PLATANUS X ACERIFOLIA 'COLUMBIA'
LONDON PLANE TREE

RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'
MAJESTIC BEAUTY INDIAN HAWTHORNE

TRISTANIA LAURINA 'ELEGANT'
ELEGANT WATER GUM

SHRUBS

CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'
FEATHER REED GRASS

CALLISTEMON VIMINALIS 'LITTLE JOHN'
DWARF BOTTLE BRUSH

CARPENTERIA CALIFORNICA
BUSH ANEMONE

CISTUS X ARGENTIUS 'SILVER PINK'
ROCK ROSE

DIETES GRANDIFLORA 'VARIEGATA'
STRIPED FORTNIGHT LILY

FRANGULA CALIFORNICA 'MOUND SAN BRUNO'
CALIFORNIA BUCKTHORN

LOMANDRA LONGIFOLIA 'BREEZE'
DWARF MAT RUSH

MUHLENBERGIA RIGENS
DEER GRASS

MYRICA CALIFORNICA
PACIFIC WAX MYRTLE

TEUCRIUM FRUTICANS 'COMPACTA'
BUSH GERMANDER

GROUNDCOVER

CISTUS PULVERULENTUS 'SUNSET'
ROCKROSE

ERIGERON KARVINSKIANUS
FLEABANE

ERIOGONUM GRANDE RUBESCENS
RED BUCKWHEAT

LANTANA CVS.
LANTANA

PENSTEMON HETEROPHYLLUS 'MARGARITA BOP'
BEARD TONGUE

SALVIA X 'BEE'S BLISS'
SAGE

STORM WATER PLANTS

CHONDROPETALUM TECTORUM
CAPE RUSH

JUNCUS PATENS
CALIFORNIA GRAY RUSH

LEYMUS CONDENSATUS 'CANYON PRINCE'
NATIVE BLUE RYE

PLANT PALETTE

TREES	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	MATURE SIZE	NOTES
ARB	ARBUTUS X 'MARINA'	ARBUTUS STANDARD	24"BOX	L	40' H X 40' W	SMALL FRUITS
PHO	PHOTINIA X FRASERI	PHOTINIA	24"BOX	M	15' H X 10' W	
PIC	PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	24"BOX	L	30' H X 30' W	
PLA	PLATANUS X ACERIFOLIA 'COLUMBIA'	LONDON PLANE TREE	24"BOX	M	80' H X 40' W	DRY FRUIT LITTER, LARGE ROOTS
RHA	RHAPHIOLEPIS INDICA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY INDIAN HAWTHORNE STANDARD	24"BOX	L	20' H X 10' W	SMALL DRY FRUITS
TRL	TRISTANIA LAURINA 'ELEGANT'	ELEGANT WATER GUM	24"BOX	M	30' H X 20' W	SMALL DRY FRUITS

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	MATURE SIZE
CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	5 GAL	L	5' H X 3' W
CD	CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF WEEPING BOTTLEBRUSH	5 GAL	L	3' H X 3' W
CC	CARPENTERIA CALIFORNICA	BUSH ANEMONE	5 GAL	L	4' H X 4' W
CT	CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL	L	3' H X 4' W
CS	CISTUS X ARGENTIUS 'SILVER PINK'	ROCK ROSE	5 GAL	L	3' H X 5' W
DV	DIETES GRANDIFLORA 'VARIEGATA'	STRIPED FORTNIGHT LILY	5 GAL	L	3' H X 3' W
FC2	FRANGULA CALIFORNICA 'MOUND SAN BRUNO'	MOUND SAN BRUNO COFFEEBERRY	5 GAL	L	5' H X 5' W
JP	JUNCUS PATENS	CALIFORNIA GRAY RUSH	5 GAL	L	2' H X 2' W
LE	LEYMUS CONDENSATUS 'CANYON PRINCE'	NATIVE BLUE RYE	5 GAL	L	4' H X 3' W
LB	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	5 GAL	L	3' H X 3' W
MR	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL	L	4' H X 4' W
MC	MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	5 GAL	M	20' H X 10' W
TC	TEUCRIUM FRUTICANS 'COMPACTA'	BUSH GERMANDER	5 GAL	L	3' H X 3' W

GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	WATER USE	MATURE SIZE
CP	CISTUS PULVERULENTUS 'SUNSET'	ROCKROSE	1 GAL	L	2' H X 6' W
EK	ERIGERON KARVINSKIANUS	FLEABANE	1 GAL	L	2' H X 3' W
EG	ERIOGONUM GRANDE RUBESCENS	RED BUCKWHEAT	1 GAL	L	1' H X 3' W
LC	LANTANA CVS.	LANTANA	1 GAL	L	2' H X 5' W
PM	PENSTEMON HETEROPHYLLUS 'MARGARITA BOP'	BEARD TONGUE	1 GAL	L	2' H X 3' W
SB	SALVIA X 'BEE'S BLISS'	SAGE	1 GAL	L	1' H X 5' W

WATER USE RATING LEGEND:
WUCOLS III CATEGORIES OF WATER NEEDS FROM: UNIVERSITY OF CALIF COOPERATIVE EXTENSION, CALIF DEPARTMENT OF WATER RESOURCES, U.S. BUREAU OF RECLAMATION
H = HIGH
M = MODERATE
L = LOW
VL = VERY LOW

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE

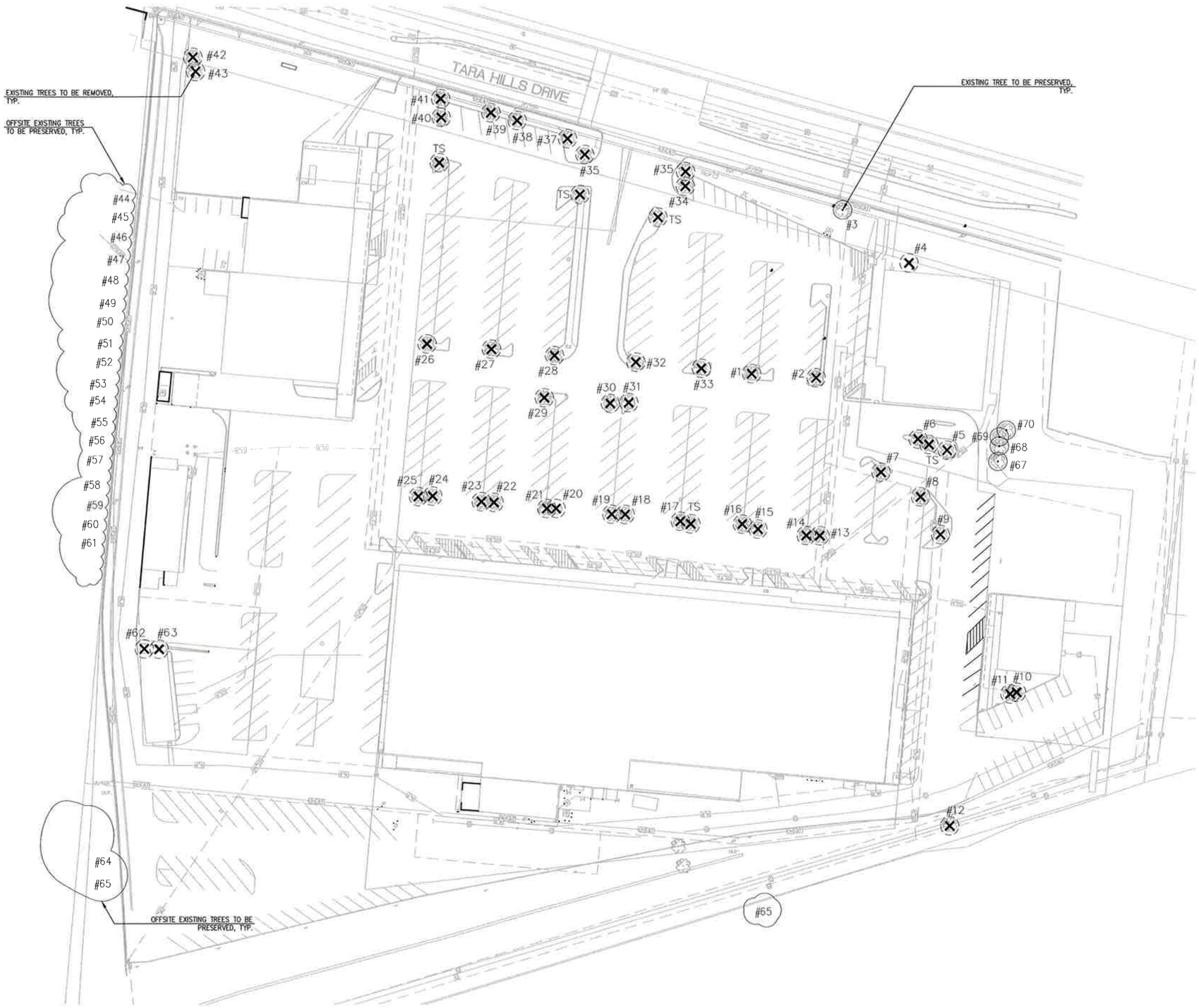
PATH: P:\PINOLE\PINOLE SQUARE (P5365)\ACAD\SHEETS_DG-SD-PINOLE SQUARE.DWG

PLANTING PALETTE

NOVEMBER, 2019 PINOLE SQUARE

L4

Return to Agenda



LEGEND

#3	EXISTING TREE TO BE PRESERVED
#4	EXISTING TREE TO BE REMOVED
TS	EXISTING TS TREE TO BE REMOVED TS=TOO SMALL (TREE LESS THAN 6" IN DIAMETER) PER THE PROJECT ARBORIST REPORT PREPARED BY HORTSCIENCE DATED OCT. 4, 2017
#44	OFFSITE EXISTING TREE TO BE PRESERVED

TREE INVENTORY LIST

TREE #	SPECIES	TRUNK DIAMETER (IN.)	PROT. TREE	DISP.	COMMENTS
1	OLIVE	13	NO	REMOVE	WITHIN CONSTRUCTION.
2	OLIVE	6,6,4,4	NO		
3	NICHOL'S WILLOWLEAFED PEPPERMINT	31	YES	PRESERVE	APP 7' FROM CONSTRUCTION.
4	AVOCADO	11,6	NO	REMOVE	WITHIN CONSTRUCTION.
5	OLIVE	9,8,6	NO		
6	CALLERY PEAR	7	NO		
7	NICHOL'S WILLOWLEAFED PEPPERMINT	23	YES		
8	BLUE ATLAS CEDAR	10	NO		
9	NICHOL'S WILLOWLEAFED PEPPERMINT	22	YES		
10	SWEETGUM	14	NO		NEW SIDEWALK
11	SWEETGUM	16	NO		
12	MONTEREY PINE	26	YES		WITHIN CONSTRUCTION.
13	NICHOL'S WILLOWLEAFED PEPPERMINT	22	YES		
14	NICHOL'S WILLOWLEAFED PEPPERMINT	29	YES		
15	NICHOL'S WILLOWLEAFED PEPPERMINT	14	NO		
16	NICHOL'S WILLOWLEAFED PEPPERMINT	11	NO		
17	NICHOL'S WILLOWLEAFED PEPPERMINT	24	YES		
18	NICHOL'S WILLOWLEAFED PEPPERMINT	28	YES		
19	NICHOL'S WILLOWLEAFED PEPPERMINT	7	NO		
20	NICHOL'S WILLOWLEAFED PEPPERMINT	14	NO		
21	NICHOL'S WILLOWLEAFED PEPPERMINT	24	YES		
22	NICHOL'S WILLOWLEAFED PEPPERMINT	11	NO		
23	NICHOL'S WILLOWLEAFED PEPPERMINT	24	YES		
24	NICHOL'S WILLOWLEAFED PEPPERMINT	33	YES		
25	NICHOL'S WILLOWLEAFED PEPPERMINT	20	YES		
26	BLUE ATLAS CEDAR	12	NO		
27	OLIVE	15	NO		
28	BLUE ATLAS CEDAR	13	NO		
29	NICHOL'S WILLOWLEAFED PEPPERMINT	15	NO		
30	NICHOL'S WILLOWLEAFED PEPPERMINT	13	NO		
31	NICHOL'S WILLOWLEAFED PEPPERMINT	15	NO		
32	OLIVE	8	NO		
33	OLIVE	7	NO		
34	NICHOL'S WILLOWLEAFED PEPPERMINT	29	YES		
35	NICHOL'S WILLOWLEAFED PEPPERMINT	25	YES		
36	NICHOL'S WILLOWLEAFED PEPPERMINT	20	YES		
37	NICHOL'S WILLOWLEAFED PEPPERMINT	28	YES		
38	NICHOL'S WILLOWLEAFED PEPPERMINT	26	YES		
39	NICHOL'S WILLOWLEAFED PEPPERMINT	16	NO		
40	NICHOL'S WILLOWLEAFED PEPPERMINT	16	NO		
41	NICHOL'S WILLOWLEAFED PEPPERMINT	14	NO		
42	MONTEREY PINE	21	YES		
43	MONTEREY PINE	23	YES		
44	MONTEREY PINE	25	YES	PRESERVE	OFFSITE MAY REQUIRE PRUNING.
45	MONTEREY PINE	25	YES		
46	MONTEREY PINE	25	YES		
47	MONTEREY PINE	15,15	NO		
48	MONTEREY PINE	21	YES		
49	MONTEREY PINE	21	YES		
50	MONTEREY PINE	24	YES		
51	BLUE GUM	35	YES		
52	BLUE GUM	25	YES		
53	BLUE GUM	25	YES		
54	BLUE GUM	25	YES		
55	BLUE GUM	>10	NO		
56	BLUE GUM	40	YES		
57	BLUE GUM	25	YES		
58	BLUE GUM	35	YES		
59	BLUE GUM	25	YES		
60	BLUE GUM	40	YES		
61	BLUE GUM	40	YES		
62	ITALIAN CYPRESS	6	NO	REMOVE	WITHIN CONSTRUCTION.
63	ITALIAN CYPRESS	10	NO		
64	COAST LIVE OAK	10	YES	PRESERVE	OFFSITE MAY REQUIRE PRUNING.
65	MONTEREY PINE	25	YES		
66	MONTEREY PINE	34	YES		
67	MONTEREY PINE	31	YES		
68	MONTEREY PINE	22	YES		
69	MONTEREY PINE	22	YES		
70	MONTEREY PINE	31	YES		

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE

TREE REMOVAL PLAN

NOVEMBER, 2019 PINOLE SQUARE

L5

Return to Agenda

Table of Contents

Pg. 3	Contact List | Introduction | Submittal & Approval Process
Pg. 4	Sign Construction Conditions | Approved Sign Types & Definitions Prohibited Sign Types
Pg. 5	Vicinity Map
Pg. 6	Site Map
Pg. 7	Major Sign Specifications
Pg. 8	Jr. Anchor Sign Specifications
Pg. 9	Shops Sign Specifications
Pg. 10	Bank & Restaurant Sign Specifications
Pg. 11	Center Identity
Pg. 12	Safeway Elevations
Pg. 13	Jr. Anchor / Shops Elevations
Pg. 14	Bank & Restaurant Sign Specifications
Pg. 15	Safeway Express Fuel Kiosk / Canopy Sign Specifications
Pg. 16	Safeway Express LED Fuel Price Sign
Pg.17	Safeway Express Fuel Kiosk Elevations
Pg.18	Safeway Express Fuel Canopy Elevations
Pg.19	Safeway Fuel and Tenant Monument
Pg.20	Pylon Sign Specifications

Introduction

The Pinole Square Master Sign Program has been established for the purpose of assuring a functional, coordinated graphics program that will provide guidelines for unique signage integrated into the development's architectural design, maintain consistency, encourage creativity, and enhance the project in Pinole, California.

Return to Agenda

Contact List

Architect
Lowney Architects
360 17th Street, Suite 200
Oakland, CA 94612
510.836.5400
info@lowneyarch.com

Project Contact
Carl Goldstone
650.340.1761
carl@hillsboroprop.com

Sign Consultant
Pacific Neon Company
2939 Academy Way
Sacramento, California 95815
800. 927. 4762
Howard@pacificneon.com

City of Pinole
Community Development Department
2131 Pear Street
Pinole, CA 94564
510.724.8912

Introduction

The establishment of this Master Sign Program (MSP) is to compliment and enhance the appearance of the building and the integrity of the architectural design. The objective is to encourage high quality and unique signage, which is an integral part of the architecture of the building using a consistent and uniform sign standard, and to maintain the aesthetic quality of the property along with the community standards of the City of Pinole. The intent of this MSP is to insure that tenant signage on this property is designed and executed in a manner which will achieve these objectives while providing appropriate identification of Tenant's businesses, including incorporation of corporate identification where applicable. The design of all graphics will be carefully considered in relation to the site architecture and landscaping, as well as to the specific context of the location within the project. In cases not covered by The Pinole Master Sign Program the prevailing criteria found within the City of Pinole Municipal Code shall prevail.

Submittal & Approval Process

1. Submittal to Landlord
   Prior to sign fabrication and application for City approval of permits, each Tenant shall submit to the Landlord for approval at least three (3) complete sets of detailed design and shop drawings including the following:

   a. Elevation of storefront illustrating the proposed sign design and all dimensions as they relate to the storefront elevation of Tenant's premises; Fully dimensioned and scaled shop drawings. Sign elevation must be rendered in color and must specify exact dimensions (including line spacing), copy, layout, materials, colors, method of attachment, illumination, electrical and all other details pertinent to the sign construction, as well as all sign area square footage calculation(s) in compliance with this criteria.

   b. Sign section detail through the letter and/or logo shall show the dimensioned projection of the face of the letter and/or logo and method / specification of illumination. Letters and/or logo sign details must be accurately dimensioned including line spacing.

   c. Approval or disapproval of sign submittal shall remain the sole right of the Landlord or his chosen representative. If submittal are disapproved, then Tenants must submit revised plans until Landlord's approval is obtained.

2. City Submittal
   A full set of final plans must be approved and stamped by the Landlord prior to permit application or sign fabrication. Following Landlord's approval of the proposed signage, Tenant or his agent must submit an application to the City for all permits for fabrication and installation by a licensed and bonded sign contractor.

   a. Each Tenant shall be responsible for the fulfillment of all requirements of these Criteria and of government agencies with jurisdiction and approved specifications.

   b. All City coordination with respect to approvals and permits for signs and their installation shall be obtained by the Tenant or his/her Representative, at his/her sole expense.

   c. Any changes requested by the City regarding design or intent must be also cleared by Landlord before submittal to City.

   d. The Landlord has final approval for design and content of tenant signage in accordance with the City Sign Regulations or Zoning Ordinance.

3. Approval and Commencement
   Tenant and his sign contractor shall not be permitted to commence installation of the exterior sign unless all of the following conditions have been met:

   a. A stamped set of final drawings reflecting the Landlord's and the City's approval shall be obtained from each party.

   b. The Landlord must receive the sign installer's and/or sign company's Certificate of Insurance and Business License.

   c. The Landlord must receive and approve the sign installer's and/or sign company's schedule for installation of signage.

4. Modifications
   In the event Tenant wishes to change its exterior sign anytime during the term of its lease, then Tenant must comply with the requirements set forth herein and any future modifications, revisions or changes which have been made to the criteria for the property after the execution of its lease agreement.

Return to Agenda

Sign Construction Conditions

1. All electrical signs shall be UL compliant and carry the certified and registered UL label affixed to sign cabinet in a place where it is visible at pedestrian level.

2. The sign contractor shall be responsible for the fulfillment of all the requirements and specifications, completing the installation in a workman-like manner, and cleaning up, patching and painting any surfaces damaged by the installation to original building specifications.

3. All sign fabrication work shall be of excellent quality. All logo images and type styles shall be accurately reproduced. Lettering that approximates type styles shall not be acceptable. Landlord reserves the right to reject any fabrication work deemed to be below standard or misrepresents approved drawing designs.

4. Signs must be made of durable rust-inhibited materials that are appropriate and complimentary to the building.

5. Finished surfaces of metal shall be free from oil canning and warping. All sign finishes shall be free of dust, ripples, weld marks, orange peel, drips and runs, and shall have uniform surfaces conforming to the highest standards of the industry.

6. All signage with concealed lighting shall be appropriately sealed with no visible light leaks.

7. All electrical devices, raceways and conduits must be concealed and/or located within the Tenant's space.

8. Mounting pins and brackets must be as streamlined and painted to match the adjacent building or sign, where applicable.

9. Fasteners and attachment connection must be concealed.

10. Manufacturers' identification labels and UL labels should be in a inconspicuous location.

11. All metals to be painted with the highest quality automotive polyurethane paint, unless otherwise specified. Tenant's sign contractor is required to specify and execute a sign painting application that yields the longest life with the least likelihood of paint fading and peeling. Paint must withstand exterior weather conditions, and be sprayed to a smooth finish, not brushed on.

12. Landlord reserves the right to disapprove designs which are deemed offensive by community standards, are non-conforming to sign standards as outlined in this document, or deemed not demonstrating adequate design proficiency by landlord.

13. Upon termination of the Lease, the tenant shall leave the facade wall, awning, glazing or hanging sign in good condition. Without limitation, the tenant shall be specifically required in a workman like manner to all remove installed signage, fill all holes, and terminate all electrical wiring per prevailing codes. At the Landlord discretion, the tenant is required to restore a consistent look and color to match the surrounding facade. The tenant is required at its sole cost and expense to replace all store frontage glass areas that can not be fully restored.

Approved Sign Types & Definitions

Approved sign types are outlined here to provide guidance and expectations to tenant exterior building signage. Approved types may be combined with each other as a method of design and creativity is strongly encouraged. Design approval by Landlord/City is conditional and is based on merit of design, workmanship/materials, size and placement.

1. Illuminated Pan Channel Letters/Logos
   Pan channel construction is defined as fabricated dimensional signs that have translucent backs. Signs are internally illuminated with LEDs.

2. Halo Illuminated Reverse Pan Channel Letters/Logos
   Reverse pan channel construction is defined as fabricated dimensional signs with solid, opaque faces and returns, typically fabricated aluminum. Signs are pegged off of wall with metal standoffs creating space between sign back and fascia surface. Signs are internally illuminated, typically with shielded LEDs which emanates from sign backs onto wall surface, creating a silhouetted graphic with halo lighting reflecting onto the wall surface behind it.

3. Window Signs
   Tenants are allowed vinyl film window graphics on lower windows, doors and sidelight glass glazing, but are limited to up to 20% of the specific window area for graphics. Window graphics are not allowed on the upper windows, above the transom structure. Window graphics should only contain business name, secondary copy pertaining to business services, hours of operation or just graphics. Business name / logo may be allowed to span across adjacent windows as necessary. No sales events or messages not pertaining to business name or services will be allowed. Landlord reserves the right to review content and design prior to application.

Prohibited Sign Types

1. Signs using flashers, scintillating / chasing bulbs or moving elements.

2. Blimps or Balloons. Tethered aerial devices for advertising.

3. Painted Signs. Signs or advertising painted on any exterior tenant wall.

4. Signs Extending Above Fascia. Signs that extend past the top edge of tenant's designated fascia area.

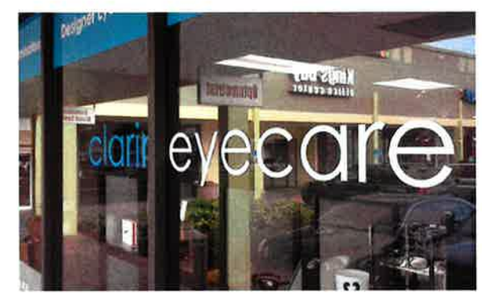
5. "Box" signs with the tenants name as the prominent feature.

6. Changeable Letter Boards.

7. Signs displaying LED screens with changeable graphics / copy are not allowed on the tenant frontage or visible through the exterior window glazing.

Face Illuminated Pan Channel Letters / Logo

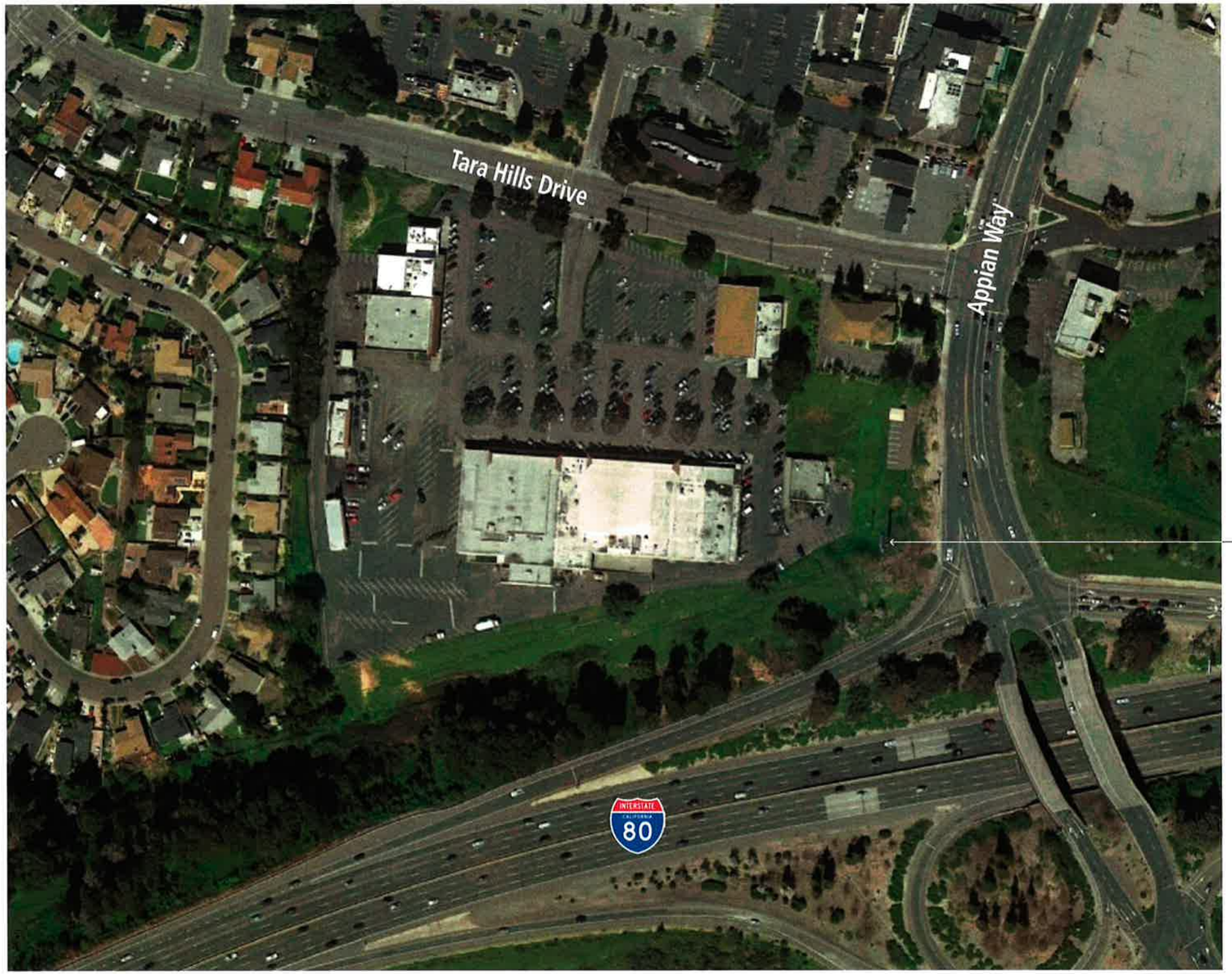
Halo Illuminated Reverse Pan Channel Letters / Logo



Window Signs

Return to Agenda

Vicinity Map



P 1 EXISTING PYLON TO BE REMOVED AND REPLACED

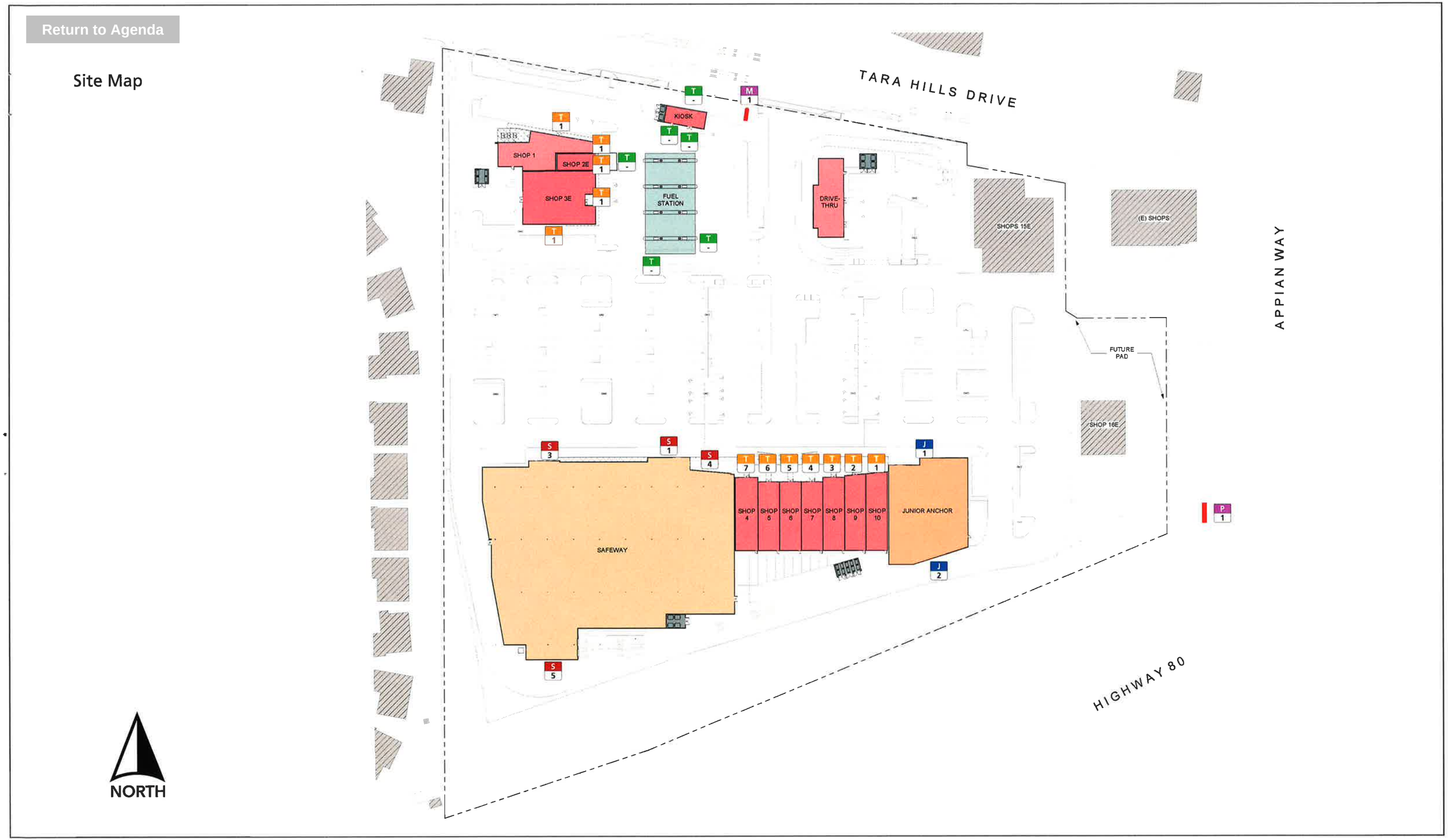
NORTH

PACIFIC NEON COMPANY
2929 Academy Way
Sacramento, California 95815
Tel 800. 427. 4762
Fax 916. 927. 2614
www.pacificneon.com

PINOLE SQUARE

Return to Agenda

Site Map



PACIFIC NEON COMPANY
2939 Academy Way
Sacramento California 95815
Tel 800.927.4762
Fax 916.927.2414
www.pacificneon.com

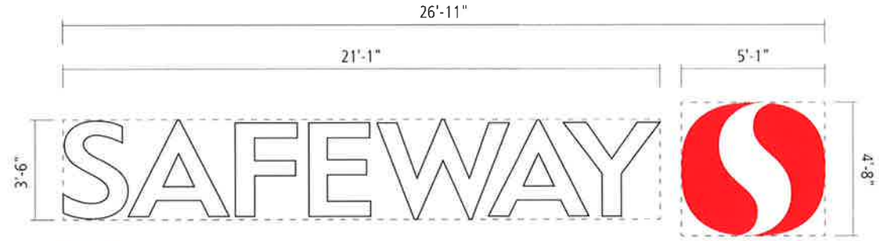
PINOLE SQUARE

Return to Agenda

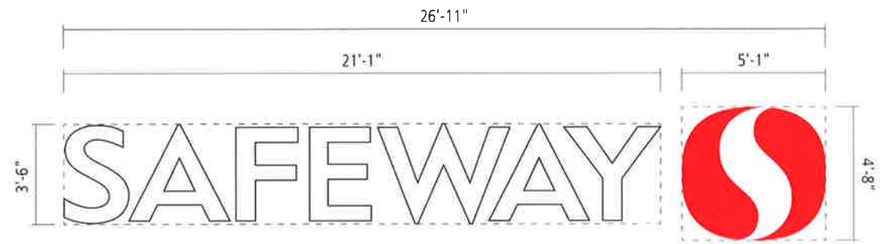
Major 1 Sign Specifications

1. Maximum total sign area permitted 500 SF. No individual sign area shall exceed 25% of the building frontage.
2. Overall sign length and height not to exceed 85% of the designated sign area. The designated sign area to be determined by key architectural elements.
3. The sign area is calculated by measuring the simple-most geometric boxes that can be placed around the sign design.
4. Ascenders or descenders not applicable to letter height and area calculations
5. Power supplies / transformers to be located inside hidden raceway
6. Construction methods to comply with U.L. Electrical and local/state building code standards.
7. Safeway (S1, S2)
   a. Illuminated letters. 5" Deep fabricated aluminum painted Black, satin finish. 1" Black trimcap. 015 White acrylic face. Illuminate with White Sloan Prism LED's.

   b. Illuminated letters. 5" Deep fabricated aluminum painted Black, satin finish. 1" Black trimcap. 015 White acrylic faces with 3M 3630-53 Cardinal Red vinyl film. White Sloan Prism LED illumination.
8. Pharmacy (S4)
   a. Illuminated letters. 5" Deep fabricated aluminum painted Black, satin finish. 1" Black trimcap. 015 White acrylic faces. White Sloan Prism LED illumination.
9. Starbucks (S5)
   a. Illuminated letters. 5" Deep fabricated aluminum painted Black, satin finish. 1" Black trimcap. 015 White acrylic faces. White LED illumination.



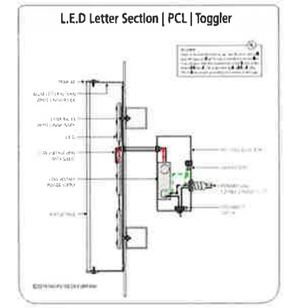
S 1 97 SF | Illuminated Letters and logo.

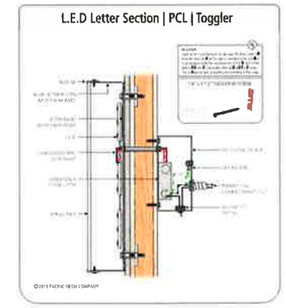


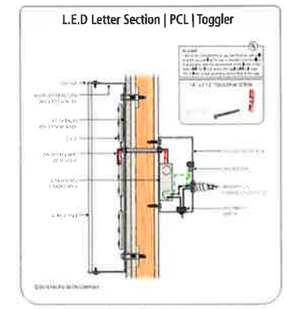
S 2 97 SF | Illuminated Letters and logo.

S 3 34 SF | Illuminated Letters

S 4 16 SF | Illuminated Logo







PACIFIC NEON COMPANY
2919 Academy Way
Sacramento, California 95815
Tel 916.927.1762
Fax 916.927.2313
www.pacificneon.com

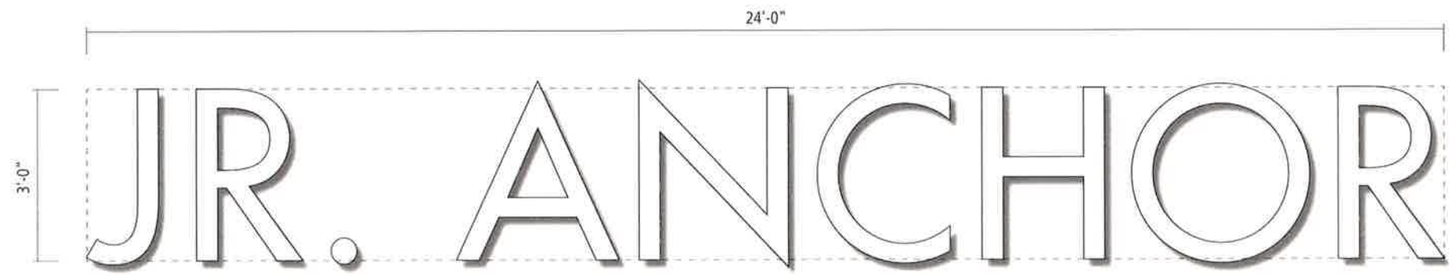
PINOLE SQUARE

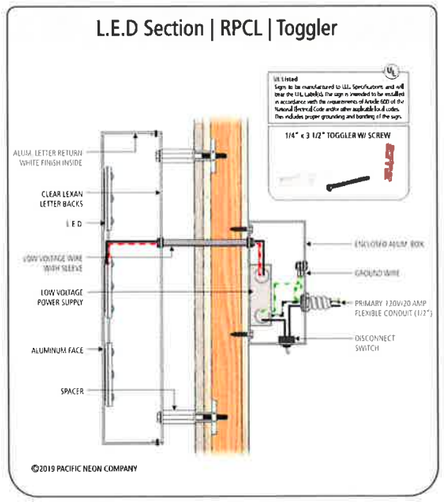
Return to Agenda

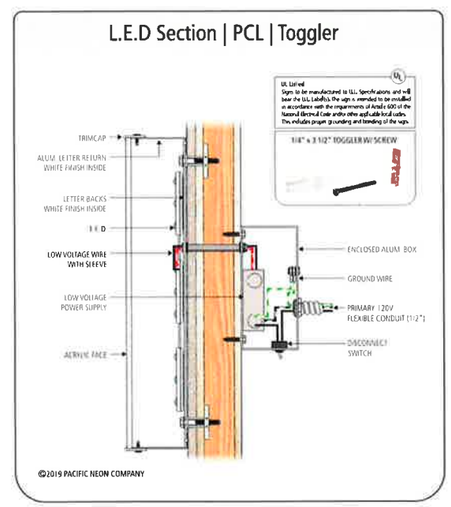
Junior Sign Specifications J 1

Total Allowable Sign Area 1:1

1. 1 SF of sign area per 1 lineal foot of tenant leased width, per elevation.
2. Overall sign height not to exceed 36" and length not to exceed 24'-0" of the designated sign area as determined by architectural features.
3. The sign area is calculated by measuring the simple-most geometric box that can be placed around the sign design.
4. Ascenders or descenders not applicable to letter height and area calculations
5. Power supplies / transformers to be located inside hidden raceway
6. Construction methods to comply with U.L. Electrical and local/state building code standards.
7. Letters & Logo
   a. (RPCL) Halo Illuminated letters or logo. 3" Deep fabricated aluminum returns and aluminum faces painted black, satin finish. Clear lexan letters backs. LED illumination.
   b. (PCL) Face Illuminated letters or logo. 5" Deep fabricated aluminum returns with trimcap painted blue, satin finish. Acrylic faces with applied vinyl film. LED illumination.





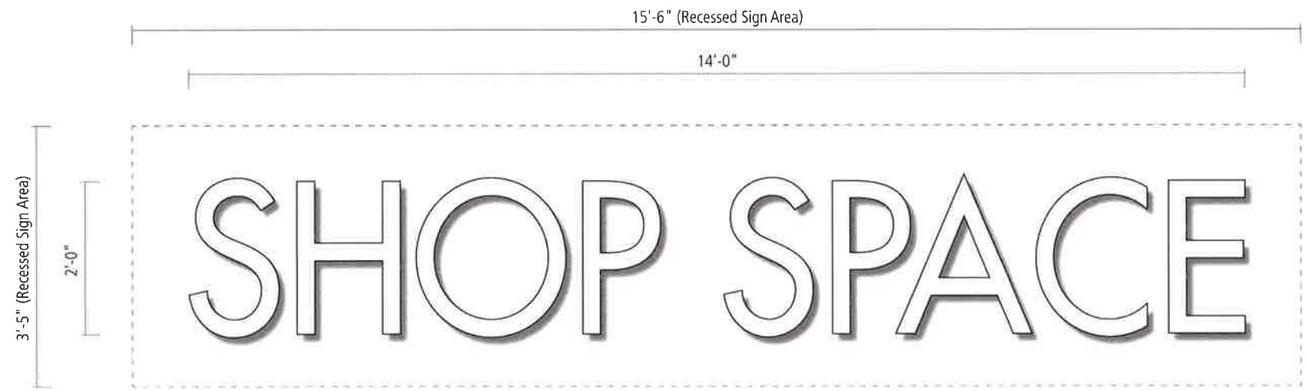


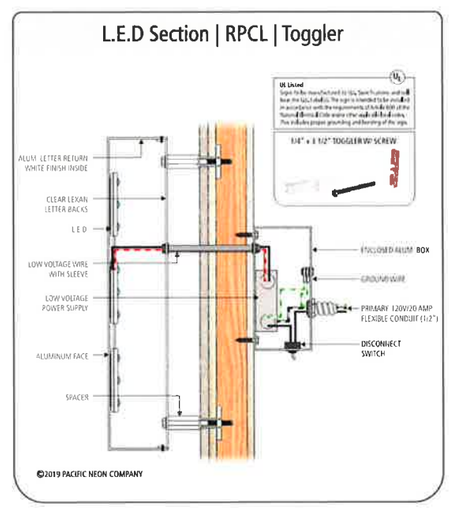
Return to Agenda

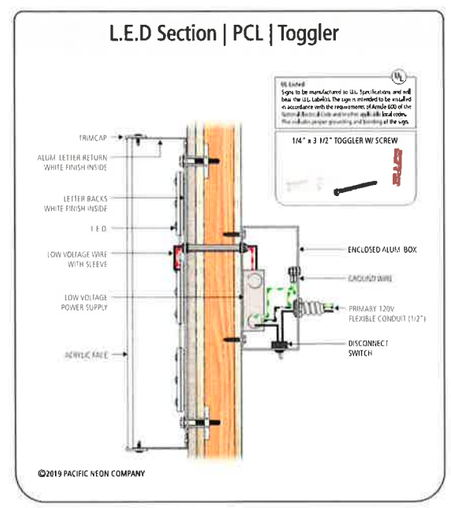
Shop Space

1. 1 SF of sign area per 1 lineal foot of tenant leased width, per elevation.
2. Overall sign height not to exceed 24" and length not to exceed 14'-0".
3. The sign area is calculated by measuring the simple-most geometric box that can be placed around the sign design.
4. Ascenders or descenders not applicable to letter height and area calculations
5. Power supplies / transformers to be located inside hidden raceway
6. Construction methods to comply with U.L. Electrical and local/state building code standards.
7. Letters & Logo
   a. (RPCL) Halo Illuminated letters or logo. 3" Deep fabricated aluminum returns and aluminum faces painted black, satin finish. Clear lexan letters backs. LED illumination.

   b. (PCL) Face Illuminated letters or logo. 5" Deep fabricated aluminum returns with trimcap painted blue, satin finish. Acrylic faces with applied vinyl film. LED illumination.







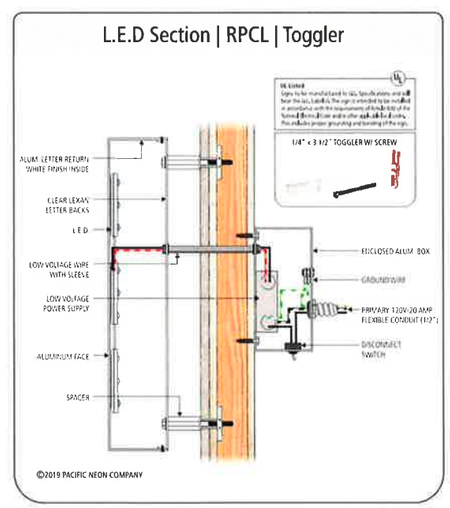
PACIFIC NEON COMPANY
2959 Academy Way
Sacramento California 95815
Tel 916.927.4762
Fax 916.927.2414
www.pacificneon.com

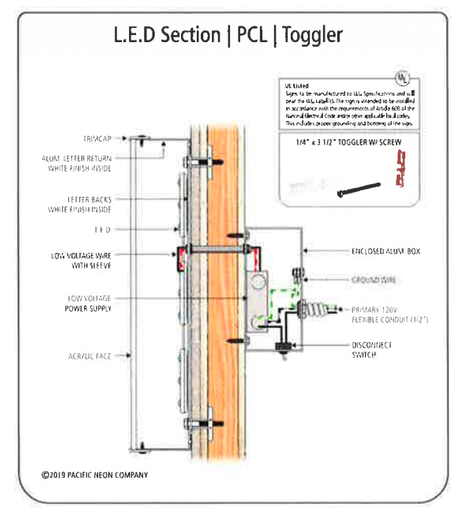
Return to Agenda

Restaurant / Bank Signs

1. 1 SF of sign area per 1 lineal foot of tenant leased width, per elevation.
2. Overall sign Letter height not to exceed 24" and logo height not to exceed 30".
3. The sign area is calculated by measuring the simple-most geometric box that can be placed around the sign design.
4. Ascenders or descenders not applicable to letter height and area calculations
5. Power supplies / transformers to be located inside hidden raceway
6. Construction methods to comply with U.L. Electrical and local/state building code standards.
7. 7. Letters & Logo
   a. (RPCL) Halo Illuminated letters or logo. 3" Deep fabricated aluminum returns and aluminum faces painted black, satin finish. Clear lexan letters backs. LED illumination.

   b. (PCL) Face Illuminated letters or logo. 5" Deep fabricated aluminum returns with trimcap painted blue, satin finish. Acrylic faces with applied vinyl film. LED illumination.



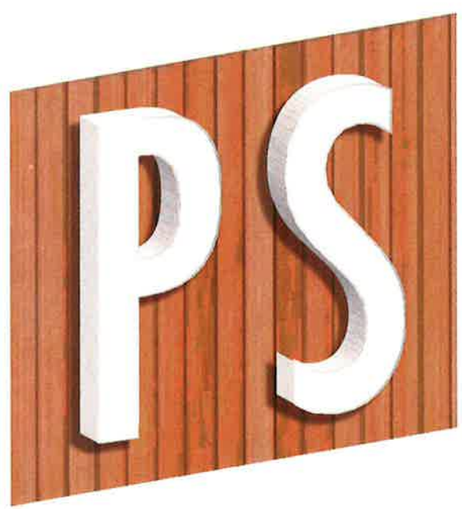


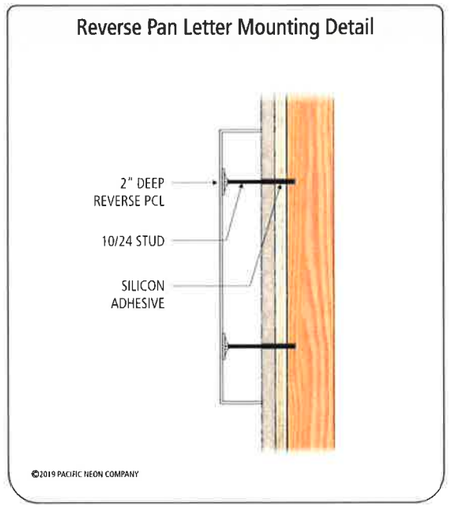
Return to Agenda

Center Identity Sign Specifications ID 1

1. Non-Illuminated Letters
   2" Deep fabricated aluminum paint White, satin finish.

Matthews
Natural White
MPSOA202SP





PACIFIC NEON COMPANY
www.pacificneon.com

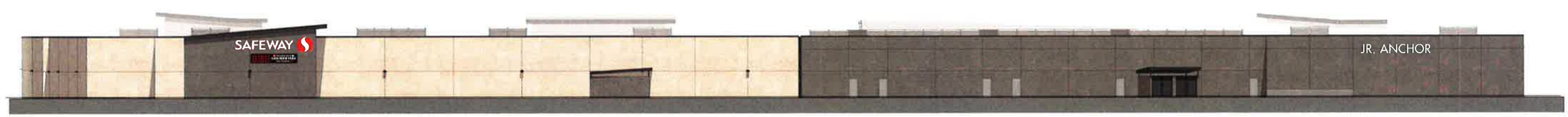
PINOLE SQUARE

Return to Agenda

Pinole Square | Safeway Elevations

Partial North Elevation
Scale 1/16"=1'-0"

Partial North Elevation
Scale 1/16"=1'-0"



South Elevation
Scale 1"=40'-0"

PACIFIC NEON COMPANY
2949 Academy Way
Sacramento California 95815
Tel 800 927 4762
Fax 916 927 2414
www.pacificneon.com

PINOLE SQUARE

Return to Agenda

Pinole Square | Shop Elevations

Partial North Elevation
Scale 1/16"=1'-0"

Partial North Elevation
Scale 1/16"=1'-0"

North Elevation
Scale 1"=40'-0"

PACIFIC NEON COMPANY
www.pacificneon.com

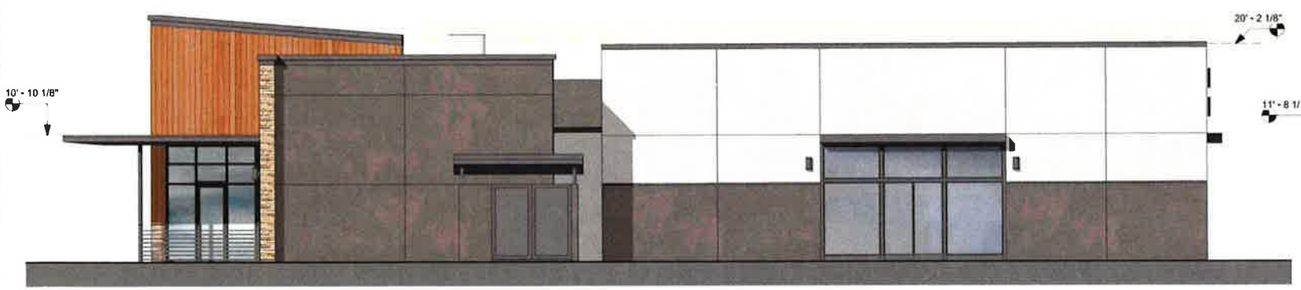
PINOLE SQUARE

Return to Agenda

Pinole Square | Bank & Restaurant Elevations

North Elevation
Scale 1/16"=1'-0"

South Elevation
Scale 1/16"=1'-0"



West Elevation
Scale 1/16"=1'-0"

East Elevation
Scale 1/16"=1'-0"

PACIFIC NEON
COMPANY
2939 Academy Way
Sacramento, California 95815
Tel 800. 927. 4762
Fax 916. 927. 2414
www.pacificneon.com

PINOLE SQUARE

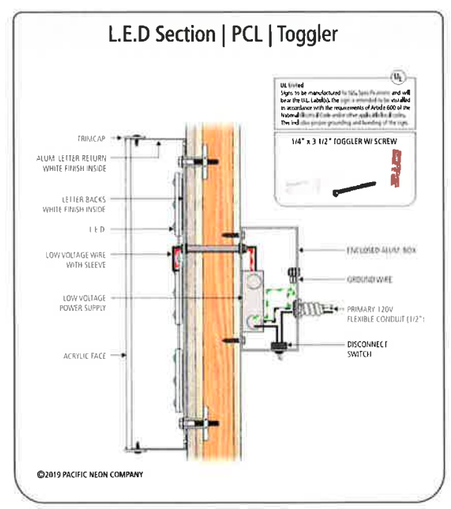
Return to Agenda

Safeway Fuel Kiosk and Canopy | Sign Specifications

Total Allowable Sign Area 1:1 / Proposed sign area 38 SF

1. 1 SF of sign area per 1 lineal foot of tenant leased width, per elevation.
2. Overall sign length and height not to exceed 85% of the designated sign area. The designated sign area to be determined by key architectural elements.
3. The sign area is calculated by measuring the simple-most geometric box that can be placed around the sign design.
4. Ascenders or descenders not applicable to letter height and area calculations
5. Power supplies / transformers to be located inside hidden raceway
6. Construction methods to comply with U.L. Electrical and local/state building code standards.
7. Express
   a. Face Illuminated letters. 5" Deep fabricated aluminum white returns. #015 White acrylic faces with white trimcap. White Sloan Prism LED illumination.

   b. Face Illuminated logo. 5" Deep fabricated aluminum returns with aluminum retainers painted red, satin finish. White lexan face with applied 3M 3630-53 Cardinal Red vinyl film. White Sloan Prism LED illumination.



PACIFIC NEON COMPANY
2939 Academy Way
Sacramento California 95815
Tel 800. 927. 1762
Fax 916. 927. 3013
www.pacificneon.com

PINOLE SQUARE

Return to Agenda

Safeway Fuel LED Price Display | Sign Specifications

Total Allowable Sign Area 1:1 / Proposed sign area 62 SF

1. The sign area is calculated by measuring the simple-most geometric box that can be placed around the sign design.

2. Construction methods to comply with U.L. Electrical and local/state building code standards.

3. Safeway
   a. Aluminum cabinet painted black, satin finish.

   b. Daktronics 30" Red LED fuel numerals.

   c. Copy to be rout out copy backed with White acrylic and 3M vinyl film overlays.
   White Sloan Prism LED illumination.

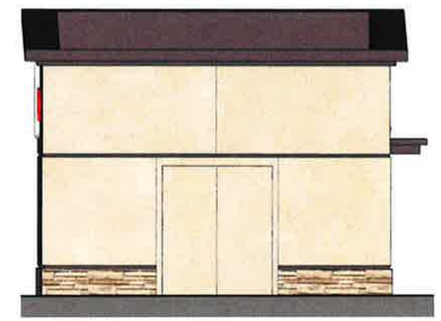
PACIFIC NEON COMPANY
2939 Academy Way
Sacramento California 95815
Tel (800) 327-4762
Fax (916) 927-8414
www.pacificneon.com

PINOLE SQUARE

Return to Agenda

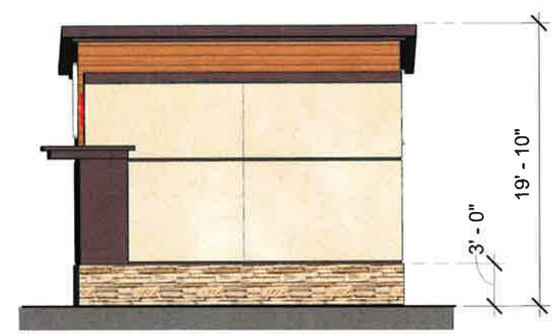
Safeway Fuel Kiosk | Elevations

North Elevation
Scale 3/32"=1'-0"



West Elevation
Scale 3/32"=1'-0"

South Elevation
Scale 3/32"=1'-0"



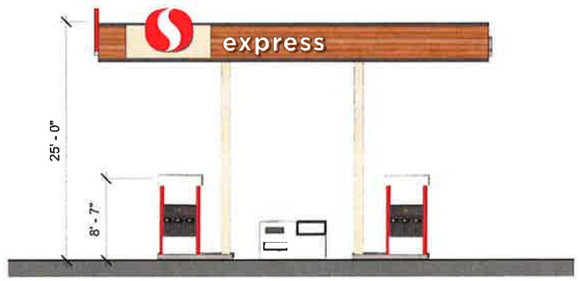
East Elevation
Scale 3/32"=1'-0"

PACIFIC NEON COMPANY
2949 Academy Way
Sacramento, California 95815
Tel 800 427 4762
Fax 916 927 2414
www.pacificneon.com

PINOLE SQUARE

Return to Agenda

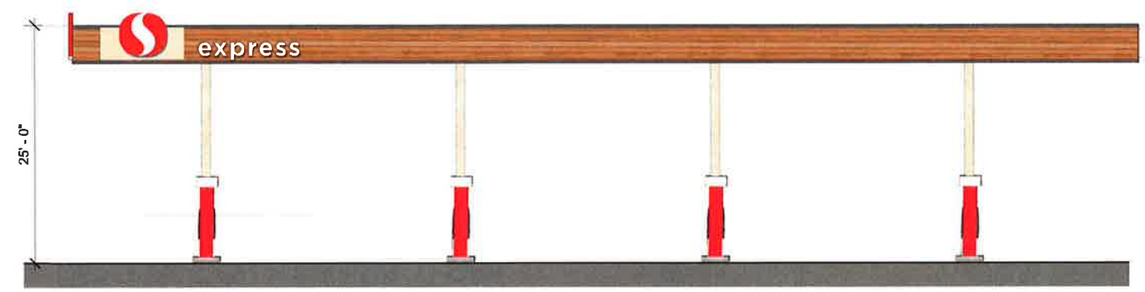
Safeway Fuel Canopy | Elevations



East Elevation
Scale 1/16"=1'-0"

North Elevation
Scale 1/16"=1'-0"

West Elevation
Scale 1/16"=1'-0"



South Elevation
Scale 1/16"=1'-0"

PACIFIC NEON COMPANY
2949 Academy Way
Sacramento, California 95815
Tel 800 327 4762
Fax 916 922 2414
www.pacificneon.com

PINOLE SQUARE

Return to Agenda

Safeway Fuel and Tenant Monument | Sign Specifications

M 1

Total Allowable Sign Area 100 SF / Proposed 95 SF

1. Tenant Sign background and base to match project specifications.
2. "Pinole Square" to be flat cut out letters with painted finish. Flood illuminate with external fixture to match project specifications.
3. Fabricated aluminum backgrounds with painted finish. Tenant names to be 1/2" clear acrylic push thru with applied 3M vinyl film. Led illumination.
4. Fuel cabinet to be fabricated aluminum with painted finish.
5. All copy to illuminate. White Sloan Prism LED illumination.
6. Daktronics 8" Red and Green LED price displays.

Scale 3/8"=1'-0"

PACIFIC NEON COMPANY
www.pacificneon.com

PINOLE SQUARE

P19

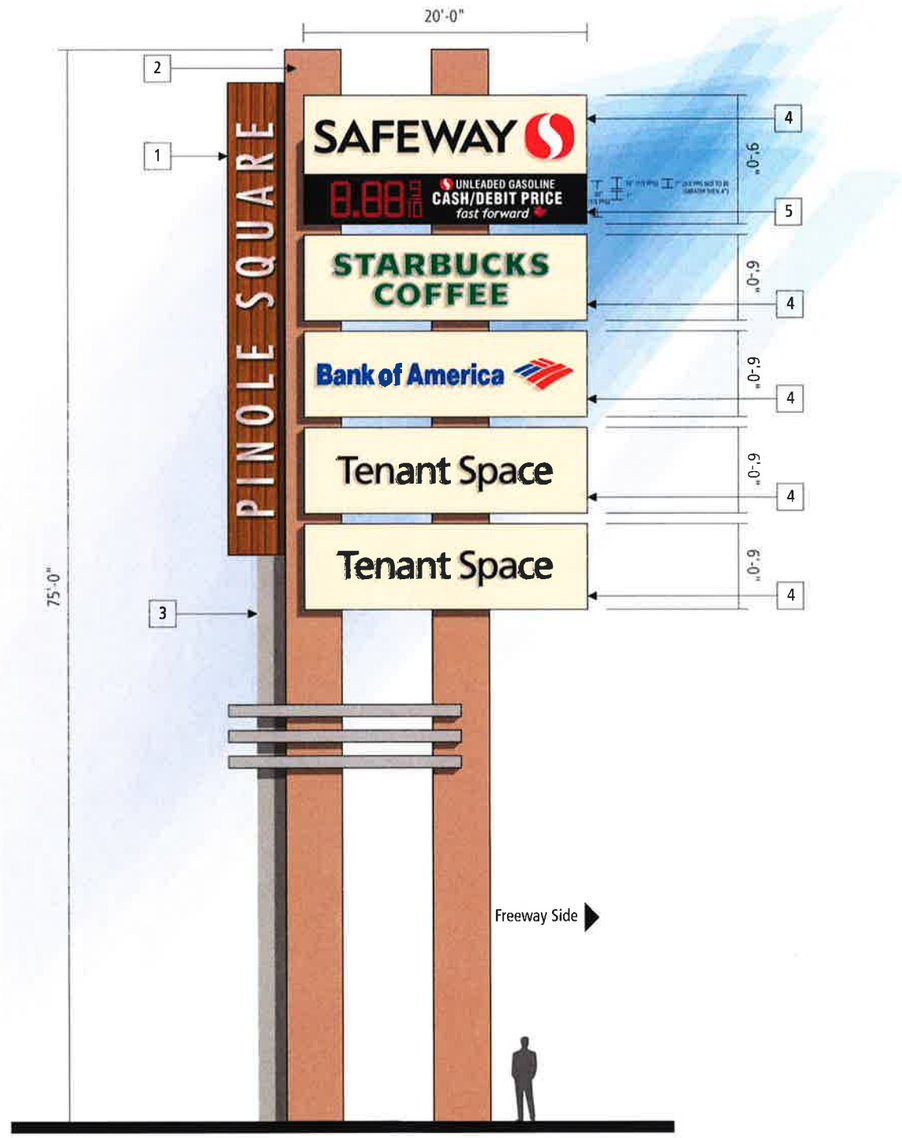
257 of 1157

Return to Agenda

Safeway Pylon | Sign Specifications P 1

Sign Area 660 SF

1. Fabricated aluminum cabinet with composite panels to match project specifications. 3" Polished stainless steel reverse pan halo illuminated letters. White LED Illumination.
2. Fabricated structure painted to match project specifications
3. Fabricated structure painted to match project specifications
4. Fabricated aluminum background with Face illuminated logo and halo illuminated letters. White LED Illumination.
5. Daktronics 30" Red LED fuel numerals. Unleaded Gasoline to be rout out illuminated letters.



Scale 3/16"=1'-0"

PACIFIC NEON COMPANY
2919 Academy Way
Sacramento, California 95815
Tel 866.327.4762
Fax 916.927.2414
www.pacificneon.com

PINOLE SQUARE

Return to Agenda

ATTACHMENT D

City of Pinole
Community Development Department

Pinole Square Project

Initial Study/Mitigated Negative Declaration

February 2020

Prepared by

RANEY PLANNING & MANAGEMENT, INC. 20 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

TABLE OF CONTENTS

A. BACKGROUND 1
B. SOURCES 2
C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 5
D. DETERMINATION 6
E. BACKGROUND AND INTRODUCTION 7
F. PROJECT DESCRIPTION 7
G. ENVIRONMENTAL CHECKLIST 20
I. AESTHETICS. 24
II. AGRICULTURE AND FORESTRY RESOURCES. 41
III. AIR QUALITY. 42
IV. BIOLOGICAL RESOURCES. 54
V. CULTURAL RESOURCES. 60
VI. ENERGY 63
VII. GEOLOGY AND SOILS. 66
VIII. GREENHOUSE GAS EMISSIONS. 70
IX. HAZARDS AND HAZARDOUS MATERIALS. 82
X. HYDROLOGY AND WATER QUALITY. 91
XI. LAND USE AND PLANNING. 97
XII. MINERAL RESOURCES. 99
XIII. NOISE 100
XIV. POPULATION AND HOUSING. 119
XV. PUBLIC SERVICES. 120
XVI. RECREATION. 121
XVII. TRANSPORTATION. 122
XVIII. TRIBAL CULTURAL RESOURCES. 135
XIX. UTILITIES AND SERVICE SYSTEMS. 136
XX. WILDFIRE 141
XXI. MANDATORY FINDINGS OF SIGNIFICANCE. 142

APPENDICES:

Appendix A: Air Quality and Greenhouse Gas Modeling Results
Appendix B: Arborist Report
Appendix C: Geotechnical Investigation
Appendix D: Phase I Environmental Site Assessment
Appendix E: Additional Soil, Soil Vapor, and Groundwater Quality Evaluation
Appendix F: Environmental Noise and Vibration Assessment
Appendix G: Transportation Impact Study

INITIAL STUDY

February 2020

A. BACKGROUND

1. Project Title: Pinole Square Project

2. Lead Agency Name and Address: City of Pinole
Community Development Department
2131 Pear Street
Pinole, CA 95760

3. Contact Person and Phone Number: Amalia M. Merino
Project Planner
(510) 724-9000

4. Project Location: 1201-1577 Tara Hills Drive
Pinole, CA 94564
Assessor's Parcel Numbers: 402-282-014-8, 402-282-013-0, 402-282-026-2, 402-282-027-0, 402-282-028-8, 402-282-010-6, 402-282-009-8, 402-282-008 402-282-007-2, 402-282-006-4, 402-282-016-3

5. Project Applicant's Name and Address: Carl Goldstone
Hillsboro Properties, Inc.
1300 S. El Camino Real, #525
San Mateo, CA 94406

6. Existing General Plan Designation: Appian Way Service Sub-Area

7. Existing Specific Plan Designation: Commercial Mixed Use, High Density Residential Overlay (CMU-HDRO)

8. Existing Zoning Designation: CMU-HDRO

9. Surrounding Land Uses and Setting:

The project site consists of approximately 11.89 acres located at 1201-1577 Tara Hills Drive in the City of Pinole, California. The site is identified by Assessor's Parcel Number (APN) 402-282-014-8, 402-282-013-0, 402-282-026-2, 402-282-027-0, 402-282-028-8, 402-282-010-6, 402-282-009-8, 402-282-007-2, 402-282-006-4, 402-282-016-3. In addition, 402-282-008 is owned by a different property owner than the applicant. The applicant is to request and provide a letter of authorization from the 402-282-008 parcel owner authorizing Hillsboro Properties, Inc. to reface the facades of portions of the existing shops as part of the proposed project. Currently, the site is developed with the Appian 80 Shopping Center, which includes a Safeway grocery store, a vacant CVS pharmacy, and various other smaller businesses. Per the Three Corridors Specific Plan, the project site is located within the Service Sub-Area of the Appian Way Specific Plan

area. The Specific Plan designates the site Commercial Mixed Use with a High Density Residential Overlay (CMU-HDRO), consistent with the site's zoning designation.

Surrounding land uses include a shopping center to the north, across Tara Hills Drive, a medical office building (Bay Area Laser Cosmetic Surgery Center) to the east, southwest of the Tara Hills Drive/Appian Way intersection, and a single-family residential neighborhood to the west. Interstate 80 (I-80) is located approximately 150 feet to the south of the site.

10. Project Description Summary:

The proposed project would include demolition of the existing building housing the Safeway grocery store and vacant CVS pharmacy, the car wash and antique restoration store buildings located within the western portion of the site, and a portion of the existing building housing the former O'Reilly Wheel Works and Pizza Hut. The existing China Delight restaurant building, the dry cleaner/fitness studio/seafood, and barbeque restaurant/former Chase Bank buildings located within the eastern portion of the site would remain. New structures would be constructed on-site, including, but not limited to, a Safeway fuel station and associated kiosk, a drive-through restaurant, a casual sit-down restaurant and new building space to house the Safeway grocery store and other shops. Required entitlements for the project would include approval of a Specific Plan Amendment, Comprehensive Design Review, two Variances (Variance for Safeway Fuel Station Proximity to Nearest Chevron Station on Appian and Tara Hills Drive and Variance for Wood instead of Masonry Fence between Different Land Uses), eight Conditional Use Permits (New Safeway Store Alcohol Sales, Outdoor Merchandise Sales Safeway, Commercial Pad Drive Through [Pad 3], Outdoor Dining In Line Shop Space, Outdoor Dining Pad 1, Reduced Parking, New Safeway Fuel Kiosk Alcohol Sales, and Automobile Service Station), and an One Lot Parcel Map. A Sign Program will be applied for separately.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the Amah Mutsun Tribal Band, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the SF Bay Area, the North Valley Yokuts Tribe, and the Ohlone Indian Tribe. Three of the tribes provided responses within the 30-day response period, which ended July 31, 2019; however, none of the tribes requested initiation of formal consultation. The Ohlone Indian Tribe requested from the City the depth of any planned excavations. The City will provide this information upon receipt from the applicant.

B. SOURCES

All of the technical reports and modeling results used for the project analysis are available upon request at the City of Pinole Development Services Department, located at 2131 Pear Street, Pinole. City Hall public hours are Monday through Thursday, 8:00 AM to 4:30PM and closed for lunch 12:00-1:00 PM. The following documents are referenced information sources used for the purposes of this Initial Study:

Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.

Bay Area Air Quality Management District. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2012.

Bollard Acoustical Consultants, Inc. *Changes in noise levels associated with revised building square footages for the proposed Pinole Square Redevelopment project in Pinole, California*. February 18, 2020.

Bollard Acoustical Consultants, Inc. *Environmental Noise & Vibration Assessment, Pinole Square Redevelopment Project – Phases 1-3, Pinole, California.* January 13, 2020.

California Air Pollution Control Officers Association. *Quantifying Greenhouse Gas Mitigation Measures.* August 2010.

California Air Resources Board. *The 2017 Climate Change Scoping Plan Update.* November 2017.

California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2*. March 17, 2015.

California Building Standards Commission. *California Green Building Standards Code*. 2019.

California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed September 2019.

California Department of Forestry and Fire Protection. *Contra Costa County Fire Hazard Severity Zones in SRA.* November 7, 2007.

California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Keller Canyon Landfill (07-AA-0032)*. Available at: https://www2.calrecycle.ca.gov/swfacilities/Directory/07-AA-0032/. Accessed September 2019.

California Department of Transportation. *Scenic Highways.* Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed September 2019.

City of Pinole. *2015-2023 Housing Element.* Adopted May 19, 2015.

City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.

City of Pinole. *General Plan Update.* November 2010.

City of Pinole. *Three Corridors Specific Plan.* May 2010.

Contra Costa County Clean Water Program. *Stormwater C.3 Guidebook.* May 17, 2017.

Cornerstone Earth Group. *Additional Soil, Soil Vapor, and Groundwater Quality Evaluation, Pinole Square, 1211 to 1501 Tara Hills Drive, Pinole, California.* August 30, 2019.

Cornerstone Earth Group. *Design-Level Geotechnical Investigation, Pinole Square Shopping Center, 1421 Tara Hills Drive, Pinole, California.* October 31, 2019.

Cornerstone Earth Group. *Pinole Square Shopping Center, Supplemental Information on Environmental Conditions*. November 20, 2019.

Cornerstone Earth Group. *Phase I Environmental Site Assessment Update and Preliminary Soil Vapor Quality Evaluation, Appian 80 Shopping Center, 1201 to 1577 Tara Hills Drive, Pinole, California.* June 27, 2019.

East Bay Municipal Utility District. *Urban Water Management Plan*. July, 2015.

Federal Emergency Management Agency. *Flood Insurance Rate Map 06013C0231G.* Effective March 21, 2017.

Flores, Areana. Environmental Planner, Planning and Climate Protection. Personal communication [phone] with Jacob Byrne, Senior Associate/Air Quality Technician, Raney Planning and Management, Inc. September 17, 2019.

HortScience, Inc. *Arborist Report, Pinole Square, CA.* October 2017.

Native American Heritage Commission. *Pinole Square Project, City of Pinole; Richmond USGS Quadrangle, Contra Costa County, California.* July 30, 2019.

Northwestern Information Center. *Record search results for the proposed Pinole Square Project at 1200-1577 Tara Hills Drive, Pinole, CA.* August 20, 2019.

Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments*. February 2015.

Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA.* December 2018.

San Joaquin Valley Air Pollution Control District. *Guidance for Air Dispersion Modeling*. August 2006.

TJKM. *Pinole Square, Transportation Impact Study.* February 21, 2020.

TJKM. *Technical Memorandum, Pinole Square Traffic Study.* January 2, 2020.

U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

D. DETERMINATION

On the basis of this initial study:

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

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

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

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

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

Signature	Date
David Hanham, Planning Manager	City of Pinole
Printed Name	For

E. BACKGROUND AND INTRODUCTION

This Initial Study/Mitigated Negative Declaration (IS/MND) identifies and analyzes the potential environmental impacts of the Pinole Square Project (proposed project). The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed sufficient to reduce all impacts to a less-than-significant level.

The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the project, as required by CEQA. The mitigation measures would be incorporated into the project through conditions of approval. The City would adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with approval of the project.

On October 10, 2010, the City of Pinole adopted a comprehensive update to the City's General Plan,[1] along with the Three Corridors Specific Plan (Specific Plan).[2] The purpose of the Specific Plan is to facilitate revitalization of the San Pablo Avenue, Pinole Valley Road, and Appian Way commercial corridors. In September of 2010, the City certified an associated Environmental Impact Report (EIR) that analyzed the potential environmental impacts associated with buildout of both the General Plan and Specific Plan.[3] The City of Pinole General Plan EIR was prepared as a program-level EIR, pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.). The City of Pinole General Plan EIR identified measures to mitigate the significant adverse impacts associated with the implementation of the General Plan and Specific Plan. Pursuant to CEQA Guidelines Section 15150, this IS/MND incorporates by reference the analysis contained within the General Plan EIR.

Per the Specific Plan, the project site is located within the Service Sub-Area of the Appian Way Specific Plan area. The Specific Plan designates the site CMU-HDRO. Per the Specific Plan, the CMU designation is designed to provide for the integration of retail and service commercial uses with office and/or residential uses; a minimum of 51 percent of all on-site uses must be commercial. Per a January 28, 2019 Joint Session, the City Council and Planning Commission determined that housing is not required on the project site under the site's current land use and zoning designations. The City meets the latest Regional Housing Needs Allocation (RHNA) housing allotments without the 125 residential units previously identified for the project site per the City's Housing Element.[4]

F. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components and the discretionary actions required.

Project Location and Setting

The project site consists of approximately 11.89 acres located at 1201-1577 Tara Hills Drive in the City of Pinole, California (see Figure 1 and Figure 2).

---

1 City of Pinole. *General Plan Update.* November 2010.
2 City of Pinole. *Three Corridors Specific Plan.* May 2010.
3 City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.
4 City of Pinole. *2015-2023 Housing Element [Table 6.44].* Adopted May 19, 2015.

Return to Agenda

Figure 1
Regional Project Location

Return to Agenda

Figure 2
Project Site Boundaries

The site is identified by APN 402-282-014-8, 402-282-013-0, 402-282-026-2, 402-282-027-0, 402-282-028-8, 402-282-010-6, 402-282-009-8, 402-282-007-2, 402-282-006-4, and 402-282-016-3. In addition, 402-282-008 is owned by a different property owner than the applicant. The applicant is to request and provide a letter of authorization from the 402-282-008 parcel owner authorizing Hillsboro Properties, Inc. to reface the facades of Shops 2E and 3E as part of Phase I of the proposed project.

Currently, the site is developed with the Appian 80 Shopping Center, which includes a Safeway grocery store, a vacant CVS pharmacy, various other smaller businesses totaling approximately 93,193 square feet (sf), and associated parking. Per the Three Corridors Specific Plan, the project site is located within the Service Sub-Area of the Appian Way Specific Plan area. The Specific Plan designates the site Commercial Mixed Use with a High Density Residential Overlay (CMU-HDRO), consistent with the site's zoning designation.

The site is bound by Tara Hills Drive to the north and Appian Way to the east. Surrounding land uses include a shopping center to the north, across Tara Hills Drive, a medical office building (Bay Area Laser Cosmetic Surgery Center) to the east, and a single-family residential neighborhood to the west. I-80 is located approximately 150 feet to the south of the site. While the topography of the developed portions of the project site are relatively level, the topography in the vicinity of the site slopes to the northwest, towards San Pablo Bay. South of the southern site boundary, the ground surface slopes downward, creating a wide gully between the project site and I-80.

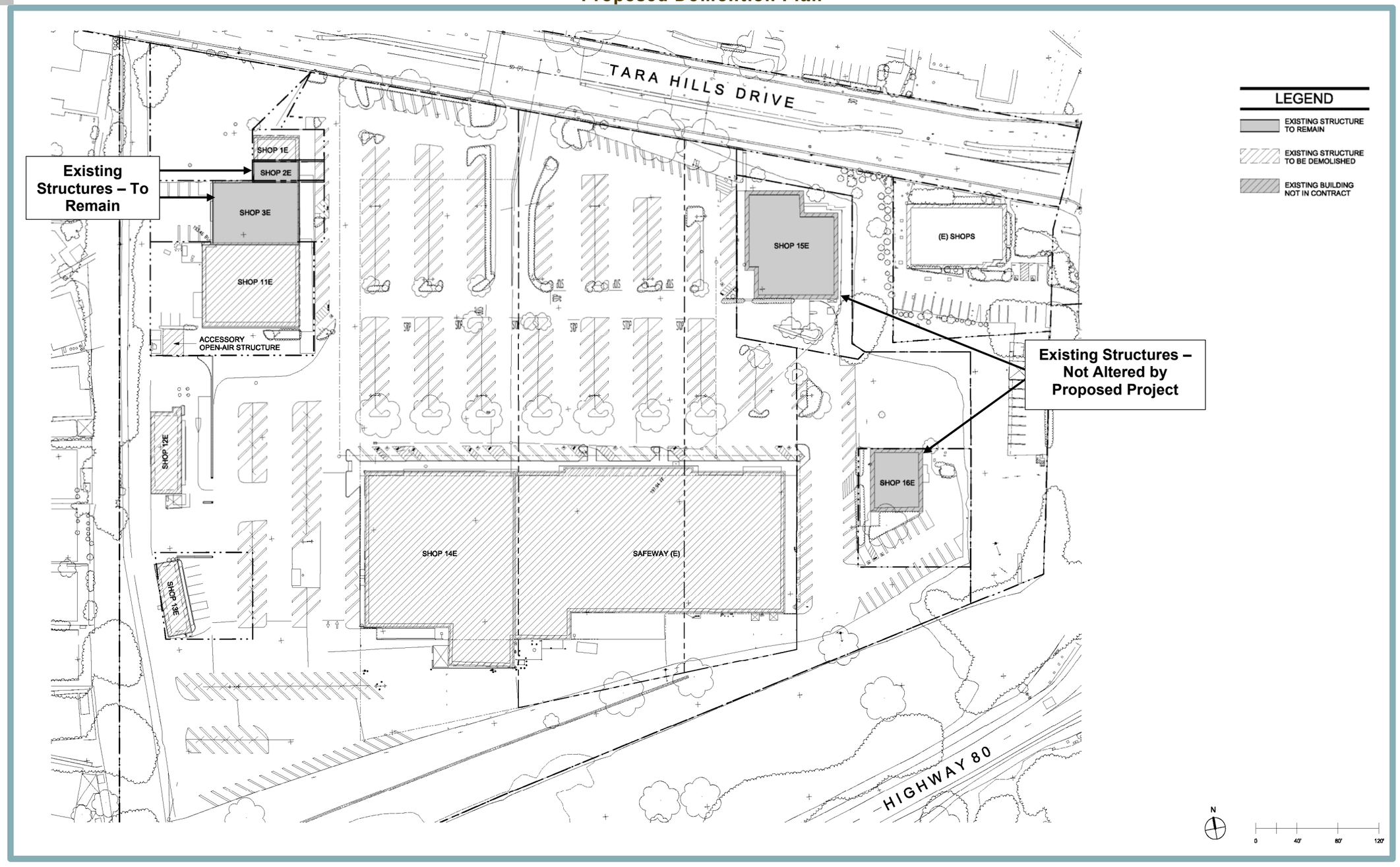
Primary access to the project site is provided by a driveway connecting to Tara Hills Drive at the signalized intersection near the center of the site frontage. An additional right-in, right-out driveway is provided to the west of the primary access, with a third driveway provided at the far western edge of the site frontage. The westernmost access is used primarily for delivery traffic. In addition to the three existing vehicle access points, a pedestrian staircase located at the northeastern corner of the site provides connectivity between the parking lot and the existing sidewalk along the south side of Tara Hills Drive. Parking is currently provided by 454 standard parking stalls and 10 Americans with Disabilities Act (ADA)-compliant stalls.

Project Components

The proposed project would include renovation of the existing Appian 80 Shopping Center located on the project site. The proposed improvements, including demolition and construction activities, are described below.

The proposed project would include demolition of the existing building housing the Safeway grocery store and vacant CVS pharmacy, the existing shops along the eastern side of the Safeway building, the car wash and antique restoration store buildings located within the western portion of the site, and a portion of the existing building housing the former O'Reilly Wheel Works and Pizza Hut (see Figure 3). The existing China Delight restaurant building, the dry cleaner/fitness studio/seafood, and barbeque restaurant/former Chase Bank buildings located within the eastern portion of the site would remain and not be altered as part of the proposed project. New structures would be constructed on-site, including, but not limited to, a Safeway fuel station and associated kiosk, a casual sit-down restaurant, new building space to house the Safeway grocery store and other shops, and a drive-through restaurant (see Figure 4).

Figure 3
Proposed Demolition Plan



Return to Agenda

Figure 4
Proposed Site Plan

Proposed Buildings/Structures

Table 1 below provides a summary of each of the proposed buildings, along with the existing buildings that would be retained as part of the proposed project. As shown in the table, the proposed project would not include any modifications to the existing China Delight restaurant building (Shop 16E) and the dry cleaner/other businesses buildings (Shops 15E) located within the eastern portion of the site. As shown in the table, the proposed project would result in a net increase of 11,956 sf of commercial building space relative to existing conditions.

Table 1
Existing and Proposed Building Mix

Building Identifier	Existing (sf)	Proposed (sf)
Safeway	38,665	55,044
Shop 1E	942	0
Shop 2E	877	897
Shop 3E	5,298	5,038
Shop 11E	6,421	0
Shop 12E	2,491	0
Shop 13E	1,726	0
Shop 14E	24,919	0
Shop 15E*	8,689	8,689
Shop 16E*	3,165	3,165
Drive-Through Restaurant	0	3,005
Junior Anchor	0	10,357
Fueling Station Kiosk	0	1,100
Shop 1	0	3,166
Shop 4-10	0	14,688
Total	**93,193**	**105,149**

* Not altered as part of the proposed project.

The new Safeway grocery store would total 55,044 sf and would include a pharmacy, café, deli, bakery, and other typical grocery store features. Loading dock space would be provided at the south side of the building, facing away from the proposed parking areas. A total of 25,045 sf of commercial space capable of accommodating approximately seven separate tenants and one junior anchor tenant would be provided to the east of the Safeway building. Combined, the buildings would total 80,089 sf, a modest increase relative to the 63,584 sf of building space currently located in the southern portion of the site.

The Safeway gas station, to be located within the northern portion of the site, would include a total of 16 fueling stations. Two new 30,000-gallon Xerxes underground fuel storage tanks would be installed to the east of the fueling stations. The associated Safeway kiosk would include 1,100 sf and would provide convenience items for gas station patrons.

The proposed drive-through restaurant building would also be located within the northern portion of the site and would include a total of 3,005 sf. An illuminated menu display and associated speaker/intercom order station would be provided along the drive-through aisle at the north side of the building, adjacent to Tara Hills Drive. The payment and pickup window(s) would be located at the west side of the building. Consistent with Section 17.040.040(D) of the City's Municipal Code, the drive-up windows and order stations would be located over 300 feet from the nearest residential property line.

All of the buildings that would be modified or constructed as part of the proposed project would be designed to share a unified architectural theme. The proposed Safeway building would be limited to a maximum height of 33 feet, while the remainder of the proposed buildings would be limited to a height of approximately 31 feet or less. This falls well within the 75-foot maximum building height for the Appian Way Service Sub-Area. It should be noted that the proposed project would include replacement of the existing 50-foot-tall Appian 80 Shopping Center pylon sign currently located at the southeastern site boundary. The new 75-foot-tall pylon sign would be located in the same location and would include a maximum area of 750 sf, consistent with the standards established by Section 17.52.060 of the City's Municipal Code. The proposed pylon sign would require approval of a Sign Program (S19-080) pursuant to Section 17.12.110(B)(2) of the Municipal Code, which would be applied for separately than the project's other entitlements.

Operations

The proposed Safeway grocery store and gas station would be open 24 hours per day. The proposed project would not include any substantial changes to the grocery store operations or delivery schedules. As occurs currently, delivery trucks would access the loading docks south of the proposed Safeway building and other attached businesses by way of a drive aisle located along the western site boundary. Similar to the grocery store and gas station, the loading dock would be accessible 24 hours per day. The proposed Safeway gas station would include an average daily throughput of approximately 24,218 gallons.

Hours of operation for drive-through facilities are not addressed in the City's Municipal Code; rather, any limits on operations are approved by the City on a case-by-case basis prior to issuance of Conditional Use Permits. The nearest existing off-site drive-through is the McDonald's drive-through at 1402 Tara Hills Drive, which operates from 5:00 AM to 10:00 PM on Sunday through Thursday and 5:00 AM to 12:00 AM on Friday and Saturday. The dining room hours at the existing McDonalds are restricted to 5:00 AM to 10:00 PM daily. For reference, of the other eight existing drive-through restaurants within a mile of the project site, two include 24-hour operations (Jack-in-the-Box and Taco Bell); two operate until 1:00 AM/1:30 AM (Wendy's and In-N-Out); and two (Burger King and Carl's Jr.) operate until 12:00 AM on Sundays/weekdays and until 1:00 AM on weekends. The Fitzgerald Drive KFC operates until 10:00 PM daily and the associated Starbucks operates until 9:30 PM Sunday and weekdays, until 11:00 PM on Fridays, and until 10:00 PM Saturdays. Hours of operation at the proposed drive-through building would likely be similar to the existing McDonald's: 5:00 AM to 10:00 PM Sunday through Thursday and 5:00 AM to 12:00 AM on Friday and Saturday, with dining room hours limited to 5:00 AM to 10:00 PM daily.

Operations at the proposed buildings would generally be governed by two requested Variances (Variance for Safeway Fuel Station Proximity to Nearest Chevron Station on Appian and Tara Hills Drive and Variance for Wood instead of Masonry Fence between Different Land Uses) and the following eight requested Conditional Use Permits: New Safeway Store Alcohol Sales, Outdoor Merchandise Sales Safeway, Commercial Pad Drive Through [Pad 3], Outdoor Dining In Line Shop Space, Outdoor Dining Pad 1, Reduced Parking, New Safeway Fuel Kiosk Alcohol Sales, and Automobile Service Station.

Landscaping, Patios, and Fencing

As part of the proposed project, removal of a total of 44 existing on-site trees sized six inches or larger (four inches or larger for native trees) would be required in order to accommodate the proposed renovations (see Figure 5).

Figure 5
Illustrative Landscaping Plan

The trees would be replaced in accordance with Table 17.44.070-1 Tree Replacement Schedule of the City's Municipal Code. The existing off-site trees located adjacent to the western site boundary would be retained, along with one existing on-site tree located along the eastern site frontage at Tara Hills Drive. In addition, the proposed project would include planting of approximately 200 evergreen and deciduous trees throughout the on-site parking lot and drive aisles. At the project entries and at pedestrian-focused areas within the site, the proposed project would include accent plantings and special paving, including interlocking pavers. Monument signage would be provided at the primary project entry along Tara Hills Drive.

The project would include a 1,413-sf patio along the northern edge of the proposed Safeway building and a 2,961-sf patio at the associated shops to the east of the Safeway building (Figure 6). The patio areas would include shaded outdoor tables and would be buffered from the parking lot by trees, potted plants, and other landscaping elements. Use of the patios would be subject to CUPs for Outdoor Merchandise Sales Safeway and Outdoor Dining In Line Shop Space, noted above. In addition, a 568-sf patio with a covered awning would be located to the northeast of the proposed buildings in the northwestern portion of the site (see Figure 7, "Shop 1"). The 558-sf patio would serve as outdoor dining space for the attached building, pursuant to a CUP for Outdoor Dining Pad 1. In total, the project would provide for 4,942 sf of outdoor patio space, to serve as public gathering areas.

The proposed project would replace the existing fence along the western project site boundary with a seven-foot-tall wooden fence (see Figure 8). The project would seek a Variance for Fences, Walls and Screening between Different Land Uses to construct the wall of wood between residences and the project site rather than a masonry wall per Section 17.42.050 of the City of Pinole Municipal Code. The proposed project would include the construction of a new retaining wall along the eastern portion of the project site frontage at Tara Hills Drive. South of the proposed Safeway building and neighboring shops to the east, the proposed project would retain the existing vertical curb. In addition, the existing walls located to the east of the China Delight restaurant building and the dry cleaner/other businesses buildings (Shops 15E and 16E) would remain in place.

Access, Circulation, and Parking

With construction of the proposed project, vehicle access would continue to be provided by the three existing access points. However, the internal site circulation would be altered to provide greater connectivity between the on-site buildings. The existing angled parking within the on-site parking lot would be reconfigured to 90-degree parking perpendicular to the drive aisles. Per Chapter 17.48 of the City's Municipal Code, a total of 436 vehicle parking spaces are required for the proposed project. Per ADA and the 2019 California Building Standards Code (CBSC), a minimum of nine accessible parking spaces, two van accessible parking spaces, 35 Clean Air Vehicle spaces, and 27 electric vehicle (EV) charging stations are required. Overall, with a requested Reduced Parking CUP, the proposed project would provide for a total of 383 parking spaces. Of the 383 spaces, 21 would be ADA-compliant (including van-accessible spaces), 30 would be Clean Air Vehicle spaces, and 22 spaces would be EV charging stations. New pedestrian walkways would be constructed throughout the site to provide continuous pedestrian connectivity between the proposed buildings, parking areas, and the existing sidewalk along Tara Hills Drive. The existing pedestrian staircase within the northeastern portion of the site would be eliminated. The project would include eight double bike lockers with space for 16 bikes, six vertical bike lockers with space for six bikes, and 11 bike racks with space for 22 bikes. In total, 44 new bike parking spaces would be provided on-site.

Figure 6
Illustrative Landscaping Plan: Promenade Enlargement

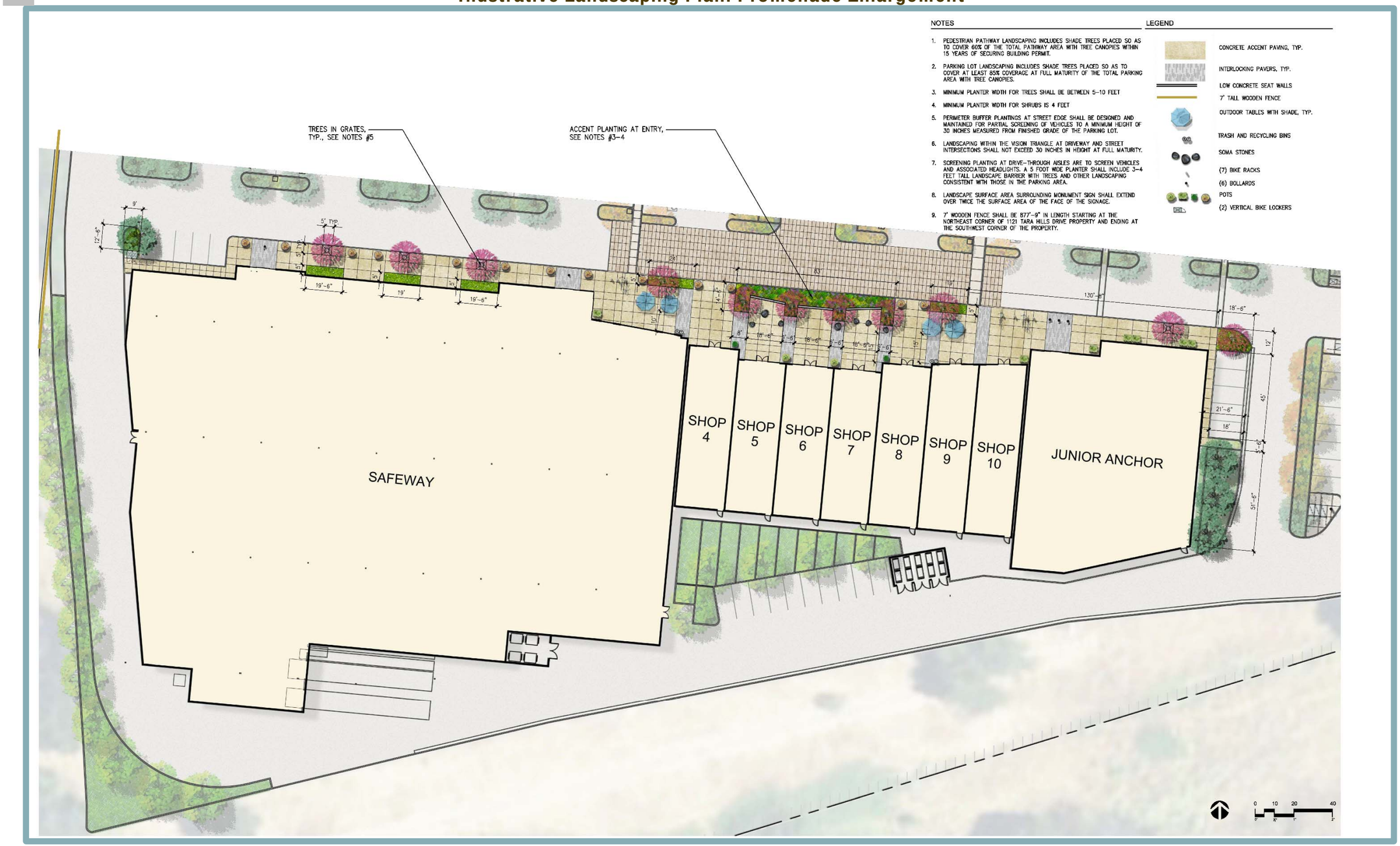


Figure 7
Illustrative Landscaping Plan: Tara Hills Drive Frontage Enlargement

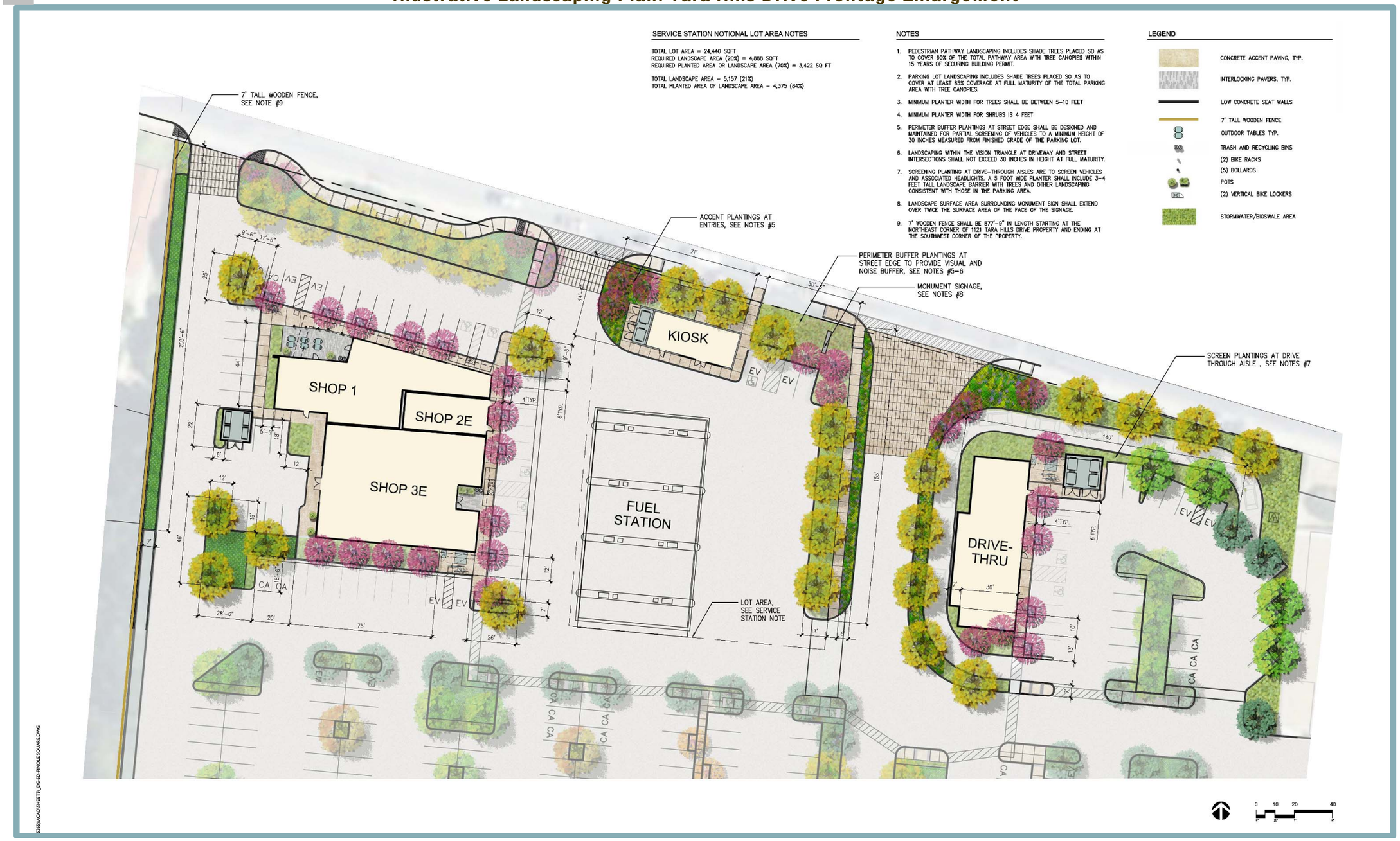
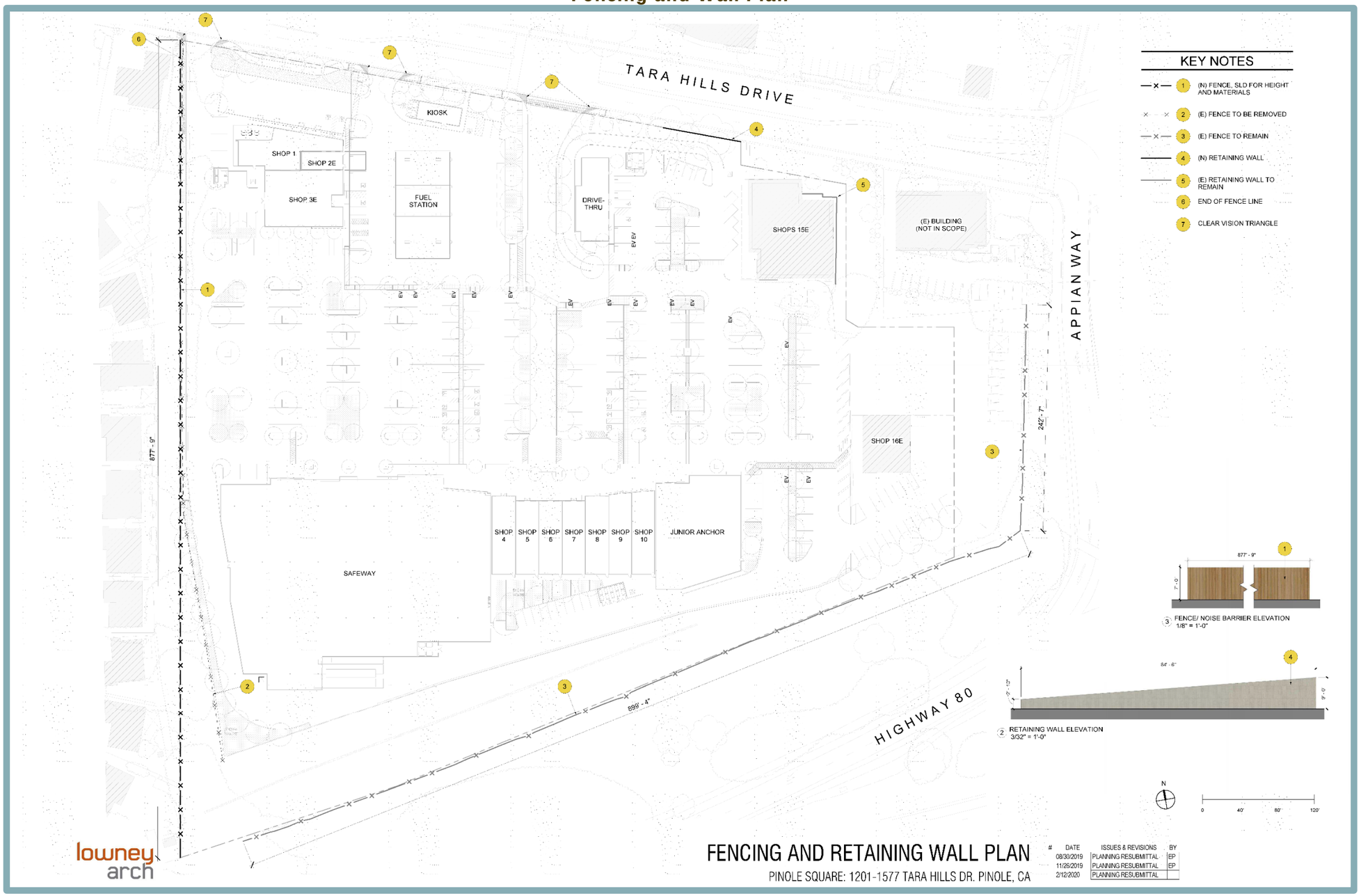


Figure 8
Fencing and Wall Plan



Utilities

Water supply service, wastewater service, and stormwater conveyance for the proposed project would continue to be provided by the City of Pinole through connections to existing utility infrastructure in the project site vicinity. As part of the proposed project, a portion of the existing water lines, water meters, storm drain pipes, and storm drain inlets within the project site would be removed. New eight-inch water mains would be installed, connecting to the City's existing water main located in Tara Hills Drive. In addition, new sanitary sewer cleanouts and grease interceptors would be provided on-site.

Stormwater runoff from impervious surfaces within the project site would sheet flow to a series of new bio-retention basins to be constructed throughout the project site. Each bio-retention basin would provide for treatment of incoming stormwater. Treated runoff would be collected by perforated underdrains in each basin, which would route runoff to an existing 24-inch underground storm drain within the project site before ultimately flowing to the City's existing storm drain located within Tara Hills Drive to the north of the site.

Electricity for the project site would continue to be provided by PG&E. Existing overhead electrical and telephone lines within the project site, as well as existing power poles, would be relocated to accommodate the proposed site layout. Per Section 17.50.030 of the City's Municipal Code, all on-site utilities that would have the capacity to serve the proposed project would be installed underground, as feasible. At the City's discretion, the project may not be required to include undergrounding of the existing electrical equipment within the western portion of the site, provided that the proposed project does not draw any electricity from such facilities.

Phasing

The proposed project is anticipated to be implemented over two phases (see Figure 9). Phase 1 would include construction of the proposed Safeway building, the associated Safeway fuel station and retail kiosk, improvements related to Shop 3E, Shop 2E, and Shop 1 (adjacent to the existing Bank of America building), tree removal, and all parking lot and drive aisle improvements. Phase 2 would include construction of the retail shops and junior anchor to be located directly east of the Safeway store, as well as construction of the drive-through restaurant.

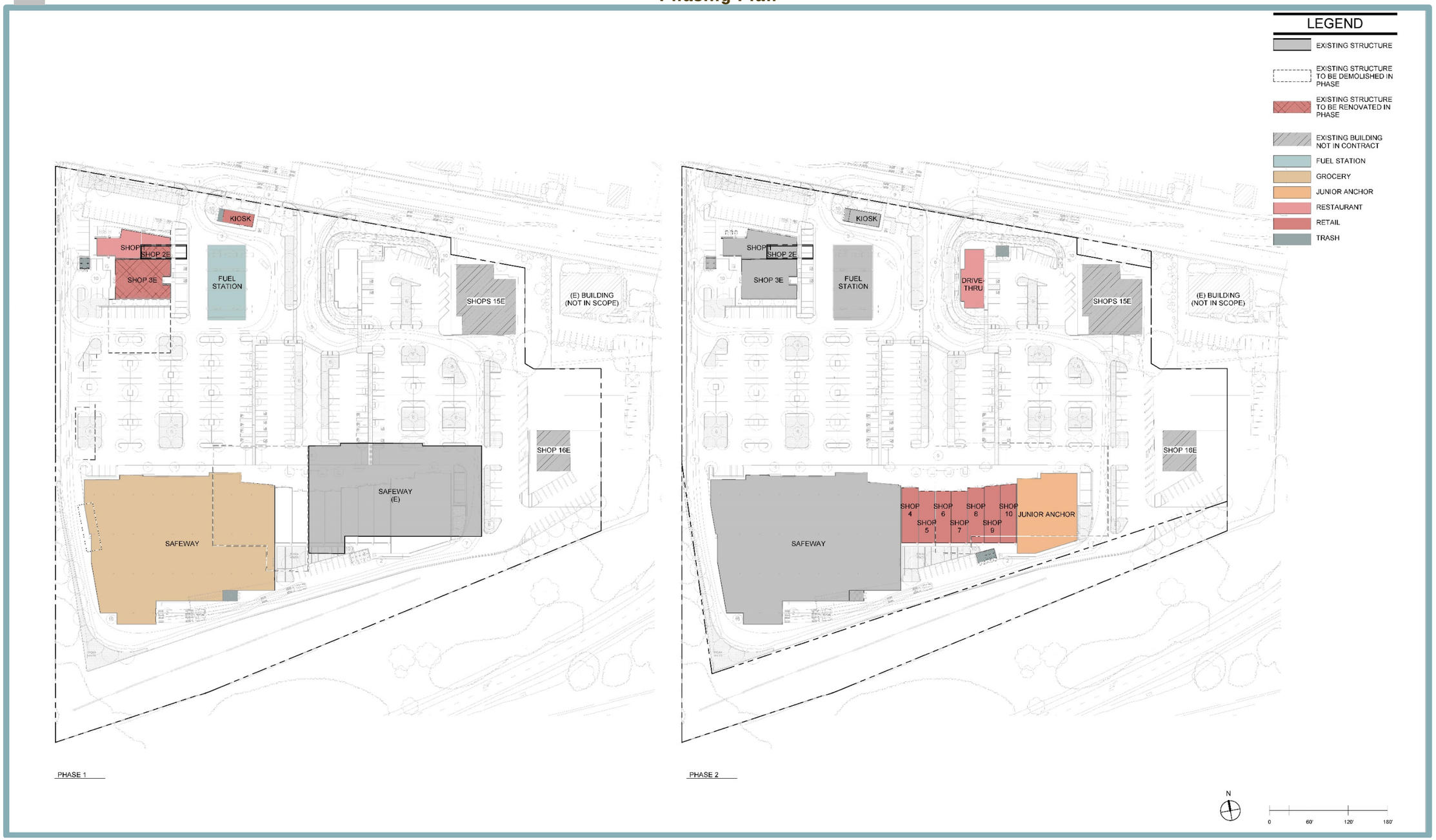
Demolition and Construction Details

As noted previously, the proposed project would include demolition of a portion of the existing on-site buildings, trenching for utility improvements, improvements to the existing parking lot and drive aisles, construction of new buildings, and landscaping improvements. Construction activities are anticipated to begin in 2020 and occur over approximately two years. Generally, substantial grading would not be required, as the site has been leveled as part of prior development activities. However, this IS/MND assumes that the majority of the site could be subject to ground disturbance, including disturbance associated with utility trenching and building foundation construction.

Specific Plan Amendment

According to Table 6.14, Permitted Use Table for Appian Way, of the Three Corridors Specific Plan, drive-in/drive-through sales/services or service stations are not permitted uses within the CMU land use designation. Thus, the proposed project would require an amendment to the Specific Plan in order to allow for the proposed drive-through restaurant and Safeway gas station on the project site.

Figure 9
Phasing Plan



The Specific Plan text amendment would allow for drive-in/drive-through sales/services and service stations land use classifications with a Conditional Use Permit in the Appian Way Service Sub-Area CMU zone, provided that such land uses are a part of a shopping center project (not stand alone) and owned by an on-site major retailer within the shopping center project.

Discretionary Actions

The proposed project would require the following approvals from the City of Pinole:

- Adoption of the IS/MND;
- Approval of a Mitigation Monitoring and Reporting Program;
- Approval of a Specific Plan Amendment to allow for the proposed drive-through restaurant and gas station on the project site;
- Approval of Design Review pursuant to Section 17.12.150 of the City of Pinole Municipal Code;
- Approval of Variance (Safeway Fuel Station Proximity to Nearest Chevron Station on Appian Way and Tara Hills Drive) pursuant to Section 17.34.040 of the City of Pinole Municipal Code;
- Approval of Variance Wood instead of Masonry Fence between Different Land Uses) pursuant to Section 17.42.050 of the City of Pinole Municipal Code;
- Approval of Conditional Use Permits;
    - CUP (New Safeway Store Alcohol Sales pursuant to Section 17.59.030 of the City of Pinole Municipal Code);
    - CUP (Outdoor Merchandise Sales Safeway pursuant to Sections 17.10.060 and 17.68.020 of the City of Pinole Municipal Code);
    - CUP (Commercial Pad Drive Through [Pad 3] within Appian Service Sub-Area CMU zoning designation pursuant to Section 17.40.030 of the City of Pinole Municipal Code);
    - CUP (Outdoor Dining In Line Shop Space pursuant to Sections 17.10.060 and 17.68.020 of the City of Pinole Municipal Code);
    - CUP (Outdoor Dining [Pad 1] pursuant to Sections 17.10.060 and 17.68.020 of the City of Pinole Municipal Code);
    - CUP (Reduced Parking pursuant to Section 17.48.060 of the City of Pinole Municipal Code) and;
    - CUP (New Safeway Fuel Center Kiosk Alcohol Sales pursuant to Section 17.59.030 of the City of Pinole Municipal Code).
    - CUP (Automobile Service Station)
- Approval of One Lot Parcel Map;

Approval of a Sign Program pursuant to Section 17.12.110(B)(2) of the City of Pinole Municipal Code for the proposed pylon sign would be applied for as a separate application from the above discretionary actions.

G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

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

Discussion

a. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. Views of the San Pablo Bay and surrounding City of Pinole can be seen from nearby ridgelines. However, per the City's General Plan EIR, the City does not have any officially designated scenic vistas within the planning area.[5] Therefore, development of the proposed project would not have a substantial adverse effect on a scenic vista, and a ***less-than-significant*** impact would occur.

b. Per the California Scenic Highway Mapping System, the project site is not located within the vicinity of an officially designated State Scenic Highway.[6] Thus, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, and ***no impact*** would occur.

c. The project site is located within an urbanized area of the City and is currently developed with a commercial shopping center. Surrounding land uses include a shopping center to the north, across Tara Hills Drive, a medical office building (Bay Area Laser Cosmetic Surgery Center) to the east, and a single-family residential neighborhood to the west. I-80 is located approximately 150 feet to the south of the site. Public views of the project site include views from I-80 to the south of the site, Tara Hills Drive to the north, Canyon Drive to the northeast, and Appian Way to the east.

The proposed project would include demolition of the existing building housing the Safeway grocery store and vacant CVS pharmacy, the car wash and antique restoration store buildings located within the western portion of the site, and a portion of the existing building housing the former O'Reilly Wheel Works and Pizza Hut. The existing China Delight restaurant building and the dry cleaner/other businesses buildings located within the eastern portion of the site would remain. New structures would be constructed on-site, including, but not limited to, a kiosk, fuel station, and new building space to house the Safeway grocery store and other shops.

---

5 City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.

6 California Department of Transportation. *Scenic Highways.* Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed September 2019.

The proposed project would be subject to the City's Design Review process pursuant to Section 17.12.150 of the City of Pinole Municipal Code. The purpose of comprehensive design review is to "provide a process for promoting the orderly and harmonious growth of the City, to encourage development in keeping with the desired character of the City, and to ensure physical and functional compatibility between uses". In addition, the proposed project would require City approval of a Sign Program pursuant to Section 17.12.110 of the Municipal Code for the proposed freestanding pylon sign and the proposed Safeway fuel and tenant monument (see Figure 10). The Sign Program would include criteria for building-attached and freestanding signs for business activities within the site, as well as the integrated development itself, to establish complementary signage, consistency of sign type, location, logo, and/or letter height, lines of copy, illumination, and construction details of signs for the project. Such requirements would ensure that all signage included in the proposed development would not degrade the visual character or quality of the site, as viewed from public areas in the project vicinity.

Figure 11 below provides an overview of key public viewpoints in the project vicinity. Figure 12 through Figure 22 provide examples of existing views of the project site from each viewpoint, along with simulations depicting anticipated views of the project site upon completion of the proposed redevelopment. As shown in the figures, while the proposed project would be visible from public viewpoints in the project area, the project would be of a similar size and scale as the existing development on the project site. In addition, views of the proposed project from I-80, including views of the proposed freestanding pylon sign, would be partially screened by existing vegetation located south of the site, which would be retained as part of the proposed project.

Given that the project site is currently developed with a shopping center, the project would not be considered to substantially degrade the existing visual character or quality of public views in a non-urbanized area. In addition, the proposed project would be consistent with all applicable zoning of the site and other regulations governing scenic quality. Therefore, a ***less-than-significant*** impact would occur.

d. As noted previously, the project site is currently developed with a commercial shopping center and an associated parking lot. In addition, streetlights are provided along Tara Hills Drive and Appian Way to the north and east of the site, respectively. Thus, the project vicinity contains existing sources of light and glare.

The proposed redevelopment would introduce new sources of light and glare to the site in the form of lighting on building exteriors and signage, new lighting fixtures within the on-site parking lot, and lighting associated with the proposed freestanding pylon sign. However, such sources of light and glare would not be substantially more intensive than what currently occurs in the vicinity of the project site, and would be consistent with the type of lighting anticipated for the project site per the City's General Plan land use and zoning designations for the site.

Per the Photometric Analysis prepared for the proposed project (see Figure 23 below), upon implementation of the project, lighting from the project site would not spill onto the adjacent residential properties to the west of the site or Appian Way to the east of the site. Along the project frontage at Tara Hills Drive, lighting would be limited to 2.9 foot-candles (fc) or less. Light levels to the south of the site would be approximately 0.1 fc or less. Therefore, lighting associated with the proposed project would not adversely affect the nighttime lighting environment for sensitive receptors in the project vicinity, including the existing single-family residences located to the west of the site.

Figure 10
Proposed Signage

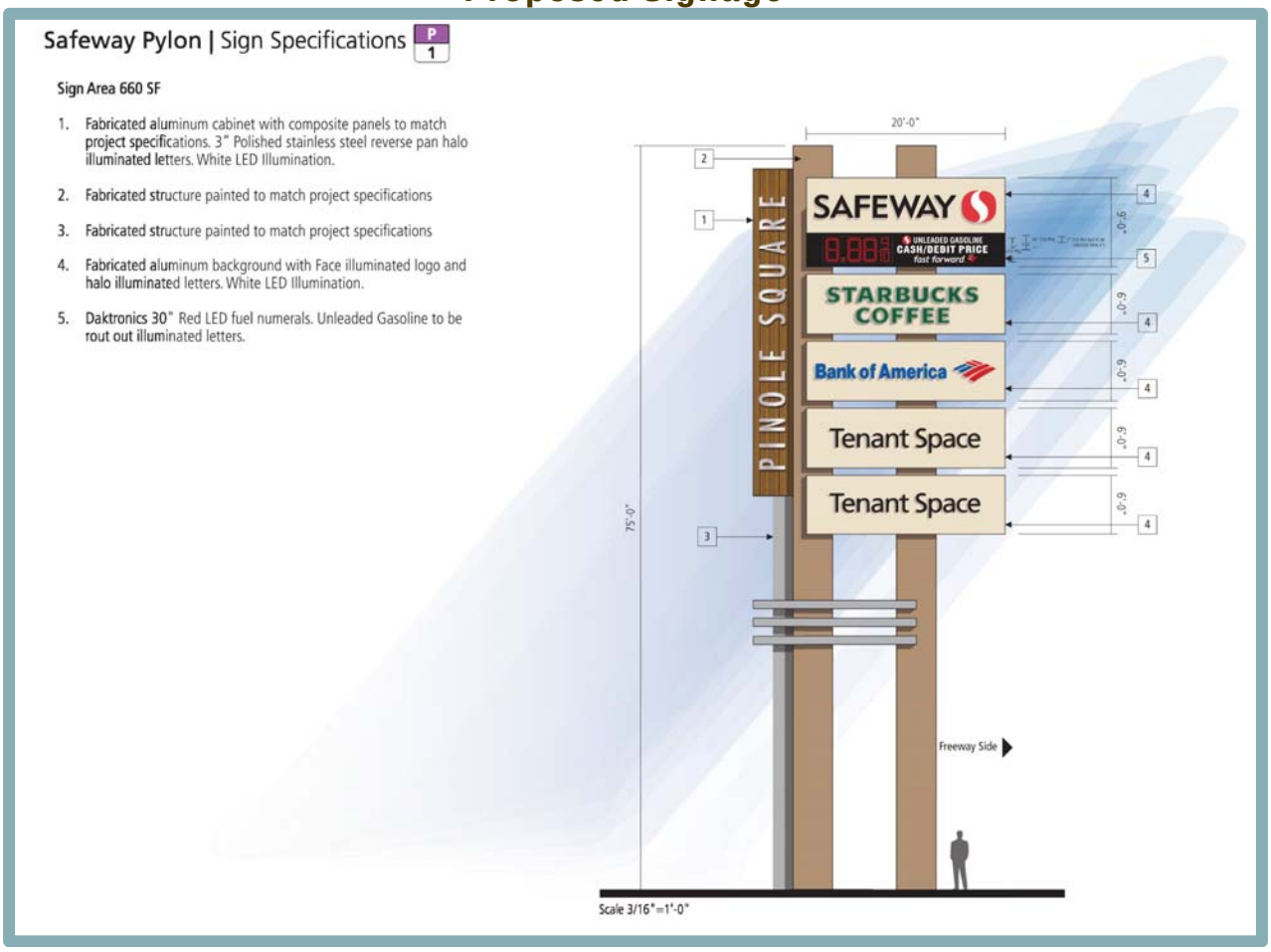


Figure 11
Photo Simulation Locations

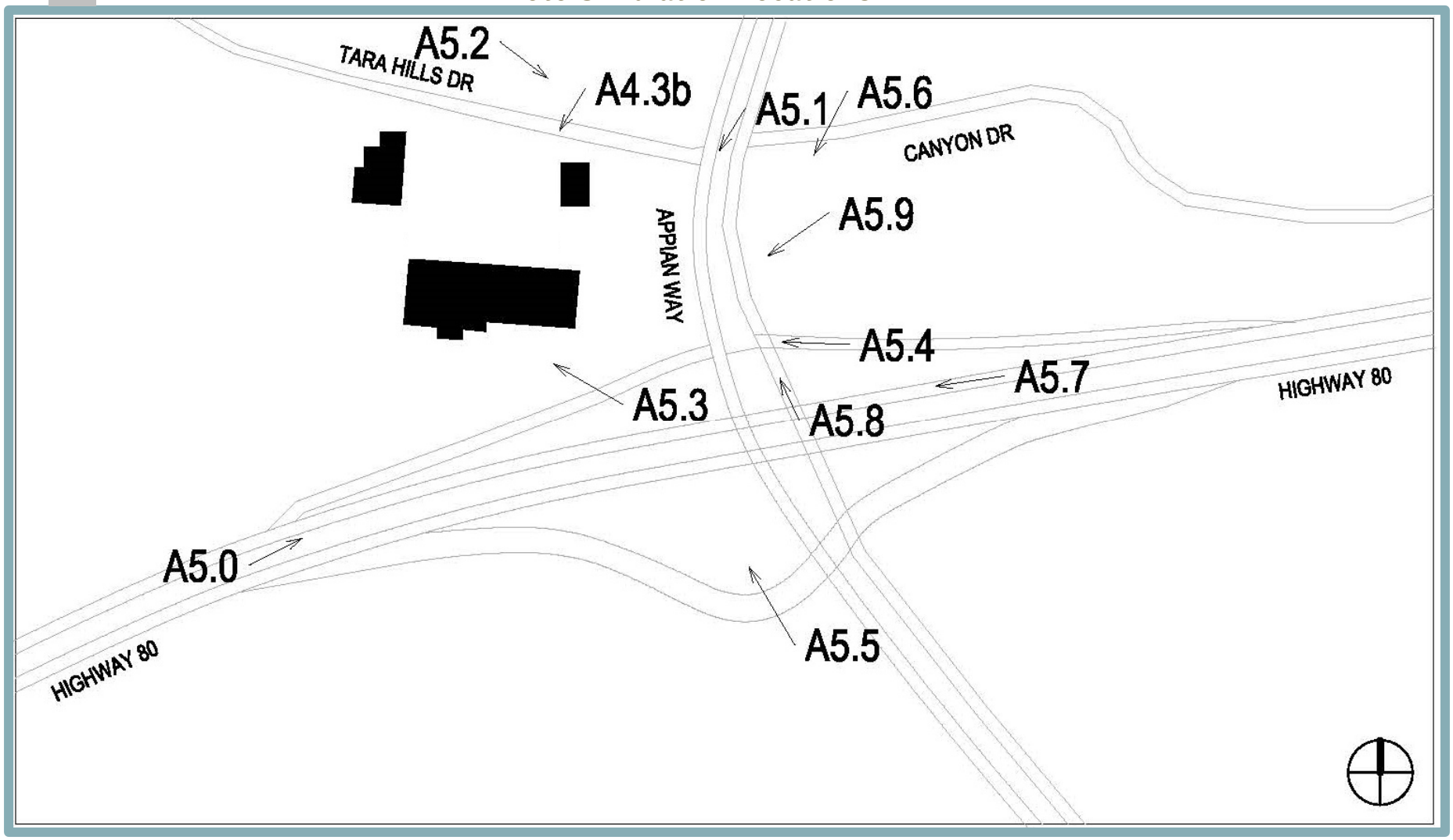


Figure 12
Proposed View from Tara Hills Drive Looking South (A4.3b)

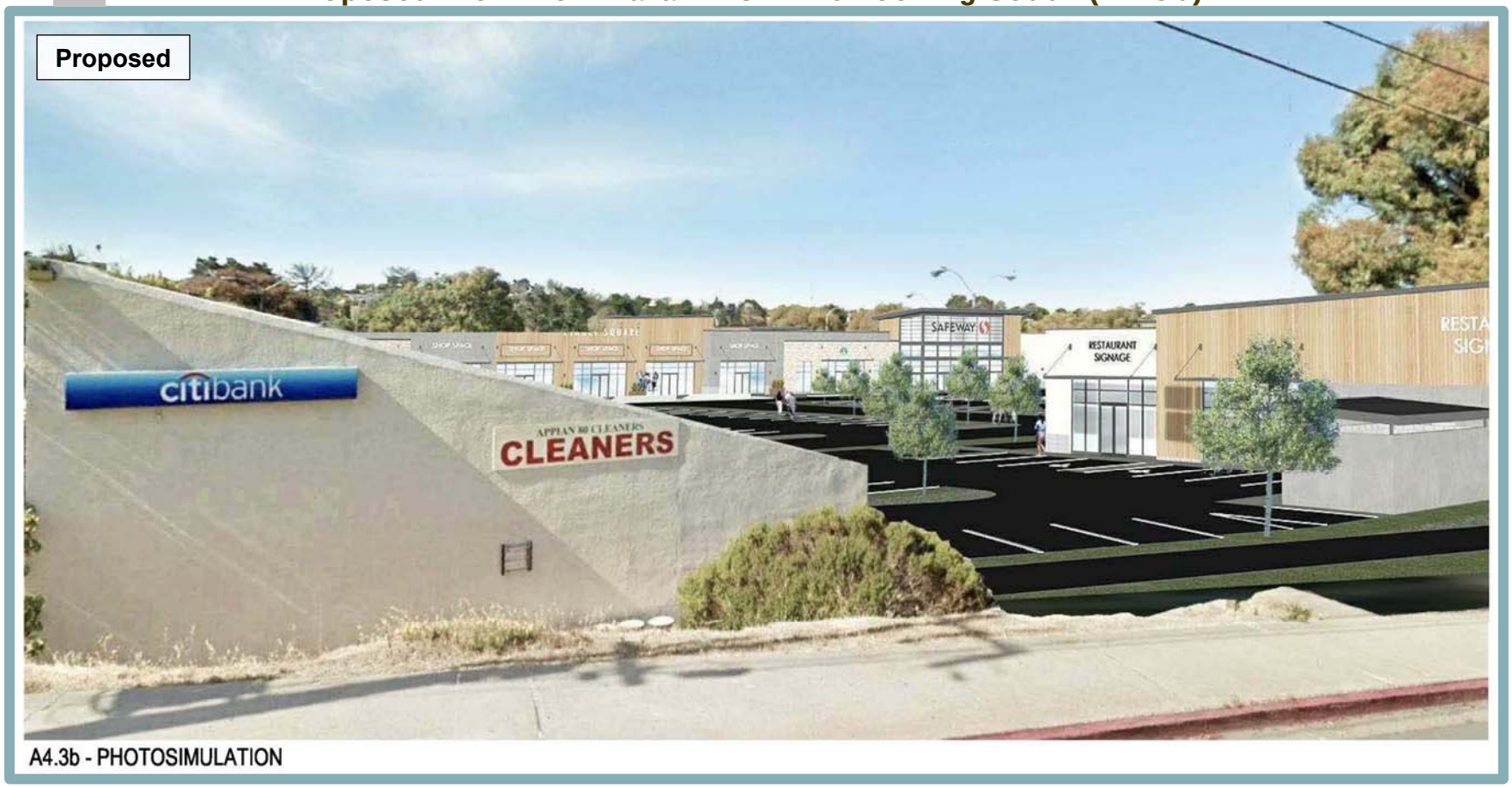


Figure 13
View from I-80 Looking Northeast (A5.0)

BEFORE

INTERSTATE 80 EASTBOUND VIEW OF THE EXISTING CONDITIONS

AFTER

INTERSTATE 80 EASTBOUND VIEW OF THE PROPOSED PROJECT

Figure 14
View from Canyon Drive Looking Southwest (A5.1)

BEFORE

CANYON DRIVE WESTBOUND DIRECTION LOOKING SOUTHWEST TOWARD THE EXISTING PYLON SIGN

AFTER

CANYON DRIVE WESTBOUND DIRECTION LOOKING SOUTHWEST TOWARD THE PROPOSED PYLON SIGN

Figure 15
View from Tara Hills Drive Looking Southeast (A5.2)

BEFORE

TARA HILLS DRIVE EASTBOUND VIEW OF THE EXISTING CONDITIONS

AFTER

TARA HILLS DRIVE EASTBOUND VIEW OF THE PROPOSED PROJECT

Figure 16
View from I-80 On-Ramp Looking Northwest (A5.3)

BEFORE

VIEW FROM WESTBOUND 180 ON RAMP VIEW OF THE EXISTING CONDITIONS

AFTER

VIEW FROM WESTBOUND 180 ON RAMP VIEW OF THE PROPOSED CONDITIONS

Figure 17
View from I-80 Off-Ramp Looking West (A5.4)

BEFORE

180 AND APPIAN WAY INTERCHANGE WESTBOUND OFF RAMP

AFTER

180 AND APPIAN WAY INTERCHANGE WESTBOUND OFF RAMP

Figure 18
View from South of I-80 Looking North (A5.5)

BEFORE

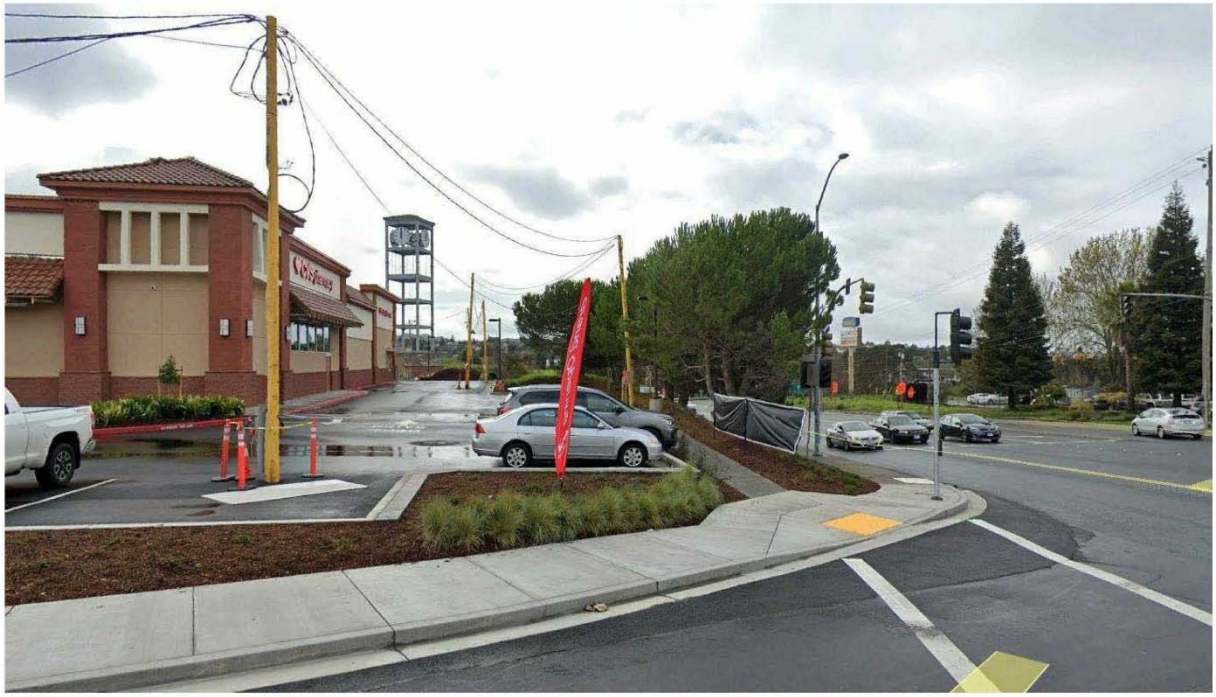
VIEW FROM ACROSS I-80 ACCESS ROAD, NEAR SHOPS BUILDINGS (CURRENTLY BURGER KING, WING STOP)

AFTER

VIEW FROM ACROSS I-80 ACCESS ROAD, NEAR SHOPS BUILDINGS (CURRENTLY BURGER KING, WING STOP)

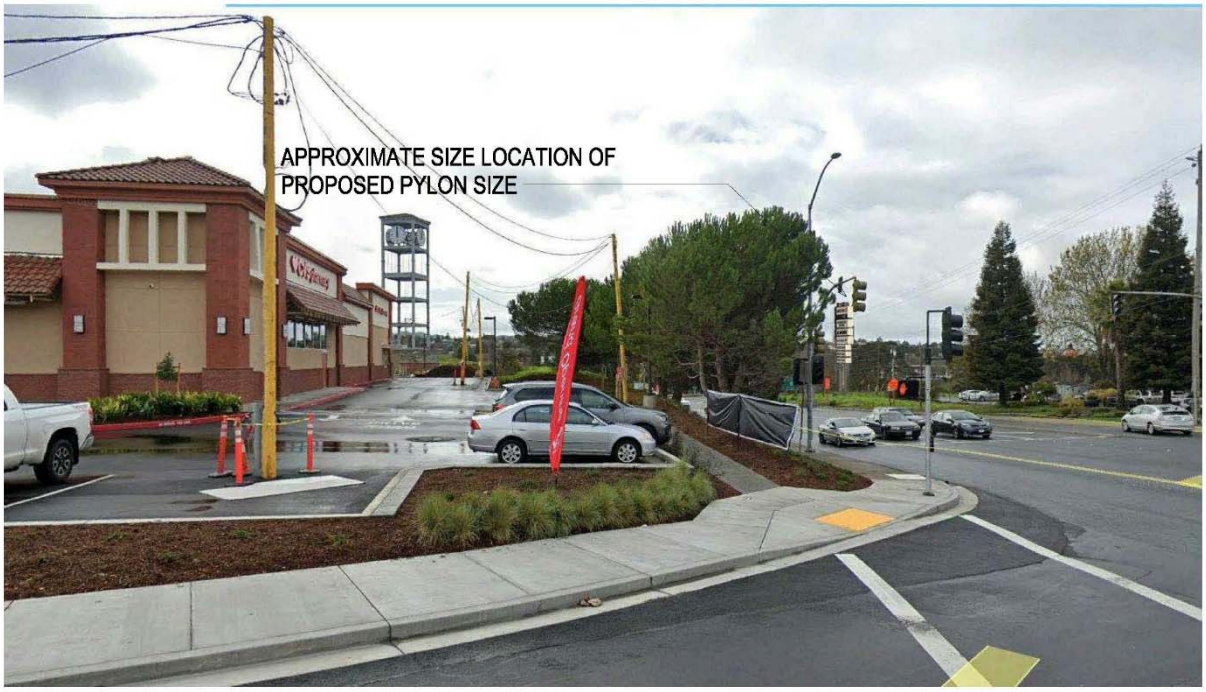
Figure 19
View from Canyon Drive Looking Southwest (A5.6)

BEFORE



CANYON DRIVE LOOKING SW

AFTER



CANYON DRIVE LOOKING SW

Figure 20
View from I-80 Looking West (A5.7)

BEFORE

INTERSTATE 80 WESTBOUND VIEW OF THE EXISTING CONDITIONS

AFTER

INTERSTATE 80 WESTBOUND VIEW OF THE PROPOSED PROJECT

Figure 21
View from Appian Way Looking Northwest (A5.8)

BEFORE

INTERSTATE 80 AND APPIAN WAY INTERCHANGE LOOKING NORTHWEST OF EXISTING CONDITIONS

AFTER

INTERSTATE 80 AND APPIAN WAY INTERCHANGE LOOKING NORTHWEST VIEW OF THE PROPOSED PROJECT

Figure 22
View from Appian Way Looking West (A5.9)

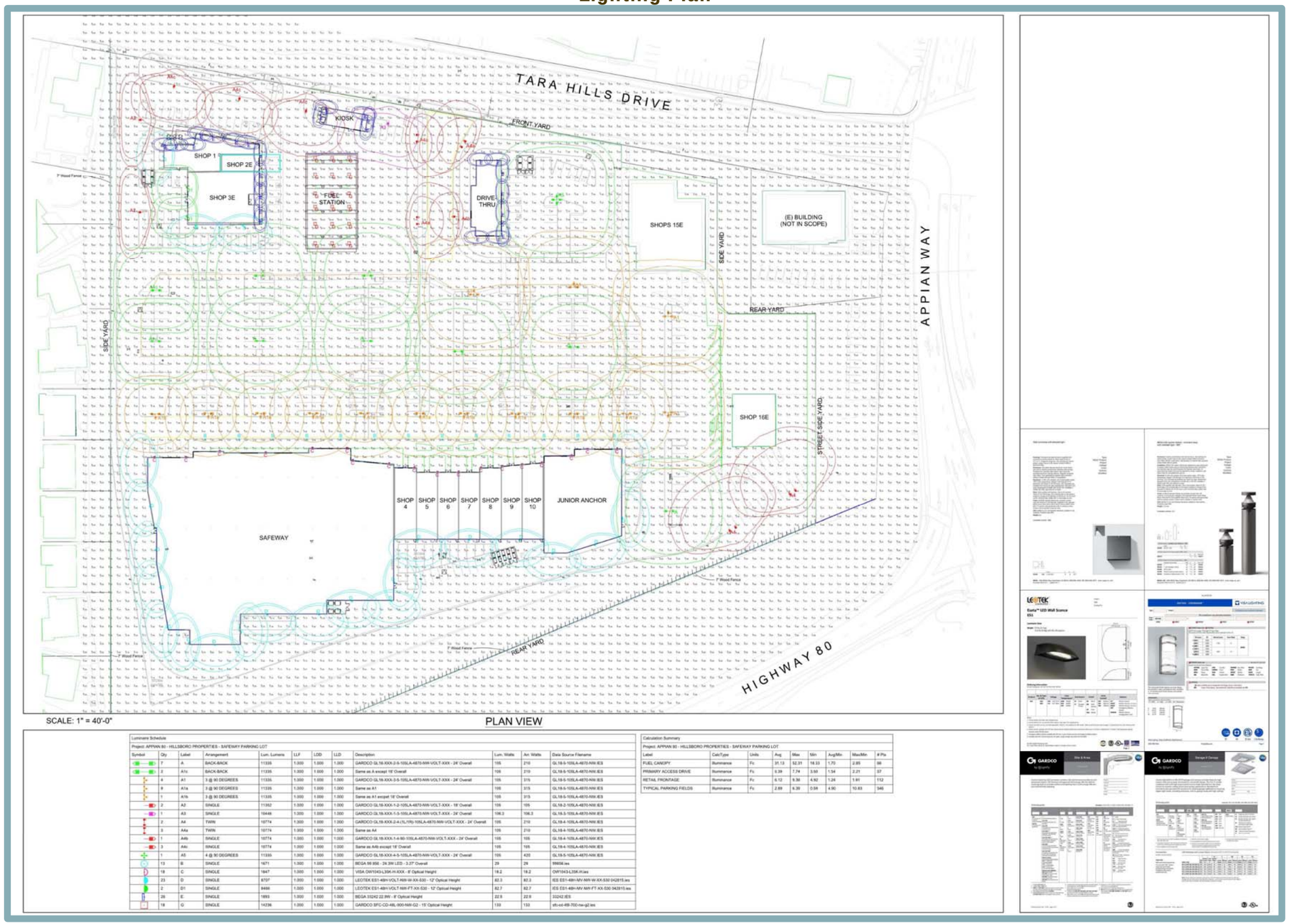
BEFORE

FROM ACROSS THE HIGHWAY

AFTER

FROM ACROSS THE HIGHWAY

Figure 23
Lighting Plan



Luminaire Schedule

Project: APPIAN 80 - HILLSBORO PROPERTIES - SAFEWAY PARKING LOT

Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	LDD	LLD	Description	Lum. Watts	Arr. Watts	Data Source Filename
	7	A	BACK-BACK	11335	1.000	1.000	1.000	GARDCO GL18-XXX-2-5-105LA-4870-NW-VOLT-XXX - 24' Overall	105	210	GL18-5-105LA-4870-NW.IES
	2	A1s	BACK-BACK	11335	1.000	1.000	1.000	Same as A except 18' Overall	105	210	GL18-5-105LA-4870-NW.IES
	4	A1	3 @ 90 DEGREES	11335	1.000	1.000	1.000	GARDCO GL18-XXX-3-5-105LA-4870-NW-VOLT-XXX - 24' Overall	105	315	GL18-5-105LA-4870-NW.IES
	9	A1a	3 @ 90 DEGREES	11335	1.000	1.000	1.000	Same as A1	105	315	GL18-5-105LA-4870-NW.IES
	1	A1b	3 @ 90 DEGREES	11335	1.000	1.000	1.000	Same as A1 except 18' Overall	105	315	GL18-5-105LA-4870-NW.IES
	2	A2	SINGLE	11352	1.000	1.000	1.000	GARDCO GL18-XXX-1-2-105LA-4870-NW-VOLT-XXX - 18' Overall	105	105	GL18-2-105LA-4870-NW.IES
	1	A3	SINGLE	10446	1.000	1.000	1.000	GARDCO GL18-XXX-1-3-105LA-4870-NW-VOLT-XXX - 24' Overall	106.3	106.3	GL18-3-105LA-4870-NW.IES
	2	A4	TWIN	10774	1.000	1.000	1.000	GARDCO GL18-XXX-2-4-(1L/1R)-105LA-4870-NW-VOLT-XXX - 24' Overall	105	210	GL18-4-105LA-4870-NW.IES
	3	A4a	TWIN	10774	1.000	1.000	1.000	Same as A4	105	210	GL18-4-105LA-4870-NW.IES
	1	A4b	SINGLE	10774	1.000	1.000	1.000	GARDCO GL18-XXX-1-4-90-105LA-4870-NW-VOLT-XXX - 24' Overall	105	105	GL18-4-105LA-4870-NW.IES
	3	A4c	SINGLE	10774	1.000	1.000	1.000	Same as A4b except 18' Overall	105	105	GL18-4-105LA-4870-NW.IES
	1	A5	4 @ 90 DEGREES	11335	1.000	1.000	1.000	GARDCO GL18-XXX-4-5-105LA-4870-NW-VOLT-XXX - 24' Overall	105	420	GL18-5-105LA-4870-NW.IES
	13	B	SINGLE	1671	1.000	1.000	1.000	BEGA 99 856 - 3x 3W LED - 3.27' Overall	29	29	99856.ies
	18	C	SINGLE	1847	1.000	1.000	1.000	VIDA OW1043-L30K-H-XXX - 8' Optical Height	18.2	18.2	OW1043-L30K-H.ies
	23	D	SINGLE	8707	1.000	1.000	1.000	LEOTEK ES1-48H-VOLT-NW-W-XX-530 - 12' Optical Height	82.3	82.3	IES ES1-48H-MV-NW-W-XX-530 042815.ies
	2	D1	SINGLE	8486	1.000	1.000	1.000	LEOTEK ES1-48H-VOLT-NW-FT-XX-530 - 12' Optical Height	82.7	82.7	IES ES1-48H-MV-NW-FT-XX-530 042815.ies
	26	E	SINGLE	1893	1.000	1.000	1.000	BEGA 33242 22.8W - 8' Optical Height	22.5	22.5	33242.IES
	18	G	SINGLE	14236	1.000	1.000	1.000	GARDCO SFC-CD-48L-900-NW-G2 - 15' Optical Height	133	133	sfc-cd-48l-700-nw-g2.ies

Calculation Summary

Project: APPIAN 80 - HILLSBORO PROPERTIES - SAFEWAY PARKING LOT

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min	# Pts
FUEL CANOPY	Illuminance	Fc	31.13	52.31	18.33	1.70	2.85	98
PRIMARY ACCESS DRIVE	Illuminance	Fc	0.39	7.74	0.50	1.54	2.21	37
RETAIL FRONTAGE	Illuminance	Fc	6.12	8.38	4.92	1.24	1.91	112
TYPICAL PARKING FIELDS	Illuminance	Fc	2.89	6.39	0.59	4.90	10.83	346

Furthermore, all on-site lighting fixtures would be subject to the regulations included in Chapter 17.46, Lighting, of the City's Municipal Code. Per Section 17.46.050(A), all outdoor lighting must be "designed, located, installed, directed downward or toward structures, fully shielded, and maintained in order to prevent glare, light trespass, and light pollution". Section 17.46.050(C) requires that all non-exempt outdoor lighting is recessed and/or constructed with full downward shielding to reduce light and glare trespass onto adjoining properties and public rights-of-way. All signage associated with the project would comply with the lighting standards established by Section 17.52.100(B), Sign Illumination, of the City's Municipal Code.

Based on the above, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Thus, a ***less-than-significant*** impact would occur.

II. AGRICULTURE AND FORESTRY RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	✖
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	✖

Discussion

a-e. The project site is currently developed with a commercial shopping center, is surrounded by existing development, and is characterized as "Urban and Built-Up Land" per the California Department of Conservation Farmland Mapping and Monitoring Program.[7] The site is zoned CMU-HDRO, which does not allow for agricultural uses. In addition, the project site is not under a Williamson Act contract. Furthermore, the project site is not considered forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)), and would not result in the loss or conversion of such land to non-forest use, nor conflict with existing zoning for, or cause for rezoning, of such land. The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. Therefore, ***no impact*** to agricultural and forest resources would occur with development of the proposed project.

[7] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed September 2019.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✖	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	✖	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a,b. The City of Pinole is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the BAAQMD. The SFBAAB area is currently designated as a nonattainment area for the State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter ($PM_{2.5}$), and State respirable particulate matter 10 microns in diameter (PM_{10}) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Bay Area has attained the 24-hour $PM_{2.5}$ federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal $PM_{2.5}$ AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation.

In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission and the Association of Bay Area Governments (ABAG).

The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which was adopted on October 24, 2001 and approved by the California Air Resources Board (CARB) on November 1, 2001. The plan was submitted to the USEPA on November 30, 2001 for review and approval. The most recent State ozone plan is the 2017 Clean Air Plan (CAP), adopted on April 19, 2017. The 2017 CAP was developed as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, toxic air contaminants (TACs), and greenhouse gases (GHGs). Although a plan for achieving the State PM_{10} standard is not required, the BAAQMD has prioritized measures to reduce PM in developing the control strategy for the 2017 CAP. The control strategy serves as the backbone of the BAAQMD's current PM control program.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal AAQS within the SFBAAB. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area

is currently designated nonattainment, consistent with applicable air quality plans.[8] The BAAQMD's established significance thresholds associated with development projects for emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO_x), as well as for PM_{10} and $PM_{2.5}$, expressed in pounds per day (lbs/day) and tons per year (tons/yr), are listed in Table 2. By exceeding the BAAQMD's mass emission thresholds for emissions of ROG, NO_X, PM_{10}, or $PM_{2.5}$, a project would be considered to conflict with or obstruct implementation of the BAAQMD's air quality planning efforts.

Table 2
BAAQMD Thresholds of Significance

Pollutant	Construction	Operational	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10} (exhaust)	82	82	15
$PM_{2.5}$ (exhaust)	54	54	10

Source: BAAQMD, CEQA Guidelines, May 2017.

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2016.3.2 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model. Accordingly, the proposed project's modeling assumes the following project and/or site-specific information:

- Construction would occur over an approximately two-year period;
- The project would include demolition of approximately 75,300 sf of building space;[9]
- The project would include import of 550 cubic yards (CY) of material and export of 2,215 CY of material during grading;
- The project would improve pedestrian network connectivity within the project site and by providing sidewalks; and
- Trip generation data was adjusted based on the Transportation Impact Study prepared for the proposed project by TJKM.

The proposed project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the proposed project's contribution to cumulative air quality conditions is provided below as well. All CalEEMod results are included as Appendix A to this IS/MND.

8 Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.

9 It should be noted that the existing building square footage was further refined since the time the project modeling was conducted. Based on the refinement, the amount of building space anticipated to be demolished has reduced from 75,300 to 75,164 square feet. Because the building space assumed to be demolished in the modeling is greater than what is actually expected, the emissions associated with demolition of such would be similar to or less than what has been estimated and presented in this IS/MND.

Construction Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 3. As shown in the table, the proposed project's construction emissions would be below the applicable thresholds of significance for ROG, NO_X, PM_{10}, and $PM_{2.5}$.

Table 3
Maximum Unmitigated Construction Emissions (lbs/day)

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	5.71	54	**NO**
NO_X	52.85	54	**NO**
PM_{10} (exhaust)	2.20	82	**NO**
PM_{10} (fugitive)	18.21	None	**N/A**
$PM_{2.5}$ (exhaust)	2.02	54	**NO**
$PM_{2.5}$ (fugitive)	9.97	None	**N/A**

Source: CalEEMod, November 2019 (see Appendix A).

All projects under the jurisdiction of the BAAQMD are required to implement all of the BAAQMD's Basic Construction Mitigation Measures, which include the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

The proposed project's required implementation of the BAAQMD's Basic Construction Mitigation Measures listed above would help to further minimize construction-related emissions. In particular, implementation of the foregoing measures would reduce fugitive dust emissions resulting from project construction.

Even without consideration of BAAQMD's Basic Construction Mitigation Measures, as shown in Table 3, construction of the proposed project would result in emissions of criteria air pollutants below BAAQMD's thresholds of significance. Consequently, the proposed project would not conflict with air quality plans during project construction.

Operational Emissions

According to the CalEEMod results, the proposed project would result in net maximum unmitigated operational criteria air pollutant emissions as shown in Table 4. As shown in the table, the proposed project's net increase in operational emissions would be below the applicable thresholds of significance. Furthermore, even without accounting for emissions from existing on-site development that would be renovated or demolished as part of the project, total proposed project emissions would remain below the applicable thresholds of significance.

Table 4
Unmitigated Maximum Operational Emissions

Pollutant	Emissions						Threshold of Significance		Exceeds Threshold?
	Existing		Proposed		Net Change				
	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr	
ROG	9.71	1.58	13.35	2.14	*3.64*	*0.56*	54	10	**NO**
NO_X	31.52	5.66	41.14	7.64	*9.62*	*1.98*	54	10	**NO**
PM_{10} (exhaust)	0.22	0.04	0.26	0.05	*0.04*	*0.01*	82	15	**NO**
PM_{10} (fugitive)	19.70	3.45	21.88	3.83	*2.18*	*0.38*	None	None	**N/A**
$PM_{2.5}$ (exhaust)	0.20	0.04	0.24	0.04	*0.04*	*0.00*	54	10	**NO**
$PM_{2.5}$ (fugitive)	5.27	0.93	5.85	1.03	*0.58*	*0.10*	None	None	**N/A**

Note: The above emissions estimates do not include emissions from existing on-site buildings that would not be altered as part of the proposed project.

Source: CalEEMod, November 2019 (see Appendix A).

Because the proposed project's operational emissions would be below the applicable thresholds of significance, the proposed project would not be considered to conflict with air quality plans during project operations.

Cumulative Emissions

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The thresholds of significance presented in Table 2 represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. If a project

exceeds the significance thresholds presented in Table 2, the proposed project's emissions would be cumulatively considerable, resulting in significant adverse cumulative air quality impacts to the region's existing air quality conditions. Because the proposed project would not result in emissions above the applicable thresholds of significance for ROG, NO_X, PM_{10}, or $PM_{2.5}$, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS.

Conclusion

As stated previously, the applicable regional air quality plans include the 2001 Ozone Attainment Plan and the 2017 CAP. Because the proposed project would not result in construction-related or operational emissions of criteria air pollutants in excess of BAAQMD's thresholds of significance, conflicts with or obstruction of the implementation of the applicable regional air quality plans would not occur. In addition, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state AAQS. Thus, a ***less-than-significant*** impact would result.

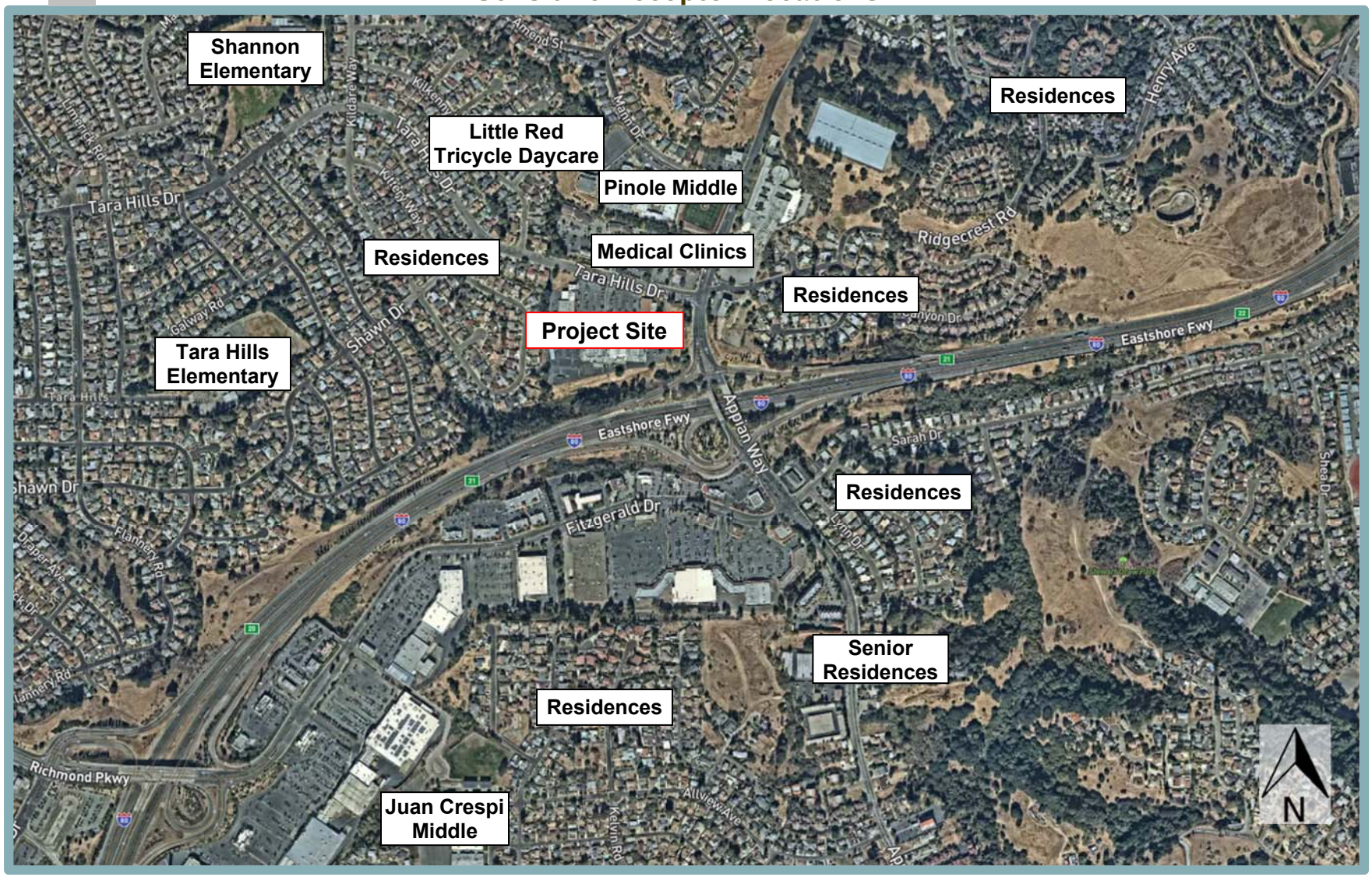
c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors would be the residences located approximately 30 feet from the western edge of the project site (see Figure 24). Additionally, it should be noted that several schools exist within the project area, with Pinole Middle School being the closest, at a distance of approximately 450 feet. Other nearby schools include Tara Hills Elementary School, located over 1,000 feet from the project site, Shannon Elementary School, located over 2,000 feet from the site, and Juan Crespi Middle School, located approximately 2,000 feet from the site. Various medical clinics are located approximately 300 feet northeast of the site, across Tara Hills Drive.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and toxic air contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood.

Figure 24
Sensitive Receptor Locations



In order to provide a conservative indication of whether a project would result in localized CO emissions that would exceed the applicable threshold of significance, BAAQMD has established screening criteria for localized CO emissions. According to BAAQMD, a proposed project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following conditions are true for the project:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans;
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, underpass, etc.).

The proposed project would not conflict with any applicable provisions of the Contra Costa Transportation Authority (CCTA) 2019 Congestion Management Program (CMP). Based on the Transportation Impact Study prepared for the proposed project by TJKM (see Appendix G),[10] with addition of project-related trips, none of the study roadways experience traffic volumes in excess of 44,000 vehicles per hour, or 24,000 vehicles per hour where vertical air mixing is substantially impeded. As such, the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, rail yards, and gas dispensing facilities (GDFs). The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Gasoline includes multiple TACs, which are released through various processes during the operation of GDFs. Such TACs include benzene, ethyl benzene, toluene, and xylene. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project would involve several components that would result in emissions of TACs. In particular, implementation of the proposed project would result in emissions related to project-construction, the use of heavy-duty diesel trucks to transport goods to and from the site, and operations of the proposed GDF. Each source of TACs is discussed in further depth in the sections below.

[10] TJKM. *Pinole Square, Transportation Impact Study.* October 31, 2019.

Construction Emissions

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project would likely be limited to two-years. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources.

Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low.

Heavy-Duty Diesel Trucks On-site

Operation of the proposed retail uses and the GDF would require the movement of goods to and from the project site through the use of trucks, which would likely include heavy-duty diesel trucks. The use of diesel trucks on-site would represent a source of DPM. The CARB considers distribution centers to be significant sources of DPM due to the high volume of heavy-duty diesel vehicles used in the distribution of goods. As defined by CARB, distribution centers are facilities that serve as a distribution point for the transfer of goods. Such facilities include cold storage warehouses, goods transfer facilities, and inter-modal facilities such as ports that attract in excess of 100 heavy-duty trucks per day.

The proposed project would not be considered a distribution center, and, thus, operations of the proposed project would not be considered to involve a substantial amount of DPM emissions from heavy-duty diesel vehicles. Furthermore, the project site is currently developed with commercial retail uses; although the proposed project would result in the introduction of new types of commercial uses, which may slightly increase the number of heavy-duty diesel vehicles accessing the site, the increase would likely be minimal, and operational emissions of DPM from the site are anticipated to remain similar to existing levels of such emissions. Based on a preliminary truck delivery schedule, total daily truck traffic would involve an estimated three Safeway trucks, 10 to 15 small vendor trucks, and one to two fuel tankers. As discussed in Section XIII, Noise, of this IS/MND, worst-case hour truck traffic at the project site would involve up to four heavy-duty trucks and eight medium-duty trucks. Given the anticipated number of truck deliveries per day, operation of the proposed project would not be considered a significant source of DPM from heavy-duty vehicles per the CARB's Handbook.

Considering that the project would not be classified as a distribution center and that the proposed project would not be anticipated to substantially increase the number of heavy-duty vehicles accessing the site, implementation of the proposed project would not result

in substantial emissions of DPM. Accordingly, nearby receptors would not be exposed to substantial concentrations of DPM from heavy-duty diesel trucks.

GDF Operations

As noted previously, GDFs are considered sources of various types of TACs. To address potential health impacts that could result from the proposed GDF (i.e., Safeway fueling station) operations upon the nearby residential neighborhood to the west, emissions of pollutants related to gasoline dispensing activities were estimated and the potential health risks were subsequently calculated. The CARB's screening threshold for GDFs is a gasoline throughput of 3.6 million gallons per year. For the purpose of this analysis, the average daily vehicle trips associated with the service station in conjunction with an average fill volume per vehicle were used to estimate an annual gasoline throughput of approximately 4.4 million gallons. Because the proposed GDF would be over the CARB's screening threshold, a detailed health risk assessment was performed, and is discussed in further detail below.

To assess the potential impacts of TACs, the BAAQMD maintains thresholds of significance for the review of local community risk and hazard impacts. The thresholds are designed to assess the impact of new sources of TACs on existing sensitive receptors. Based on the BAAQMD thresholds, the proposed project would result in a significant impact related to TACs if, due to the exposure of sensitive receptors to TACs related to operations of the GDF, nearby sensitive receptors would experience an increased cancer risk of greater than or equal to 10 in one million people, or experience a chronic or acute hazard index of greater than or equal to 1.0.[11]

Following the guidance within the BAAQMD's *Recommended Methods for Screening and Modeling Local Risks and Hazards*,[12] as well as guidance from other air districts within California such as the San Joaquin Valley Air Pollution Control District,[13] the concentrations of pollutants from operation of the GDF were calculated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD) dispersion model. The associated cancer risk and non-cancer (chronic and acute) hazard index were calculated using the CARB's Hotspot Analysis and Reporting Program 2 Risk Assessment Standalone Tool (HARP 2 RAST),[14] which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.[15] In addition to the guidance provided by the BAAQMD, further modeling guidance was obtained through the California Air Pollution Control Officers Association's (CAPCOA) Guidance document, *Gasoline Service Station Industrywide Risk Assessment Guidelines*, as well as the USEPA's *User's Guide for the AMS/EPA Regulatory Model – AERMOD*,[16] and the 2015 OEHHA Guidance Manual.

---

11 Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.

12 Bay Area Air Quality Management District. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2012.

13 San Joaquin Valley Air Pollution Control District. *Guidance for Air Dispersion Modeling*. August 2006.

14 California Air Resources Board. *User Manual for the Hotspots Analysis and Reporting Program Health Risk Assessment Standalone Tool, Version 2*. March 17, 2015.

15 Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.

16 U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model – AERMOD*. September 2004.

Considering that GDFs result in the emission of various TACs, potential risks related to the exposure of receptors to benzene, ethyl benzene, toluene, and xylene were considered. As shown in Figure 24, the project site is in proximity to various receptors, with the nearest existing sensitive receptor being the residences located approximately 30 feet from the western edge of the project site. Additionally, several schools exist within the project area, with Pinole Middle School being the closest at a distance of approximately 450 feet. Other nearby schools include Tara Hills Elementary School, located over 1,000 feet from the project site, Shannon Elementary School, located over 2,000 feet from the site, and Juan Crespi Middle School, located approximately 2,000 feet from the site. Thus, pollutant concentrations at all nearby receptors were estimated. Although pollutant concentrations at all nearby receptors were estimated, for the purpose of determining potential health risks, only the highest estimated pollutant concentrations were used in calculating cancer risk and hazard indices. The receptor experiencing the highest estimated pollutant concentrations was considered to be the maximally exposed receptor, and would experience the highest potential health risks. Health risks to all other receptors would likely be lower than the health risks to the maximally exposed receptor, because all other receptors would be exposed to lower concentrations of GDF related pollutants as compared to the maximally exposed receptor. Considering that both schools and residences exist in proximity to the project site, the estimation of health risks conservatively assumed that nearby receptors would be continuously exposed to pollutants from the GDF at the maximum estimated concentrations. By using the maximum estimated concentrations and assuming continuous exposure to pollutants, the estimated health risks are considered a worst-case estimate of potential health risks, and actual health risks to receptors in the project area would likely be lower than the levels presented within this analysis.

Table 5 presents the combined cancer risks and non-cancer hazard indexes for the foregoing pollutants. It should be noted that the cancer risks and non-cancer hazard indexes presented in Table 5 represent the risks over a 30-year exposure period.

Table 5
Maximum Cancer Risk and Hazard Index Associated with the Proposed GDF Operations

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
At Maximally Exposed Receptor	3.29	0.12	0.02
Thresholds of Significance	*10*	*1.0*	*1.0*
Exceed Thresholds?	**NO**	**NO**	**NO**

Sources: AERMOD and HARP 2 RAST, December 2019 (see Appendix B).

As shown in Table 5 above, TAC emissions related to the operation of the proposed GDF would not result in health risks to the maximally exposed receptor in excess of the BAAQMD's thresholds for cancer risk and/or non-cancer hazard index.

Criteria Pollutants

The BAAQMD thresholds of significance were established with consideration given to the health-based air quality standards established by the NAAQS and CAAQS, and are

designed to aid the district in achieving attainment of the NAAQS and CAAQS.[17] Although the BAAQMD's thresholds of significance are intended to aid achievement of the NAAQS and CAAQS for which the SFBAAB is in nonattainment, the thresholds of significance do not represent a level above which individual project-level emissions would directly result in public health impacts. Nevertheless, a project's compliance with BAAQMD's thresholds of significance provides an indication that criteria pollutants released as a result of project implementation would not inhibit attainment of the health-based regional NAAQS and CAAQS. Because project-related emissions would not exceed the BAAQMD's thresholds, and, thus, would not inhibit attainment of regional NAAQS and CAAQS, the criteria pollutants emitted during project implementation would not be anticipated to result in measurable health impacts to sensitive receptors. Accordingly, the proposed project would not expose sensitive receptors to excess concentrations of criteria pollutants.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of criteria pollutants or localized CO or TACs during construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Emissions such as those leading to odor have the potential to adversely affect people. Emissions of principal concern include emissions leading to odors, emission that have the potential to cause dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections "a" through "d" above. Therefore, the following discussion focuses on emissions of odors and dust.

Per the BAAQMD CEQA Guidelines, odors are generally regarded as an annoyance rather than a health hazard.[18] Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses.

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction activities would be temporary, and hours of operation for construction equipment would be restricted to the hours of 7:00 AM and 5:00 PM Monday through Friday on non-federal holidays, and 9:00 AM to 6:00 PM on Saturdays as long as it is interior work and does not generate significant noise per Section 15.02.070 of the City of Pinole Municipal Code. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air

[17] Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.
[18] *Ibid.*

pollutant sources. The aforementioned regulations would help to minimize emissions, including emissions leading to odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

Operations of the proposed restaurant uses would have the potential to result in emissions of odors related food preparation and disposal. In particular, preparation of oily food, some baking processes, and cooking using charbroiling grills may create odorous emissions. However, commercial kitchens and cooking areas are required to comply with state and local regulations associated with cooking equipment and controls, such as grease filtration and removal systems, exhaust hood systems, and blowers to move air into the hood systems, through air cleaning equipment, and then outdoors. Such equipment would ensure that pollutants associated with smoke and exhaust from cooking surfaces would be captured and filtered, allowing only filtered air to be released into the atmosphere. In addition, the disposal of solid waste, including putrescible waste, such as food waste, is regulated under Chapter 8.08, Solid Waste, of the City's Municipal Code. Section 8.08.040 of the Municipal Code requires that waste be collected and properly disposed of at least as frequently as every seven days. The collection of such waste in a timely manner would ensure that food waste does not decompose and create substantial objectionable odors. In addition, Section 8.08.080 requires property owners to maintain sanitary solid waste receptacles, and Section 8.08.090 requires the property owners to subscribe to and pay for necessary solid waste collection service.

It should be noted that BAAQMD regulates objectionable odors through Regulation 7, Odorous Substances, which does not become applicable until the Air Pollution Control Officer (APCO) receives odor complaints from ten or more complainants within a 90-day period. Once effective, Regulation 7 places general limitation on odorous substances and specific emission limitations on certain odorous compounds, which remain effective until such time that citizen complaints have been received by the APCO for one year. The limits of Regulation 7 become applicable again when the APCO receives odor complaints from five or more complainants within a 90-day period. Thus, although not anticipated, if odor complaints are made after the proposed project is developed, the BAAQMD would ensure that such odors are addressed and any potential odor effects are minimized or eliminated.

As noted previously, all projects under the jurisdiction of BAAQMD are required to implement the BAAQMD's Basic Construction Mitigation Measures. Such measures would act to reduce construction-related dust by ensuring that haul trucks with loose material are covered, reducing vehicle dirt track-out, and limiting vehicle speeds within project site, among other methods, which would ensure that construction of the proposed project does not result in substantial emissions of dust. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, and non-paved areas would be landscaped. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and a ***less-than-significant*** impact would result.

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

Discussion

a. Currently, the project site consists of a commercial shopping center. With the exception of a 15,214-sf parcel located to the northwest of the existing Bank of America Building (1201 Tara Hills Drive) and a rectangular area located directly to the north of the existing China Delight restaurant, the project site is developed with impervious surfaces and landscaping features. The undeveloped areas have both been subject to prior grading and, thus, are heavily disturbed. As part of Phase I, the proposed project would include removal of 44 of the 45 existing on-site trees, construction of parking lot improvements throughout the project site, and demolition of a portion of the existing on-site buildings. The unimproved 15,214-sf parcel within the northern portion of the site would be developed with parking spaces, landscaping and hardscape features, and a bus pocket. Upon completion of Phases I and II, the rectangular parcel located north of the existing China Delight restaurant would remain vacant and undeveloped.

Special-status species include plant and wildlife species that are listed as endangered or threatened, or are candidates for this listing under the Federal and State Endangered Species Acts. Special-status species are defined as follows:

- Species that are listed, formally proposed, or designated as candidates for listing as threatened or endangered under the federal Endangered Species Act (FESA);
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA);
- Plant species that are on the California Rare Plant Society (CNPS) Rank 1 and 2;

- Animal species that are designated as Species of Special Concern or Fully Protected by the California Department of Fish and Wildlife (CDFW); and
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA guidelines.

In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal.

As noted above, the project site is currently developed with a shopping center. Thus, the potential for special-status species to occur on-site is very low. Nonetheless, given that the site contains two areas that are not currently developed with impervious surfaces, Raney Planning & Management, Inc. conducted a search of the California Natural Diversity Database (CNDDB) maintained by the CDFW for the project site quadrangle, the Richmond quadrangle, in order to identify documented occurrences of special-status species in the vicinity of the project area. Each species identified by CNDDB within the Richmond quadrangle was evaluated to determine the location of the species relative to the project site, as well as whether the site meets the habitat requirements of each species. Based on the results of the CNDDB search, a total of 13 special-status plant species and 19 special-status wildlife species are known to occur within the project region.

Of the 13 special-status plant species, none are likely to occur on the project site due to the developed/disturbed nature of the site and area, as well as habitat requirements that are not present on-site (i.e., salt marshes, woodland, forest, chaparral, etc.). It should be noted that Santa Cruz tarplant has been documented to the south of the site across I-80 (approximately 0.11-mile from the site boundary) and approximately 1.2 miles west of the site near Crestwood Drive. However, such occurrences are from 1982 and 1993, respectively, and predate extensive development that has since occurred in both areas. Due to the disturbed nature of the site and the absence of potentially suitable habitat, special-status plants are not anticipated to be present on the site. Thus, the proposed project would not result in substantial adverse effects to special-status plant species.

Of the 19 special-status wildlife species, 16 are unlikely to occur on the project site due to habitat requirements, including, but not limited to, aquatic features, forest, marsh, and chaparral. However, the existing on-site trees, as well as brush within the unimproved parcel located within the northern portions of the site, could provide potential nesting habitat for white-tailed kite, as well as nesting and migratory birds protected by the MBTA. In addition, pallid bat and Townsend's big-eared bat have the potential to roost in on-site tree cavities or within existing on-site buildings proposed for demolition as part of the project.

Based on the above, the proposed project would not result in any impacts to special-status plant species. However, the potential exists for construction activities to result in adverse effects to select special-status wildlife species. Therefore, the proposed project could result in a ***potentially significant*** impact related to species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or U.S. Fish and Wildlife Service.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

White-Tailed Kite and Nesting and Migratory Birds

IV-1 *The project applicant shall implement the following measures prior to initiation of demolition activities, tree removal, or other ground-disturbing activities:*

- *If any site disturbance or construction activity for any phase of development begins outside the February 1 to August 31 breeding season, a preconstruction survey for active nests shall not be required.*
- *If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active nests from publicly accessible areas within 14 days prior to site disturbance or construction activity for any phase of development. The survey area shall cover the construction site and the area surrounding the construction site, including a 50- to 100-foot radius for MBTA birds, and a 250-foot radius for birds of prey, if accessible. If an active nest of a bird of prey, MBTA bird, or other protected bird is not found, then further mitigation measures shall not be necessary. The results of the preconstruction survey shall be submitted to the City of Pinole Community Development Department for review.*
- *If an active nest of a bird of prey, MBTA bird, or other protected bird is discovered that may be adversely affected by any site disturbance or construction, or an injured or killed bird is found, the project applicant shall comply with the following measures:*
    - *Notify the City of Pinole Community Development Department.*
    - *The biologist shall establish a minimum 250-foot Environmentally Sensitive Area (ESA) around the nest if the nest is of a bird of prey, and a 50- to 100-foot ESA around the nest if the nest is of an MBTA bird other than a bird of prey. The ESA may be reduced if the biologist determines that a smaller ESA would still adequately protect the active nest. Work may not occur within the ESA until the biologist determines that the nest is no longer active.*

Roosting Bats

IV-2 *The project applicant shall implement the following measures prior to initiation of demolition activities or tree removal:*

- *A qualified biologist shall conduct a pre-construction survey for roosting bats at the project site within 14 days prior to initiation of building demolition or tree removal at the project site.*

- *Survey results shall be submitted to the City of Pinole. If active maternity bat roosts are not found within the survey area, further mitigation is not required.*
- *If active bat roosts are found, the biologist shall identify a suitable construction-free buffer around the maternity roost. An example of a suitable construction free buffer is 50 feet; however, each buffer distance should be determined on a case-by-case basis by the qualified biologist. The buffer shall be identified on the ground with flagging or fencing, and shall be maintained until a qualified biologist has determined that the tree and snag impacts would not adversely affect bat survival or survival of their young.*

b,c Currently, the project site is developed with a commercial shopping center. The project site does not include any existing wetlands, waterways, or other sensitive habitat. It should be noted that an existing gully is located to the south of the site, between the southern site boundary and I-80. However, while the proposed on-site renovations would include paving activities uphill from the gully, the project would be required to comply with various Best Management Practices to be described in the Storm Water Pollution Prevention Plan (SWPPP) to be prepared for the site, as discussed in Section X of this IS/MND. Such Best Management Practices would prevent the discharge of polluted runoff to the gully. Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or U.S. Fish and Wildlife Service, or on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.). Thus, a ***less-than-significant*** impact would occur.

d. The project site is currently developed with commercial buildings, a parking lot, and associated improvements. In addition, the site is bordered by existing development to the north, east, and west. I-80 is located approximately 150 feet to the south of the site. Thus, the project site does not support any substantial wildlife movement corridors. The project site does not contain streams or other waterways that could be used by migratory fish or as a wildlife corridor for other wildlife species. While an existing gully is located to the south of the site, the proposed on-site renovations would not include any construction activities within close proximity to the gully. Thus, the proposed project would not result in any effects related to wildlife movement associated with the feature. As such, the project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, and a ***less-than-significant*** impact would occur.

e. Per the City of Pinole's Tree Removal Ordinance, as included in Chapter 17.96 of the Municipal Code, trees that are considered "protected" are defined as follows:

- Trees with a single perennial stem of 12 inches or larger in circumference (four inches in diameter) measured at 4.5 feet above grade, of the following species: Coast live oak, Madrone, Buckeye, Black Walnut, Redwood, Big Leafed Maple, Redbud, California Bay, Toyon; and
- Any other tree with a single stem greater than 56" or larger in circumference (18" in diameter) and 4.5 feet above the natural grade; nut and fruit trees, palms, and eucalyptus are not protected.

In order to evaluate the eligibility of the existing on-site trees for protection under the Tree Removal Ordinance, an Arborist Report was prepared for the proposed project by HortScience, Inc. (see Appendix B).[19] As part of the Arborist Report, all on-site trees with diameters measuring six inches or greater at 4.5 feet above grade, or four inches or greater for native species, were surveyed, tagged with an identifying number, and evaluated for health and structural condition.

A total of 70 trees were assessed, including 45 on-site trees and 25 off-site trees, representing 25 species. All on-site trees were determined to be planted as landscaping features, rather than indigenous to the site. A total of 61 of the 70 trees were rated as "fair" condition; three were rated as "poor", and six were rated as "good". HortScience, Inc. determined that 42 of the 70 surveyed trees are protected by the City's Municipal Code. Of the 42 protected trees, 23 are located off-site.

As part of the proposed project, removal of 44 of the 45 existing on-site trees sized six inches or larger (four inches or larger for native trees) would be required in order to accommodate the proposed renovations; 19 of the trees proposed for removal are considered protected. The 23 protected trees located off-site, adjacent to the western site boundary, would be retained, as well as one existing on-site protected tree located along the eastern site frontage at Tara Hills Drive. Chapter 17.96 of the City's Municipal Code requires a tree removal permit be obtained prior to removal of any protected trees, as well as tree replacement at a ratio of 1:1.

Considering the above, the proposed project could conflict with the City's Tree Protection Ordinance, which would be considered a ***potentially significant*** impact.

Mitigation Measures

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

IV-3 *Removal of protected trees shall comply with the tree removal permit requirements outlined in Section 17.96.060 of the Pinole Municipal Code, as follows:*

1. *The project applicant shall file an application for a tree removal permit with the Development Services Department for all 19 protected trees proposed for removal as part of the proposed project. The applicant shall file the application concurrently with submittal of final construction drawings.*

2. *The application shall contain the precise number, species, size and location of the protected tree(s) to be cut down, destroyed, or removed and a statement of the reason for removal, the signature of the property owner authorizing such removal, the signature of the person actually performing the work if different than the property owner and if known at the time of the application, as well as any other pertinent information the Development Services Department may require. The applicant shall submit five copies of drawing and*

[19] HortScience, Inc. *Arborist Report, Pinole Square, CA.* October 2017.

a fee prescribed by City Council resolution to cover the cost of investigation and processing.

3. *Any tree removed shall be replaced in accordance with Section 17.44.070 of the City's Zoning Ordinance, at the expense of the project applicant.*

4. *The project applicant shall provide a tree survey plan specifying the precise location and dripline of all existing trees (protected trees and non-protected trees) on the property.*

For the single protected tree to be retained (identified as Tree #3 in the 2017 Arborist Report prepared for the proposed project by HortScience, Inc.), ongoing maintenance of the tree shall comply with the tree preservation requirements outlined in Section 17.96.070 of the Pinole Municipal Code, as follows:

1. *Prior to and during any demolition, grading or construction, all protected trees within a development area shall be protected by a six (6) foot high chain link (or other material approved by the Development Services Department) fence installed around the outside of the dripline of each tree.*

2. *No oils, gas, chemicals, liquid waste, solid waste, heavy construction machinery or other construction materials shall be stored or allowed to stand within the dripline of any tree.*

3. *No equipment washout will be allowed to occur within the dripline of any tree.*

4. *No signs or wires, except those needed for support of the tree, shall be attached to any tree. Should protected trees be damaged, the developer, contractor, or any agent thereof shall comply with the requirements outlined in Section 17.96.090 of the Pinole Municipal Code, as described below.*

5. *If any damage occurs to a protected tree during construction, the developer, contractor, or any agent thereof shall immediately notify the Development Services Department so that professional methods of treatment accepted by the Development Services Department may be administered. The repair of the damage shall be at the expense of the responsible party and shall be by professional standards, approved by the Development Services Department. Failure to comply shall result in a stop work order.*

f. The project site is not located within an area that is subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would have ***no impact*** related to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	✖	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

a. Historical resources are features that are associated with the lives of those of historical significance and/or particular significant events. Various characteristics of the type of significance, or method of construction may be likely to yield important information about the history of the local area. The City's General Plan and the General Plan EIR provide a list of historic buildings in the City of Pinole.[20] In addition, The National Register of Historic Places (NRHP) lists multiple historic buildings, districts, events, and artifacts found in Contra Costa County. Examples of structures having identified cultural significance in the City of Pinole are the Bank of Pinole and the Fernandez Mansion. The Bank of Pinole is located approximately one mile east and the Fernandez Mansion is located approximately one-mile northeast of the proposed project site.

A records search of the California Historic Resources Information System (CHRIS) was performed by the Northwest Information Center for cultural resource site records and survey reports within the project area.[21] Based on the results of the CHRIS search, per the State Office of Historic Preservation Directory (which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places), listed recorded buildings or structures do not occur in or adjacent to the project site.

The project site is currently developed with the Appian 80 Shopping Center, which includes a Safeway grocery store, a vacant CVS pharmacy, and various other smaller businesses. The structures were developed between 1968 and 1993, with various renovations and demolition activities occurring up to 1998. Structures that are 50 years of age or older may be eligible for consideration as historic resources under the California Register of Historic Places (CRHP). The CRHR eligibility criteria include the following per CEQA Guidelines Section 15064.5(a)(3):

(1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
(2) It is associated with the lives of persons important to local, California, or national history;
(3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
(4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

[20] City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.
[21] Northwestern Information Center. *Record search results for the proposed Pinole Square Project at 1200-1577 Tara Hills Drive, Pinole, CA.* August 20, 2019.

In addition, the resource must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

While a portion of the on-site structures may be at least 50 years old, none of the existing structures are known to be associated with any significant historical events in the project region or California, and the structures are not likely to yield information important to the prehistory or history of the local area, California, or the nation. In addition, the structures have not been occupied or owned by any persons important to local, State, or national history, and do not possess any unique architectural elements. Many of the structures are vacant and dilapidated. Therefore, the existing on-site structures are not eligible for consideration as historical resources per the CRHR eligibility criteria, and, thus, would not be considered historical resources.

Based on the above, the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, and a ***less-than-significant*** impact would occur.

b,c. According to the CHRIS search, the project site has been subject to one cultural resource study, conducted in 2011, that covered approximately half of the site. The study did not identify any recorded archaeological resources within the project site. In addition, a search of the Native American Heritage Commission (NAHC) Sacred Lands File yielded negative results.[22] The site has been subject to extensive disturbance associated with development of the existing on-site structures, parking areas, and associated improvements. However, per the CHRIS search, a moderate potential exists for unrecorded archaeological resources or Native American tribal cultural resources to occur within the project area.

Based on the above, unknown archaeological resources, including human remains, have the potential to be uncovered during ground-disturbing construction and excavation activities at the project site. If previously unknown resources are encountered during construction activities, the proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of dedicated cemeteries, during construction. Therefore, impacts could be considered ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a ***less-than-significant*** level.

V-1 *In the event a potentially significant cultural resource is encountered during subsurface earthwork activities, all construction activities within a 100-foot radius of the find shall cease and workers should avoid altering the materials until an archaeologist who meets the Secretary of Interior's Professional Qualification Standards for archaeology has evaluated the find. The Applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The qualified archeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered*

[22] Native American Heritage Commission. *Pinole Square Project, City of Pinole; Richmond USGS Quadrangle, Contra Costa County, California.* July 30, 2019.

resources, including but not limited to, culturally appropriate temporary and permanent treatment, which may include avoidance of cultural resources, in-place preservation, and/or re-burial on project property so the resource(s) are not subject to further disturbance in perpetuity. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. If necessary, excavation and evaluation of the finds shall comply with Section 15064.5 of the CEQA Guidelines.

Potentially significant cultural resources include, but are not limited to, stone, bone, glass, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project site shall be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and will be submitted to the City of Pinole, the Northwest Information Center, and the State Historic Preservation Office (SHPO), as required.

V-2 *If human remains, or remains that are potentially human, are found during construction, a professional archeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance. The archaeologist shall notify the Contra Costa County Coroner (per §7050.5 of the State Health and Safety Code). The provisions of §7050.5 of the California Health and Safety Code, §5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner shall notify the Native American Heritage Commission (NAHC), which then shall designate a Native American Most Likely Descendant (MLD) for the project (§5097.98 of the Public Resources Code). The designated MLD shall have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the applicant does not agree with the recommendations of the MLD, the NAHC can mediate (§5097.94 of the Public Resources Code). If an agreement is not reached, the qualified archaeologist or most likely descendent must rebury the remains where they shall not be further disturbed (§5097.98 of the Public Resources Code). This shall also include either recording the site with the NAHC or the appropriate Information Center, using an open space or conservation zoning designation or easement, or recording a reinternment document with the county in which the property is located (AB 2641). Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.*

.

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

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations, is provided below.

California Green Building Standards Code

The 2019 CBSC, otherwise known as the CAL Green Code (CCR Title 24, Part 11), became effective on January 1, 2020.[23] The purpose of the CAL Green Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CBSC standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of Electric Vehicle charging infrastructure in non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 sf to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2019 Building Energy Efficiency Standards were implemented as the new standard for all development on January 1, 2020. The new non-residential building standards

[23] California Building Standards Commission. *California Green Building Standards Code*. 2019.

enable the use of highly efficient air filters and improve ventilation systems, as well as lighting improvements, requiring approximately 30 percent less energy than those built under the previous 2016 standards.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Even during the most intense period of construction, due to the different types of construction activities (e.g., demolition, site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

The CARB has prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan),[24] which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The In-Use Off Road regulation described in the Air Quality section of this IS/MND, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

[24] California Air Resources Board. *The 2017 Climate Change Scoping Plan Update.* November, 2017.

Operational Energy Use

Energy use associated with operation of the proposed project would be typical of retail development uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by employee commutes and the movement of goods.

The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as door and window interlocks, direct digital controls for HVAC systems, and high efficiency outdoor lighting. For example, all lighting fixtures to be included in the project would be high-efficiency LED. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by PG&E would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during project operations would originate from renewable sources.

Due to the age of the existing buildings, redevelopment of the site and compliance with the more stringent Building Energy Efficiency Standards currently in place would result in less energy consumption than what currently occurs on the site.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	✖	☐
iv. Landslides?	☐	☐	✖	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	✖	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	✖	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

Discussion

ai-ii. As noted in the City of Pinole General Plan EIR, sufficiently active faults are defined as faults that have evidence of surface displacement within the last 10,000 years.[25] The nearest active faults relative to the City's Planning Area are the Pinole Fault, located approximately 0.9-mile east of the project site, and the Hayward Fault, located approximately 1.5 to 3.9 miles west of the City.[26] Known active or potentially active faults do not exist on the project site. In addition, per the City of Pinole General Plan, the City is not located within a State-designated Alquist-Priolo Fault Zone. Thus, the potential for fault rupture risk at the project site is relatively low.

Earthquakes of moderate to high magnitude generated by the above faults could cause considerable ground shaking at the project site. However, proper engineering of the proposed buildings in compliance with the standards included in the 2019 CBSC would ensure that the project would not be subject to substantial risks related to seismic ground shaking. Conformance with the design standards is enforced through building plan review and approval by the City to ensure proper engineering of the buildings to reduce the risks related to seismic ground shaking to the extent feasible. Based on the above, a ***less-than-significant*** impact would occur related to seismic surface rupture and strong seismic ground shaking.

[25] City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.
[26] City of Pinole. *General Plan Update, Draft Environmental Impact Report* [Figure 4.8-2]. 2010.

aiii-aiv. Liquefaction is a phenomenon in which granular material is transformed from a solid state to a liquefied state as a consequence of increased pore-water pressure and reduced effective stress. Increased pore-water pressure is induced by the tendency of granular materials to densify when subjected to cyclic shear stresses associated with earthquakes. Per the General Plan EIR, based upon known soil, groundwater, and ground shaking conditions within the City's Planning Area, the potential for liquefaction within the Planning Area is considered low.[27]

As part of a Geotechnical Investigation prepared for the proposed project by Cornerstone Earth Group (see Appendix C), the project site was screened for liquefaction potential by retrieving samples from the site, performing visual classification of sampled materials, and performing various tests to further classify soil properties.[28] Based on the results of the screening analysis, the soils within the project site have a low potential for liquefaction. Thus, the proposed structures would not be subject to substantial risk from seismically induced liquefaction.

Seismically-induced landslides may be triggered by both natural and human induced changes to the environment, which can create slope instability. The risk of landslide hazard is greatest in areas with steep, unstable slopes. South of the southern site boundary, the ground surface slopes downward, creating a wide gully between the project site and I-80. However, the proposed project would not involve any work within the southern slope areas. In addition, the site has been subject to prior grading and development associated with the Appian 80 Shopping Center. The proposed project would not include any modifications that would result in substantially increased landslide risk relative to existing conditions.

Based on the above, seismically induced landslides and liquefaction would not be likely to pose a risk to the proposed project. Thus, a ***less-than-significant*** impact would occur.

b. Issues related to erosion are discussed in Section X, Hydrology and Water Quality, of this IS/MND. As noted therein, with implementation of Mitigation Measure X-1 the proposed project would not result in substantial soil erosion or the loss of topsoil. Thus, a ***less-than-significant*** impact would occur.

c,d. As noted above, the proposed project would not be subject to substantial risks related to landslide or liquefaction. Issues related to lateral spreading, subsidence, collapse, and expansive soils are discussed below.

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. Per the Geotechnical Investigation, given that the potential for liquefaction at the project site is relatively low, the potential for lateral spreading to affect the proposed project is also low.

As noted in the Geotechnical Investigation, loose, unsaturated, sandy soils have the potential to settle during strong seismic shaking. Based on the stiff to very stiff clays and

---

27 City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.

28 Cornerstone Earth Group. *Design-Level Geotechnical Investigation, Pinole Square Shopping Center, 1421 Tara Hills Drive, Pinole, California.* October 31, 2019.

medium dense to dense sands encountered on-site by Cornerstone Earth Group, the potential for substantial differential seismic settlement to affect the proposed improvements is low. However, as discussed in greater detail in Section IX, Hazards and Hazardous Materials, former Underground Storage Tank (UST) locations on the project site have been subject to prior backfilling associated with UST removal. Such fill is considered undocumented and may be susceptible to densification following potential future strong ground shaking in the project region. Such undocumented soils would require removal and replacement with compacted fill.

Expansive soils can undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. Per the Geotechnical Investigation, moderately expansive to highly expansive surficial soils were encountered at varying depths throughout the project site. To reduce the potential for damage of the proposed structures, slabs-on-grade would require sufficient reinforcement and support by a layer of non-expansive fill, with footings extending below the zone of seasonal moisture fluctuation. In the absence of project-specific design considerations, a potentially significant impact could occur related to expansive soils.

Based on the above, the proposed project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and could be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code. Thus, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

VII-1 *All grading and foundation plans for the proposed project shall be designed by a Civil and Structural Engineer and reviewed and approved by the Director of Public Works/City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the Geotechnical Investigation are properly incorporated and utilized in the project design, including recommendations related to undocumented fill, and expansive soils.*

e. The proposed project would connect to existing City sewer services. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. The City's General Plan does not note the existence of any unique geologic features within the City. Consequently, implementation of the proposed project would not be anticipated to have the potential to result in direct or indirect destruction of unique geologic features.

The City's General Plan indicates that known paleontological resources do not exist within the City Planning Area. However, development allowed under the General Plan could result in the discovery and disturbance of previously unknown or undiscovered

paleontological resources. As noted in the City's General Plan EIR,[29] paleontological resources include fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil bearing rock strata.

Although the proposed project is not anticipated to have the potential to result in the destruction of unique geologic features, previously unknown paleontological resources could exist within the project site. Thus, ground-disturbing activity associated with the proposed project, including grading and trenching, would have the potential to disturb or destroy such resources if present. Therefore, the proposed project could result in the direct or indirect destruction of a unique paleontological resource, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

VII-2 *Should construction or grading activities result in the discovery of unique paleontological resources, all work within 100 feet of the discovery shall cease. Examples of paleontological resources can include, but are not limited to, vertebrate fossils (e.g., teeth, bones), unusually large or dense accumulations of intact invertebrates, and well-preserved plant material (e.g., leaves). The Community Development Department shall be notified, and the resources shall be examined by a qualified archaeologist, paleontologist, or historian, at the developer's expense, for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist, paleontologist, or historian shall submit to the Community Development Department for review and approval a report of the findings and method of curation or protection of the resources. Work may only resume in the area of discovery when the preceding work has occurred.*

[29] City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	✖	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	✖	☐	☐

Discussion

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

The BAAQMD developed a threshold of significance for project-level GHG emissions in 2009. The District's approach to developing the threshold was to identify a threshold level of GHG emissions for which a project would not be expected to substantially conflict with existing California legislation. At the time that the thresholds were developed, the foremost legislation regarding GHG emissions was AB 32, which established an emissions reductions goal of reducing statewide emissions to 1990 levels by 2020.[30] The GHG emissions threshold of significance recommended by BAAQMD to determine compliance with AB 32 is 1,100 $MTCO_2e$/yr. If a project generates GHG emissions above the BAAQMD's adopted threshold level, the project is considered to generate significant GHG emissions and conflict with AB 32.

It should be noted that the foregoing threshold is intended for use in assessing operational GHG emissions only. Construction of a proposed project would result in GHG emissions over a short-period of time in comparison to the operational lifetime of the project. To capture the construction-related GHG emissions due to buildout of the proposed project, such emissions are amortized over the duration of the construction period and added to the operational GHG emissions. Given that construction-related GHG emissions would

[30] Bay Area Air Quality Management District. *California Environmental Quality Act Guidelines Update: Proposed Thresholds of Significance*. December 7, 2009.

not occur concurrently with operational emissions and would cease upon completion of construction activities, combining the two emissions sources represents a conservative estimate of total project GHG emissions.

Since the adoption of BAAQMD's GHG thresholds of significance, the State legislature has passed SB 32, which builds upon AB 32 and establishes a statewide GHG reduction target of 40 percent below 1990 levels by 2030. Considering the legislative progress that has occurred regarding statewide reduction goals since the adoption of BAAQMD's standards, the emissions thresholds presented above would determine whether a proposed project would be in compliance with the 2020 emissions reductions goals of AB 32, but would not necessarily demonstrate whether a project would be in compliance with SB 32. In accordance with the changing legislative environment, the BAAQMD has begun the process of updating their CEQA Guidelines; however, updated GHG thresholds of significance have not yet been adopted. Consequently, the GHG emissions resulting from the proposed project have been assessed in relation to other existing statewide, regional, and Citywide plans related to climate change, including the 2017 Scoping Plan, Plan Bay Area 2040, and applicable City General Plan goals and policies.

Based on the above, project-related GHG emissions have been quantitatively assessed in comparison to BAAQMD's adopted emissions thresholds for compliance with AB 32, and qualitatively assessed in comparison with the recommended mitigation measures in the 2017 Scoping Plan for compliance with SB 32. In addition, the project's consistency with the goals of the Plan Bay Area 2040 and applicable goals and policies of the City's General Plan is discussed.

BAAQMD Thresholds

Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the City nor BAAQMD has an adopted threshold of significance for construction-related GHG emissions and does not require quantification. Nonetheless, the proposed project's construction GHG emissions have been estimated. The proposed project's construction-related and operational GHG emission estimations were conducted using CalEEMod and the same assumptions discussed in Section III, Air Quality, of this IS/MND, and are included in Appendix A. In addition, compliance with the State's RPS was assumed in the modeling. The emissions estimates prepared for the proposed project determined that unmitigated project construction would result in total GHG emissions of 1,093.46 $MTCO_2e$ over the course of approximately two years.

As discussed above, the total construction GHG emissions were amortized and included in the annual operational GHG emissions. Amortizing the construction GHG emissions (a one-time release that would occur only during construction of the project) and including them in the annual operational emissions (which would occur every year over the lifetime of the entire project) represents a conservative analysis for the annual operational GHG emissions. For the purpose of this analysis, project construction emissions were amortized over the two-year period that would include the construction phase, resulting in annual construction emissions of 546.73 $MTCO_2e$/yr.

As shown in Table 6, the existing on-site development results in annual GHG emissions of approximately 3,946.04 MTCO2e/yr. With implementation of the proposed project, operational GHG emissions associated with operations on the project site would be approximately 4,582.16 $MTCO_2e$/yr, for a net project increase of 636.12 $MTCO_2e$/yr

relative to existing conditions. The project's total unmitigated annual GHG emissions in the first year of project operation, 2022, including amortized construction-related emissions, were estimated to be approximately 1,182.85 $MTCO_2e$/yr, which is above BAAQMD's 1,100 $MTCO_2e$/yr threshold of significance for GHG emissions. Thus, the proposed project could conflict with the emissions reductions targets of AB 32.

Table 6
Unmitigated Annual Project GHG Emissions

		Annual GHG Emissions
Construction-Related GHG Emissions		546.73 $MTCO_2e$/yr
Operational GHG Emissions	Existing	3,946.04 $MTCO_2e$/yr
	Proposed	4,582.16 $MTCO_2e$/yr
	Net Change	*+636.12 $MTCO_2e$/yr*
Total Annual GHG Emissions		**1,182.85 $MTCO_2e$/yr**
BAAQMD Threshold		**1,100 $MTCO_2e$/yr**
Source: CalEEMod, November 2019 (see Appendix A).		

Consistency with 2017 Scoping Plan

In the absence of adopted GHG emissions thresholds to assess compliance with SB 32, the BAAQMD has directed jurisdictions to qualitatively assess a project's compliance with the recommended mitigation measures within the *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan) as an alternative means of assessing a project's potential impacts related to GHG emissions.[31]

Appendix B to the CARB's 2017 Scoping Plan provides examples of potentially feasible mitigation measures that could be considered to assess a project's compliance with the State's 2030 GHG emissions reductions goals. Thus, general compliance with the Local Actions within the 2017 Scoping Plan could be considered to demonstrate the project's compliance with SB 32. The project's consistency with the applicable Local Actions within the 2017 Scoping Plan is assessed in Table 7 below.

Table 7
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
Construction	
Enforce idling time restrictions for construction vehicles.	As required by CARB standards, idling times for on-road and off-road construction vehicles associated with the proposed project would be limited to five minutes or less. Thus, the proposed project would comply with the suggested measure.
Require construction vehicles to operate with the highest tier engines commercially available.	Mitigation Measure VIII-1 requires use of off-road heavy-duty construction equipment meeting CARB's Tier 4 emissions standards (or cleaner), to the extent feasible. Thus, with implementation of mitigation, the proposed project would comply with the suggested measure.
Divert and recycle construction and demolition waste, and use locally-sourced building materials with a high	The CALGreen Code requires the diversion of construction and demolition waste, and the proposed project would be required to comply with the

(Continued on next page)

[31] Flores, Areana. Environmental Planner, Planning and Climate Protection. Personal communication [phone] with Jacob Byrne, Senior Associate/Air Quality Technician, Raney Planning and Management, Inc. September 17, 2019.

Table 7
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
recycled material content to the greatest extent feasible.	requirements within the most up-to-date CALGreen Code. Thus, the project would be considered to comply with the suggested measure.
Minimize tree removal, and mitigate indirect GHG emissions increases that occur due to vegetation removal, loss of sequestration, and soil disturbance.	As part of the proposed project, removal of a total of 44 existing on-site trees would be required in order to accommodate the proposed renovations. The existing off-site trees located adjacent to the western site boundary would be retained, along with one existing on-site tree located along the eastern site frontage at Tara Hills Drive. In addition, the project would include planting of approximately 200 evergreen and deciduous trees throughout the on-site parking lot and drive aisles. Given that the project site has been subject to previous grading and is currently developed with a commercial shopping center, soil disturbance associated with the proposed project would be relatively limited. Consequently, the project would generally comply with the suggested measure.
Utilize existing grid power for electric energy rather than operating temporary gasoline/diesel powered generators.	The project applicant has not committed to the use of grid power for electric energy rather than operating temporary power generators; however, Mitigation Measure VIII-1 would require the project contractor to use grid power to the maximum extent feasible. Accordingly, with implementation of mitigation, the project would comply with the suggested measure.
Increase use of electric and renewable fuel powered construction equipment and require renewable diesel fuel where commercially available.	The project applicant has not committed to the use of alternatively fueled construction equipment. Furthermore, the commercial availability of renewable diesel in the project area is currently unknown. Mitigation Measure VIII-1 would require the use of alternatively fueled construction equipment and renewable diesel where commercially available. Thus, with implementation of mitigation, the proposed project would comply with the suggested measure.
Require diesel equipment fleets to be lower emitting than any current emission standard.	Mitigation Measure VIII-1 requires the use of off-road heavy-duty construction equipment meeting CARB's Tier 4 emissions standards (or cleaner), to the extent feasible. Thus, with implementation of mitigation, the proposed project would comply with the suggested measure.
Operations	
Comply with lead agency's standards for mitigating transportation impacts under SB 743.	The provisions of SB 743, as implemented by CEQA Section 15064.3, apply only prospectively; determination of impacts based on VMT is not required statewide until July 1, 2020. The City of Pinole has not yet adopted standards for analyzing or mitigating transportation impacts under SB 743. In addition, per the Office and Planning and Research (OPR) Technical Advisory On Evaluating Transportation Impacts in CEQA, if a redevelopment project "[…] leads to a net increase in provision of locally-serving retail, transportation impacts from the retail portion of the

(Continued on next page)

Table 7
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
	development should be presumed to be less than significant."[32] Given that the project would be anchored by a major grocery store, the project would be considered to provide locally-serving retail and, thus, the aforementioned OPR guidance is applicable to the proposed project. Thus, the project is considered to comply with the suggested measure. Additional discussion of VMT is provided in Section XVII, Transportation, of this IS/MND.
Require on-site EV charging capabilities for parking spaces serving the project to meet jurisdiction-wide EV proliferation goals.	The proposed project would provide a total of 22 EV charging spaces on-site. Thus, the project would comply with the suggested measure.
Dedicate on-site parking for shared vehicles.	Given that the proposed project includes a CUP to allow for a reduction in on-site parking spaces, per Section 17.48.060 of the City's Municipal Code, the project applicant would be required to provide on-site shared parking. Thus, the project would comply with the suggested measure.
Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in multi-family residential projects and in non-residential projects.	The proposed project would provide for on-site bicycle parking consistent with the ratios established by Section 17.48.120 of the City's Municipal Code. Accordingly, the project would comply with the suggested measure.
Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan.	As part of the project, new pedestrian walkways would be constructed throughout the site to provide continuous pedestrian connectivity between the proposed buildings, parking areas, and the existing sidewalk along Tara Hills Drive. Consequently, the project would comply with the suggested measure. Additional discussion of bicycle, pedestrian, and transit facilities is provided in Section XVII, Transportation, of this IS/MND.
Require on-site renewable energy generation.	The proposed project would not include on-site renewable energy generation. However, the roofs of the proposed buildings would be wired to be solar-ready. Consequently, the project would partially comply with the suggested measure.
Prohibit wood-burning fireplaces in new development, and require replacement of wood-burning fireplaces for renovations over a certain size development.	The proposed project would not include wood-burning fireplaces. Thus, the proposed project would comply with the suggested measure.
Require cool roofs and "cool parking" that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing.	The 2019 Building Energy Efficiency Standards contain requirements for the thermal emittance, three-year aged reflectance, and Solar Reflectance Index (SRI) of roofing materials used in new construction and re-roofing projects. Such standards, with which the project would be required to comply, would help to reduce

(Continued on next page)

[32] Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA.* December 2018.

Table 7
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
	heating and cooling costs associated with the proposed project. Therefore, the proposed project would generally comply with the suggested measure.
Require solar-ready roofs.	Consistent with the requirements of the 2019 Building Energy Efficiency Standards, as noted in Chapter 9 of the 2019 Nonresidential Compliance Manual, all of the proposed buildings would include solar-ready roofs. Consequently, the project would comply with the suggested measure.
Require organic collection in new developments.	Within the City of Pinole, Republic Services provides collection or organic waste for commercial uses. Consistent with AB 1826, all businesses within the City that generate four CY of waste or more each week are required to arrange for organic waste collection. Thus, the proposed project would include organic collection and the project would comply with the suggested measure.
Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELO], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	Project landscaping has been designed to integrate very low, low, and moderate water use plants to the maximum extent feasible. The project would be required to comply with the MWELO and, consequently, the proposed project would include low-water use landscaping in compliance with the suggested measure.
Achieve Zero Net Energy performance building standards prior to dates required by the Energy Code.	The project applicant has not committed to achieving Zero Net Energy. Thus, compliance with the suggested measure is uncertain at this time. It should be noted that the CBSC does not require new commercial development to achieve Zero Net Energy at this time.
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.	The project applicant has not committed to achieving third-party green building certification. Consequently, compliance with the suggested measure is uncertain at this time.
Require the design of bike lanes to connect to the regional bicycle network.	Appian Way does not include any dedicated bicycle facilities within the project vicinity. The nearest bicycle infrastructure in the vicinity of the project site is a Class II bike lane that begins 200 feet south of Appian Way and Mann Drive and continues north without providing any connection to the project site. Per the Circulation Element of the City's General Plan, Class I and Class II bicycle facilities are planned in the vicinity of the project area on Appian Way. The addition of two right-in, right-out driveways at the project site would offer bicyclists the opportunity to safely access the proposed development. The project would not include any new bicycle lanes on-site, as on-site vehicle circulation would be limited primarily to

(Continued on next page)

Table 7
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
	parking areas. Given that the project would not conflict with existing or planned bicycle facilities, the project would comply with the suggested measure.
Expand urban forestry and green infrastructure in new land development.	The project would include landscaping throughout the site, which would result in an increase in the total number of trees on-site, compared to the existing site conditions. Therefore, the project would expand urban forestry and comply with the suggested measure.
Require preferential parking spaces for park and ride to incentivize carpooling, vanpooling, commuter bus, electric vehicles, and rail service use.	The proposed project would include 22 EV charging spaces, but would not include dedicated vanpool or carpool spaces. Thus, the project would partially comply with the suggested measure. It should be noted that carpool spaces are typically more effective for high employment-generating uses, such as office complexes, and are not necessarily appropriate for local-serving retail/commercial centers such as the proposed project.
Require the installation of energy conserving appliances such as on-demand tank-less water heaters and whole-house fans.	The proposed project would be required to comply with the 2019 Building Energy Efficiency Standards, a component of the CBSC, which includes standards related to installation of energy-efficient appliances. Thus, the project would generally comply with the suggested measure.
Require each residential and commercial building equip buildings [sic] with energy efficient AC units and heating systems with programmable thermostats/timers.	The proposed project would be required to comply with the 2019 Building Energy Efficiency Standards, a component of the CBSC, which includes standards related to energy-efficient heating and cooling systems. Thus, the project would generally comply with the suggested measure.
Require large-scale residential developments and commercial buildings to report energy use, and set specific targets for per-capita energy use.	The proposed project would not necessarily be considered to include large-scale commercial buildings. The project applicant has not committed to reporting energy use or setting specific energy use targets. Accordingly, compliance with the suggested measure is uncertain at this time.
Require each residential and commercial building to utilize low flow water fixtures such as low flow toilets and faucets (see CALGreen Divisions 4.3 and 5.3 as well as Appendices A4.3 and A5.3).	The proposed project would be required to comply with the non-residential water efficiency regulations within the CALGreen Code. Thus, the proposed project would comply with the suggested measure.
Require the use of energy-efficient lighting for all street, parking, and area lighting.	All proposed exterior lighting would be LED type, consistent with the 2019 Building Energy Efficiency Standards. Thus, the proposed project would comply with the suggested measure.
Require the landscaping design for parking lots to utilize tree cover and compost/mulch.	The proposed landscaping plans include tree planting throughout the proposed parking areas. As shown in Figure 5, the project would include a total parking lot area of approximately 60,142 sf. The estimated shade coverage after 15 years of receiving building permits would exceed 50 percent. The shade trees would achieve over 85 percent coverage of the parking area at

(Continued on next page)

Table 7
Project Consistency with the 2017 Scoping Plan

Suggested Measure	Consistency Discussion
	full maturity. In addition, the pedestrian pathways within the project site would include shade trees capable of providing over 60 percent canopy coverage at 15 years. Consistent with Section 15.54.026 of the City's Municipal Code, a minimum two-inch layer of mulch would be applied on all exposed soil surfaces of planting areas except in turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contradicted. Thus, the proposed project would comply with the suggested measure.
Incorporate water retention in the design of parking lots and landscaping, including using compost/mulch.	The proposed project would include use of mulch within all non-lawn landscape areas to aid in water retention. In addition, all stormwater runoff from parking areas would be routed to bio-retention basins, which would allow stormwater to infiltrate underlying soils. Thus, the proposed project would comply with the suggested measure.
Require the development project to propose an off-site mitigation project which should generate carbon credits equivalent to the anticipated GHG emission reductions. This would be implemented via an approved protocol for carbon credits from California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board, or other similar entities determined acceptable by the local air district. The project may alternatively purchase carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district.	The suggested mitigation measures included in the 2017 Scoping Plan are not considered to be requirements for local projects under CEQA, but instead represent options for projects to demonstrate compliance with the 2017 Scoping Plan. The inclusion of GHG off-set mitigation projects or the purchase of carbon credits is typically dependent on a project's exceedance of previously identified quantitative GHG thresholds. Considering that the project is expected to exceed BAAQMD's GHG emissions threshold, the City has chosen to require the project to purchase GHG reduction credits. As such, the proposed project would comply with the suggested measure.

***Source:** California Air Resources Board. AB 32 Scoping Plan [Appendix B]. Accessible at: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm. Accessed September 2019.*

As shown in Table 7, the proposed project would generally comply with many of the suggested measures. However, in the absence of mitigation, the project's compliance with the construction-related and operational measures in the 2017 Scoping Plan cannot be ensured. Because the 2017 Scoping Plan is the CARB's strategy for meeting the State's 2030 emissions goals established by SB 32, the project would be considered to potentially conflict with SB 32.

Consistency with Plan Bay Area 2040

The San Francisco Bay area's Plan Bay Area 2040 has been prepared jointly by the San Francisco Bay Area Metropolitan Transportation Commission (MTC) and the ABAG. Plan

Bay Area 2040 is a regional plan intended to provide a strategy for the reduction of GHG emissions and air pollutants within the San Francisco Bay Area. The Plan Bay Area 2040 is a long-range plan that serves as a Regional Transportation Plan and Sustainable Communities Strategy (SCS). As an SCS, the Plan Bay Area 2040 is required to comply with regional targets for reducing GHG emissions through the integration of transportation and land use planning. ABAG has not provided a specified means of identifying an individual development project's compliance with the Plan Bay Area 2040; however, for the purposes of this analysis, the conformance of the proposed project with the overall goal of the Plan Bay Area 2040 to reduce regional GHG emissions is generally considered.

Overall, the Plan Bay Area 2040 supports further growth in the region's housing stock and increases in employment opportunities in the area. In order to achieve the identified GHG reduction targets for the region while still accommodating such growth, the Plan Bay Area 2040 identifies Priority Development Areas (PDAs), where existing public transit and neighborhoods make compact development desirable. Compact development within PDAs allows for decreases in VMT as residents of existing areas can use alternative means of transportation to access new development. The project site is within a PDA identified in the Plan Bay Area 2040, and would result in an increased intensity of use within the project site, as compared to the existing conditions.

The level of growth anticipated in the PDAs was determined by considering various factors, including the existing land use and zoning designations implemented by local jurisdictions. Consequently, a project's compliance with the existing land use and zoning designations for a project site is an indication that a project would be within the growth assumptions used in the Plan Bay Area 2040. As discussed throughout this IS/MND, the project would be consistent with the intensity of development anticipated for the project site per the site's land use and zoning designations, and, as such, development of the project was generally included in the growth estimates for the region used as the basis of analysis in the Plan Bay Area 2040.

In addition, as discussed in Section XVII, Transportation, of this IS/MND, most of the vehicle trips associated with the proposed project would be made by customers and shoppers. To the extent that the project grows in daily and peak hour traffic, a commensurate reduction in traffic in other similar locations in the region is assumed to occur, either due to the project being located closer for new customers or because the project has newer and more attractive facilities. The redevelopment of the existing on-site shopping center with the convenience of a major grocery store, several restaurants and other retail facilities would discourage such extra miles travelled to access grocery stores and retail facilities far off, and help reduce the VMT in the area. Furthermore, the proposed project would include access to public transit and pedestrian facilities, and would include on-site bike racks to encourage increased mode sharing.

Because the project would support compact development within a PDA, which could contribute to reduced regional VMT, the proposed project would be considered consistent with the Plan Bay Area 2040, and would not conflict with the regional GHG reduction targets therein.

City of Pinole General Plan

The Sustainability Element of the City's General Plan includes goals, policies, and actions related to GHG emissions reductions and climate change. The project's consistency with

the applicable goals and policies is assessed in Table 8 below. As shown in the table, the proposed project would be generally consistent with the City's Sustainability Element.

Table 8
Project Consistency with the Sustainability Element of the City of Pinole General Plan

Policy	Consistency Discussion
Operation	
Policy SE.1.4 Require all newly constructed, purchased, or leased municipal buildings or facilities to meet minimum standards for green building as appropriate.	The proposed project would be required to comply with the 2019 Building Energy Efficiency Standards, a component of the CBSC, which includes standards related to green building. Thus, the project would generally comply with Policy SE.1.4.
Policy SE.3.1 Reduce greenhouse gas emissions from City operations and community sources by a minimum of 15 percent below current or baseline levels by the year 2020.	Operations of the proposed project would not occur until the year 2022. Nonetheless, as discussed above, the project site is currently developed with commercial uses and the proposed project would not substantially increase on-site development. In addition, the project would involve improvements to the existing buildings to meet the 2019 Building Energy Efficiency Standards. The required compliance with such standards would include GHG emissions reduction measures sufficient to meet Policy SE.3.1.
Policy SE.3.3 Pinole will mitigate climate change by decreasing heat gain from pavement and other hard surfaces associated with infrastructure (i.e. heat island effect).	The project site is currently developed with commercial buildings, and the number of on-site trees would increase as a result of the proposed project. Per Section 17.44.050 of the City's Municipal Code, light-colored, high-albedo materials or vegetation would be installed for at least 50 percent of all sidewalks, patios, and driveways. In addition, the project would include planting approximately 200 evergreen and deciduous trees throughout the on-site parking lot and drive aisles. Overall, the project proposes 43,160 sf of landscape area and 28,550 sf of high-albedo paving. The total parking space area is 60,142 sf. Thus, the proposed project would provide shade and decrease heat gain from pavement to mitigate climate change, and thus, comply with Policy SE.3.3.
Policy SE.3.4 Reduce GHG emissions by reducing vehicle miles traveled and by increasing or encouraging the use of alternative fuels and transportation technologies.	The project would include a major grocery store, several restaurants and other retail facilities that would discourage extra miles travelled to access grocery stores and retail facilities far off, and therefore help reduce the VMT in the area. Furthermore, the proposed project would include access to public transit and pedestrian facilities, and would include on-site bike racks to encourage increased mode sharing. In addition, the proposed project would include EV charging spaces that would encourage the use of alternative fuels. As such, the project would comply with the Policy.

(Continued on next page)

Table 8
Project Consistency with the Sustainability Element of the City of Pinole General Plan

Policy	Consistency Discussion
Goal SE.4 Optimize energy efficiency and renewable energy.	The proposed project would not include on-site renewable energy generation. However, the 2019 CBSC includes standards for energy efficiency that would be required as part of the proposed project. Consequently, the project would generally comply with Goal SE.4.
Policy SE.4.3 Pinole will promote and require renewable energy generation and cogeneration where feasible and appropriate.	The proposed project would not include on-site renewable energy generation. However, consistent with the requirements of the 2019 Building Energy Efficiency Standards, all of the proposed buildings would include solar-ready roofs, which would allow an opportunity for future on-site renewable energy generation. Thus, the project would generally comply with the Policy.
Goal SE.5 Achieve a solid waste diversion of 75% of the waste stream by 2020.	Operations of the proposed project would not occur until the year 2022. The project applicant has not yet committed to a solid waste diversion plan. However, the project would be required to comply with Section 5.408 of the CALGreen Code, which mandates that over 65 percent of construction waste must be diverted and includes measures to limit waste generation. Therefore, the project would generally comply with Goal SE.5.
Goal SE.6 Integrate green building standards into all new and rehabilitated development.	The proposed project would be required to comply with the 2019 Building Energy Efficiency Standards, a component of the CBSC, which includes standards related to green building. As such, the project would comply with Goal SE.6.
Goal SE.8 Utilize transit options and reduce vehicle miles traveled and single-occupancy vehicle use.	The proposed project would help reduce VMT by providing a local-serving grocery store, restaurants, and retail stores that would thereby reduce the need for nearby residents to travel far for such amenities. Furthermore, the proposed project would include access to public transit and pedestrian facilities, and would include on-site bike racks to encourage increased mode sharing. As such, the project would comply with Goal SE.8.

Source: City of Pinole, 2010.

Conclusion

Based on the above, the proposed project would not conflict with the Plan Bay Area 2040 or the Sustainability Element of the City's General Plan. While the project generally complies with most applicable measures included in Appendix B to the CARB's 2017 Scoping Plan, compliance with a few measures would require mitigation. In addition, the project is expected to exceed BAAQMD's adopted GHG threshold, and a conflict with AB 32 could occur. Thus, the project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and could conflict with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

VIII-1 *Prior to issuance of a grading permit, the project applicant shall show on the grading plans via notation that the contractor will comply with the following requirements, to the maximum extent feasible:*

- *Off-road heavy-duty diesel-powered equipment (e.g., rubber-tired dozers, excavators, graders, scrapers, pavers, paving equipment, and cranes) to be used for each phase of construction of the project (i.e., owned, leased, and subcontractor vehicles) shall meet CARB Tier 4 emissions standards or cleaner;*
- *Temporary power necessary for construction activities shall be supplied by the existing power grid, as opposed to portable generators;*
- *Alternatively-fueled construction equipment and renewable diesel shall be used for on-site construction, if such equipment is commercially available; and*
- *A construction waste management/diversion plan shall be followed.*

VII-2 *Prior to issuance of a grading permit, the project applicant shall provide proof of purchase of GHG reduction credits to mitigate for the project's threshold exceedance of 82.85 $MTCO_2e$. The project applicant may purchase carbon credits from a verified carbon credit registry that has been approved by the CAPCOA GHG Reduction Exchange Program, the American Carbon Registry (ACR), Climate Action Reserve (CAR), and/or the Verified Carbon Standard and meets the requirements of the CARB.[33] The purchase of off-site credits shall be negotiated with the City and BAAQMD at the time that credits are sought.*

[33] Off-set credits are purchased on a per metric tonne basis. Many carbon credit registries offer multiple options in the type of off-sets offered. For example, many carbon credit registries offer ongoing contracts (e.g., five-year contracts or longer) or one-time, single purchases. In addition, the credits go towards varying types of projects. Project applicants can elect to purchase off-sets from non-region/non-project-specific portfolios, where the carbon credit registry uses the monies towards any type of project in any location. Whereas, project applicants also have the option to purchase off-set credits towards specific projects or projects in specific areas. For example, a project applicant may prefer that their payment contribute towards a specific forestry or landfill gas capture project in California. Typically, increased specificity in projects correlates to higher costs per off-set. Most registries offer online access, where a quote can be requested and final purchase can be made. Worldwide, the range of carbon off-set prices in the voluntary off-set market can be anywhere from $0.10 per tonne to $44.80 per tonne.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	✖	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	✖	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	✖	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. The proposed project would include a variety of uses, including, but not limited to, a kiosk, fuel station, and new building space to house the Safeway grocery store and other shops. Retail uses are not typically associated with the transport, use, or disposal of hazardous materials. With regard to the proposed fuel station, the project would be required to obtain a Variance and adhere to all requirements set forth by the City in the permit related to operational use. Fuel would be stored on-site in two new 30,000-gallon Xerxes underground storage tanks (USTs), which would dispense fuels through a total of 16 pumps. The USTs would be equipped with leak detection alarm systems and emergency shut off capabilities.

It should be noted that the underground storage of hazardous materials is subject to the provisions of the California Health and Safety Code and Title 23 of the California Code of Regulations. The Contra Costa Health Services Hazardous Materials Programs (CCHSHM) is the designated local agency assigned to implement the program to protect the public health from exposure to hazardous materials stored in USTs, including the protection of groundwater from contamination. In order to meet the requirements of the CCHSHM, the project would be subject to annual inspections and the issuance of operating permits, which are issued for UST system installation, removals, upgrades, and repairs. CCHSHM personnel would witness specified phases of the work being conducted on the UST system to ensure that the work is conforming to plans approved by the CCHSHM. Furthermore, transport of fuels to the project site would be required to adhere to the Hazardous Materials Regulations stipulated in the Code of Federal Regulations,

Title 49, Parts 100-185, which regulate the transportation of hazardous material and hazardous waste.

Based on the above, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The impact would be ***less than significant***.

b. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

Construction Activities

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Existing On-Site Hazardous Conditions

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Cornerstone Earth Group (Cornerstone) for the purpose of identifying potential recognized environmental conditions (RECs) associated with the project site. The Phase I ESA was prepared in November 2015 (2015 Phase I ESA) and was subsequently updated by Cornerstone in June of 2019 (2019 Phase I ESA Update) (see Appendix D).[34]

The Phase I ESAs included a reconnaissance of the site and neighboring properties and a review of regulatory agency database reports of public records for the site area, aerial photography, historic maps, and various other documentation. Based on information reviewed as part of the Phase I ESAs, the project site was vacant and undeveloped until approximately 1966, when structures were built at the addresses of 1201, 1211 to 1221, and 1401 to 1499 Tara Hills Drive. Initially, the businesses consisted of a Chevron service station, retail commercial businesses, restaurants, pharmacy, grocery store, photograph processing business, and a dry cleaner. Additions to the shopping center occurred by 1978 (1251, 1271, 1501, and 1565 to 1577 Tara Hills Drive) and by 1993 (1261 Tara Hills Drive). The Chevron station was reportedly demolished by 1997. A second fueling station (Rent-A-Rack) was formerly located at 1271 Tara Hills Drive from approximately 1972 until 1986. The dry cleaner business located at 1441 Tara Hills Drive operated from at least 1975 until closure in approximately 2017. The following sections provide a summary of the various on-site Recognized Environmental Conditions (RECs) identified by Cornerstone, as well as a few other notable site conditions identified in the Phase I ESA.

[34] Cornerstone Earth Group. *Phase I Environmental Site Assessment Update and Preliminary Soil Vapor Quality Evaluation, Appian 80 Shopping Center, 1201 to 1577 Tara Hills Drive, Pinole, California.* June 27, 2019.

Former USTs (1201 Tara Hills Drive)

The previous 2015 Phase I ESA and 2019 Phase I ESA Update identified former USTs at the former Chevron gas station located at 1201 Tara Hills Drive, within the northwestern corner of the project site. The former Chevron station previously included three 1,000-gallon gasoline USTs and one 1,000-gallon waste oil UST, as well as three hydraulic hoists. All four USTs and the three hydraulic hoists were removed in 1997. Confirmation sampling conducted during removal of the USTs at the Chevron station site did not indicate that a release had occurred, and the County required no further action. Thus, according to Cornerstone, the former Chevron gas station USTs would not pose a substantial risk to the proposed project.[35]

Former USTs (1271 Tara Hills Drive)

The former Rent-A-Rack facility located at 1271 Tara Hills Drive, within the southwestern portion of the project site, included two 1,000-gallon gasoline USTs and one 500-gallon waste oil UST. The USTs near the former Rent-A-Rack location were removed in 1986. Soil sampling conducted in 2013 indicated isolated areas of gasoline-related soil impacts in the vicinity of the former USTs. However, as noted in the Site Management Plan prepared for the former Rent-A-Rack facility, contaminants were not detected in a sample collected downgradient from the former USTs.[36] The Rent-A-Rack UST case was closed by the California Regional Water Quality Control Board (RWQCB) in 2014, having determined that the case met the criteria under the low-threat closure policy, though also indicating that residual petroleum-related impacts could be encountered during any future excavation.[37]

In December 2015, Cornerstone performed additional due diligence as part of a Phase I ESA for the property and advanced four borings to depths of approximately 10 feet at the former Rent-A-Rack. A petroleum odor and green discoloration were observed in all borings. Cornerstone attempted to collect soil vapor samples from the borings but was unsuccessful due to water intrusion from precipitation. Subsequently, on August 22, 2017, Cornerstone collected soil samples from four borings (boring locations EB-1 through EB-4) advanced to depths of up to approximately 10 feet. The samples were analyzed for petroleum hydrocarbons (TPHd, TPHo, and TPHg) and fuel-related VOCs (benzene, toluene, ethylbenzene, and xylenes). Based on the results of the laboratory analysis, all such chemicals were detected, but at concentrations that did not exceed the respective commercial or construction direct exposure Environmental Screening Levels (ESLs). Removal of the undocumented fill associated with the former USTs is being coordinated with Contra Costa County Department of Environmental Health. Residual petroleum impacts within the fill material and/or soil adjacent to the former UST pit likely are the source of the elevated VOC and TPHg soil vapor concentrations detected. Thus, contamination associated with the former USTs is not likely to pose a substantial risk to the proposed commercial development. Nonetheless, as noted in the Site Management Plan prepared for the former Rent-A-Rack facility, the potential exists for unexpected areas of apparent soil contamination to be encountered during excavation activities in the vicinity of the former USTs, and a significant impact could occur.

---

35 Cornerstone Earth Group. *Phase I Environmental Site Assessment Update and Preliminary Soil Vapor Quality Evaluation, Appian 80 Shopping Center, 1201 to 1577 Tara Hills Drive, Pinole, California* [pg. 13]. June 27, 2019.

36 Cornerstone Earth Group. *Site Management Plan, Appian 80 Shopping Center, 1271 Tara Hills Drive, Pinole, California.* September 20, 2017.

37 Cornerstone Earth Group. *Pinole Square Shopping Center, Supplemental Information on Environmental Conditions* [pg. 1]. November 20, 2019.

Former Hydraulic Lifts and Oil Tanks (1251 and 1201 Tara Hills Drive)

While not specifically identified as an REC within the Phase I ESA, Cornerstone has identified potential hazards associated with the former Super Auto site located at 1251 Tara Hills Drive, within the northwestern portion of the site. According to a 1997 Hydraulic Lift Removal Report, five hydraulic lifts and associated oil tanks were removed from the former Super Auto site. TPHo impacted soil was reportedly encountered around two of the tanks, and soil was subsequently excavated. However, the report indicates that some TPHo soil was not excavated due to the risk of undermining the building. Based on the 1997 Hydraulic Lift Removal Report, TPHo impacted soil may occur underneath the facility. Thus, the potential exists for contaminated soils to be encountered during demolition and excavation activities within the vicinity of the former oil tanks. Although the extent appears limited to the former tanks, any impacted soils encountered during construction would require special handling and disposal. Thus, a significant impact could occur.

Former Dry Cleaner Facility (1441 Tara Hills Drive)

As noted above, a dry cleaner formerly operated at 1441 Tara Hills Drive, within the southeastern portion of the project site, from at least 1975 until approximately 2017 under the names of One Hour Martinizing, Holiday Cleaners, and Four Mile Express Cleaners. Hazardous materials records for the site indicate the prior use of tetrachloroethene (PCE) as a dry-cleaning solvent at the facility. As part of the 2019 Phase I ESA Update, Cornerstone collected soil vapor samples from beneath and adjacent to the 1441 Tara Hills Drive facility. Results from the soil vapor sample analysis indicated elevated concentrations of the chlorinated VOCs trichloroethene (TCE), cis-1,2-dichloroethene (cDCE), trans-1,2-dichloroethene (tDCE), and vinyl chloride adjacent to the facility. Such VOCs are degradation products of PCE, a dry-cleaning solvent. In addition, PCE was detected in soil vapor samples, but at a concentration below the Tier 1 ESL.

Cornerstone subsequently conducted an Additional Soil, Soil Vapor, and Groundwater Quality Evaluation, dated August 30, 2019, to further investigate contamination at the 1441 Tara Hills Drive dry cleaning facility (see Appendix E).[38] Four borings (SV-7, SV-8, SV-9, and SV-10) were advanced to depths of approximately five feet for soil vapor sample collection. Four borings (GW-1, GW-2, GW-3, and GW-4) were advanced to depths of approximately 22.5 feet for groundwater sample collection.

The additional subsurface evaluation performed by Cornerstone detected elevated concentrations of chlorinated-VOCs (cVOCs – PCE, TCE, cDCE, trans-1,2-dichloroethene [tDCE], and vinyl chloride) in soil vapor. According to Cornerstone, the cVOCs detected appear to have migrated from the adjacent Appian 80 Cleaners facility. Remediation of the Appian 80 Cleaners facility is being performed under a cleanup agreement with DTSC, as discussed below. In addition, soil vapor concentrations of benzene and gasoline-range petroleum hydrocarbons (TPHg) exceeding the Tier 1 soil vapor ESL were detected in the soil vapor samples. Potential fuel-related on-site sources were not identified in the area near the former dry cleaner; however, the property adjacent and to the northeast contains a closed leaking UST. Thus, the fuel-related impacts within the eastern portion of the project site may be associated with residual fuel-related impacts at the off-site property.

[38] Cornerstone Earth Group. *Additional Soil, Soil Vapor, and Groundwater Quality Evaluation, Pinole Square, 1211 to 1501 Tara Hills Drive, Pinole, California.* August 30, 2019.

Based on the above, the potential exists for construction activities within the vicinity of the former dry cleaner at 1441 Tara Hills Drive to result in upset of VOC contaminants. Thus, a significant impact could occur.

Appian 80 Cleaners Facility (1577 Tara Hills Drive)

Dry cleaning businesses have operated at 1577 Tara Hills Drive, within the northeastern portion of the project site, since approximately 1981. Cornerstone reviewed documents provided by the Contra Costa County Hazardous Materials Program that indicate PCE was previously used as the primary dry-cleaning solvent at the facility, followed by a synthetic aliphatic hydrocarbon (DF-2000) solvent. Releases associated with the prior use of PCE were discovered in 2008.

In June 2018, West Environmental submitted a Final Removal Action Work Plan to the Department of Toxic Substances Control (DTSC) to propose a remediation method to address the release of PCE in groundwater at the facility. The work plan included an assessment of various alternative remediation options and recommended to install a soil vapor extraction system, a bioremediation system to facilitate enhanced in-situ degradation of VOCs within ground water, and monitor ground water attenuation over time. The Final Removal Action Work Plan was approved by DTSC in July 2018, and remediation is currently being performed in accordance with the plan.

Once DTSC has completed a review of the cleanup efforts at 1577 Tara Hills Drive (Appian 80 Cleaners, active dry-cleaning facility), Cornerstone would meet with the caseworker to discuss the next steps to further assess the 1441 Tara Hills Drive dry cleaner site (i.e., former Four Mile dry-cleaning facility). Additional subsurface investigation work would be coordinated with DTSC due to their oversight of the Appian 80 Cleaners dry cleaner property and the fact that the VOC detections appear to be related. DTSC would be responsible for determining the appropriate future remedial measures necessary based on existing and future investigations at the former Four Mile dry cleaner site.

While the Appian 80 Cleaners facility is located within the project site, the building housing the facility would not be altered as part of the proposed redevelopment. Nonetheless, given the potential for VOC contamination within the area surrounding the facility, including the on-site parking lot, construction activities within the vicinity of the facility could potentially result in upset of hazardous materials, and a significant impact could occur.

Oil/Water Separators (1251 Tara Hills Drive and 1261 Tara Hills Drive)

Oil/water separators (OWSs) were previously observed at 1251 Tara Hills Drive (former Wheel Works) and 1261 Tara Hills Drive (former Bubbles Car Wash). OWSs treat wash water by allowing oils and greases to float to the surface for separation and substances heavier than water to sink. If OWSs are not maintained on a regular basis, oil and grease, as well as potentially other chemicals used on-site, can be discharged to the sewer during high flow period. Sludge can also build up in OWSs. Per the 2019 Phase I ESA Update, the soils underlying the former Wheel Works and Bubbles Car Wash structures would require evaluation by an environmental professional following demolition of the structures to ensure that stained and/or discolored soils are not present.

Planned Safeway Fueling Station

Tetra Tech, Inc. (Tetra Tech) has prepared a Pre-Fuel Center Baseline Phase II Environmental Site Assessment (Phase II ESA) for the proposed Safeway fuel station

site,[39] the results of which are summarized in a supplemental memorandum prepared by Cornerstone.[40] As part of the Phase II ESA, Tetra Tech collected soil and groundwater samples from six borings advanced in the area of the proposed Safeway fuel station. The soil analytical data reported by Tetra Tech did not indicate soil impacts in the area sampled. The groundwater sample results reported one or more detections of gasoline-range petroleum hydrocarbons (TPHg), methyl tert-butyl ether (MTBE), cis-1,2-dichloroethene (cDCE), PCE, and trichloroethene (TCE) at elevated concentrations. The detections of cDCE, PCE, and TCE likely are from the Appian 80 Cleaners facility discussed above. TPHg and MTBE are fuel-related compounds that are likely from an up-gradient source. Two closed leaking UST facilities are located upgradient from where the samples were collected and are possible sources: the former BP, now Chevron station (2290 Appian Way) and the former Texaco station (1599 Tara Hills Drive). The TPHg and MTBE detections likely are not from the on-site former Rent-A-Rack station or the on-site former Chevron station, as both are located downgradient of the sample locations.

Tetra Tech documented groundwater at depths of approximately 24 to 40 feet in the area of the proposed fuel station. The proposed Safeway fuel station USTs would be installed to depths of approximately 15 feet. As such, groundwater is not expected to be encountered during installation of the USTs; thus, exacerbation of an existing environmental hazardous condition would not result from the project. Given that installation of the USTs and associated improvements would not result in upset of contaminated soil or groundwater, a less-than-significant impact would occur.

Asbestos-Containing Building Material

Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be “fibrous” and, through processing, can be separated into smaller and smaller fibers. The fibers are durable, chemical resistant, and withstand heat and fire. They are also long, thin and flexible, so they can even be woven into cloth and other fabrics. Some building products such as vinyl floor tile, asbestos cement board, and roofing materials have been used in the construction of buildings. However, later discoveries found that, when inhaled, the material caused serious illness.

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as “presumed asbestos-containing material” unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. Because all of the existing on-site structures were built prior to 1980, the potential exists that asbestos-containing materials were used in construction of the structures. Asbestos-containing materials can include but are not limited to: plaster, ceiling tiles, thermal systems insulation, floor tiles, vinyl sheet flooring, adhesives, and roofing materials. As such, the proposed demolition of the existing on-site structures could result in a potentially significant impact related to asbestos-containing materials.

---

39 Tetra Tech, Inc. *Pre-Fuel Center Baseline Phase II Environmental Site Assessment Report, Proposed Safeway Store #3079, 1421 Tara Hills Drive, Pinole, California.* September 19, 2017.

40 Cornerstone Earth Group. *Pinole Square Shopping Center, Supplemental Information on Environmental Conditions*. November 20, 2019.

Lead-Based Paints

Lead Based Paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has ≥1 mg/cm2 (5,000 µg/g or 5,000 ppm) of lead by federal guidelines. Lead is a highly toxic material that may cause a range of serious illnesses, and in some cases death. Structures built prior to 1978 and especially prior to the 1960s should be expected to contain LBP. The existing structures on the property were constructed before the phase-out of LBPs in the 1970s. Thus, the potential exists that the structures contain LBPs. As such, the proposed demolition of the existing on-site structures could result in a potentially significant impact related to LBP.

Off-Site UST Releases

As noted in the 2019 Phase I ESA Update, UST releases have been documented at the facilities located at 2298 Appian Way and 1599 Tara Hills Drive. Investigations conducted at both facilities indicate that impacts appear limited to the soil and groundwater beneath each facility and do not appear to have migrated to the project site. The facility at 1599 Tara Hills Drive was granted regulatory closure. As such, the facilities are not likely to impact the soil and/or groundwater quality beneath the project site.

Conclusion

Based on the above, equipment and chemicals associated with project construction would not directly result in the release of hazardous materials into the environment. However, ground disturbance associated with construction activities could involve upset of existing contaminants associated with the former USTs at 1271 Tara Hills Drive, the former hydraulic lifts and oil tanks at 1251 and 1201 Tara Hills Drive, the former dry cleaner facility at 1441 Tara Hills Drive, and the Appian 80 Cleaners facility at 1577 Tara Hills Drive. In addition, the proposed demolition activities could result in worker hazards related to asbestos-containing materials and LBP. Therefore, a ***potentially significant*** impact could occur related to creating a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

IX-1 *Prior to initiation of any ground-disturbing activities, the project applicant shall prepare a Site Management Plan (SMP) that presents protocols for managing soil and groundwater encountered during construction, and potential vapor intrusion mitigation measures into future on-site buildings. In addition, the project applicant shall, prior to start of any remedial grading, consult with the Department of Toxic Substances and Control (DTSC) regarding the current status of investigation and/or remedial activities associated with the Appian 80 Cleaners facility (1577 Tara Hills Drive). The project applicant shall provide reasonable access in the vicinity of the former Four Mile dry cleaners for on-site investigation, monitoring or remedial actions (if any) required by DTSC that are associated with the Appian 80 Cleaners facility. Methods of investigation and remediation on-site that are associated with the facility may include, but are not necessarily limited to, the following:*

- *Installation of groundwater and/or soil vapor monitoring wells;*
- *Groundwater and soil vapor sampling/monitoring;*
- *In-situ remediation through enhanced bioremediation or chemical oxidation; and*
- *Soil vapor and/or groundwater extraction.*

All cleanup activities shall be conducted in consultation with DTSC and performed in accordance with local, State, and federal regulatory requirements to assure protection of human health and the environment.

IX-2 *Prior to issuance of a demolition permit for any on-site structures, the project applicant shall consult with certified Asbestos and/or Lead Risk Assessors to complete and submit an asbestos and lead survey to the City of Pinole Community Development Department for review and approval. If asbestos-containing materials (ACMs) or lead-containing materials are not discovered during the survey, further mitigation related to ACMs or lead containing materials will not be required. If ACMs and/or lead-containing materials are discovered by the survey, the project applicant shall prepare a work plan to demonstrate how the on-site ACMs and/or lead-containing materials shall be removed in accordance with current California Occupational Health and Safety (Cal-OSHA) Administration regulations and disposed of in accordance with all California Environmental Protection Agency regulations, prior to the demolition and/or removal of the on-site structures. The plan shall include the requirement that work shall be conducted by a Cal-OSHA registered asbestos and lead abatement contractor in accordance with Title 8 California Code of Regulations (CCR) 1529 and Title 8 CCR 1532.1 regarding asbestos and lead training, engineering controls, and certifications. The applicant shall submit the work plan to the City and the Contra Costa County Department of Conservation and Development for review and approval. Materials containing more than one percent asbestos that is friable are also subject to BAAQMD regulations. Removal of materials containing more than one percent friable asbestos shall be completed in accordance with BAAQMD Section 11-2-303.*

c. Pinole Middle School is located approximately 0.1-mile to the north of the site. As noted above, operations associated with the proposed project would result in less-than-significant impacts related to the transport, use, or disposal of hazardous materials. In addition, as discussed in Section III, Air Quality, of this IS/MND, the proposed project would not involve any substantial pollutant concentrations or increase in associated health risks. With implementation of Mitigation Measures IX-1 and IX-2, all potential impacts related to upset of existing hazardous materials at the project site would be reduced to less-than-significant levels. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and a ***less-than-significant*** impact would occur.

d. Per the 2019 Phase I ESA Update, the project site is included on multiple listings of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, implementation of Mitigation Measures IX-1 and IX-2 would ensure that all

potential impacts related to upset of existing hazardous materials at the project site would be reduced to less-than-significant levels. Therefore, the proposed project would not create a substantial hazard to the public related to being located on a hazardous materials site, and a ***less-than-significant*** impact would occur.

e. The nearest airport to the project site is Buchanan Field Airport, located approximately 13 miles east of the site. As such, the project site is not located within two miles of any public airports, and does not fall within an airport land use plan area. Therefore, ***no impact*** would occur related to the project site being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.

f. The proposed project would not include substantial alterations to the existing roadway network. Similar to existing conditions, access to the site would continue to be provided by three driveways along Tara Hills Drive. As a result, the project would have a ***less-than-significant*** impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

g. According to the CAL FIRE Fire and Resource Assessment Program, the project site is not located in or near a State Responsibility Area and is not classified as Very High Fire Hazard Severity Zone.[41] The nearest Very High Fire Hazard Severity Zone is located approximately 0.28-mile south of the site, across I-80. In addition, the project site is currently developed and surrounded by other existing urban development to the north, east, and west. Given the urbanized nature of the site and surrounding area, the potential for wildland fires to reach the project site would be limited. Therefore, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a ***less-than-significant*** impact would occur.

[41] California Department of Forestry and Fire Protection. *Contra Costa County Fire Hazard Severity Zones in SRA.* November 7, 2007.

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

Discussion

a. During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality.

The State Water Resources Control Board (SWRCB) regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. Performance Standard NDCC-13 of the City's National Pollutant Discharge Elimination System (NPDES) permit requires implementation of appropriate source control and site design measures and stormwater treatment measures for projects that create or replace one acre or more of impervious surface under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires a SWPPP to be prepared for the site. A SWPPP describes Best Management Practices to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project, including post-construction impacts. Thus, the proposed construction activities would be subject to applicable SWRCB regulations. Furthermore, the project would be subject to Section 15.36.190 of the City's Municipal Code, which would require the project to include preparation of an Erosion and Sediment Control Plan.

Following completion of project construction, the site would be covered with landscaping and impervious surfaces and topsoil would not be exposed. Stormwater runoff from impervious surfaces within the project site would sheet flow to a series of new bio-retention basins to be constructed throughout the project site (see Figure 25). Each bio-retention basin would provide for treatment of incoming stormwater by allowing for runoff to infiltrate through layers of vegetated soil and gravel that would filter out pollutants. Treated runoff would be collected by perforated underdrains in each basin, which would route runoff to an existing 24-inch underground storm drain within the project site. Thus, all stormwater runoff on the project site would be properly treated prior to discharge to the City's storm drain system. As shown in Table 9 below, the proposed bio-retention basins within each Drainage Management Area (DMA) would exceed the minimum 20,728 sf of treatment area required for the proposed impervious surfaces.

Table 9
Proposed Bio-Retention Basin Sizing

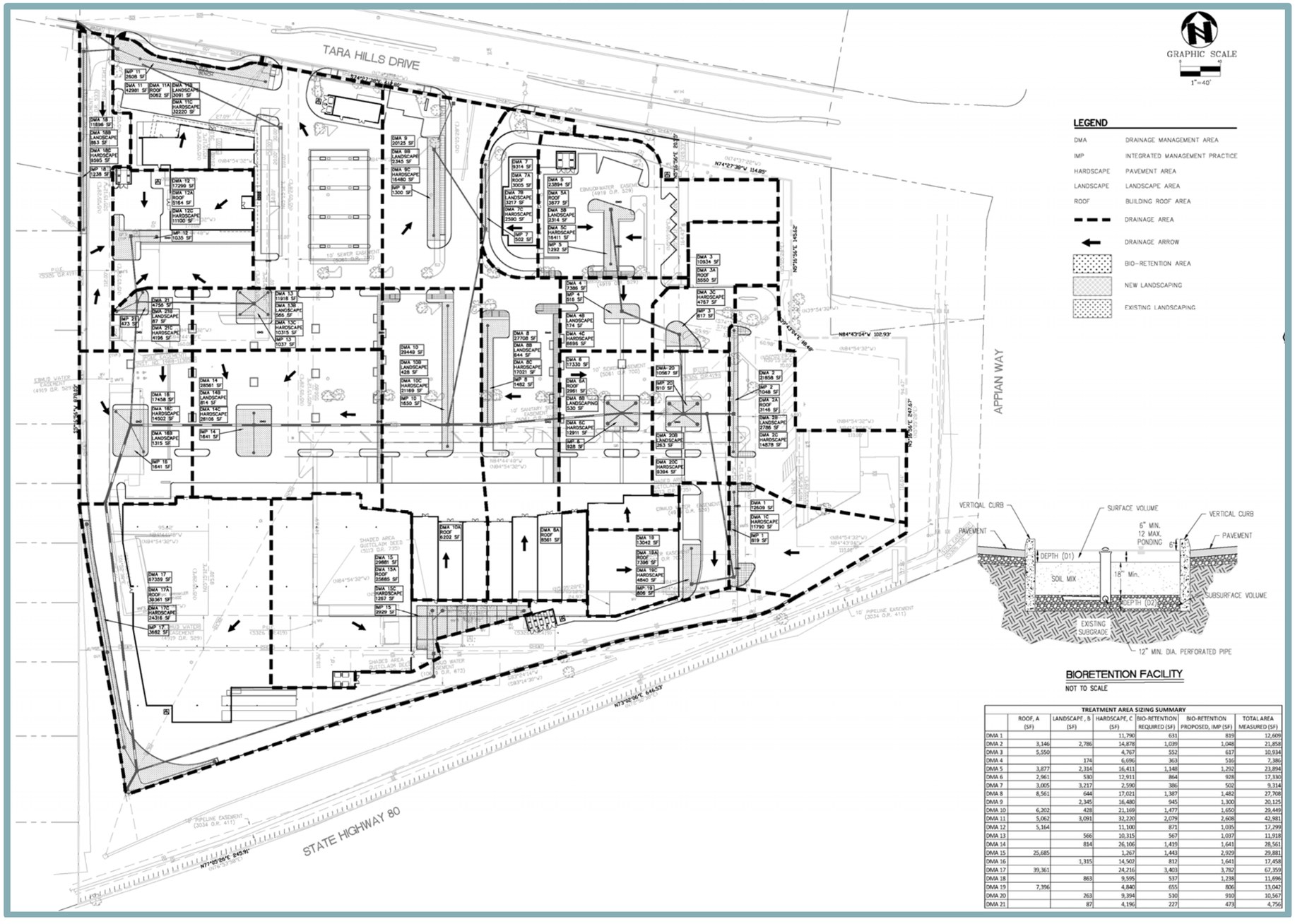
DMA	Roof (sf)	Landscape (sf)	Hardscape (sf)	Bio-Retention Required (sf)	Bio-Retention Provided (sf)	Total DMA Area (sf)
1		264	19,544	1,053	1,763	21,571
2		351	20,274	1,095	1,608	22,233
3		150	9,246	499	1,123	10,519
4		236	6,588	359	831	7,655
5	8,726	730	9,155	977	1,112	19,723
6		500	13,825	753	928	15,253
7	3,060	950	3,000	350	502	7,512
8		698	27,127	1,471	1,484	29,309
9		2,350	16,524	947	1,300	20,174
10		1,199	20,885	1,150	1,287	23,371
11	12,150	1,831	27,979	2,197	2,252	44,212
12	5,007	1,038	10,209	842	1,134	17,388
13		1,542	13,311	754	1,619	16,472
14		639	26,848	1,454	1,728	29,215
15	22,010			1,178	1,317	23,327
16		639	26,848	1,454	1,641	29,128
17	31,543	771	35,980	3,635	3,721	72,015
18		1,681	9,613	560	1,241	12,535
Total:	**31,543**	**3,091**	**72,441**	**20,728**	**26,591**	**421,612**

Because the proposed project would adhere to all applicable standards and regulations set forth by the NPDES permit and the City of Pinole, the proposed project is not anticipated to violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. However, long-term maintenance of the proposed bio-retention basins is necessary in order to ensure that the basins continue to properly treat runoff throughout the lifespan of the project. In the absence of a guaranteed maintenance mechanism, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

Figure 25
Stormwater Control Plan



TREATMENT AREA SIZING SUMMARY

	ROOF, A (SF)	LANDSCAPE, B (SF)	HARDSCAPE, C (SF)	BIO-RETENTION REQUIRED (SF)	BIO-RETENTION PROPOSED, IMP (SF)	TOTAL AREA MEASURED (SF)
DMA 1			11,790	631	819	12,609
DMA 2	3,146	2,786	14,878	1,039	1,048	21,858
DMA 3	5,550		4,767	552	617	10,934
DMA 4		174	6,696	363	516	7,386
DMA 5	3,877	2,314	16,411	1,148	1,292	23,894
DMA 6	2,961	530	12,911	864	928	17,330
DMA 7	3,005	3,217	2,590	386	502	9,314
DMA 8	8,561	644	17,021	1,387	1,482	27,708
DMA 9		2,345	16,480	945	1,300	20,125
DMA 10	6,202	428	21,169	1,477	1,650	29,449
DMA 11	5,062	3,091	32,220	2,079	2,608	42,981
DMA 12	5,164		11,100	871	1,035	17,299
DMA 13		566	10,315	567	1,037	11,918
DMA 14		814	26,106	1,419	1,641	28,561
DMA 15	25,685		1,267	1,443	2,929	29,881
DMA 16		1,315	14,502	812	1,641	17,458
DMA 17	39,361		24,216	3,403	3,782	67,359
DMA 18		863	9,595	537	1,238	11,696
DMA 19	7,396		4,840	655	806	13,047
DMA 20		263	9,394	510	910	10,567
DMA 21		87	4,196	227	473	4,756

X-1 *Prior to the issuance of a grading permit, the project applicant shall retain a registered civil engineer to prepare an Erosion and Sediment Control Plan for submittal to the City Engineer for review and approval. The Erosion and Sediment Control Plan shall include provisions to effectively minimize soil erosion and sedimentation from the redeveloped project site and provide for the control of runoff from the site in accordance with Section 15.36.190 of the City Municipal Code. Provisions may include, but shall not be limited to, the following:*

- *Hydroseeding;*
- *Placement of erosion control measures within drainage areas and ahead of drop inlets;*
- *Temporary lining (during construction activities) of drop inlets with "filter fabric;*
- *Placement of straw wattles along slope contours;*
- *Use of a designated equipment and vehicle "wash-out" location;*
- *Use of siltation fences;*
- *Use of on-site rock/gravel road at construction access points, as necessary; and*
- *Use of sediment basins and dust palliatives.*

X-2 *Prior to approval of final improvement plans, the applicant shall prepare and submit, for the City's review, an acceptable Stormwater Control Operation and Maintenance Plan. In addition, prior to the sale, transfer, or permanent occupancy of the site the applicant shall be responsible for paying for the long-term maintenance of treatment facilities, and executing a Stormwater Management Facilities Operation and Maintenance Agreement and Right of Entry in the form provided by the City of Pinole. The applicant shall accept the responsibility for maintenance of stormwater management facilities until such responsibility is transferred to another entity.*

The applicant shall submit, with the application of building permits, a draft Stormwater Facilities and Maintenance Plan, including detailed maintenance requirements and a maintenance schedule for the review and approval by the Director of Public Works/City Engineer. Typical routine maintenance consists of the following:

- *Limit the use of fertilizers and/or pesticides. Mosquito larvicides shall be applied only when absolutely necessary.*
- *Replace and amend plants and soils as necessary to ensure the planters are effective and attractive. Plants must remain healthy and trimmed if overgrown. Soils must be maintained to efficiently filter the storm water.*
- *Visually inspect for ponding water to ensure that filtration is occurring.*
- *After all major storm events remove trash, inspect drain pipes and bubble-up risers for obstructions and remove if necessary.*
- *Continue general landscape maintenance, including pruning and cleanup throughout the year.*

- *Irrigate throughout the dry season. Irrigation shall be provided with sufficient quantity and frequency to allow plants to thrive.*
- *Excavate, clean and or replace filter media (sand, gravel, topsoil) to ensure adequate infiltration rate (annually or as needed).*

b,e. Water supplies for the project site are supplied by the City of Pinole, and would continue to be provided by the City upon completion of the proposed redevelopment. Per the City's General Plan EIR (Chapter 4.9-11), the City receives water supplies from the East Bay Municipal Utility District (EBMUD).[42] EBMUD is a public agency that provides drinking water to 1.3 million people and wastewater systems for 640,000 people in portions of Contra Costa County. EBMUD's water supplies are obtained primarily from the Mokelumne River watershed (nine percent) and from local area watersheds (10 percent). While the EBMUD has identified increased water storage in groundwater aquifers as a potential future alternative water supply to meet demands in dry periods, the EBMUD does not currently obtain any water supplies from groundwater sources. Furthermore, given that the proposed project is consistent with the intensity of development anticipated for the site per the project site's current General Plan/Specific Plan land use and zoning designations, the project would not result in increased use of groundwater supplies beyond what has been anticipated for the site by the City and accounted for in regional planning efforts.

Consequently, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management, and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, the project would result in a ***less-than-significant*** impact.

ci-iii. All municipalities within Contra Costa County are required to develop more restrictive surface water control standards for new development projects as part of the renewal of the Countywide NPDES permit. Known as the "C.3 Standards", new development and redevelopment projects that create or replace 10,000 or more square feet of impervious surface area must contain and treat stormwater runoff from the site. According to the Stormwater Control Plan (SWCP) prepared for the project, implementation of the proposed project would involve the creation of new impervious surfaces, including roofs and hardscape areas. A substantial portion of the impervious surfaces created would replace existing impervious surfaces on the project site. Because the proposed project would replace more than 10,000 square feet of impervious surface area, the proposed project would be considered a C.3 regulated project and is required to include appropriate site design measures, source controls, and stormwater treatment measures.

The SWCP prepared for the proposed project incorporates the most recent Stormwater C.3 Guidebook and Contra Costa Clean Water Program requirements,[43] as well as all applicable City stormwater requirements. As noted previously, the proposed project would include an on-site stormwater drainage system to capture and treat runoff from each DMA within the site prior to discharging treated runoff to an existing 24-inch underground storm drain within the project site, which would ultimately convey runoff into the City's off-site storm drainage system. As shown in Table 9 above, the proposed bio-retention basins meet the minimum sizing requirement with respect to each DMA.

---

42 City of Pinole. *General Plan Update Draft Environmental Impact Report [pg. 4.9-11].* July 2010.
43 Contra Costa County Clean Water Program. *Stormwater C.3 Guidebook.* May 17, 2017.

Given that the site is currently developed with a commercial shopping center and associated parking areas, the proposed project would not substantially increase the amount of on-site impervious surfaces relative to what currently exists. Thus, the surrounding infrastructure has been designed and built to accommodate stormwater runoff associated with development of the area, including the project site.

Furthermore, the project would be required to pay drainage fees to the City prior to issuance of building permits. Drainage fees would be used to maintain and expand the City's existing stormwater drainage system. Although the proposed BMPs could adequately treat stormwater, without a long-term maintenance plan, continued operation of the proposed BMPs cannot be assured. Should the proposed water quality treatment facilities not be maintained properly, a ***potentially significant*** impact could occur with respect to creating or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems, providing substantial additional sources of polluted runoff, or altering existing drainage in a manner which would result in flooding, erosion, or siltation on- or off-site.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

X-3 *Implement Mitigation Measure X-2.*

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the project site, the project site is located within an Area of Minimal Flood Hazard (Zone X).[44] The site is not classified as a Special Flood Hazard Area or otherwise located within a 100-year or 500-year floodplain. Therefore, development of the proposed project would not impede or redirect flood flows and ***no impact*** would result.

d. As discussed under question 'civ' above, the project site is not located within a flood hazard zone. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The General Plan EIR states that the likelihood for a tsunami to occur in the City's Planning Area is relatively low.[45] Seiches do not pose a risk to the proposed project, as the project site is not located adjacent to any large closed body of water. Based on the above, the risk of pollutant release due to inundation of the project by flooding, tsunami, or seiche would be ***less-than-significant***.

[44] Federal Emergency Management Agency. *Flood Insurance Rate Map 06013C0231G.* Effective March 21, 2017.
[45] City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.

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

Discussion

a. The project site is currently developed with a commercial shopping center. The proposed redevelopment project would represent a continuation of the type and intensity of uses currently occurring on-site. Therefore, the proposed project would have a ***less-than-significant*** impact related to the physical division of an established community.

b. Per the Three Corridors Specific Plan, the project site is located within the Service Sub-Area of the Appian Way Specific Plan area. The Specific Plan designates the site CMU-HDRO. Per the Specific Plan, the CMU designation is designed to provide for the integration of retail and service commercial uses with office and/or residential uses; a minimum of 51 percent of all on-site uses must be commercial. Per a January 28, 2019 Joint Session, the City Council and Planning Commission determined that housing is not required on the project site under the site's current land use and zoning designations, as the City meets the latest RHNA housing allotments without the 125 residential units previously identified for the project site per the City's Housing Element.

According to Table 6.14, Permitted Use Table for Appian Way, of the Three Corridors Specific Plan, drive-in/drive-through sales/services or service stations are not permitted uses within the CMU land use designation. Thus, the proposed project would require an amendment to the Specific Plan in order to allow for the proposed drive-through restaurant and Safeway gas station on the project site. The Specific Plan text amendment would allow for drive-in/drive-through sales/services and service stations land use classifications with a Conditional Use Permit in the Appian Way Service Sub-Area CMU zone, provided that such land uses are a part of a shopping center project (not stand alone) and owned by an on-site major retailer within the shopping center project.

While the proposed project would require an amendment to the Specific Plan, the project would be generally consistent with the intensity of uses anticipated for the site per the site's current land use designation. In addition, with approval of various Conditional Use Permits and a Variance, the project would be consistent with the site's current CMU-HDRO zoning designation. Furthermore, as discussed throughout this IS/MND, the proposed project would not conflict with any City policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect, including, but not limited to, the City's noise standards and applicable SWRCB regulations related to stormwater. Implementation of Mitigation Measure IV-3 would ensure that the project would comply with the applicable provisions of the City's Tree Protection Ordinance. Furthermore, as discussed in Section VIII, Greenhouse Gas Emissions, of this IS/MND, implementation of Mitigation Measures VII-1 and VII-2 would ensure that the proposed project would be consistent with the 2017 Scoping Plan, Plan Bay Area 2040, and applicable City General Plan goals and policies related to GHG emissions.

Based on the above, the project would not cause a significant environmental impact due to conflicts with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✖
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	✖

Discussion

a,b. The City's General Plan does not identify any locally important mineral resources within the project area. In addition, the project site is currently developed with a commercial shopping center, and is designated for commercial development per the General Plan and Specific Plan. Therefore, the proposed redevelopment project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State, or a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Thus, ***no impact*** would occur.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	✖	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	✖	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✖

Discussion

The following is based primarily on an Environmental Noise & Vibration Assessment (Noise Assessment) prepared for the proposed project by Bollard Acoustical Consultants, Inc. (see Appendix F).[46]

a. The following sections present information regarding sensitive noise receptors in proximity to the project site, the existing noise environment, and the potential for the proposed project to result in noise-related impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels (dB) in this section are A-weighted unless noted otherwise.
- Day-Night Average Level (L_{dn}): The average sound level over a 24-hour period, with a penalty of 10 dB applied to noise occurring during nighttime hours (10:00 PM to 7:00 AM).
- Equivalent Sound Level (L_{eq}): The average sound level over a given time-period.
- Sound Exposure Level (SEL): SEL is similar to L_{eq}, as the total sound energy is integrated over a measurement period. However, instead of averaging over the measurement period, a reference duration of one second is used.
- Maximum Sound Level (L_{max}): The maximum sound level over a given time-period.
- Median Sound Level (L_{50}): The sound level exceeded 50 percent of the time over a given time-period.

Sensitive Noise Receptors

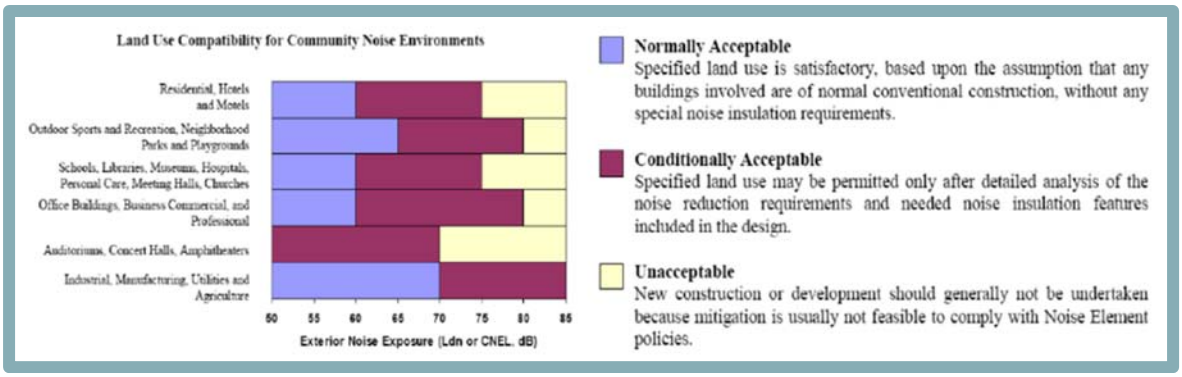
Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to such activities.

[46] Bollard Acoustical Consultants, Inc. *Environmental Noise & Vibration Assessment, Pinole Square Redevelopment Project – Phases 1-3, Pinole, California.* January 13, 2020.

The noise-sensitive land uses which would potentially be affected by the proposed project consist of residential uses. Specifically, single-family residential land uses are located to the west of the project site. Existing commercial uses are located to the east of the project site, which are typically not considered to be noise-sensitive.

Standards of Significance

General Plan Policy HS 8.1 states that new development projects should meet acceptable exterior noise level standards. The normally acceptable noise standards for new land uses are established in Land Use Compatibility for Community Exterior Noise Environments (as shown below). As shown below, 60 dB is considered the maximum normally acceptable noise level at a residential land use.



General Plan Policy HS 9.1 states that noise created by commercial or industrial sources associated with new projects or developments should be controlled so as not to exceed the noise level standards set forth in Table 10 below.

Table 10
City of Pinole Maximum Allowable Noise Exposure from Stationary Sources[1]

	Daytime[5] (7 AM to 10 PM)	Nighttime[2,5] (10 PM to 7 AM)
Hourly L_{eq}, dB[3]	55	45
Maximum Level, dB[3]	70	65
Maximum Level, dB – Impulsive Noise[4]	65	60

1 As determined at the property line of the receiving land use. When determining effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.
2 Applies only where the receiving land use operates or is occupied during nighttime hours.
3 Sound level measurements shall be made with "slow" meter response.
4 Sound level measurement shall be made with "fast" meter response.
5 Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels. Allowable levels shall be reduced 5 dB if the ambient hourly L_{eq} is at least 10 dB lower than the allowable level.

Source: City of Pinole General Plan Update Draft EIR, July 2010.

As mentioned above, the Pinole Municipal Code does not include noise standards applicable to transportation or non- transportation noise sources. However, Section 15.02.070 of the City's Municipal Code includes the following hourly restrictions and nuisance provisions related to construction activities:

- Work is allowed from 7:00 AM to 5:00 PM on non-federal holidays, but no inspections would be performed.
- Saturday work is allowed in commercial zones only, from 9:00 AM to 6:00 PM, as long as it is interior work and does not generate significant noise.
- The City Council designates the City Manager (or his/her designee) to further modify on a case-by-case basis the hours of construction in commercial zones. Additionally, the City Manager (or his/her designee) has the ability to modify the construction hours on a case-by-case basis based on inclement weather conditions or certain construction procedures (such as setting up from a concrete pour) that may require working beyond 5:00 PM on weekdays or 6:00 PM on Saturday.
- Administrative citations and penalties penalize responsible parties who fail or refuse to comply with any City ordinance or fail to promptly abate a public nuisance.

As mentioned above, the City of Pinole has not established a threshold for significant increases in traffic noise. However, the Federal Interagency Committee on Noise (FICON) has developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. Such guidance is considered a conservative approach to analyzing substantial increases in noise levels. Based on the FICON research, as shown in Table 11, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB. Where pre-project ambient conditions are between 60 and 65 dB, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB, a 1.5 dB increase is considered by FICON as the threshold of significance.

Table 11
FICON Noise Level Increase Standards

Ambient Noise Level Without Project (L_{dn} or CNEL)	Change in Ambient Noise Level Due to Project
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
<65 dB	+1.5 dB or more

Source: Bollard Acoustical Consultants, Inc., 2020.

Existing Noise Environment

The existing ambient noise environment within the project vicinity is defined primarily by noise from traffic on I-80, Tara Hills Drive, and Appian Way. To generally quantify the existing ambient noise environment at the nearest existing sensitive uses to the project site, short-term (15-minute) ambient noise surveys were conducted at four locations on July 8, 2019 (see Figure 26). A summary of the measurement results is provided in Table 12. As shown in the table, ambient noise levels ranged from 54 to 66 dB L_{eq}, with maximum noise levels ranging from 68 to 82 dB L_{max}.

Figure 26
Noise Measurement Location

Source: Bollard Acoustical Consultants, Inc., 2020.

Table 12 Short-Term Ambient Noise Monitoring Results				
Site	Description	Time	Measured Noise Levels, dB	
			L_{eq}	L_{max}
ST-1	Centrally located along the western project boundary	2:58 PM	54	68
ST-2	Located along the northwest project boundary	3:15 PM	60	81
ST-3	Located along the southwest project boundary	3:32 PM	62	82
ST-4	North of project site, adjacent to Tara Hills Drive	3:57 PM	66	75
Source: Bollard Acoustical Consultants, Inc., 2020.				

Based on the measured ambient noise levels, the adjusted General Plan daytime and nighttime noise level limits that would be applicable to the proposed project are summarized in Table 13 below.

Table 13 Adjusted General Plan Noise Level Standards												
Adjacent Residential Locations	Unadjusted Standards				Adjusted Based on Measured Ambient Noise Levels?				Applicable Standards			
	Daytime		Nighttime		Daytime		Nighttime		Daytime		Nighttime	
	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	55	70	45	65	N	N	Y	N	55	70	54	65
Northwest	55	70	45	65	Y	Y	Y	N	60	81	54	65
Southwest	55	70	45	65	Y	Y	Y	N	62	82	54	65
Source: Bollard Acoustical Consultants, Inc., 2020.												

Project Construction Noise

During construction of the proposed project, heavy-duty equipment would be used for demolition, grading, excavation, paving, and building construction, which would result in temporary noise level increases while in operation. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. The property lines of the nearest existing residential uses are located approximately 30 feet away from where construction activities would occur on the project site.

Table 14 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet. Not all of the construction activities included in the table would be required of the proposed project. Table 14 data also include predicted maximum equipment noise levels at the property lines of the nearest sensitive uses located approximately 30 feet away, which assume a standard spherical spreading loss of 6 dB per doubling of distance.

Based on the equipment noise levels in Table 14, worst-case on-site project construction equipment noise levels at the property lines of the nearest existing residential uses located 30 feet away are expected to range from approximately 80 to 94 dB. Thus, the project construction equipment could result in a substantial short-term increase in noise over ambient maximum noise levels at the nearest existing sensitive uses. Such noise levels could exceed the applicable City of Pinole General Plan noise level limits. As a result, a potentially significant impact could occur related to construction noise.

Table 14 Construction Equipment Noise		
Type of Equipment	**Maximum Level, dB at 50 feet**	**Maximum Level, dB at 30 feet**
Air compressor	80	84
Backhoe	80	84
Ballast equalizer	82	86
Ballast tamper	83	87
Compactor	82	86
Concrete mixer	85	89
Concrete pump	82	86
Concrete vibrator	76	80
Crane, mobile	83	87
Dozer	85	89
Generator	82	86
Grader	85	89
Impact wrench	85	89
Jack hammer	88	92
Loader	80	84
Paver	85	89
Pneumatic tool	85	89
Pump	77	81
Rail saw	90	94
Saw	76	80
Scarifier	83	87
Scraper	85	89
Shovel	82	86
Spike driver	77	81
Tie cutter	84	88
Tie handler	80	84
Tie inserter	85	89
Truck	84	88
Source: Bollard Acoustical Consultants, Inc., 2020.		

Project Operational Noise

The following sections describe potential traffic and operational noise impacts at existing sensitive uses in the project vicinity.

It should be noted that subsequent to preparation of the January 2020 Noise Assessment, the existing and proposed building square footages were refined, which resulted in slight decreases in the total existing and proposed building areas. In response to the building area refinements, the project traffic consultant (TJKM Transportation Consultants) identified that, although the changes in square footage would result in a slight increase in the number of net new vehicle trips, the increase would not change the conclusions presented in the Transportation Impact Study prepared for the project. Accordingly, revisions to the Transportation Impact Study were not necessary as a result of the refinement in square footages. Similarly, noise levels associated with the slight increase in net new vehicle trips would not be appreciable and would not change the conclusions presented in the Noise Assessment prepared by BAC.[47]

[47] Bollard Acoustical Consultants, Inc. *Changes in noise levels associated with revised building square footages for the proposed Pinole Square Redevelopment project in Pinole, California*. February 18, 2020.

Traffic Noise – Existing Plus Project

Potential traffic noise increases occurring as a result of the project were evaluated using the traffic volumes for the Existing Plus Project conditions obtained from TJKM. The resulting noise levels were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. Table 15 below summarizes the calculated traffic noise levels at a standard distance of 50 feet from the centerline of the area roadways for the Existing Plus Project conditions.

As shown in the table, traffic generated by the project under Existing Plus Project conditions would not result in a significance increase of traffic noise levels on the local roadway network in excess of the applicable FICON significance criteria identified in Table 11. As a result, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the proposed project would be considered less than significant under Existing Plus Project conditions.

Table 15
Traffic Noise – Existing Plus Project

#	Intersections	Direction	Traffic Noise at 50 feet (dB, L_{dn})			Substantial Increase?
			No Project	With Project	Change	
1	Project Drive/Tara Hills Drive	North	56.0	56.0	0.0	No
2		South	57.8	59.2	1.4	No
3		East	65.2	65.6	0.4	No
4		West	64.2	64.3	0.1	No
5	Appian Way/Tara Hills Drive	North	64.5	64.6	0.1	No
6		South	69.3	69.4	0.1	No
7		East	56.5	56.7	0.2	No
8		West	65.3	65.6	0.3	No
9	Appian Way/I-80 WB Ramps	North	69.4	69.4	0.0	No
10		South	69.1	69.2	0.1	No
11		East	67.4	67.5	0.1	No
12		West	66.7	66.7	0.0	No
13	Appian Way/I-80 EB Ramps	North	69.2	69.2	0.0	No
14		South	69.8	69.8	0.0	No
15		East	67.2	67.2	0.0	No
16		West	66.7	66.7	0.0	No

Source: Bollard Acoustical Consultants, Inc., 2020.

Traffic Noise – Cumulative Plus Project

Potential traffic noise increases occurring as a result of the proposed project were evaluated using the traffic volumes for the Cumulative Plus Project conditions obtained from TJKM. Table 16 below summarizes the calculated traffic noise levels at a standard distance of 50 feet from the centerline of the project area roadways for the Cumulative Plus Project conditions.

As shown in the table, traffic generated by the proposed project under Cumulative Plus Project conditions would not result in an increase of traffic noise levels on the local roadway network in excess of the applicable FICON significance criteria identified in Table 11. As a result, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the proposed project would be considered less than significant under Cumulative Plus Project conditions.

Table 16
Traffic Noise – Cumulative Plus Project

#	Intersections	Direction	Traffic Noise at 50 feet (dB, L_{dn}) No Project	With Project	Change	Substantial Increase?
1	Project Drive/Tara Hills Drive	North	56.3	56.4	0.1	No
2		South	58.2	59.5	1.3	No
3		East	65.6	65.9	0.3	No
4		West	64.5	64.6	0.1	No
5	Appian Way/Tara Hills Drive	North	64.8	64.9	0.1	No
6		South	69.7	69.8	0.1	No
7		East	56.9	57.1	0.2	No
8		West	65.7	66.0	0.3	No
9	Appian Way/I-80 WB Ramps	North	69.7	69.8	0.1	No
10		South	69.5	69.5	0.0	No
11		East	67.8	67.8	0.0	No
12		West	67.0	67.1	0.1	No
13	Appian Way/I-80 EB Ramps	North	69.5	69.6	0.1	No
14		South	70.1	70.1	0.0	No
15		East	67.6	67.6	0.0	No
16		West	67.0	67.1	0.1	No

Source: Bollard Acoustical Consultants, Inc., 2020.

On-Site Operational Noise

The primary on-site operational noise sources associated with the proposed project would include on-site delivery truck circulation, loading dock activities, rooftop mechanical equipment (HVAC), restaurant drive-through operations, and parking lot movements. An assessment of each project-related noise source is provided below. The locations of the on-site noise sources included in this analysis are shown on Figure 27.

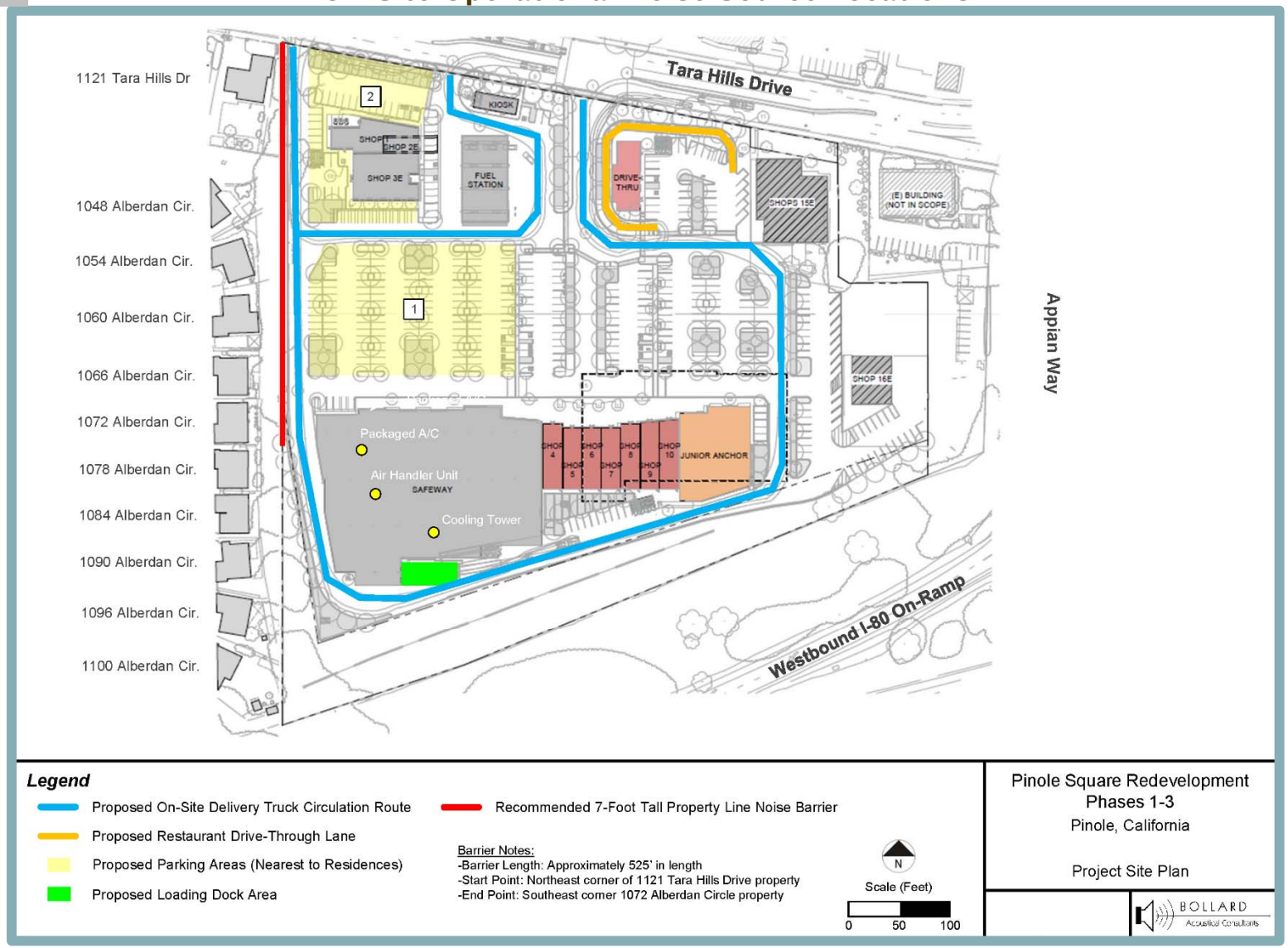
It should be noted that the project site plans indicate that a seven-foot tall solid wood fence is proposed along the entire western project property boundary. However, it is unclear whether the proposed wood fence would be constructed such that it would provide the necessary attenuation needed to perform as a noise barrier. As a result, the following analyses of project-generated noise exposure at the nearest existing residential uses (to the west) do not include offsets associated with a seven-foot tall noise barrier.

On-Site Delivery Truck Circulation Noise

Delivery trucks would access the project site from the westernmost driveway at Tara Hills Drive, similar to existing conditions. Figure 27 shows the proposed on-site delivery truck routes. Heavy truck deliveries would primarily be associated with the fuel station, the Safeway grocery store, and adjacent retail shops near the southern end of the development. Based on this expectation, only medium-duty trucks/vans or smaller would deliver product to the remaining buildings of the development. Such assumptions are based on the proposed building capacities, orientation, and delivery access points indicated in the project site plan.

As noted in the Noise Assessment, similar projects with commercial uses typically can have deliveries during both daytime and nighttime hours. Thus, the following conservative assumptions were made regarding deliveries at the project site:

Figure 27
On-Site Operational Noise Source Locations



Source: Bollard Acoustical Consultants, Inc., 2020.

- Fuel station: 1 heavy truck/2 medium trucks during worst-case hour;
- Shops 1, 2E, and 3E: 2 medium trucks during worst-case hour;
- Safeway and adjacent retail: 3 heavy trucks/5 medium trucks during worst-case hour; and
- Drive-through restaurant: 1 medium truck during worst-case hour.

It is important to note that, with respect to the threshold related to a substantial permanent increase in ambient noise levels, stationary loading dock noises are not expected to increase substantially from existing conditions. The current on-site uses have regular truck deliveries in the rear area, similar to the proposed operations. Thus, the CEQA baseline includes loading dock operations similar to that which would occur under the proposed project. Given that the analysis presented herein does not account for noise associated with existing on-site deliveries, the analysis represents a conservative, worst-case scenario.

Truck deliveries are expected to be relatively brief and would occur at low speeds. To predict noise levels generated by truck deliveries, Bollard Acoustical Consultants, Inc. relied on file data obtained from measurements of heavy- and medium-duty truck passbys. According to Bollard Acoustical Consultants, Inc. data, single-event heavy truck passby noise levels are approximately 74 dB L_{max} and 83 dB SEL at a reference distance of 50 feet. In addition, such file data indicate that single-event medium truck passby noise levels are approximately 66 dB L_{max} and 76 SEL at a reference distance of 50 feet.

Because the City of Pinole General Plan noise standards are provided in terms of both individual maximum noise levels and hourly average noise levels, it is necessary to identify the number of truck movements occurring during a typical busy hour of operations to assess compliance with the L_{eq}-based standards. Based on the worst-case hour truck delivery assumptions discussed above, the following delivery truck hourly average (L_{eq}) reference noise levels at a distance of 50 feet from the truck passby route were computed:

- Fuel station: 48 dB L_{eq} (maximum of 74 dB L_{max});
- Pads 1 and 2 businesses: 43 dB L_{eq} (maximum of 66 dB L_{max});
- Safeway and adjacent retail: 53 dB L_{eq} (maximum of 74 dB L_{max}); and
- Drive-through restaurant: 40 dB L_{eq} (maximum of 66 dB L_{max}).

Based on the reference noise levels above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), on-site delivery truck circulation noise exposure at the property lines of the nearest existing residential uses to the west, northwest, and southwest of the project site was calculated and the results of those calculations are presented in Table 17.

As indicated in the table, on-site delivery truck circulation noise levels are predicted to exceed the applicable City of Pinole General Plan hourly average (L_{eq}) and maximum (L_{max}) adjusted daytime and nighttime noise level standards at a portion of the nearest existing residences to the west, northwest, and southwest of the project site. In addition, project delivery truck circulation noise exposure could be above ambient daytime and nighttime noise levels at the existing sensitive uses. As a result, a potentially significant impact could occur.

Table 17
Predicted On-Site Truck Circulation Noise Levels at the Nearest Existing Sensitive Uses

Nearest Residential Property Lines	Distance from Truck Lane (ft)[1]	Predicted Noise Level (dB)		Applicable City Noise Standards[2]			
				Daytime		Nighttime	
		L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	25	59	80	55	70	54	65
Northwest	25	61	80	60	81	54	65
Southwest	35	57	77	62	82	54	65

[1] Distances measured from the center of the nearest truck circulation lane to the nearest residential property lines.
[2] Applicable noise levels based upon measured ambient conditions from ambient noise level surveys.

Source: Bollard Acoustical Consultants, Inc., 2020.

Loading Dock Activity Noise

The proposed project would include a primary loading dock at the southern side of the Safeway grocery store (see Figure 27). The primary noise sources associated with loading dock areas is the heavy trucks stopping (air brakes), backing into the loading docks (back-up alarms), and pulling out of the loading dock area (revving engines).

To quantify the noise generated by truck loading dock operations, Bollard Acoustical Consultants, Inc. relied on noise level data obtained from field measurements of a commercial warehouse facility. According to the measurement data, loading dock average and maximum noise levels are approximately 63 dB L_{eq} and 75 dB L_{max} at a reference distance of 50 feet.

The existing residential uses to the west and northwest of the project site (located farthest away) would be completely shielded from view of the loading dock area by the proposed grocery store building itself. The worst-case loading dock noise exposure would be at the nearest existing residential uses to the southwest of the project site. Assuming standard spherical spreading loss (-6 dB per doubling of distance), loading dock noise exposure at the property line of the nearest existing residential use to the southwest of the project site was calculated (see Table 18).

Table 18
Predicted Loading Dock Noise Levels at the Nearest Existing Sensitive Uses

Nearest Residential Property Line	Distance from Loading Dock (ft)[1]	Predicted Noise Level (dB)		Applicable City Noise Standards[2]			
				Daytime		Nighttime	
		L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
Southwest	180	52	64	62	82	54	65

[1] Distances measured from the center of the loading dock area to the property line of the nearest residential use.
[2] Applicable noise levels based upon measured ambient conditions from ambient noise level surveys.

Source: Bollard Acoustical Consultants, Inc., 2020.

As shown in the table, noise levels generated by project loading dock activities are predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise

level standards at the property lines of the nearest existing residential uses (southwest of the project site). The predicted average hourly (L_{eq}) and maximum (L_{max}) noise levels shown in the table are also below the ambient daytime and nighttime noise levels measured at the nearest existing residential uses to the southwest.

Because project loading dock activity noise level exposure is predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level limits, and because loading dock noise levels are not predicted to significantly increase ambient noise levels at existing sensitive uses, impacts related to loading dock activity noise would be considered less than significant.

Rooftop Mechanical Equipment Noise

The proposed project would include the installation of rooftop mechanical equipment for the proposed commercial development. Such mechanical equipment would be shielded from view of nearby existing residential uses by the building parapets on top of the proposed commercial buildings. Figure 27 shows the proposed locations of the rooftop mechanical equipment. Because mechanical equipment operation typically generates sustained, steady-state, noise levels, impacts of project rooftop mechanical equipment are assessed relative to the City of Pinole General Plan hourly average (L_{eq}) noise level standards.

Noise from rooftop mechanical equipment has been measured by Bollard Acoustical Consultants, Inc. to be 45 to 50 dB at a reference distance of 100 feet from the building facades of similar commercial uses, including shielding by the building parapet. When projected to the property line of the nearest existing residential use located approximately 120 feet from any project-related rooftop mechanical equipment, noise levels are calculated to be approximately 43 dB L_{eq} (including shielding from the building parapet). The predicted rooftop mechanical equipment noise level of 43 dB L_{eq} at the property line of the nearest existing residential use southwest of the project site would satisfy the applicable City of Pinole adjusted daytime and nighttime hourly average noise level limits of 62 and 54 dB L_{eq}, respectively. In addition, the predicted average hourly (L_{eq}) noise level of 43 dB L_{eq} would be below ambient daytime and nighttime noise levels measured at the nearest existing residential uses to the southwest.

Because project rooftop mechanical equipment noise exposure is predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level limits, and because mechanical equipment noise levels are not predicted to significantly increase ambient noise levels at existing sensitive uses, impacts related to HVAC equipment noise would be considered less than significant.

Restaurant Drive-Through Operations Noise

The proposed project would include operation of a restaurant with a drive-through. To quantify the noise exposure of proposed drive-through vehicle passages and speaker usage at the nearest existing residential uses, Bollard Acoustical Consultants, Inc. relied on noise measurement data collected for similar drive-through operations. According to the file data, drive-through speaker and vehicle idling noise levels are approximately 50 dB L_{eq} and 55 dB L_{max} at a reference distance of 50 feet. It should be noted that the proposed speaker would be oriented to face the vehicle occupant. Based on the arrangement of the drive-through aisle, the speaker would face away from existing homes in the project area.

The nearest existing residential uses to the proposed restaurant drive-through lane are located to the west and northwest of the project site. Using the above-mentioned measured reference noise levels, and assuming standard spherical spreading loss (-6 dB per doubling of distance), restaurant drive-through noise exposure at the property lines of the nearest existing residential uses was calculated and the results of those calculations are presented in Table 19.

As shown in the table, noise levels generated by restaurant drive-through operations are predicted to satisfy the applicable City of Pinole General Plan adjusted daytime and nighttime noise level standards at the property lines of the nearest existing residential uses west and northwest of the project site. In addition, the predicted average hourly (L_{eq}) and maximum (L_{max}) noise levels shown in the table are below ambient daytime and nighttime noise levels measured at the nearest existing residential uses to the west and northwest.

Table 19
Predicted Restaurant Drive-Through Noise Levels at the Nearest Existing Sensitive Uses

Nearest Residential Property Lines	Distance from Drive-Through Lane (ft)[1]	Predicted Noise Level (dB)		Applicable City Noise Standards[2]			
				Daytime		Nighttime	
		L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	430	31	36	55	70	54	65
Northwest	420	32	37	60	81	54	65

[1] Distances measured from the drive-through lane to the property lines of the nearest residential uses.
[2] Applicable noise levels based upon measured ambient conditions from ambient noise level surveys.

Source: Bollard Acoustical Consultants, Inc., 2020.

Because project restaurant drive-through operations noise level exposure is predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level limits, and because restaurant drive-through noise levels are not predicted to significantly increase ambient noise levels at existing sensitive uses, impacts related to drive-through operation noise would be considered less than significant.

Parking Lot Activity Noise

As a means of determining potential noise exposure due to project parking lot activities, Bollard Acoustical Consultants, Inc. conducted specific parking lot noise level measurements of multiple vehicle types arriving and departing a parking area, including engines starting and stopping, car doors opening and closing, and persons conversing as they entered and exited the vehicles. The results of such measurements revealed that individual parking lot movements generated mean noise levels of approximately 70 dB SEL at a reference distance of 50 feet. The maximum noise level associated with parking lot activity typically did not exceed 65 dB L_{max} at the same reference distance.

To compute hourly average (L_{eq}) noise levels generated by parking lot activities, the approximate number of hourly operations in any given area and distance to the effective noise center of the activities is required. The parking areas proposed nearest to existing residential uses are located on the west and northwest sides of the project area, identified as Parking Areas 1 and 2 in Figure 27. Parking Areas 1 and 2 would accommodate approximately 150 and 50 parking spaces, respectively. For the purposes of this analysis, all of the parking stalls are conservatively assumed to fill or empty during any given peak

hour (worst-case). However, parking area activity would likely be more spread out. Using the information provided above, and assuming standard spherical spreading loss of -6 dB per doubling of distance, worst-case parking area noise exposure at the property lines of the nearest existing residential uses to the west and northwest of the project site was calculated and the results of such calculations are presented in Table 20.

As shown in the table, noise levels generated by project parking lot movements are predicted to satisfy the applicable City of Pinole General Plan adjusted daytime and nighttime noise level standards at the property lines of the nearest existing residential uses (west and northwest of the project site). In addition, the predicted average hourly (L_{eq}) and maximum (L_{max}) noise levels shown in the table are below measured ambient daytime and nighttime noise levels measured at the nearest existing residential uses to the west and northwest. Because project parking area noise level exposure is predicted to satisfy the applicable City of Pinole General Plan adjusted daytime and nighttime noise level limits, and because parking area noise levels are not predicted to significantly increase ambient noise levels at existing sensitive uses, impacts related to parking lot area noise would be considered less than significant.

Table 20
Predicted Parking Area Noise Levels at the Nearest Existing Sensitive Uses

Nearest Residential Property Lines	Distance from Noise Center of Parking Area (ft)[1]	Predicted Noise Level (dB)		Applicable City Noise Standards[2]			
				Daytime		Nighttime	
		L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	250 (Parking Area 1)	42	51	55	70	54	65
Northwest	100 (Parking Area 2)	45	59	60	81	54	65

[1] Distances measured from the effective noise center the parking areas to the property lines of the nearest residential uses.
[2] Applicable noise levels based upon measured ambient conditions from ambient noise level surveys.

Source: Bollard Acoustical Consultants, Inc., 2020.

Combined Noise Levels from On-Site Operations

The calculated combined noise levels associated with all of the on-site operational noise sources described above at the nearest existing residential uses are presented in Table 21. It should be noted that due to the logarithmic nature of the decibel scale, the sum of two noise values that differ by 10 dB equates to an overall increase in noise levels of 0.4 dB. When the noise sources are equivalent, the sum would result in an overall increase in noise levels of 3 dB.

As shown in the table, the combined noise levels from all on-site operational sources discussed in the preceding sections could exceed the applicable City of Pinole General Plan hourly average (L_{eq}) and maximum (L_{max}) adjusted daytime and nighttime noise level standards at a portion of the nearest existing residential property lines. In addition, the combined noise levels could be above ambient daytime and nighttime noise levels at existing sensitive uses. As a result, a potentially significant impact could occur associated with on-site operational noise.

.

Return to Agenda

Table 21
Predicted Combined Noise Levels at the Nearest Existing Sensitive Uses

Nearest Residential Property Lines	Predicted Noise Level (dB)[1]											Applicable City Noise Standards[2]			
	Truck Circulation		Loading Dock		HVAC	Drive-Through		Parking Area		Combined		Daytime		Nighttime	
	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	59	80	31	43	39	31	36	42	51	59	80	55	70	54	65
Northwest	61	80	27	39	33	32	37	45	59	61	80	60	81	54	65
Southwest	57	77	52	64	43	<20	<20	26	34	58	77	62	82	54	65

[1] Distances measured from the effective noise center the parking areas to the property lines of the nearest residential uses.
[2] Applicable noise levels based upon measured ambient conditions from ambient noise level surveys.

Source: Bollard Acoustical Consultants, Inc., 2020.

Conclusion

Based on the above, construction activities associated with the proposed project could result in a temporary increase in ambient noise levels at the nearest existing sensitive uses to the site and could conflict with the stationary source noise standards established by General Plan Policy HS 9.1. In addition, on-site delivery truck circulation noise levels, as well as the combined noise levels associated with all on-site operational noise sources, are predicted to exceed the applicable City of Pinole General Plan hourly average (L_{eq}) and maximum (L_{max}) daytime and nighttime noise level standards at a portion of the nearest existing residences to the west, northwest, and southwest of the project, and could be above ambient daytime and nighttime noise levels at existing sensitive uses. Thus, the proposed project could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Per the Noise Assessment, implementation of the measures included in Mitigation Measure XIII-1 below would reduce the identified construction noise impact to a less-than-significant level.

With regard to on-site operational noise sources, implementation of Mitigation Measures XIII-2 and XIII-3 below would ensure satisfaction of the applicable General Plan daytime noise level limits at the nearest existing residential uses to west, northwest, and southwest of the project, for both truck circulation noise only and (see Table 22) and for combined noise from all on-site operations (see Table 23). The resulting noise levels at the nearest residential uses, after construction of the required seven-foot tall barrier, includes consideration of a shielding offset to account for the substantial difference in elevations between the elevated project site and depressed sensitive areas of the of the adjacent residential uses, which is estimated to be approximately -3 dB.

Based on the above, implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

XIII-1 *To the maximum extent practical, the following measures shall be included, via written notation, on final improvement plans for the project prior to review and approval by the City:*

- *Pursuant to City of Pinole General Plan Action HS.8.1.5, the project shall utilize temporary construction noise control measures including the use of temporary noise barriers, or other appropriate measures as mitigation for noise generated during construction of projects.*
- *Pursuant to Pinole Municipal Code Section 15.02.070(A), construction work is allowed from 7:00 AM to 5:00 PM on non-federal holidays. Construction work is allowed on holidays recognized by the City of Pinole, but not acknowledged federally, which include Cesar Chavez's Birthday and the Day after Thanksgiving; however, inspections will not be performed.*

Table 22
Predicted On-Site Truck Circulation Noise Levels at the Nearest Existing Sensitive Uses – with Mitigation

Nearest Residential Property Lines	Predicted Noise Level (dB)		Applicable City Noise Standards[2]	
	L_{eq}	L_{max}	L_{eq}	L_{max}
West	59	80	55	70
Northwest	61	80	60	81

[1] Predicted noise levels take into consideration the screening provided by a seven-foot tall noise barrier along the property line (as indicated in Figure 27), shielding provided by intervening on-site buildings (where applicable, as well as for a shielding offset to account for a difference in elevations between the elevated truck lane and depressed sensitive areas of adjacent residential uses.
[2] Applicable noise levels based upon measured ambient conditions from ambient noise level surveys.

Source: Bollard Acoustical Consultants, Inc., 2020.

Table 23
Predicted Combined Noise Levels at the Nearest Existing Sensitive Uses – with Mitigation

Nearest Residential Property Lines	Predicted Noise Level (dB)[1]											Applicable City Noise Standards[2]			
	Truck Circulation		Loading Dock		HVAC	Drive-Through		Parking Area		Combined		Daytime		Nighttime	
	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	49	70	20	32	29	20	25	30	40	49	70	55	70	54	65
Northwest	51	70	<20	28	23	21	26	34	58	51	70	60	81	54	65
Southwest	57	77	52	64	43	<20	<20	26	34	58	77	62	82	54	65

1. Predicted noise levels take into consideration the screening provided by a seven-foot tall noise barrier along the property line (as indicated in Figure 27), shielding provided by intervening on-site buildings (where applicable, as well as for a shielding offset to account for a difference in elevations between the elevated project site and depressed sensitive areas of adjacent residential uses.
2. Applicable noise levels based upon measured ambient conditions from ambient noise level surveys.

Source: Bollard Acoustical Consultants, Inc., 2020.

- *Pursuant to Pinole Municipal Code Section 15.02.070(B), construction work on Saturdays is allowed in commercial zones only, from 9:00 AM to 6:00 PM, as long as the work is interior work and does not generate significant noise.*
- *All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.*
- *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, State, or local agency shall comply with such regulations while in the course of project activity.*
- *Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.*
- *Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.*
- *Project area and site access road speed limits shall be established and enforced during the construction period.*
- *Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.*

XIII-2 *Prior to approval by the City, final improvement plans for the proposed project shall provide for the construction of a solid noise barrier measuring seven-feet in height along the project property boundary, as indicated in Figure 27 of this IS/MND. The design and materials for the noise barrier shall be subject to approval by the City Engineer.*

XIII-3 *The project applicant shall ensure that all future vendor contracts include language limiting project truck deliveries to daytime hours only (7:00 AM to 10:00 PM), to the satisfaction of the City of Pinole.*

b. Per the Noise Assessment, project operations would not generate an appreciable level of vibration. However, during project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction activities. The nearest existing sensitive uses are residential structures located approximately 50 feet from where construction activities would occur within the project site. For structural damage, the California Department of Transportation (Caltrans) uses a vibration limit of 0.50 inches/second, peak particle velocity (in/sec, PPV), for modern industrial/commercial/residential buildings, and 0.30 in/sec PPV for older residential structures.

Table 24 includes the range of vibration levels for equipment commonly used in general construction projects at a distance of 25 feet. The Table 16 data also include predicted equipment vibration levels at the nearest existing residences to the project site located approximately 50 feet away. As shown in the table, vibration levels generated from on-site construction activities at the nearest existing residences are predicted to be below the strictest Caltrans threshold for damage to residential structures of 0.30 in/sec PPV.

Furthermore, the predicted vibration levels are below the applicable Caltrans thresholds for annoyance.

Table 24
Vibration Source Levels for Construction Equipment and Predicted Levels at 50 Feet

Equipment	Maximum PPV (in/sec)	
	Maximum PPV at 25 Feet	Maximum PPV at 50 Feet
Hoe ram	0.089	0.032
Large bulldozer	0.089	0.032
Caisson drilling	0.089	0.032
Loaded trucks	0.076	0.027
Jackhammer	0.035	0.012
Small bulldozer	0.003	0.011

Source: Bollard Acoustical Consultants, Inc., 2019.

Consequently, vibration generated by construction activities associated with the proposed project are not expected to be perceptible at nearby sensitive receptors, and the construction-generated vibrations would not be expected to result in structural damage to nearby buildings. Furthermore, construction activities associated with implementation of the proposed project would be temporary and construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours per the City's Municipal code, and would likely only occur over portions of the improvement area at a time. Therefore, the project would not involve the generation of excessive groundborne vibration or noise levels and a ***less-than-significant*** impact would result.

c. The nearest airport to the project site is Buchanan Field Airport, located approximately 13 miles east of the site. As such, the project site is not located within two miles of any public airports, and does not fall within an airport land use plan area. Given that the proposed project is not located within two miles of a public or private airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, ***no impact*** would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✖

Discussion

a. Currently, the site is developed with the Appian 80 Shopping Center, which includes a Safeway grocery store, a vacant CVS pharmacy, and various other smaller businesses totaling approximately 93,193 sf. The proposed project would include demolition of a portion of the existing on-site structures and construction of new commercial buildings. Upon completion of the proposed redevelopment, the project site would include a total of 105,149 sf of commercial uses. While the project would represent a slight increase in the amount of commercial development on-site, the project would be consistent with the intensity of development anticipated for the site per the site's current General Plan/Specific Plan land use and zoning designations. Thus, indirect population growth associated with continued operation of commercial uses on the site has been planned by the City, and associated impacts have been analyzed in the General Plan EIR.[48] Therefore, the proposed project would not induce substantial unplanned population growth, and a ***less-than-significant*** impact would occur.

b. The project site does not contain any existing housing, and many of the commercial structures that would be demolished as part of the proposed project are currently vacant. Therefore, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and ***no impact*** would occur.

[48] City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a-e. The Pinole Fire Department (PFD) shares the Public Safety Building located approximately 1.3 miles east of project site, with the Pinole Police Department (PPD). In September of 2000, the PFD, the Contra Costa County Fire Protection District, and the Rodeo-Hercules Fire Protection District began a cooperative agreement to establish and function as "Battalion 7." The purpose of Battalion 7 was to respond to the large percentage of calls involving automatic or mutual aid between the departments. The City of Pinole's fire stations are located at 880 Tennent Avenue in the Public Safety Building (Station 73) and 3700 Pinole Valley Road (Station 74).

The proposed redevelopment project would result in a net increase of approximately 11,956 sf relative to the 93,193 sf of existing on-site commercial uses. Given the relatively minor increase in square footage that would occur as a result of the proposed project, the project would not substantially increase demand for fire protection, police protection, or other public services relative to what currently occurs. Additionally, the proposed project would incorporate a sprinkler system that would reduce fire risk at the site and reduce the likelihood of PFD services being needed at the project site. The project includes a lighting plan, which when implemented, would provide security lighting at the project site to reduce demand on PPD to the extent feasible. Thus, the project would not require the provision of new or physically altered fire or police protection facilities beyond what was analyzed in the General Plan EIR.[49]

Furthermore, the proposed project would not result in direct population growth, and, consequently, would not increase the demand for schools, parks, or other public facilities. Therefore, the proposed project would have a ***less-than-significant*** impact related to the need for new or physically altered fire protection, police protection, schools, parks, or other public facilities, the construction of which could cause significant environmental impacts.

[49] City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.

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

Discussion

a,b. The proposed project would consist solely of commercial uses and, thus, would not introduce any new residents to the project site. The proposed project would not result in population growth that could result in increased use of existing recreational facilities, nor would the proposed project include or require construction or expansion of recreational facilities. Thus, a ***less-than-significant*** impact would occur.

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

Discussion

a. The following is based primarily on a Transportation Impact Study prepared for the proposed project by TJKM (see Appendix G).[50]

TJKM evaluated traffic conditions at four study intersections during the AM and PM peak hours for a typical weekday. The peak periods observed were between 7:00 and 10:00 AM and 4:00 and 7:00 PM. The highest single one hour recorded for each peak period was used in the analysis. The study intersections and associated traffic controls are as follows (see Figure 28):

1. Tara Hills Drive at project entrance (Signalized);
2. Appian Way and Tara Hills Drive (Signalized);
3. Appian Way and I-80 westbound (WB) Ramps (Signalized); and
4. Appian Way and I-80 eastbound (EB) Ramps (Signalized).

Study Scenarios

Conditions at each intersection were analyzed under the following scenarios:

- Existing Conditions – This scenario describes existing transportation conditions relevant to the study area, including characteristics of key roadways and transit service, and existing conditions for walking and bicycling.
- Existing Plus Project Conditions – This scenario describes the anticipated effects of the proposed project relative to Existing conditions, including the addition of traffic from the proposed project to study intersections.
- Cumulative No Project Conditions – This scenario describes anticipated transportation conditions in 2040 using a growth rate based on the volumes obtained from the CCTA 2040 travel demand model.
- Cumulative Plus Project Conditions – This scenario describes anticipated transportation conditions in 2040 that include the proposed project. Cumulative impacts resulting from the project are assessed based on the net change from Cumulative No Project conditions.

[50] TJKM. *Pinole Square, Transportation Impact Study.* February 21, 2020.

Figure 28
Study Intersection Locations

Source: TJKM, 2019.

Thresholds of Significance

Operations at each of the study intersections were evaluated based on Level of Service (LOS), a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely-congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets. Table 25 summarizes the relationship between the control delay and LOS for signalized intersections.

Table 25
Signalized Intersection LOS Criteria

LOS	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. Good progression or short cycle lengths are available, or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: TJKM, 2019.

City of Pinole Traffic Impact Criteria

City of Pinole LOS standards specify that the minimum acceptable operation for signalized intersections is LOS D or better. The Pinole General Plan notes that increases in daily volumes on San Pablo Avenue, Appian Way, and Pinole Valley Road associated with anticipated growth in the region will slowly begin to exceed the capacity of the roadways.

Caltrans Traffic Impact Criteria

Per Caltrans guidelines, Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities; however, Caltrans acknowledges that such standards may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway

facility is operating at less than the appropriate target LOS, the existing Measure of Effectiveness should be maintained. For the purposes of this analysis, LOS thresholds were considered to be LOS D for those within both the City and Caltrans jurisdiction.

Pedestrian and Bicycle Impact Criteria

Impacts to pedestrian and bicycle circulation would be considered potentially significant if the proposed project would result in the following:

- Create a hazardous condition that currently does not exist for pedestrians or bicyclists, or otherwise interfere with pedestrian accessibility to the project and adjoining areas;
- Conflict with an existing or planned pedestrian or bicycle facility; or
- Conflict with policies related to bicycle and pedestrian activity adopted by the City of Pinole.

Transit Impact Criteria

Impacts to transit would be considered potentially significant if the proposed project would result in the following:

- Conflict with existing or planned transit services;
- Create demand for public transit services above the capacity that is provided or planned; or
- Conflict with transit policies adopted by the City of Pinole or CCTA.

Trip Generation and Distribution

Project vehicle trip generation was estimated using rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). Table 26 shows the trip generation was based on the difference between the number of vehicle trips generated by the proposed building areas and the existing building areas. It should be noted that trip generation calculations do not include Shops 15E and Shop 16E, which remain unaltered as a part of the proposed project. Existing traffic volumes from the two buildings use the main project driveway, and are, thus, included in both the existing and cumulative scenarios based on existing field counts. As discussed in Section XIII, Noise, of this IS/MND, subsequent to preparation of the Transportation Impact Assessment, the existing and proposed building square footages were refined, which resulted in slight decreases in the total existing and proposed building areas. In response to the building area refinements, TJKM identified that, although the changes in square footage would result in a slight increase in the number of net new vehicle trips, the increase would not change the conclusions presented in the Transportation Impact Study prepared for the project.

The proposed project is expected to generate a net increase of approximately 87 weekday AM peak hour trips (44 inbound trips, 43 outbound trips), and 151 weekday PM peak hour trips (76 inbound trips, 74 outbound trips), and a total of 2,919 net new daily trips. It should be noted that since the preparation of the Transportation Impact Study, the total square footage of the existing on-site development was revised slightly; however, per TJKM, the revision does not affect the analysis, conclusions, or recommendations provided in the Transportation Impact Study.[51]

[51] TJKM. *Technical Memorandum, Pinole Square Traffic Study.* January 2, 2020.

Return to Agenda

Table 26
Project Vehicle Trip Generation

Land Use	ITE Code	Size	Daily Rate	Daily Trips	AM Peak Hour Rate	AM In %	AM Out %	AM In	AM Out	AM Total	PM Peak Hour Rate	PM In %	PM Out %	PM In	PM Out	PM Total
EXISTING BUILDING AREAS																
Shopping Center[1] (Excludes parcel 15e+16e)	**820**	82,860	**63.85**	**5,290**	**2.33**	62	38	120	73	**193**	**5.71**	48	52	227	246	**473**
Pass-By Trip Reduction (PM Peak Hour-34%)[2]														-77	-84	-161
Total Vehicle Trips				**5,290**				120	73	**193**				150	162	**312**
Total Vehicle Trips				5,290				120	73	**193**				150	162	**312**
PROPOSED BUILDING AREAS																
Shopping Center[1] (See note 9)	**820**	89,190 sq. ft.	**62.36**	**5,562**	**2.20**	62	38	122.0	74.4	**196.4**	**5.6**	48.0	52.0	240	259	**499**
Pass-By Trip Reduction (PM Peak Hour-34%)[2]														-81	-89	-170
Total Trips for Shopping Center				**5,562**				122.0	74.4	**196.4**				159	170	**329**
Gasoline/Service Station[3]	**944**	16 Fueling Positions	**172.01**	**2,752**	**10.28**	50	50	82	82	**164**	**14.03**	50	50	112	112	**224**
Internal Trip Reduction (AM Peak Hour-50%, PM Peak Hour-50%)[4]				-1,376				-41	-41	-82				-56	-56	-112
Pass-by Trip Reduction (AM Peak Hour-58%, PM Peak Hour-42%)[5]								-24	-24	-48				-24	-23	-47
Total Trips for Gasoline Station				**1,376**				17	17	**34**				32	33	**65**
Drive Through Restaurant[6]	**934**	3,005 sq. ft.	**470.95**	**1,413**	40.2	51.0	49.0	62	59	**121**	33	52	48	51	47	**98**
Internal Trip Reduction (AM Peak Hour-10%, PM Peak Hour-10%)[7]				-141.3				-6	-6	-12				-5	-5	-10
Pass-by Trip Reduction (AM Peak Hour-49%, PM Peak Hour-21%)[8]								-31	-29	-59				-11	-9	-20
Total Trips for Drive Through Restaurant				**1,272**				25	24	**50**				35	33	**68**
Total Vehicle Trips				**8,210**				164	116	**280**				226	237	**462**
TRIP DIFFERENCE																
Total Vehicle Trips From Proposed Building Areas				**8,210**				164	116	**280**				226	237	**462**
Total Vehicle Trips From Existing Building Areas				**5,290**				120	73	**193**				150	162	**312**
Net New Vehicle Trips (Proposed-Existing)				**2,919**				44	43	**87**				76	74	**150**

Source - Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.

[1] Shoping Center (ITE Land Use Code 820) fitted curve equations are based upon number of thousand square feet gross leasable area. Fitted curve equation for Daily: Ln(T)=0.68 Ln(X)+5.57; AM Peak: T=0.50(X)+151.78; PM Peak: Ln(T)=0.74 Ln(X)+2.89. Where T=Average Vehicle Trip Ends; X=Land Use Size in ksf (One Thousand Square Feet).

[2] ITE Pass-By reduction rate of 34% in the PM peak hour for Retail Land Use.

[3] Gasoline/Service Station (ITE Land Use Code 944) vehicle trip rates are based upon number of fueling positions.

[4] Internal trip reduction of 50% applied to reflect internal trips between the Safeway Grocery Store and Safeway Gasoline Pump.

[5] ITE Pass-By reduction rate of 58% in the AM peak hour and 42% in the PM peak hour was applied to internal trips for From Safeway Grocery Store to Safeway Gasoline Pump.

[6] Drive Through Restaurant or Fast-Food Restaurant with Drive-Through Window (ITE Land Use Code 934) vehicle trip rates are based upon number of thousand square feet gross leasable area.

[7] Internal trip reduction of 10% applied to reflect internal trips between Shopping Center and Drive Through Restaurant.

[8] ITE Pass-By reduction rate of 49% in the AM peak hour and 21% in the PM peak hour for Drive Through Restaurant.

[9] Site Plan shows total of 105,149 square feet. Excluding sites 15e+16e (11,854 square feet), service station kiosk (1,100 square feet), and Drive-Through (3,005 square feet) yields 89,190 square feet.

[10] It should be noted that the existing project area was reduced by 1,521 square feet (resulting in 81,339 square feet of analysis area), and the proposed project area increased by 178 square feet (resulting in 89,368 square feet of analysis area) post completion of traffic analysis of this report. However, these changes do not change the conclusions of the Traffic Impact Analysis.

Trip distribution assumptions for the proposed project were developed based on existing travel patterns and knowledge of the study area. Table 27 illustrates the predicted distribution of project vehicle trips.

Existing Plus Project Conditions

Project trips, as represented in the project trip assignment discussed above, were added to the existing traffic volumes to obtain Existing Plus Project traffic volumes. The results of the intersection LOS analysis under Existing Plus Project conditions are summarized in Table 27 below. As shown in the table, while the addition of project traffic would slightly increase average delay at the study intersections, the overall intersection operations would not degrade beyond the established LOS standard. Thus, impacts to study intersections under Existing Plus Project conditions would be less than significant.

Table 27
Study Intersection LOS: Existing Plus Project Conditions

Intersection	Control	Peak Hour	Existing			Existing Plus Project		
			LOS	Delay	V/C Ratio	LOS	Delay	V/C Ratio
1. Tara Hills Drive at project entrance	Signal	AM	B	12.1	0.44	B	14.0	0.47
		PM	B	15.5	0.42	B	18.2	0.49
2. Appian Way and Tara Hills Drive	Signal	AM	D	37.5	0.61	D	38.4	0.63
		PM	C	34.4	0.57	D	35.8	0.60
3. Appian Way and I-80 WB Ramps	Signal	AM	D	36.6	0.87	D	37.4	0.88
		PM	C	31.4	0.74	C	31.8	0.75
4. Appian Way and I-80 EB Ramps	Signal	AM	A	8.6	0.54	A	8.7	0.54
		PM	A	7.8	0.63	A	8.0	0.63

Note: Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.

Source: TJKM, 2020.

Cumulative Plus Project Conditions

Cumulative No Project volumes were forecasted using an annual growth factor of 0.38 percent for the year 2040 based on the volumes obtained from the current version of the CCTA Travel Demand Model. The Cumulative Plus Project traffic volumes were based on the trip generation, distribution, and assignment as applied to the analysis of Existing Plus Project conditions.

The growth rate from 2018 to 2040 was calculated for four locations on Appian Way: between Tara Hills Drive and I-80 WB Ramps; I-80 WB and EB Ramps; I-80 EB Ramps and Fitzgerald Drive; and Fitzgerald Drive and Michael Drive. The average growth rate for the AM peak hour was found to be 0.38 percent and for PM peak hour was found to be 0.33 percent. The higher growth rate of 0.38 percent was assumed for both AM and PM peak hours for the project.

The results of the intersection LOS analysis under Cumulative Plus Project conditions are summarized in Table 28. As shown in the table, the addition of project traffic would slightly increase average delay at the study intersections. However, the overall intersection operations would not degrade beyond the established LOS standard. Thus, impacts to study intersections under Cumulative Plus Project conditions would be ***less than significant***.

Figure 29
Vehicle Trip Distribution

Source: TJKM, 2020.

Table 28
Study Intersection LOS: Cumulative Plus Project Conditions

Intersection	Control	Peak Hour	Cumulative No Project			Cumulative Plus Project		
			LOS	Delay	V/C Ratio	LOS	Delay	V/C Ratio
1. Tara Hills Drive at project entrance	Signal	AM	B	12.9	0.47	B	14.9	0.50
		PM	B	16.6	0.45	B	19.4	0.52
2. Appian Way and Tara Hills Drive	Signal	AM	D	39.1	0.67	D	40.3	0.68
		PM	D	35.5	0.61	D	36.9	0.65
3. Appian Way and I-80 WB Ramps	Signal	AM	D	50.3	0.95	D	52.9	0.96
		PM	C	33.4	0.80	C	33.7	0.82
4. Appian Way and I-80 EB Ramps	Signal	AM	A	9.3	0.59	A	9.5	0.59
		PM	A	8.7	0.68	A	8.8	0.69

Note: Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.

Source: TJKM, 2020.

Pedestrian, Bicycle, and Transit Facilities

The proposed project's potential impacts related to pedestrian, bicycle, and transit facilities are discussed below.

Pedestrian Facilities

Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. The existing sidewalk network in the project vicinity provides connections to the project site from all nearby areas. All study intersections in the project vicinity are equipped with marked crosswalks, push buttons, and pedestrian countdown heads. Existing pedestrian facilities in the study area are shown in Figure 30. Per the Transportation Impact Analysis, the proposed project would not conflict with an existing or planned pedestrian facility, nor would the project conflict with policies related to pedestrian travel adopted by the City of Pinole. Thus, a less-than-significant impact would occur with regard to pedestrian facilities.

Bicycle Facilities

The existing bicycle facilities in the study area are shown in Figure 30. As shown the figure, Appian Way does not include any dedicated bicycle facilities within the project vicinity. The nearest bicycle infrastructure in the vicinity of the project site is a Class II bike lane that begins 200 feet south of Appian Way and Mann Drive and continues north without providing any connection to the project site. Per the Circulation Element of the City's General Plan, Class I and Class II bicycles facilities are planned in the vicinity of the project area on Appian Way.

The addition of two right-in, right-out driveways at the project site would offer bicyclists the opportunity to safely access the proposed development. In addition, the proposed shopping center would provide bike racks to encourage active transportation. The project is expected to add a few trips to the existing and planned facilities, but is not anticipated to create a hazardous condition for bicyclists or otherwise interfere with bicycle accessibility to the project and adjoining areas.

Figure 30
Existing Pedestrian and Bicycle Facilities

Source: TJKM, 2020.

The project would not conflict with an existing or planned bicycle facility or conflict with policies related to bicycle activity adopted by the City of Pinole. Thus, a ***less-than-significant impact*** would occur.

Transit Facilities

Bus service in the City of Pinole is provided by WestCAT, which operates local fixed routes, Express and transbay routes, and Paratransit within its service area. Five local fixed routes, 16, 17, 18, 19, and C3-Connection, serve the City's residential and commercial areas. The closest bus stop to the project entrance is approximately 0.2-mile east on Appian Way, serving bus route 17. The existing transit facilities in the study area are shown in Figure 31. It should be noted that while a portion of the bus stops along Tara Hills Drive are currently inactive, WestCAT will consider reactivating such stops in the future based on ridership levels.

WestCAT routes 16 and 17 currently operate below capacity. Additional trips generated by the proposed project could be accommodated by the existing transit service and are not anticipated to create significant demand for public transit services above the capacity that is provided or planned. The project would not conflict with transit policies adopted by the City of Pinole or WestCAT for their respective facilities in the study area. Therefore, impacts to transit services and facilities would be less than significant.

Conclusion

Based on the above, the proposed project would not result in significant impacts to any of the study intersections under Existing Plus Project or Cumulative Plus Project conditions. In addition, the project would not conflict with any applicable standards related to pedestrian facilities, bicycle facilities, or transit services and facilities. Therefore, the proposed project would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and a ***less-than-significant*** impact would occur.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per Section 15064.3, analysis of vehicle miles travelled (VMT) attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in Section 15064.3(b)(2) regarding roadway capacity, a project's effect on automobile delay does not constitute a significant environmental impact under CEQA. It should be noted that currently, the provisions of Section 15064.3 apply only prospectively; determination of impacts based on VMT is not required Statewide until July 1, 2020.

Per the Transportation Impact Study, most of the vehicle trips associated with the proposed project would be made by customers and shoppers. To the extent that the project grows in daily and peak hour traffic, a commensurate reduction in traffic in other similar locations in the region is assumed to occur, either due to the project being located closer for new customers or because the project has newer and more attractive facilities.

Figure 31
Existing Transit Facilities

Source: TJKM, 2020.

The location of the project site is central to the communities outside of, but near, the City of Pinole north of I-80, including Tara Hills, Bayview and Montalvin Manor. The only other shopping center inclusive of a major grocery store such as Safeway near the project area is the Pinole Vista Shopping Center, which includes Lucky, a grocery store, on Fitzgerald Drive south of I-80. Making trips for groceries to Pinole Vista Shopping Center requires community members, especially in the community of Tara Hills, to traverse local streets in Tara Hills to San Pablo Avenue, connect to Richmond Parkway, and finally reach Fitzgerald Drive.

The redevelopment of the existing on-site shopping center with the convenience of a major grocery store, several restaurants and other retail facilities would discourage such extra miles travelled to access grocery stores and retail facilities far off, and help reduce the VMT in the area. Per the Office of Planning and Research (OPR) Technical Advisory On Evaluating Transportation Impacts in CEQA, if a redevelopment project "[…] leads to a net increase in provision of locally-serving retail, transportation impacts from the retail portion of the development should be presumed to be less than significant."[52] Given that the project would be anchored by a major grocery store, the project would be considered to provide locally-serving retail and, thus, the aforementioned OPR guidance is applicable to the proposed project.

In addition, as noted in question 'a' above, the proposed project would include access to public transit and pedestrian facilities, and would include on-site bike racks and lockers to encourage increased bicycle mode share. The proximity of alternative transportation infrastructure would encourage use of non-vehicle means of transportation to and from the project site.

Based on the above, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

c. Currently, the project site is accessible at three locations on Tara Hills Drive, including an access at a signalized intersection and two driveways with right-in and right-out access to the site. The proposed project would retain the existing site access configuration.

Per the Transportation Impact Study, the proposed internal circulation plan would provide truck traffic with direct access to the back of Safeway and other stores on the site. A convenient access to the Safeway gasoline station would be provided directly from Tara Hills Drive. In the event that traffic might back-up to fuel at the gasoline station, the circulation around the gasoline station ensures that hindrance to traffic approaching or exiting other stores and restaurants on the site would not occur.

Ample queue length is provided for vehicular traffic anticipated at the drive-through restaurant. As per the proposed site plan, a queue length of twelve vehicles is provided at the restaurant with a provision to accommodate an additional three more vehicles prior to blocking any internal circulation isles. Per TJKM, the estimated maximum vehicular traffic that could queue up at most drive-through restaurants is 15 vehicles. Consequently, the queue length provided for the proposed drive-through restaurant would be adequate.

---

[52] Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA.* December 2018.

Based on the above, the proposed project would not substantially increase hazards due to design features or incompatible uses, and a ***less-than-significant*** impact would occur.

d. Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. The proposed project includes three vehicle access points for emergency vehicles and the internal drive aisles within the project site would be able to adequately accommodate emergency vehicles. Therefore, the proposed project would not result in inadequate emergency access, and a ***less-than-significant*** impact would occur.

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

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the NAHC Sacred Lands File did not yield any information regarding the presence of Tribal Cultural Resources within the project site or immediate area. However, per the CHRIS search, a moderate potential exists for unrecorded Native American Tribal Cultural Resources to occur within the project area.

In compliance with AB 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the Amah Mutsun Tribal Band, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the SF Bay Area, the North Valley Yokuts Tribe, and the Ohlone Indian Tribe. Three of the tribes provided responses within the 30-day response period, which ended July 31st, 2019; however, none of the tribes requested initiation of formal consultation.

Based on the results of the CHRIS search, the possibility exists that construction associated with the proposed project could result in a substantial adverse change in the significance of a Tribal Cultural Resource if previously unknown Tribal Cultural Resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact to Tribal Cultural Resources could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

XVIII-1 *Implement Mitigation Measures V-1 and V-2.*

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

Discussion

a,c. Water supply service, wastewater service, and stormwater conveyance for the proposed project would continue to be provided by the City of Pinole through connections to existing utility infrastructure in the project site vicinity. The utility improvements included in the proposed project are shown in Figure 32 and Figure 33 below. As part of the proposed project, a portion of the existing water lines, water meters, storm drain pipes, and storm drain inlets within the project site would be removed. New eight-inch water lines would be installed, connecting to the City's existing water main located in Tara Hills Drive. In addition, new sanitary sewer cleanouts and grease interceptors would be provided on-site.

Electricity for the project site would continue to be provided by PG&E. Existing overhead electrical and telephone lines within the project site, as well as existing power poles, would be relocated to accommodate the proposed site layout. Per Section 17.50.030 of the City's Municipal Code, all on-site utilities that would have the capacity to serve the proposed project would be installed underground. At the City's discretion, the project may not be required to include undergrounding of the existing electrical equipment within the western portion of the site, provided that the proposed project does not draw any electricity from such facilities.

The proposed redevelopment project would result in a net increase of approximately 11,956 sf relative to the 93,193 sf of existing on-site commercial uses. Given the relatively minor increase in square footage that would occur as a result of the proposed project, the project would not substantially increase water demand or wastewater generation relative to the existing on-site development.

Figure 32
Utility Plan (North)

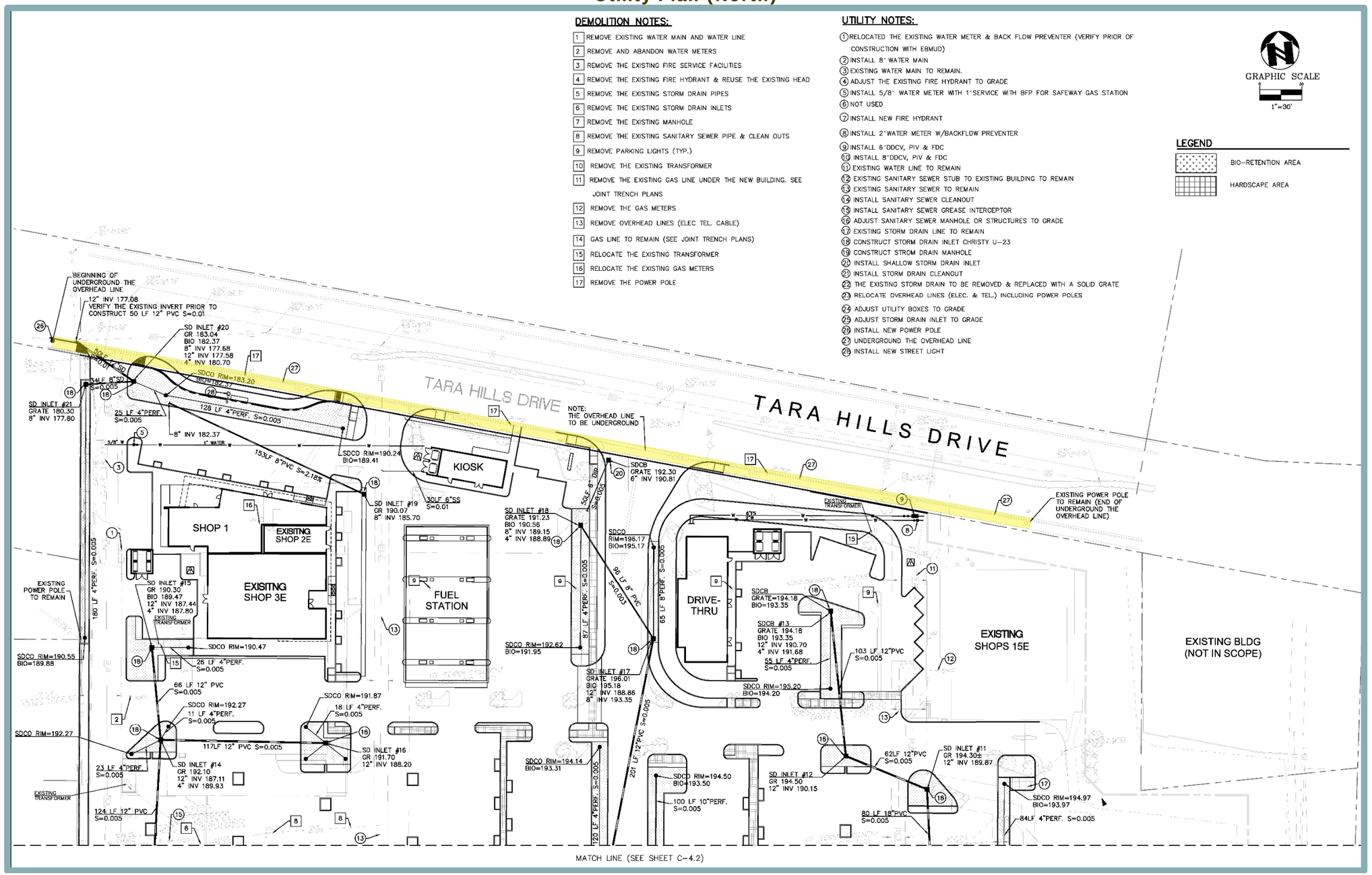
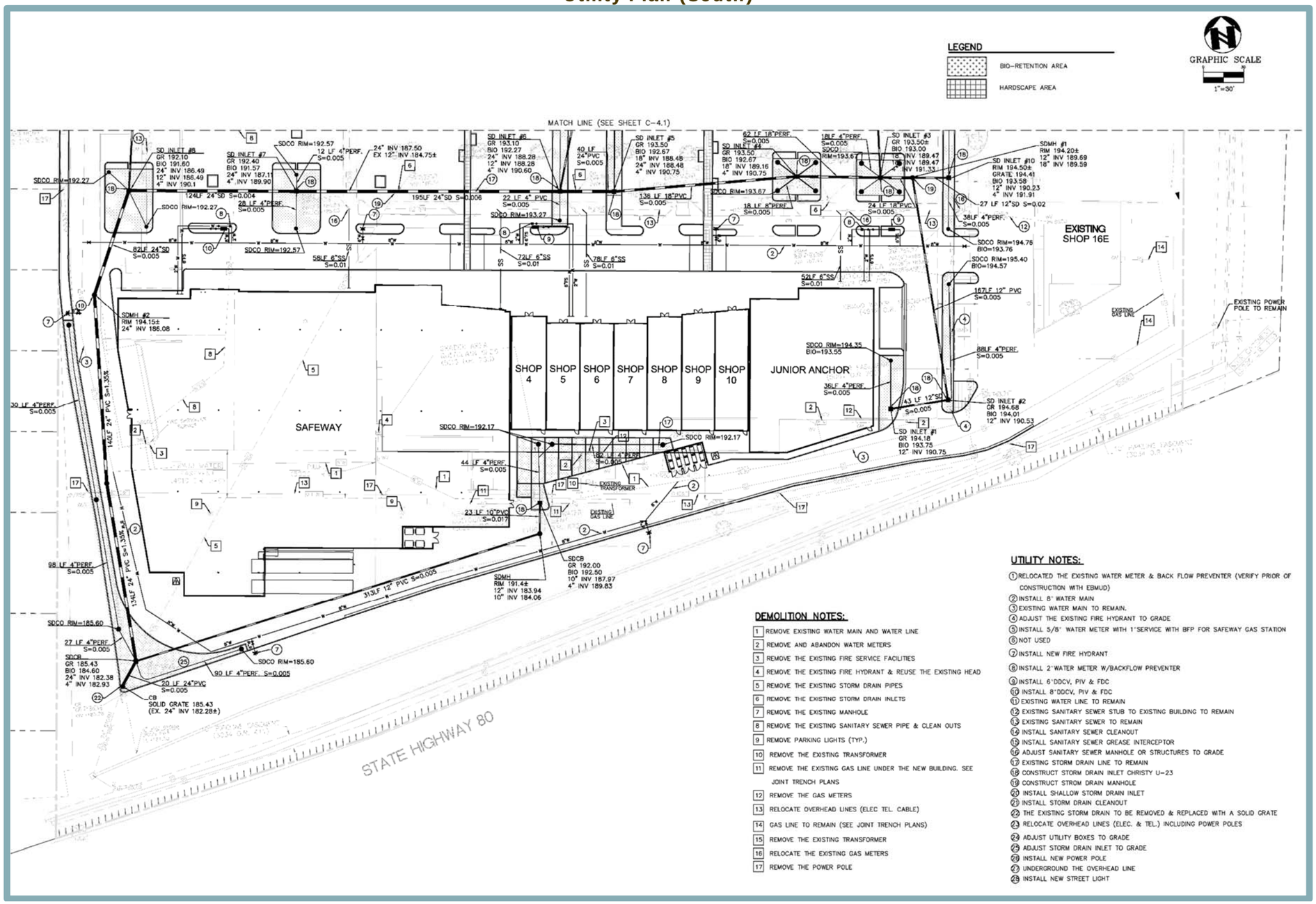


Figure 33
Utility Plan (South)



Wastewater from the proposed project would be treated at the Pinole/Hercules Water Pollution Control Plant (WPCP). The City's General Plan EIR estimates the 2030 wastewater flow amount to the Pinole/Hercules WPCP will be 3.93 million gallons per day (mgd), which is below the WPCP's total capacity of 4.06 mgd.[53] Thus, sufficient wastewater treatment capacity would be available to accommodate the proposed project.

As discussed in Section X, Hydrology and Water Quality, of this IS/MND, the proposed bio-retention facilities would be sized to adequately manage runoff from all impervious surfaces within the project site prior to discharge of runoff to the City's storm drain system.

In addition, given that the proposed project is consistent with the intensity of development that has been anticipated for the project site per the site's current General Plan/Specific Plan land use and zoning designations, the utility infrastructure within the project vicinity has been designed with adequate capacity to accommodate demand from development of the project site, as well as other existing and planned uses in the project area. Therefore, the project would result in a ***less-than-significant*** impact related to the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b. As noted previously, water supplies for the City are provided by the EBMUD. Based on predictions within the EBMUD 2015 UWMP, the EBMUD is projected to have sufficient water supplies to meet projected water needs through 2040 during normal water years, as well as first and second consecutive drought years.[54] During multiple dry years, the need for EBMUD to develop supplemental supplies to meet customer demand exists. Rationing in the first and second drought years allow the city to meet supply needs. The water demand projections presented in the 2015 UWMP are based on existing and future development anticipated to occur within the EBMUD service area, including ongoing demands associated with operation of commercial uses on the project site.

Given that the proposed project is consistent with the intensity of development that has been anticipated for the project site per the City's General Plan/Specific Plan land use designation for the site, water demand associated with the project has been planned for by the City and accounted for in regional projections, including the 2015 UWMP. The project would not substantially increase water demand relative to the existing on-site commercial uses. In addition, the proposed project would be subject to any rationing measures implemented by EBMUD during dry years. Thus, while EBMUD anticipates potential supply shortfalls in the third consecutive dry year after 2025, the proposed project would not result in a substantial increase in the anticipated supply shortfall, as demand from the project site has been generally anticipated. Considering the above, the project would not have a substantial effect related to the provision of sufficient water supplies to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a ***less-than-significant*** impact would occur.

d,e. Republic Services provides solid waste collection, disposal, recycling, and yard waste services to the City of Pinole, including the project site. Solid waste and recyclables from the City are taken to the Contra Costa Transfer and Recovery Station in Martinez. Solid

---

53 City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057* [pg. 4.12-62]. July 2010.

54 East Bay Municipal Utility District. *Urban Water Management Plan* [pg. 4.3-57]. July, 2015.

waste is transferred from the Transfer and Recovery Station to the Keller Canyon Landfill in Pittsburg. The Keller Canyon Landfill site is 1,399 acres, 244 of which comprise the actual current disposal acreage. The site currently handles 2,500 tons of waste per day, although the permit for the site allows up to 3,500 tons of waste per day to be managed at the facility. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Keller Canyon Landfill has a remaining capacity of 63,408,410 cubic yards out of a total permitted capacity of 75,018,280, or 85 percent remaining capacity.[55]

Because the proposed project is consistent with the project site's current General Plan land use and zoning designations, construction and operation of the proposed project would not result in increased solid waste generation beyond what has been previously anticipated for the site by the City and analyzed in the General Plan EIR.[56] In addition, the project would be required to comply with all applicable provisions of Chapter 8.08, Solid Waste, of the City's Municipal Code. Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Thus, a ***less-than-significant*** impact related to solid waste would occur as a result of the proposed project.

[55] California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Keller Canyon Landfill (07-AA-0032)*. Available at: https://www2.calrecycle.ca.gov/swfacilities/Directory/07-AA-0032/. Accessed September 2019.

[56] City of Pinole. *General Plan Update Draft Environmental Impact Report, SCH #2009022057.* July 2010.

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

Discussion

a-d. According to the CAL FIRE Fire and Resource Assessment Program, the project site is not located in or near a State Responsibility Area and is not classified as Very High Fire Hazard Severity Zone.[57] The nearest Very High Fire Hazard Severity Zone is located approximately 0.28-mile south of the site, across I-80. Therefore, the proposed project would not be subject to substantial risks related to wildfires and a ***less-than-significant*** impact would occur.

[57] California Department of Forestry and Fire Protection. *Contra Costa County Fire Hazard Severity Zones in SRA.* November 7, 2007.

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

Discussion

a. As discussed in Section IV, Biological Resources, of this Initial Study, while a limited potential exists for white-tailed kite, other nesting migratory birds, and roosting bats to occur on-site, Mitigation Measures IV-1 and IV-2 would ensure that any impacts related to special-status species would be reduced to less-than-significant levels. In addition, while the project site contains protected trees that would need to be removed, Mitigation Measure IV-3 would ensure that associated impacts would be reduced to less-than-significant levels. The project site is currently developed with a shopping center and does not contain any known historic or prehistoric resources. Thus, implementation of the proposed project is not anticipated to have the potential to result in impacts related to historic or prehistoric resources. Nevertheless, Mitigation Measures V-1 and V-2 would ensure that in the event that historic or prehistoric resources are discovered within the project site during construction activities, such resources are protected in compliance with the requirements of CEQA.

Considering the above, the proposed project would not degrade the quality of the environment, substantially reduce or impact the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, a ***less-than-significant*** impact would occur.

b. The proposed project in conjunction with other development within the City of Pinole could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan/Specific Plan policies, Municipal Code standards, and other applicable local and State regulations. In addition, the project would be consistent with the type and intensity of development that has been anticipated for the site per the site's current Specific Plan

land use and zoning designations. Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts in the City of Pinole, and the project's incremental contribution to cumulative impacts would be ***less than significant***.

c. As described in this IS/MND, the proposed project would comply with all applicable General Plan/Specific Plan policies, Municipal Code standards, other applicable local and State regulations, and mitigation measures included herein. In addition, as discussed in the Air Quality, Geology and Soils, Hazards and Hazardous Materials, Greenhouse Gas Emissions, and Noise sections of this IS/MND, the proposed project would not cause substantial effects to human beings, which cannot be mitigated to less-than-significant levels, including effects related to exposure to air pollutants, geologic hazards, GHG emissions, hazardous materials, and excessive noise. Therefore, the proposed project's impact would be ***less than significant***.

APPENDIX A

AIR QUALITY AND GREENHOUSE GAS MODELING RESULTS

Return to Agenda

Pinole Square Project
CalEEMod Results
Existing Development

Pinole Square (Existing)

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	454.00	Space	4.09	181,600.00	0
Regional Shopping Center	81.34	1000sqft	7.80	81,339.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	269.5	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor for CO2 adjusted based on PG&E's RPS reductions

Land Use - Applicant provided

Construction Phase - Construction not modeled

Off-road Equipment - Construction not modeled

Trips and VMT - Construction not modeled

On-road Fugitive Dust - Construction not modeled

Vehicle Trips - Per Transportation Impact Study

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	1.87	7.80
tblProjectCharacteristics	CO2IntensityFactor	641.35	269.5
tblVehicleTrips	ST_TR	49.97	65.03
tblVehicleTrips	SU_TR	25.24	65.03
tblVehicleTrips	WD_TR	42.70	65.03

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0336	0.3324	0.2212	4.0000e-004	1.1900e-003	0.0166	0.0178	3.2000e-004	0.0154	0.0157	0.0000	35.0370	35.0370	9.6200e-003	0.0000	35.2776
Maximum	**0.0336**	**0.3324**	**0.2212**	**4.0000e-004**	**1.1900e-003**	**0.0166**	**0.0178**	**3.2000e-004**	**0.0154**	**0.0157**	**0.0000**	**35.0370**	**35.0370**	**9.6200e-003**	**0.0000**	**35.2776**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0336	0.3324	0.2212	4.0000e-004	1.1900e-003	0.0166	0.0178	3.2000e-004	0.0154	0.0157	0.0000	35.0370	35.0370	9.6200e-003	0.0000	35.2776
Maximum	**0.0336**	**0.3324**	**0.2212**	**4.0000e-004**	**1.1900e-003**	**0.0166**	**0.0178**	**3.2000e-004**	**0.0154**	**0.0157**	**0.0000**	**35.0370**	**35.0370**	**9.6200e-003**	**0.0000**	**35.2776**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**2-3-2020**	**5-2-2020**	0.3399	0.3399
		Highest	0.3399	0.3399

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3761	4.0000e-005	4.9300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.5700e-003	9.5700e-003	3.0000e-005	0.0000	0.0102
Energy	2.0200e-003	0.0183	0.0154	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	131.9404	131.9404	0.0124	2.8600e-003	133.1032
Mobile	1.2002	5.6376	12.1508	0.0409	3.4516	0.0376	3.4892	0.9264	0.0352	0.9616	0.0000	3,752.4524	3,752.4524	0.1482	0.0000	3,756.1584
Waste						0.0000	0.0000		0.0000	0.0000	17.3375	0.0000	17.3375	1.0246	0.0000	42.9528
Water						0.0000	0.0000		0.0000	0.0000	1.9115	5.5653	7.4768	0.1969	4.7600e-003	13.8183
Total	**1.5782**	**5.6559**	**12.1712**	**0.0410**	**3.4516**	**0.0390**	**3.4906**	**0.9264**	**0.0366**	**0.9630**	**19.2489**	**3,889.9676**	**3,909.2166**	**1.3822**	**7.6200e-003**	**3,946.0429**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3761	4.0000e-005	4.9300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.5700e-003	9.5700e-003	3.0000e-005	0.0000	0.0102
Energy	2.0200e-003	0.0183	0.0154	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	131.9404	131.9404	0.0124	2.8600e-003	133.1032
Mobile	1.2002	5.6376	12.1508	0.0409	3.4516	0.0376	3.4892	0.9264	0.0352	0.9616	0.0000	3,752.4524	3,752.4524	0.1482	0.0000	3,756.1584
Waste						0.0000	0.0000		0.0000	0.0000	17.3375	0.0000	17.3375	1.0246	0.0000	42.9528
Water						0.0000	0.0000		0.0000	0.0000	1.9115	5.5653	7.4768	0.1969	4.7600e-003	13.8183
Total	**1.5782**	**5.6559**	**12.1712**	**0.0410**	**3.4516**	**0.0390**	**3.4906**	**0.9264**	**0.0366**	**0.9630**	**19.2489**	**3,889.9676**	**3,909.2166**	**1.3822**	**7.6200e-003**	**3,946.0429**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/3/2020	2/28/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.09

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**		**0.0166**	**0.0166**		**0.0154**	**0.0154**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2386**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.6000e-004	3.6800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0384	1.0384	3.0000e-005	0.0000	1.0391
Total	**5.0000e-004**	**3.6000e-004**	**3.6800e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.1900e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0384**	**1.0384**	**3.0000e-005**	**0.0000**	**1.0391**

3.2 Demolition - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**		**0.0166**	**0.0166**		**0.0154**	**0.0154**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2385**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.6000e-004	3.6800e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0384	1.0384	3.0000e-005	0.0000	1.0391
Total	**5.0000e-004**	**3.6000e-004**	**3.6800e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.1900e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0384**	**1.0384**	**3.0000e-005**	**0.0000**	**1.0391**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2002	5.6376	12.1508	0.0409	3.4516	0.0376	3.4892	0.9264	0.0352	0.9616	0.0000	3,752.4524	3,752.4524	0.1482	0.0000	3,756.1584
Unmitigated	1.2002	5.6376	12.1508	0.0409	3.4516	0.0376	3.4892	0.9264	0.0352	0.9616	0.0000	3,752.4524	3,752.4524	0.1482	0.0000	3,756.1584

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	5,289.48	5,289.48	5289.48	9,274,062	9,274,062
Total	5,289.48	5,289.48	5,289.48	9,274,062	9,274,062

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Regional Shopping Center	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	111.9738	111.9738	0.0121	2.4900e-003	113.0180
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	111.9738	111.9738	0.0121	2.4900e-003	113.0180
NaturalGas Mitigated	2.0200e-003	0.0183	0.0154	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	19.9666	19.9666	3.8000e-004	3.7000e-004	20.0852
NaturalGas Unmitigated	2.0200e-003	0.0183	0.0154	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	19.9666	19.9666	3.8000e-004	3.7000e-004	20.0852

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	374159	2.0200e-003	0.0183	0.0154	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	19.9666	19.9666	3.8000e-004	3.7000e-004	20.0852
Total		**2.0200e-003**	**0.0183**	**0.0154**	**1.1000e-004**		**1.3900e-003**	**1.3900e-003**		**1.3900e-003**	**1.3900e-003**	**0.0000**	**19.9666**	**19.9666**	**3.8000e-004**	**3.7000e-004**	**20.0852**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	374159	2.0200e-003	0.0183	0.0154	1.1000e-004		1.3900e-003	1.3900e-003		1.3900e-003	1.3900e-003	0.0000	19.9666	19.9666	3.8000e-004	3.7000e-004	20.0852
Total		**2.0200e-003**	**0.0183**	**0.0154**	**1.1000e-004**		**1.3900e-003**	**1.3900e-003**		**1.3900e-003**	**1.3900e-003**	**0.0000**	**19.9666**	**19.9666**	**3.8000e-004**	**3.7000e-004**	**20.0852**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	63560	7.7698	8.4000e-004	1.7000e-004	7.8422
Regional Shopping Center	852433	104.2041	0.0112	2.3200e-003	105.1757
Total		**111.9738**	**0.0121**	**2.4900e-003**	**113.0179**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	63560	7.7698	8.4000e-004	1.7000e-004	7.8422
Regional Shopping Center	852433	104.2041	0.0112	2.3200e-003	105.1757
Total		**111.9738**	**0.0121**	**2.4900e-003**	**113.0179**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3761	4.0000e-005	4.9300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.5700e-003	9.5700e-003	3.0000e-005	0.0000	0.0102
Unmitigated	0.3761	4.0000e-005	4.9300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.5700e-003	9.5700e-003	3.0000e-005	0.0000	0.0102

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0462					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3294					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.6000e-004	4.0000e-005	4.9300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.5700e-003	9.5700e-003	3.0000e-005	0.0000	0.0102
Total	**0.3761**	**4.0000e-005**	**4.9300e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**9.5700e-003**	**9.5700e-003**	**3.0000e-005**	**0.0000**	**0.0102**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0462					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3294					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.6000e-004	4.0000e-005	4.9300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	9.5700e-003	9.5700e-003	3.0000e-005	0.0000	0.0102
Total	**0.3761**	**4.0000e-005**	**4.9300e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**9.5700e-003**	**9.5700e-003**	**3.0000e-005**	**0.0000**	**0.0102**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.4768	0.1969	4.7600e-003	13.8183
Unmitigated	7.4768	0.1969	4.7600e-003	13.8183

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.02506 / 3.69278	7.4768	0.1969	4.7600e-003	13.8183
Total		**7.4768**	**0.1969**	**4.7600e-003**	**13.8183**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.02506 / 3.69278	7.4768	0.1969	4.7600e-003	13.8183
Total		**7.4768**	**0.1969**	**4.7600e-003**	**13.8183**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	17.3375	1.0246	0.0000	42.9528
Unmitigated	17.3375	1.0246	0.0000	42.9528

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	85.41	17.3375	1.0246	0.0000	42.9528
Total		**17.3375**	**1.0246**	**0.0000**	**42.9528**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	85.41	17.3375	1.0246	0.0000	42.9528
Total		**17.3375**	**1.0246**	**0.0000**	**42.9528**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pinole Square (Existing)

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	454.00	Space	4.09	181,600.00	0
Regional Shopping Center	81.34	1000sqft	7.80	81,339.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	269.5	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor for CO2 adjusted based on PG&E's RPS reductions

Land Use - Applicant provided

Construction Phase - Construction not modeled

Off-road Equipment - Construction not modeled

Trips and VMT - Construction not modeled

On-road Fugitive Dust - Construction not modeled

Vehicle Trips - Per Transportation Impact Study

Pinole Square (Existing) - Bay Area AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	1.87	7.80
tblProjectCharacteristics	CO2IntensityFactor	641.35	269.5
tblVehicleTrips	ST_TR	49.97	65.03
tblVehicleTrips	SU_TR	25.24	65.03
tblVehicleTrips	WD_TR	42.70	65.03

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.3643	33.2326	22.1557	0.0401	0.1232	1.6595	1.7827	0.0327	1.5426	1.5753	0.0000	3,870.8214	3,870.8214	1.0609	0.0000	3,897.3443
Maximum	**3.3643**	**33.2326**	**22.1557**	**0.0401**	**0.1232**	**1.6595**	**1.7827**	**0.0327**	**1.5426**	**1.5753**	**0.0000**	**3,870.8214**	**3,870.8214**	**1.0609**	**0.0000**	**3,897.3443**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.3643	33.2326	22.1557	0.0401	0.1232	1.6595	1.7827	0.0327	1.5426	1.5753	0.0000	3,870.8214	3,870.8214	1.0609	0.0000	3,897.3443
Maximum	**3.3643**	**33.2326**	**22.1557**	**0.0401**	**0.1232**	**1.6595**	**1.7827**	**0.0327**	**1.5426**	**1.5753**	**0.0000**	**3,870.8214**	**3,870.8214**	**1.0609**	**0.0000**	**3,897.3443**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0632	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Energy	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
Mobile	7.6321	30.1850	68.1029	0.2375	19.7030	0.2060	19.9089	5.2715	0.1928	5.4642		24,037.2912	24,037.2912	0.8949		24,059.6626
Total	**9.7064**	**30.2860**	**68.2421**	**0.2381**	**19.7030**	**0.2138**	**19.9168**	**5.2715**	**0.2006**	**5.4721**		**24,158.0077**	**24,158.0077**	**0.8975**	**2.2100e-003**	**24,181.1035**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0632	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Energy	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
Mobile	7.6321	30.1850	68.1029	0.2375	19.7030	0.2060	19.9089	5.2715	0.1928	5.4642		24,037.2912	24,037.2912	0.8949		24,059.6626
Total	**9.7064**	**30.2860**	**68.2421**	**0.2381**	**19.7030**	**0.2138**	**19.9168**	**5.2715**	**0.2006**	**5.4721**		**24,158.0077**	**24,158.0077**	**0.8975**	**2.2100e-003**	**24,181.1035**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/3/2020	2/28/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.09

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**		**1.6587**	**1.6587**		**1.5419**	**1.5419**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
Total	**0.0521**	**0.0316**	**0.4025**	**1.2400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**123.1165**	**123.1165**	**2.9700e-003**		**123.1907**

3.2 Demolition - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**		**1.6587**	**1.6587**		**1.5419**	**1.5419**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
Total	**0.0521**	**0.0316**	**0.4025**	**1.2400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**123.1165**	**123.1165**	**2.9700e-003**		**123.1907**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.6321	30.1850	68.1029	0.2375	19.7030	0.2060	19.9089	5.2715	0.1928	5.4642		24,037.2912	24,037.2912	0.8949		24,059.6626
Unmitigated	7.6321	30.1850	68.1029	0.2375	19.7030	0.2060	19.9089	5.2715	0.1928	5.4642		24,037.2912	24,037.2912	0.8949		24,059.6626

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	5,289.48	5,289.48	5289.48	9,274,062	9,274,062
Total	5,289.48	5,289.48	5,289.48	9,274,062	9,274,062

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Regional Shopping Center	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
NaturalGas Unmitigated	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1025.09	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
Total		**0.0111**	**0.1005**	**0.0844**	**6.0000e-004**		**7.6400e-003**	**7.6400e-003**		**7.6400e-003**	**7.6400e-003**		**120.5993**	**120.5993**	**2.3100e-003**	**2.2100e-003**	**121.3160**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.02509	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
Total		**0.0111**	**0.1005**	**0.0844**	**6.0000e-004**		**7.6400e-003**	**7.6400e-003**		**7.6400e-003**	**7.6400e-003**		**120.5993**	**120.5993**	**2.3100e-003**	**2.2100e-003**	**121.3160**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0632	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Unmitigated	2.0632	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0900e-003	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Total	**2.0632**	**5.0000e-004**	**0.0547**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1172**	**0.1172**	**3.1000e-004**		**0.1249**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0900e-003	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Total	**2.0632**	**5.0000e-004**	**0.0547**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1172**	**0.1172**	**3.1000e-004**		**0.1249**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pinole Square (Existing)

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	454.00	Space	4.09	181,600.00	0
Regional Shopping Center	81.34	1000sqft	7.80	81,339.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	269.5	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Intensity factor for CO2 adjusted based on PG&E's RPS reductions

Land Use - Applicant provided

Construction Phase - Construction not modeled

Off-road Equipment - Construction not modeled

Trips and VMT - Construction not modeled

On-road Fugitive Dust - Construction not modeled

Vehicle Trips - Per Transportation Impact Study

Pinole Square (Existing) - Bay Area AQMD Air District, Winter

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	1.87	7.80
tblProjectCharacteristics	CO2IntensityFactor	641.35	269.5
tblVehicleTrips	ST_TR	49.97	65.03
tblVehicleTrips	SU_TR	25.24	65.03
tblVehicleTrips	WD_TR	42.70	65.03

2.0 Emissions Summary

Pinole Square (Existing) - Bay Area AQMD Air District, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.3673	33.2400	22.1312	0.0400	0.1232	1.6595	1.7827	0.0327	1.5426	1.5753	0.0000	3,861.1147	3,861.1147	1.0607	0.0000	3,887.6328
Maximum	**3.3673**	**33.2400**	**22.1312**	**0.0400**	**0.1232**	**1.6595**	**1.7827**	**0.0327**	**1.5426**	**1.5753**	**0.0000**	**3,861.1147**	**3,861.1147**	**1.0607**	**0.0000**	**3,887.6328**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.3673	33.2400	22.1312	0.0400	0.1232	1.6595	1.7827	0.0327	1.5426	1.5753	0.0000	3,861.1147	3,861.1147	1.0607	0.0000	3,887.6328
Maximum	**3.3673**	**33.2400**	**22.1312**	**0.0400**	**0.1232**	**1.6595**	**1.7827**	**0.0327**	**1.5426**	**1.5753**	**0.0000**	**3,861.1147**	**3,861.1147**	**1.0607**	**0.0000**	**3,887.6328**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0632	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Energy	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
Mobile	6.5317	31.4178	70.5967	0.2223	19.7030	0.2079	19.9109	5.2715	0.1946	5.4661		22,491.0799	22,491.0799	0.9271		22,514.2569
Total	**8.6060**	**31.5188**	**70.7358**	**0.2229**	**19.7030**	**0.2158**	**19.9187**	**5.2715**	**0.2025**	**5.4739**		**22,611.7963**	**22,611.7963**	**0.9297**	**2.2100e-003**	**22,635.6978**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0632	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Energy	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
Mobile	6.5317	31.4178	70.5967	0.2223	19.7030	0.2079	19.9109	5.2715	0.1946	5.4661		22,491.0799	22,491.0799	0.9271		22,514.2569
Total	**8.6060**	**31.5188**	**70.7358**	**0.2229**	**19.7030**	**0.2158**	**19.9187**	**5.2715**	**0.2025**	**5.4739**		**22,611.7963**	**22,611.7963**	**0.9297**	**2.2100e-003**	**22,635.6978**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/3/2020	2/28/2020	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.09

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**		**1.6587**	**1.6587**		**1.5419**	**1.5419**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
Total	**0.0552**	**0.0390**	**0.3780**	**1.1400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**113.4098**	**113.4098**	**2.7700e-003**		**113.4792**

3.2 Demolition - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**		**1.6587**	**1.6587**		**1.5419**	**1.5419**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
Total	**0.0552**	**0.0390**	**0.3780**	**1.1400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**113.4098**	**113.4098**	**2.7700e-003**		**113.4792**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.5317	31.4178	70.5967	0.2223	19.7030	0.2079	19.9109	5.2715	0.1946	5.4661		22,491.0799	22,491.0799	0.9271		22,514.2569
Unmitigated	6.5317	31.4178	70.5967	0.2223	19.7030	0.2079	19.9109	5.2715	0.1946	5.4661		22,491.0799	22,491.0799	0.9271		22,514.2569

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	5,289.48	5,289.48	5289.48	9,274,062	9,274,062
Total	5,289.48	5,289.48	5,289.48	9,274,062	9,274,062

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Regional Shopping Center	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
NaturalGas Unmitigated	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1025.09	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
Total		**0.0111**	**0.1005**	**0.0844**	**6.0000e-004**		**7.6400e-003**	**7.6400e-003**		**7.6400e-003**	**7.6400e-003**		**120.5993**	**120.5993**	**2.3100e-003**	**2.2100e-003**	**121.3160**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.02509	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003		120.5993	120.5993	2.3100e-003	2.2100e-003	121.3160
Total		**0.0111**	**0.1005**	**0.0844**	**6.0000e-004**		**7.6400e-003**	**7.6400e-003**		**7.6400e-003**	**7.6400e-003**		**120.5993**	**120.5993**	**2.3100e-003**	**2.2100e-003**	**121.3160**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0632	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Unmitigated	2.0632	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0900e-003	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Total	**2.0632**	**5.0000e-004**	**0.0547**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1172**	**0.1172**	**3.1000e-004**		**0.1249**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0900e-003	5.0000e-004	0.0547	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1172	0.1172	3.1000e-004		0.1249
Total	**2.0632**	**5.0000e-004**	**0.0547**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**		**0.1172**	**0.1172**	**3.1000e-004**		**0.1249**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Return to Agenda

Pinole Square (Existing)

Bay Area AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	3	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	2	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Concrete/Industrial Saws	4.18000E-003	3.29900E-002	3.68700E-002	6.00000E-005	1.98000E-003	1.98000E-003	0.00000E+000	5.37656E+000	5.37656E+001	3.40000E-004	0.00000E+000	5.38508E+000
Excavators	7.35000E-003	7.23800E-002	9.80300E-002	1.50000E-004	3.51000E-003	3.23000E-003	0.00000E+000	1.36110E+001	1.36110E+001	4.40000E-003	0.00000E+000	1.37211E+001
Rubber Tired Dozers	2.15900E-002	2.26640E-001	8.26300E-002	1.70000E-004	1.11000E-002	1.02100E-002	0.00000E+000	1.50111E+001	1.50111E+001	4.85000E-003	0.00000E+000	1.51324E+001

Return to Agenda

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Concrete/Industrial Saws	4.18000E-003	3.29900E-002	3.68700E-002	6.00000E-005	1.98000E-003	1.98000E-003	0.00000E+000	5.37656E+000	5.37656E+000	3.40000E-004	0.00000E+000	5.38507E+000
Excavators	7.35000E-003	7.23800E-002	9.80300E-002	1.50000E-004	3.51000E-003	3.23000E-003	0.00000E+000	1.36110E+001	1.36110E+001	4.40000E-003	0.00000E+000	1.37210E+001
Rubber Tired Dozers	2.15900E-002	2.26640E-001	8.26300E-002	1.70000E-004	1.11000E-002	1.02100E-002	0.00000E+000	1.50110E+001	1.50110E+001	4.85000E-003	0.00000E+000	1.51324E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Percent Reduction											
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.85698E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	7.34700E-007	7.34700E-007	0.00000E+000	0.00000E+000	1.45761E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.33235E-006	1.33235E-006	0.00000E+000	0.00000E+000	1.32167E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction			
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

Return to Agenda

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.11	0.33		

No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.00			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				

No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			
No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.00			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services	
Percent Reduction in Waste Disposed	

Return to Agenda

Pinole Square Project
CalEEMod Results
Proposed Project

Pinole Square (Proposed) - Unmitigated

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	384.00	Space	3.46	153,600.00	0
Fast Food Restaurant with Drive Thru	3.00	1000sqft	0.07	3,005.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	2,258.80	0
Regional Shopping Center	89.19	1000sqft	8.31	89,190.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	269.5	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Annual

Project Characteristics - Intensity factor for CO2 adjusted based on PG&E's RPS reductions

Land Use - Acreage updated per Applicant-provided information

Construction Phase - Applicant provided

Demolition - Applicant provided

Grading - Applicant provided

Vehicle Trips - Per Transportation Impact Study

Energy Use -

Mobile Land Use Mitigation - Applicant provided

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	26.00
tblConstructionPhase	NumDays	10.00	13.00
tblConstructionPhase	NumDays	30.00	39.00
tblConstructionPhase	NumDays	20.00	26.00
tblConstructionPhase	NumDays	300.00	390.00
tblConstructionPhase	NumDays	20.00	380.00
tblConstructionPhase	PhaseEndDate	2/28/2020	3/9/2020
tblConstructionPhase	PhaseEndDate	3/13/2020	3/26/2020
tblConstructionPhase	PhaseEndDate	4/24/2020	5/20/2020
tblConstructionPhase	PhaseEndDate	7/16/2021	6/25/2020
tblConstructionPhase	PhaseEndDate	6/18/2021	12/23/2021
tblConstructionPhase	PhaseEndDate	8/13/2021	12/23/2021
tblConstructionPhase	PhaseStartDate	2/29/2020	3/10/2020
tblConstructionPhase	PhaseStartDate	3/14/2020	3/27/2020
tblConstructionPhase	PhaseStartDate	6/19/2021	5/21/2020
tblConstructionPhase	PhaseStartDate	4/25/2020	6/26/2020

tblConstructionPhase	PhaseStartDate	7/17/2021	7/10/2020
tblGrading	AcresOfGrading	97.50	11.89
tblGrading	MaterialExported	0.00	2,215.00
tblGrading	MaterialImported	0.00	550.00
tblLandUse	LandUseSquareFeet	3,000.00	3,005.00
tblLandUse	LotAcreage	2.05	8.31
tblProjectCharacteristics	CO2IntensityFactor	641.35	269.5
tblVehicleTrips	ST_TR	204.47	86.00
tblVehicleTrips	ST_TR	722.03	423.29
tblVehicleTrips	ST_TR	49.97	62.36
tblVehicleTrips	SU_TR	166.88	86.00
tblVehicleTrips	SU_TR	542.72	423.29
tblVehicleTrips	SU_TR	25.24	62.36
tblVehicleTrips	WD_TR	542.60	86.00
tblVehicleTrips	WD_TR	496.12	423.29
tblVehicleTrips	WD_TR	42.70	62.36

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.5510	3.7094	2.7972	5.9400e-003	0.3695	0.1727	0.5422	0.1601	0.1612	0.3214	0.0000	528.1486	528.1486	0.1082	0.0000	530.8532
2021	0.6835	2.9941	2.8074	6.3000e-003	0.1491	0.1362	0.2853	0.0405	0.1287	0.1692	0.0000	560.5559	560.5559	0.0823	0.0000	562.6141
Maximum	**0.6835**	**3.7094**	**2.8074**	**6.3000e-003**	**0.3695**	**0.1727**	**0.5422**	**0.1601**	**0.1612**	**0.3214**	**0.0000**	**560.5559**	**560.5559**	**0.1082**	**0.0000**	**562.6141**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.5510	3.7094	2.7972	5.9400e-003	0.3695	0.1727	0.5422	0.1601	0.1612	0.3214	0.0000	528.1482	528.1482	0.1082	0.0000	530.8527
2021	0.6835	2.9941	2.8074	6.3000e-003	0.1491	0.1362	0.2853	0.0405	0.1287	0.1692	0.0000	560.5555	560.5555	0.0823	0.0000	562.6137
Maximum	**0.6835**	**3.7094**	**2.8074**	**6.3000e-003**	**0.3695**	**0.1727**	**0.5422**	**0.1601**	**0.1612**	**0.3214**	**0.0000**	**560.5555**	**560.5555**	**0.1082**	**0.0000**	**562.6137**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-3-2020	5-2-2020	1.5630	1.5630
2	5-3-2020	8-2-2020	0.9756	0.9756
3	8-3-2020	11-2-2020	1.0352	1.0352
4	11-3-2020	2-2-2021	1.0064	1.0064
5	2-3-2021	5-2-2021	0.9173	0.9173
6	5-3-2021	8-2-2021	0.9458	0.9458
7	8-3-2021	9-30-2021	0.6065	0.6065
		Highest	1.5630	1.5630

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4317	4.0000e-005	4.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3700e-003
Energy	4.9900e-003	0.0454	0.0381	2.7000e-004		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003	0.0000	183.7487	183.7487	0.0154	3.9000e-003	185.2951
Mobile	1.7583	7.9900	16.4753	0.0526	4.3456	0.0490	4.3946	1.1664	0.0459	1.2122	0.0000	4,829.8061	4,829.8061	0.2024	0.0000	4,834.8648
Waste						0.0000	0.0000		0.0000	0.0000	26.0255	0.0000	26.0255	1.5381	0.0000	64.4770
Water						0.0000	0.0000		0.0000	0.0000	2.4379	6.8841	9.3220	0.2511	6.0700e-003	17.4081
Total	**2.1950**	**8.0354**	**16.5180**	**0.0528**	**4.3456**	**0.0525**	**4.3981**	**1.1664**	**0.0493**	**1.2157**	**28.4634**	**5,020.4477**	**5,048.9111**	**2.0070**	**9.9700e-003**	**5,102.0544**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4317	4.0000e-005	4.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3700e-003
Energy	4.2200e-003	0.0384	0.0322	2.3000e-004		2.9100e-003	2.9100e-003		2.9100e-003	2.9100e-003	0.0000	168.3131	168.3131	0.0144	3.5800e-003	169.7413
Mobile	1.7055	7.6053	15.2676	0.0471	3.8328	0.0443	3.8771	1.0288	0.0414	1.0702	0.0000	4,325.8159	4,325.8159	0.1883	0.0000	4,330.5234
Waste						0.0000	0.0000		0.0000	0.0000	26.0255	0.0000	26.0255	1.5381	0.0000	64.4770
Water						0.0000	0.0000		0.0000	0.0000	2.4379	6.8841	9.3220	0.2511	6.0700e-003	17.4081
Total	**2.1414**	**7.6437**	**15.3044**	**0.0473**	**3.8328**	**0.0472**	**3.8800**	**1.0288**	**0.0444**	**1.0731**	**28.4634**	**4,501.0219**	**4,529.4853**	**1.9919**	**9.6500e-003**	**4,582.1592**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.44**	**4.87**	**7.35**	**10.47**	**11.80**	**10.04**	**11.78**	**11.80**	**10.10**	**11.73**	**0.00**	**10.35**	**10.29**	**0.75**	**3.21**	**10.19**

3.0 Construction Detail

Construction Phase

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/3/2020	3/9/2020	5	26	
2	Site Preparation	Site Preparation	3/10/2020	3/26/2020	5	13	
3	Grading	Grading	3/27/2020	5/20/2020	5	39	
4	Building Construction	Building Construction	6/26/2020	12/23/2021	5	390	
5	Paving	Paving	5/21/2020	6/25/2020	5	26	
6	Architectural Coating	Architectural Coating	7/10/2020	12/23/2021	5	380	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 11.89

Acres of Paving: 3.46

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 141,681; Non-Residential Outdoor: 47,227; Striped Parking Area: 9,216 (Architectural Coating – sqft)

OffRoad Equipment

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Scrapers	2	8.00	367	0.48

Trips and VMT

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	342.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	346.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	95.00	41.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0371	0.0000	0.0371	5.6100e-003	0.0000	5.6100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0431	0.4316	0.2828	5.0000e-004		0.0216	0.0216		0.0200	0.0200	0.0000	44.1982	44.1982	0.0125	0.0000	44.5101
Total	**0.0431**	**0.4316**	**0.2828**	**5.0000e-004**	**0.0371**	**0.0216**	**0.0586**	**5.6100e-003**	**0.0200**	**0.0257**	**0.0000**	**44.1982**	**44.1982**	**0.0125**	**0.0000**	**44.5101**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4300e-003	0.0500	0.0101	1.4000e-004	2.8900e-003	1.6000e-004	3.0500e-003	7.9000e-004	1.5000e-004	9.5000e-004	0.0000	13.1050	13.1050	6.7000e-004	0.0000	13.1219
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.6000e-004	4.7900e-003	1.0000e-005	1.5400e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.3500	1.3500	3.0000e-005	0.0000	1.3508
Total	**2.0800e-003**	**0.0505**	**0.0148**	**1.5000e-004**	**4.4300e-003**	**1.7000e-004**	**4.6000e-003**	**1.2000e-003**	**1.6000e-004**	**1.3700e-003**	**0.0000**	**14.4549**	**14.4549**	**7.0000e-004**	**0.0000**	**14.4726**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0371	0.0000	0.0371	5.6100e-003	0.0000	5.6100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0431	0.4316	0.2828	5.0000e-004		0.0216	0.0216		0.0200	0.0200	0.0000	44.1981	44.1981	0.0125	0.0000	44.5101
Total	**0.0431**	**0.4316**	**0.2828**	**5.0000e-004**	**0.0371**	**0.0216**	**0.0586**	**5.6100e-003**	**0.0200**	**0.0257**	**0.0000**	**44.1981**	**44.1981**	**0.0125**	**0.0000**	**44.5101**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4300e-003	0.0500	0.0101	1.4000e-004	2.8900e-003	1.6000e-004	3.0500e-003	7.9000e-004	1.5000e-004	9.5000e-004	0.0000	13.1050	13.1050	6.7000e-004	0.0000	13.1219
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.6000e-004	4.7900e-003	1.0000e-005	1.5400e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.3500	1.3500	3.0000e-005	0.0000	1.3508
Total	**2.0800e-003**	**0.0505**	**0.0148**	**1.5000e-004**	**4.4300e-003**	**1.7000e-004**	**4.6000e-003**	**1.2000e-003**	**1.6000e-004**	**1.3700e-003**	**0.0000**	**14.4549**	**14.4549**	**7.0000e-004**	**0.0000**	**14.4726**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1174	0.0000	0.1174	0.0646	0.0000	0.0646	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0265	0.2757	0.1398	2.5000e-004		0.0143	0.0143		0.0131	0.0131	0.0000	21.7299	21.7299	7.0300e-003	0.0000	21.9056
Total	**0.0265**	**0.2757**	**0.1398**	**2.5000e-004**	**0.1174**	**0.0143**	**0.1317**	**0.0646**	**0.0131**	**0.0777**	**0.0000**	**21.7299**	**21.7299**	**7.0300e-003**	**0.0000**	**21.9056**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	2.8000e-004	2.8700e-003	1.0000e-005	9.2000e-004	1.0000e-005	9.3000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.8100	0.8100	2.0000e-005	0.0000	0.8105
Total	**3.9000e-004**	**2.8000e-004**	**2.8700e-003**	**1.0000e-005**	**9.2000e-004**	**1.0000e-005**	**9.3000e-004**	**2.5000e-004**	**1.0000e-005**	**2.5000e-004**	**0.0000**	**0.8100**	**0.8100**	**2.0000e-005**	**0.0000**	**0.8105**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1174	0.0000	0.1174	0.0646	0.0000	0.0646	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0265	0.2757	0.1398	2.5000e-004		0.0143	0.0143		0.0131	0.0131	0.0000	21.7299	21.7299	7.0300e-003	0.0000	21.9056
Total	**0.0265**	**0.2757**	**0.1398**	**2.5000e-004**	**0.1174**	**0.0143**	**0.1317**	**0.0646**	**0.0131**	**0.0777**	**0.0000**	**21.7299**	**21.7299**	**7.0300e-003**	**0.0000**	**21.9056**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	2.8000e-004	2.8700e-003	1.0000e-005	9.2000e-004	1.0000e-005	9.3000e-004	2.5000e-004	1.0000e-005	2.5000e-004	0.0000	0.8100	0.8100	2.0000e-005	0.0000	0.8105
Total	**3.9000e-004**	**2.8000e-004**	**2.8700e-003**	**1.0000e-005**	**9.2000e-004**	**1.0000e-005**	**9.3000e-004**	**2.5000e-004**	**1.0000e-005**	**2.5000e-004**	**0.0000**	**0.8100**	**0.8100**	**2.0000e-005**	**0.0000**	**0.8105**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1239	0.0000	0.1239	0.0653	0.0000	0.0653	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0868	0.9789	0.6232	1.2100e-003		0.0424	0.0424		0.0390	0.0390	0.0000	106.2444	106.2444	0.0344	0.0000	107.1034
Total	**0.0868**	**0.9789**	**0.6232**	**1.2100e-003**	**0.1239**	**0.0424**	**0.1663**	**0.0653**	**0.0390**	**0.1043**	**0.0000**	**106.2444**	**106.2444**	**0.0344**	**0.0000**	**107.1034**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0506	0.0102	1.4000e-004	2.9200e-003	1.6000e-004	3.0900e-003	8.0000e-004	1.6000e-004	9.6000e-004	0.0000	13.2583	13.2583	6.8000e-004	0.0000	13.2753
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2900e-003	9.2000e-004	9.5800e-003	3.0000e-005	3.0800e-003	2.0000e-005	3.1000e-003	8.2000e-004	2.0000e-005	8.4000e-004	0.0000	2.6999	2.6999	7.0000e-005	0.0000	2.7015
Total	**2.7300e-003**	**0.0515**	**0.0197**	**1.7000e-004**	**6.0000e-003**	**1.8000e-004**	**6.1900e-003**	**1.6200e-003**	**1.8000e-004**	**1.8000e-003**	**0.0000**	**15.9581**	**15.9581**	**7.5000e-004**	**0.0000**	**15.9769**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1239	0.0000	0.1239	0.0653	0.0000	0.0653	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0868	0.9789	0.6232	1.2100e-003		0.0424	0.0424		0.0390	0.0390	0.0000	106.2443	106.2443	0.0344	0.0000	107.1033
Total	**0.0868**	**0.9789**	**0.6232**	**1.2100e-003**	**0.1239**	**0.0424**	**0.1663**	**0.0653**	**0.0390**	**0.1043**	**0.0000**	**106.2443**	**106.2443**	**0.0344**	**0.0000**	**107.1033**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4400e-003	0.0506	0.0102	1.4000e-004	2.9200e-003	1.6000e-004	3.0900e-003	8.0000e-004	1.6000e-004	9.6000e-004	0.0000	13.2583	13.2583	6.8000e-004	0.0000	13.2753
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2900e-003	9.2000e-004	9.5800e-003	3.0000e-005	3.0800e-003	2.0000e-005	3.1000e-003	8.2000e-004	2.0000e-005	8.4000e-004	0.0000	2.6999	2.6999	7.0000e-005	0.0000	2.7015
Total	**2.7300e-003**	**0.0515**	**0.0197**	**1.7000e-004**	**6.0000e-003**	**1.8000e-004**	**6.1900e-003**	**1.6200e-003**	**1.8000e-004**	**1.8000e-003**	**0.0000**	**15.9581**	**15.9581**	**7.5000e-004**	**0.0000**	**15.9769**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1431	1.2951	1.1373	1.8200e-003		0.0754	0.0754		0.0709	0.0709	0.0000	156.3367	156.3367	0.0381	0.0000	157.2903
Total	**0.1431**	**1.2951**	**1.1373**	**1.8200e-003**		**0.0754**	**0.0754**		**0.0709**	**0.0709**	**0.0000**	**156.3367**	**156.3367**	**0.0381**	**0.0000**	**157.2903**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0107	0.3193	0.0803	7.5000e-004	0.0182	1.5600e-003	0.0197	5.2500e-003	1.4900e-003	6.7400e-003	0.0000	72.4585	72.4585	3.7400e-003	0.0000	72.5520
Worker	0.0213	0.0152	0.1575	4.9000e-004	0.0507	3.4000e-004	0.0510	0.0135	3.1000e-004	0.0138	0.0000	44.3925	44.3925	1.0700e-003	0.0000	44.4194
Total	**0.0320**	**0.3345**	**0.2378**	**1.2400e-003**	**0.0688**	**1.9000e-003**	**0.0707**	**0.0187**	**1.8000e-003**	**0.0205**	**0.0000**	**116.8510**	**116.8510**	**4.8100e-003**	**0.0000**	**116.9713**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1431	1.2951	1.1373	1.8200e-003		0.0754	0.0754		0.0709	0.0709	0.0000	156.3366	156.3366	0.0381	0.0000	157.2901
Total	**0.1431**	**1.2951**	**1.1373**	**1.8200e-003**		**0.0754**	**0.0754**		**0.0709**	**0.0709**	**0.0000**	**156.3366**	**156.3366**	**0.0381**	**0.0000**	**157.2901**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0107	0.3193	0.0803	7.5000e-004	0.0182	1.5600e-003	0.0197	5.2500e-003	1.4900e-003	6.7400e-003	0.0000	72.4585	72.4585	3.7400e-003	0.0000	72.5520
Worker	0.0213	0.0152	0.1575	4.9000e-004	0.0507	3.4000e-004	0.0510	0.0135	3.1000e-004	0.0138	0.0000	44.3925	44.3925	1.0700e-003	0.0000	44.4194
Total	**0.0320**	**0.3345**	**0.2378**	**1.2400e-003**	**0.0688**	**1.9000e-003**	**0.0707**	**0.0187**	**1.8000e-003**	**0.0205**	**0.0000**	**116.8510**	**116.8510**	**4.8100e-003**	**0.0000**	**116.9713**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2424	2.2226	2.1133	3.4300e-003		0.1222	0.1222		0.1149	0.1149	0.0000	295.3375	295.3375	0.0713	0.0000	297.1188
Total	**0.2424**	**2.2226**	**2.1133**	**3.4300e-003**		**0.1222**	**0.1222**		**0.1149**	**0.1149**	**0.0000**	**295.3375**	**295.3375**	**0.0713**	**0.0000**	**297.1188**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0166	0.5460	0.1363	1.4100e-003	0.0343	1.1900e-003	0.0355	9.9100e-003	1.1400e-003	0.0111	0.0000	135.5721	135.5721	6.6600e-003	0.0000	135.7387
Worker	0.0372	0.0257	0.2717	8.9000e-004	0.0957	6.3000e-004	0.0963	0.0255	5.8000e-004	0.0260	0.0000	80.9103	80.9103	1.8100e-003	0.0000	80.9557
Total	**0.0538**	**0.5717**	**0.4080**	**2.3000e-003**	**0.1300**	**1.8200e-003**	**0.1318**	**0.0354**	**1.7200e-003**	**0.0371**	**0.0000**	**216.4823**	**216.4823**	**8.4700e-003**	**0.0000**	**216.6943**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2424	2.2226	2.1133	3.4300e-003		0.1222	0.1222		0.1149	0.1149	0.0000	295.3372	295.3372	0.0713	0.0000	297.1185
Total	**0.2424**	**2.2226**	**2.1133**	**3.4300e-003**		**0.1222**	**0.1222**		**0.1149**	**0.1149**	**0.0000**	**295.3372**	**295.3372**	**0.0713**	**0.0000**	**297.1185**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0166	0.5460	0.1363	1.4100e-003	0.0343	1.1900e-003	0.0355	9.9100e-003	1.1400e-003	0.0111	0.0000	135.5721	135.5721	6.6600e-003	0.0000	135.7387
Worker	0.0372	0.0257	0.2717	8.9000e-004	0.0957	6.3000e-004	0.0963	0.0255	5.8000e-004	0.0260	0.0000	80.9103	80.9103	1.8100e-003	0.0000	80.9557
Total	**0.0538**	**0.5717**	**0.4080**	**2.3000e-003**	**0.1300**	**1.8200e-003**	**0.1318**	**0.0354**	**1.7200e-003**	**0.0371**	**0.0000**	**216.4823**	**216.4823**	**8.4700e-003**	**0.0000**	**216.6943**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0176	0.1829	0.1905	3.0000e-004		9.7900e-003	9.7900e-003		9.0000e-003	9.0000e-003	0.0000	26.0367	26.0367	8.4200e-003	0.0000	26.2472
Paving	4.5300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0222**	**0.1829**	**0.1905**	**3.0000e-004**		**9.7900e-003**	**9.7900e-003**		**9.0000e-003**	**9.0000e-003**	**0.0000**	**26.0367**	**26.0367**	**8.4200e-003**	**0.0000**	**26.2472**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.6000e-004	4.7900e-003	1.0000e-005	1.5400e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.3500	1.3500	3.0000e-005	0.0000	1.3508
Total	**6.5000e-004**	**4.6000e-004**	**4.7900e-003**	**1.0000e-005**	**1.5400e-003**	**1.0000e-005**	**1.5500e-003**	**4.1000e-004**	**1.0000e-005**	**4.2000e-004**	**0.0000**	**1.3500**	**1.3500**	**3.0000e-005**	**0.0000**	**1.3508**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0176	0.1829	0.1905	3.0000e-004		9.7900e-003	9.7900e-003		9.0000e-003	9.0000e-003	0.0000	26.0367	26.0367	8.4200e-003	0.0000	26.2472
Paving	4.5300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0222**	**0.1829**	**0.1905**	**3.0000e-004**		**9.7900e-003**	**9.7900e-003**		**9.0000e-003**	**9.0000e-003**	**0.0000**	**26.0367**	**26.0367**	**8.4200e-003**	**0.0000**	**26.2472**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.6000e-004	4.7900e-003	1.0000e-005	1.5400e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.3500	1.3500	3.0000e-005	0.0000	1.3508
Total	**6.5000e-004**	**4.6000e-004**	**4.7900e-003**	**1.0000e-005**	**1.5400e-003**	**1.0000e-005**	**1.5500e-003**	**4.1000e-004**	**1.0000e-005**	**4.2000e-004**	**0.0000**	**1.3500**	**1.3500**	**3.0000e-005**	**0.0000**	**1.3508**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1726					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0151	0.1052	0.1145	1.9000e-004		6.9300e-003	6.9300e-003		6.9300e-003	6.9300e-003	0.0000	15.9578	15.9578	1.2400e-003	0.0000	15.9887
Total	**0.1877**	**0.1052**	**0.1145**	**1.9000e-004**		**6.9300e-003**	**6.9300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**15.9578**	**15.9578**	**1.2400e-003**	**0.0000**	**15.9887**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9400e-003	2.8200e-003	0.0292	9.0000e-005	9.3800e-003	6.0000e-005	9.4500e-003	2.5000e-003	6.0000e-005	2.5500e-003	0.0000	8.2208	8.2208	2.0000e-004	0.0000	8.2258
Total	**3.9400e-003**	**2.8200e-003**	**0.0292**	**9.0000e-005**	**9.3800e-003**	**6.0000e-005**	**9.4500e-003**	**2.5000e-003**	**6.0000e-005**	**2.5500e-003**	**0.0000**	**8.2208**	**8.2208**	**2.0000e-004**	**0.0000**	**8.2258**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1726					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0151	0.1052	0.1145	1.9000e-004		6.9300e-003	6.9300e-003		6.9300e-003	6.9300e-003	0.0000	15.9578	15.9578	1.2400e-003	0.0000	15.9887
Total	**0.1877**	**0.1052**	**0.1145**	**1.9000e-004**		**6.9300e-003**	**6.9300e-003**		**6.9300e-003**	**6.9300e-003**	**0.0000**	**15.9578**	**15.9578**	**1.2400e-003**	**0.0000**	**15.9887**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9400e-003	2.8200e-003	0.0292	9.0000e-005	9.3800e-003	6.0000e-005	9.4500e-003	2.5000e-003	6.0000e-005	2.5500e-003	0.0000	8.2208	8.2208	2.0000e-004	0.0000	8.2258
Total	**3.9400e-003**	**2.8200e-003**	**0.0292**	**9.0000e-005**	**9.3800e-003**	**6.0000e-005**	**9.4500e-003**	**2.5000e-003**	**6.0000e-005**	**2.5500e-003**	**0.0000**	**8.2208**	**8.2208**	**2.0000e-004**	**0.0000**	**8.2258**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0279	0.1947	0.2317	3.8000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	32.5540	32.5540	2.2300e-003	0.0000	32.6098
Total	**0.3799**	**0.1947**	**0.2317**	**3.8000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**32.5540**	**32.5540**	**2.2300e-003**	**0.0000**	**32.6098**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4300e-003	5.1300e-003	0.0543	1.8000e-004	0.0191	1.3000e-004	0.0193	5.0900e-003	1.2000e-004	5.2100e-003	0.0000	16.1821	16.1821	3.6000e-004	0.0000	16.1911
Total	**7.4300e-003**	**5.1300e-003**	**0.0543**	**1.8000e-004**	**0.0191**	**1.3000e-004**	**0.0193**	**5.0900e-003**	**1.2000e-004**	**5.2100e-003**	**0.0000**	**16.1821**	**16.1821**	**3.6000e-004**	**0.0000**	**16.1911**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0279	0.1947	0.2317	3.8000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	32.5540	32.5540	2.2300e-003	0.0000	32.6098
Total	**0.3799**	**0.1947**	**0.2317**	**3.8000e-004**		**0.0120**	**0.0120**		**0.0120**	**0.0120**	**0.0000**	**32.5540**	**32.5540**	**2.2300e-003**	**0.0000**	**32.6098**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4300e-003	5.1300e-003	0.0543	1.8000e-004	0.0191	1.3000e-004	0.0193	5.0900e-003	1.2000e-004	5.2100e-003	0.0000	16.1821	16.1821	3.6000e-004	0.0000	16.1911
Total	**7.4300e-003**	**5.1300e-003**	**0.0543**	**1.8000e-004**	**0.0191**	**1.3000e-004**	**0.0193**	**5.0900e-003**	**1.2000e-004**	**5.2100e-003**	**0.0000**	**16.1821**	**16.1821**	**3.6000e-004**	**0.0000**	**16.1911**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Pedestrian Network

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7055	7.6053	15.2676	0.0471	3.8328	0.0443	3.8771	1.0288	0.0414	1.0702	0.0000	4,325.8159	4,325.8159	0.1883	0.0000	4,330.5234
Unmitigated	1.7583	7.9900	16.4753	0.0526	4.3456	0.0490	4.3946	1.1664	0.0459	1.2122	0.0000	4,829.8061	4,829.8061	0.2024	0.0000	4,834.8648

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	1,376.00	1,376.00	1376.00	738,092	650,997
Fast Food Restaurant with Drive Thru	1,269.87	1,269.87	1269.87	1,186,471	1,046,468
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	5,561.89	5,561.89	5561.89	9,751,686	8,600,987
Total	8,207.76	8,207.76	8,207.76	11,676,249	10,298,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Fast Food Restaurant with Drive Thru	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Parking Lot	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Regional Shopping Center	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	126.5666	126.5666	0.0136	2.8200e-003	127.7468
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	134.3731	134.3731	0.0145	2.9900e-003	135.6261
NaturalGas Mitigated	4.2200e-003	0.0384	0.0322	2.3000e-004		2.9100e-003	2.9100e-003		2.9100e-003	2.9100e-003	0.0000	41.7465	41.7465	8.0000e-004	7.7000e-004	41.9945
NaturalGas Unmitigated	4.9900e-003	0.0454	0.0381	2.7000e-004		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003	0.0000	49.3756	49.3756	9.5000e-004	9.1000e-004	49.6690

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	10390.5	6.0000e-005	5.1000e-004	4.3000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5545	0.5545	1.0000e-005	1.0000e-005	0.5578
Fast Food Restaurant with Drive Thru	504600	2.7200e-003	0.0247	0.0208	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9274	26.9274	5.2000e-004	4.9000e-004	27.0874
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	410274	2.2100e-003	0.0201	0.0169	1.2000e-004		1.5300e-003	1.5300e-003		1.5300e-003	1.5300e-003	0.0000	21.8938	21.8938	4.2000e-004	4.0000e-004	22.0239
Total		**4.9900e-003**	**0.0454**	**0.0381**	**2.7000e-004**		**3.4500e-003**	**3.4500e-003**		**3.4500e-003**	**3.4500e-003**	**0.0000**	**49.3756**	**49.3756**	**9.5000e-004**	**9.0000e-004**	**49.6690**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market With Gas Pumps	7747.68	4.0000e-005	3.8000e-004	3.2000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4135	0.4135	1.0000e-005	1.0000e-005	0.4159
Fast Food Restaurant with Drive Thru	468630	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	25.0079	25.0079	4.8000e-004	4.6000e-004	25.1565
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	305922	1.6500e-003	0.0150	0.0126	9.0000e-005		1.1400e-003	1.1400e-003		1.1400e-003	1.1400e-003	0.0000	16.3252	16.3252	3.1000e-004	3.0000e-004	16.4222
Total		**4.2200e-003**	**0.0384**	**0.0322**	**2.3000e-004**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**	**0.0000**	**41.7465**	**41.7465**	**8.0000e-004**	**7.7000e-004**	**41.9945**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	23672.2	2.8938	3.1000e-004	6.0000e-005	2.9208
Fast Food Restaurant with Drive Thru	87084.9	10.6455	1.1500e-003	2.4000e-004	10.7448
Parking Lot	53760	6.5718	7.1000e-004	1.5000e-004	6.6331
Regional Shopping Center	934711	114.2620	0.0123	2.5400e-003	115.3275
Total		**134.3731**	**0.0145**	**2.9900e-003**	**135.6261**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	22154.3	2.7082	2.9000e-004	6.0000e-005	2.7335
Fast Food Restaurant with Drive Thru	84677.9	10.3513	1.1100e-003	2.3000e-004	10.4478
Parking Lot	53760	6.5718	7.1000e-004	1.5000e-004	6.6331
Regional Shopping Center	874776	106.9353	0.0115	2.3800e-003	107.9325
Total		**126.5666**	**0.0136**	**2.8200e-003**	**127.7468**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4317	4.0000e-005	4.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3700e-003
Unmitigated	0.4317	4.0000e-005	4.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3700e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0525					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3788					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.2000e-004	4.0000e-005	4.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3700e-003
Total	**0.4317**	**4.0000e-005**	**4.5300e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.7900e-003**	**8.7900e-003**	**2.0000e-005**	**0.0000**	**9.3700e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0525					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3788					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.2000e-004	4.0000e-005	4.5300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7900e-003	8.7900e-003	2.0000e-005	0.0000	9.3700e-003
Total	**0.4317**	**4.0000e-005**	**4.5300e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.7900e-003**	**8.7900e-003**	**2.0000e-005**	**0.0000**	**9.3700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.3220	0.2511	6.0700e-003	17.4081
Unmitigated	9.3220	0.2511	6.0700e-003	17.4081

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	0.2076	5.4700e-003	1.3000e-004	0.3837
Fast Food Restaurant with Drive Thru	0.910601 / 0.0581235	0.9161	0.0297	7.1000e-004	1.8725
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.60653 / 4.04916	8.1983	0.2159	5.2200e-003	15.1518
Total		**9.3220**	**0.2511**	**6.0600e-003**	**17.4081**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	0.2076	5.4700e-003	1.3000e-004	0.3837
Fast Food Restaurant with Drive Thru	0.910601 / 0.0581235	0.9161	0.0297	7.1000e-004	1.8725
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.60653 / 4.04916	8.1983	0.2159	5.2200e-003	15.1518
Total		**9.3220**	**0.2511**	**6.0600e-003**	**17.4081**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	26.0255	1.5381	0.0000	64.4770
Unmitigated	26.0255	1.5381	0.0000	64.4770

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	34.56	7.0154	0.4146	0.0000	17.3803
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	93.65	19.0101	1.1235	0.0000	47.0967
Total		**26.0255**	**1.5381**	**0.0000**	**64.4770**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	34.56	7.0154	0.4146	0.0000	17.3803
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	93.65	19.0101	1.1235	0.0000	47.0967
Total		**26.0255**	**1.5381**	**0.0000**	**64.4770**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pinole Square (Proposed) - Unmitigated

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	384.00	Space	3.46	153,600.00	0
Fast Food Restaurant with Drive Thru	3.00	1000sqft	0.07	3,005.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	2,258.80	0
Regional Shopping Center	89.19	1000sqft	8.31	89,190.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	269.5	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Summer

Project Characteristics - Intensity factor for CO2 adjusted based on PG&E's RPS reductions

Land Use - Acreage updated per Applicant-provided information

Construction Phase - Applicant provided

Demolition - Applicant provided

Grading - Applicant provided

Vehicle Trips - Per Transportation Impact Study

Energy Use -

Mobile Land Use Mitigation - Applicant provided

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	26.00
tblConstructionPhase	NumDays	10.00	13.00
tblConstructionPhase	NumDays	30.00	39.00
tblConstructionPhase	NumDays	20.00	26.00
tblConstructionPhase	NumDays	300.00	390.00
tblConstructionPhase	NumDays	20.00	380.00
tblConstructionPhase	PhaseEndDate	2/28/2020	3/9/2020
tblConstructionPhase	PhaseEndDate	3/13/2020	3/26/2020
tblConstructionPhase	PhaseEndDate	4/24/2020	5/20/2020
tblConstructionPhase	PhaseEndDate	7/16/2021	6/25/2020
tblConstructionPhase	PhaseEndDate	6/18/2021	12/23/2021
tblConstructionPhase	PhaseEndDate	8/13/2021	12/23/2021
tblConstructionPhase	PhaseStartDate	2/29/2020	3/10/2020
tblConstructionPhase	PhaseStartDate	3/14/2020	3/27/2020
tblConstructionPhase	PhaseStartDate	6/19/2021	5/21/2020
tblConstructionPhase	PhaseStartDate	4/25/2020	6/26/2020

tblConstructionPhase	PhaseStartDate	7/17/2021	7/10/2020
tblGrading	AcresOfGrading	97.50	11.89
tblGrading	MaterialExported	0.00	2,215.00
tblGrading	MaterialImported	0.00	550.00
tblLandUse	LandUseSquareFeet	3,000.00	3,005.00
tblLandUse	LotAcreage	2.05	8.31
tblProjectCharacteristics	CO2IntensityFactor	641.35	269.5
tblVehicleTrips	ST_TR	204.47	86.00
tblVehicleTrips	ST_TR	722.03	423.29
tblVehicleTrips	ST_TR	49.97	62.36
tblVehicleTrips	SU_TR	166.88	86.00
tblVehicleTrips	SU_TR	542.72	423.29
tblVehicleTrips	SU_TR	25.24	62.36
tblVehicleTrips	WD_TR	542.60	86.00
tblVehicleTrips	WD_TR	496.12	423.29
tblVehicleTrips	WD_TR	42.70	62.36

2.0 Emissions Summary

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	5.6745	52.7809	33.0000	0.0707	18.2141	2.1984	20.4125	9.9699	2.0225	11.9924	0.0000	6,924.8183	6,924.8183	1.9841	0.0000	6,974.4216
2021	5.3743	23.4101	22.1921	0.0501	1.2140	1.0678	2.2818	0.3283	1.0096	1.3379	0.0000	4,922.3758	4,922.3758	0.7111	0.0000	4,940.1537
Maximum	**5.6745**	**52.7809**	**33.0000**	**0.0707**	**18.2141**	**2.1984**	**20.4125**	**9.9699**	**2.0225**	**11.9924**	**0.0000**	**6,924.8183**	**6,924.8183**	**1.9841**	**0.0000**	**6,974.4216**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	5.6745	52.7809	33.0000	0.0707	18.2141	2.1984	20.4125	9.9699	2.0225	11.9924	0.0000	6,924.8183	6,924.8183	1.9841	0.0000	6,974.4216
2021	5.3743	23.4101	22.1921	0.0501	1.2140	1.0678	2.2818	0.3283	1.0096	1.3379	0.0000	4,922.3758	4,922.3758	0.7111	0.0000	4,940.1537
Maximum	**5.6745**	**52.7809**	**33.0000**	**0.0707**	**18.2141**	**2.1984**	**20.4125**	**9.9699**	**2.0225**	**11.9924**	**0.0000**	**6,924.8183**	**6,924.8183**	**1.9841**	**0.0000**	**6,974.4216**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3678	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Energy	0.0273	0.2485	0.2088	1.4900e-003		0.0189	0.0189		0.0189	0.0189		298.2318	298.2318	5.7200e-003	5.4700e-003	300.0040
Mobile	11.2585	42.9175	90.9228	0.3055	24.8065	0.2683	25.0748	6.6369	0.2510	6.8879		30,927.0735	30,927.0735	1.2130		30,957.3994
Total	**13.6537**	**43.1665**	**91.1819**	**0.3070**	**24.8065**	**0.2874**	**25.0938**	**6.6369**	**0.2701**	**6.9070**		**31,225.4130**	**31,225.4130**	**1.2190**	**5.4700e-003**	**31,257.5183**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3678	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Energy	0.0231	0.2101	0.1765	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.1512	252.1512	4.8300e-003	4.6200e-003	253.6496
Mobile	10.9619	40.9272	83.4343	0.2735	21.8793	0.2423	22.1216	5.8537	0.2266	6.0804		27,692.8081	27,692.8081	1.1240		27,720.9068
Total	**13.3529**	**41.1378**	**83.6611**	**0.2747**	**21.8793**	**0.2585**	**22.1377**	**5.8537**	**0.2428**	**6.0965**		**27,945.0671**	**27,945.0671**	**1.1291**	**4.6200e-003**	**27,974.6712**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.20**	**4.70**	**8.25**	**10.50**	**11.80**	**10.07**	**11.78**	**11.80**	**10.11**	**11.73**	**0.00**	**10.51**	**10.51**	**7.38**	**15.54**	**10.50**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/3/2020	3/9/2020	5	26	
2	Site Preparation	Site Preparation	3/10/2020	3/26/2020	5	13	
3	Grading	Grading	3/27/2020	5/20/2020	5	39	
4	Building Construction	Building Construction	6/26/2020	12/23/2021	5	390	
5	Paving	Paving	5/21/2020	6/25/2020	5	26	
6	Architectural Coating	Architectural Coating	7/10/2020	12/23/2021	5	380	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 11.89

Acres of Paving: 3.46

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 141,681; Non-Residential Outdoor: 47,227; Striped Parking Area: 9,216 (Architectural Coating – sqft)

OffRoad Equipment

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Scrapers	2	8.00	367	0.48

Trips and VMT

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	342.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	346.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	95.00	41.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8508	0.0000	2.8508	0.4316	0.0000	0.4316			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**2.8508**	**1.6587**	**4.5095**	**0.4316**	**1.5419**	**1.9735**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Summer

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1085	3.7679	0.7488	0.0105	0.2298	0.0123	0.2421	0.0630	0.0118	0.0748		1,119.1076	1,119.1076	0.0560		1,120.5072
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
Total	**0.1607**	**3.7994**	**1.1513**	**0.0117**	**0.3530**	**0.0131**	**0.3661**	**0.0957**	**0.0125**	**0.1082**		**1,242.2241**	**1,242.2241**	**0.0590**		**1,243.6978**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8508	0.0000	2.8508	0.4316	0.0000	0.4316			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**2.8508**	**1.6587**	**4.5095**	**0.4316**	**1.5419**	**1.9735**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1085	3.7679	0.7488	0.0105	0.2298	0.0123	0.2421	0.0630	0.0118	0.0748		1,119.1076	1,119.1076	0.0560		1,120.5072
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
Total	**0.1607**	**3.7994**	**1.1513**	**0.0117**	**0.3530**	**0.0131**	**0.3661**	**0.0957**	**0.0125**	**0.1082**		**1,242.2241**	**1,242.2241**	**0.0590**		**1,243.6978**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Summer

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0626	0.0379	0.4830	1.4800e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		147.7398	147.7398	3.5600e-003		147.8288
Total	**0.0626**	**0.0379**	**0.4830**	**1.4800e-003**	**0.1479**	**9.6000e-004**	**0.1488**	**0.0392**	**8.8000e-004**	**0.0401**		**147.7398**	**147.7398**	**3.5600e-003**		**147.8288**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0626	0.0379	0.4830	1.4800e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		147.7398	147.7398	3.5600e-003		147.8288
Total	**0.0626**	**0.0379**	**0.4830**	**1.4800e-003**	**0.1479**	**9.6000e-004**	**0.1488**	**0.0392**	**8.8000e-004**	**0.0401**		**147.7398**	**147.7398**	**3.5600e-003**		**147.8288**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3534	0.0000	6.3534	3.3464	0.0000	3.3464			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**6.3534**	**2.1739**	**8.5273**	**3.3464**	**2.0000**	**5.3463**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0732	2.5413	0.5051	7.0600e-003	0.1550	8.3100e-003	0.1633	0.0425	7.9500e-003	0.0504		754.7977	754.7977	0.0378		755.7417
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0421	0.5366	1.6500e-003	0.1643	1.0600e-003	0.1654	0.0436	9.8000e-004	0.0446		164.1553	164.1553	3.9600e-003		164.2542
Total	**0.1427**	**2.5834**	**1.0417**	**8.7100e-003**	**0.3193**	**9.3700e-003**	**0.3287**	**0.0861**	**8.9300e-003**	**0.0950**		**918.9530**	**918.9530**	**0.0417**		**919.9959**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3534	0.0000	6.3534	3.3464	0.0000	3.3464			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**6.3534**	**2.1739**	**8.5273**	**3.3464**	**2.0000**	**5.3463**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0732	2.5413	0.5051	7.0600e-003	0.1550	8.3100e-003	0.1633	0.0425	7.9500e-003	0.0504		754.7977	754.7977	0.0378		755.7417
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0695	0.0421	0.5366	1.6500e-003	0.1643	1.0600e-003	0.1654	0.0436	9.8000e-004	0.0446		164.1553	164.1553	3.9600e-003		164.2542
Total	**0.1427**	**2.5834**	**1.0417**	**8.7100e-003**	**0.3193**	**9.3700e-003**	**0.3287**	**0.0861**	**8.9300e-003**	**0.0950**		**918.9530**	**918.9530**	**0.0417**		**919.9959**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1554	4.6725	1.1146	0.0113	0.2775	0.0229	0.3004	0.0799	0.0219	0.1018		1,196.0030	1,196.0030	0.0589		1,197.4754
Worker	0.3302	0.1999	2.5489	7.8200e-003	0.7804	5.0500e-003	0.7855	0.2070	4.6600e-003	0.2117		779.7377	779.7377	0.0188		780.2075
Total	**0.4856**	**4.8724**	**3.6635**	**0.0191**	**1.0579**	**0.0280**	**1.0859**	**0.2869**	**0.0266**	**0.3135**		**1,975.7407**	**1,975.7407**	**0.0777**		**1,977.6829**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1554	4.6725	1.1146	0.0113	0.2775	0.0229	0.3004	0.0799	0.0219	0.1018		1,196.0030	1,196.0030	0.0589		1,197.4754
Worker	0.3302	0.1999	2.5489	7.8200e-003	0.7804	5.0500e-003	0.7855	0.2070	4.6600e-003	0.2117		779.7377	779.7377	0.0188		780.2075
Total	**0.4856**	**4.8724**	**3.6635**	**0.0191**	**1.0579**	**0.0280**	**1.0859**	**0.2869**	**0.0266**	**0.3135**		**1,975.7407**	**1,975.7407**	**0.0777**		**1,977.6829**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1272	4.2370	0.9991	0.0112	0.2775	9.1800e-003	0.2867	0.0799	8.7800e-003	0.0887		1,184.7300	1,184.7300	0.0556		1,186.1201
Worker	0.3055	0.1785	2.3335	7.5500e-003	0.7804	4.9100e-003	0.7853	0.2070	4.5200e-003	0.2115		752.3615	752.3615	0.0168		752.7820
Total	**0.4326**	**4.4155**	**3.3326**	**0.0187**	**1.0579**	**0.0141**	**1.0720**	**0.2869**	**0.0133**	**0.3002**		**1,937.0916**	**1,937.0916**	**0.0724**		**1,938.9021**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1272	4.2370	0.9991	0.0112	0.2775	9.1800e-003	0.2867	0.0799	8.7800e-003	0.0887		1,184.7300	1,184.7300	0.0556		1,186.1201
Worker	0.3055	0.1785	2.3335	7.5500e-003	0.7804	4.9100e-003	0.7853	0.2070	4.5200e-003	0.2115		752.3615	752.3615	0.0168		752.7820
Total	**0.4326**	**4.4155**	**3.3326**	**0.0187**	**1.0579**	**0.0141**	**1.0720**	**0.2869**	**0.0133**	**0.3002**		**1,937.0916**	**1,937.0916**	**0.0724**		**1,938.9021**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.3487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7052**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
Total	**0.0521**	**0.0316**	**0.4025**	**1.2400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**123.1165**	**123.1165**	**2.9700e-003**		**123.1907**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.3487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7052**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0521	0.0316	0.4025	1.2400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		123.1165	123.1165	2.9700e-003		123.1907
Total	**0.0521**	**0.0316**	**0.4025**	**1.2400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**123.1165**	**123.1165**	**2.9700e-003**		**123.1907**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.7608					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**3.0030**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0660	0.0400	0.5098	1.5600e-003	0.1561	1.0100e-003	0.1571	0.0414	9.3000e-004	0.0423		155.9476	155.9476	3.7600e-003		156.0415
Total	**0.0660**	**0.0400**	**0.5098**	**1.5600e-003**	**0.1561**	**1.0100e-003**	**0.1571**	**0.0414**	**9.3000e-004**	**0.0423**		**155.9476**	**155.9476**	**3.7600e-003**		**156.0415**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.7608					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**3.0030**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0660	0.0400	0.5098	1.5600e-003	0.1561	1.0100e-003	0.1571	0.0414	9.3000e-004	0.0423		155.9476	155.9476	3.7600e-003		156.0415
Total	**0.0660**	**0.0400**	**0.5098**	**1.5600e-003**	**0.1561**	**1.0100e-003**	**0.1571**	**0.0414**	**9.3000e-004**	**0.0423**		**155.9476**	**155.9476**	**3.7600e-003**		**156.0415**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.7608					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**2.9797**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0611	0.0357	0.4667	1.5100e-003	0.1561	9.8000e-004	0.1571	0.0414	9.0000e-004	0.0423		150.4723	150.4723	3.3600e-003		150.5564
Total	**0.0611**	**0.0357**	**0.4667**	**1.5100e-003**	**0.1561**	**9.8000e-004**	**0.1571**	**0.0414**	**9.0000e-004**	**0.0423**		**150.4723**	**150.4723**	**3.3600e-003**		**150.5564**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.7608					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**2.9797**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0611	0.0357	0.4667	1.5100e-003	0.1561	9.8000e-004	0.1571	0.0414	9.0000e-004	0.0423		150.4723	150.4723	3.3600e-003		150.5564
Total	**0.0611**	**0.0357**	**0.4667**	**1.5100e-003**	**0.1561**	**9.8000e-004**	**0.1571**	**0.0414**	**9.0000e-004**	**0.0423**		**150.4723**	**150.4723**	**3.3600e-003**		**150.5564**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Pedestrian Network

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	10.9619	40.9272	83.4343	0.2735	21.8793	0.2423	22.1216	5.8537	0.2266	6.0804		27,692.8081	27,692.8081	1.1240		27,720.9068
Unmitigated	11.2585	42.9175	90.9228	0.3055	24.8065	0.2683	25.0748	6.6369	0.2510	6.8879		30,927.0735	30,927.0735	1.2130		30,957.3994

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	1,376.00	1,376.00	1376.00	738,092	650,997
Fast Food Restaurant with Drive Thru	1,269.87	1,269.87	1269.87	1,186,471	1,046,468
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	5,561.89	5,561.89	5561.89	9,751,686	8,600,987
Total	8,207.76	8,207.76	8,207.76	11,676,249	10,298,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Fast Food Restaurant with Drive Thru	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Parking Lot	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Regional Shopping Center	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0231	0.2101	0.1765	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.1512	252.1512	4.8300e-003	4.6200e-003	253.6496
NaturalGas Unmitigated	0.0273	0.2485	0.2088	1.4900e-003		0.0189	0.0189		0.0189	0.0189		298.2318	298.2318	5.7200e-003	5.4700e-003	300.0040

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	28.4671	3.1000e-004	2.7900e-003	2.3400e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		3.3491	3.3491	6.0000e-005	6.0000e-005	3.3690
Fast Food Restaurant with Drive Thru	1382.46	0.0149	0.1355	0.1139	8.1000e-004		0.0103	0.0103		0.0103	0.0103		162.6429	162.6429	3.1200e-003	2.9800e-003	163.6094
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1124.04	0.0121	0.1102	0.0926	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003		132.2398	132.2398	2.5300e-003	2.4200e-003	133.0256
Total		**0.0273**	**0.2485**	**0.2088**	**1.4900e-003**		**0.0189**	**0.0189**		**0.0189**	**0.0189**		**298.2318**	**298.2318**	**5.7100e-003**	**5.4600e-003**	**300.0040**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.0212265	2.3000e-004	2.0800e-003	1.7500e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		2.4972	2.4972	5.0000e-005	5.0000e-005	2.5121
Fast Food Restaurant with Drive Thru	1.28392	0.0139	0.1259	0.1057	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0491	151.0491	2.9000e-003	2.7700e-003	151.9467
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.838142	9.0400e-003	0.0822	0.0690	4.9000e-004		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003		98.6049	98.6049	1.8900e-003	1.8100e-003	99.1909
Total		**0.0231**	**0.2101**	**0.1765**	**1.2600e-003**		**0.0160**	**0.0160**		**0.0160**	**0.0160**		**252.1512**	**252.1512**	**4.8400e-003**	**4.6300e-003**	**253.6496**

6.0 Area Detail

6.1 Mitigation Measures Area

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.3678	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Unmitigated	2.3678	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2874					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6800e-003	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Total	**2.3678**	**4.6000e-004**	**0.0503**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1077**	**0.1077**	**2.8000e-004**		**0.1148**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2874					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6800e-003	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Total	**2.3678**	**4.6000e-004**	**0.0503**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1077**	**0.1077**	**2.8000e-004**		**0.1148**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pinole Square (Proposed) - Unmitigated

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	384.00	Space	3.46	153,600.00	0
Fast Food Restaurant with Drive Thru	3.00	1000sqft	0.07	3,005.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	2,258.80	0
Regional Shopping Center	89.19	1000sqft	8.31	89,190.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	64
Climate Zone	5			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	269.5	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Winter

Project Characteristics - Intensity factor for CO2 adjusted based on PG&E's RPS reductions

Land Use - Acreage updated per Applicant-provided information

Construction Phase - Applicant provided

Demolition - Applicant provided

Grading - Applicant provided

Vehicle Trips - Per Transportation Impact Study

Energy Use -

Mobile Land Use Mitigation - Applicant provided

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	26.00
tblConstructionPhase	NumDays	10.00	13.00
tblConstructionPhase	NumDays	30.00	39.00
tblConstructionPhase	NumDays	20.00	26.00
tblConstructionPhase	NumDays	300.00	390.00
tblConstructionPhase	NumDays	20.00	380.00
tblConstructionPhase	PhaseEndDate	2/28/2020	3/9/2020
tblConstructionPhase	PhaseEndDate	3/13/2020	3/26/2020
tblConstructionPhase	PhaseEndDate	4/24/2020	5/20/2020
tblConstructionPhase	PhaseEndDate	7/16/2021	6/25/2020
tblConstructionPhase	PhaseEndDate	6/18/2021	12/23/2021
tblConstructionPhase	PhaseEndDate	8/13/2021	12/23/2021
tblConstructionPhase	PhaseStartDate	2/29/2020	3/10/2020
tblConstructionPhase	PhaseStartDate	3/14/2020	3/27/2020
tblConstructionPhase	PhaseStartDate	6/19/2021	5/21/2020
tblConstructionPhase	PhaseStartDate	4/25/2020	6/26/2020

tblConstructionPhase	PhaseStartDate	7/17/2021	7/10/2020
tblGrading	AcresOfGrading	97.50	11.89
tblGrading	MaterialExported	0.00	2,215.00
tblGrading	MaterialImported	0.00	550.00
tblLandUse	LandUseSquareFeet	3,000.00	3,005.00
tblLandUse	LotAcreage	2.05	8.31
tblProjectCharacteristics	CO2IntensityFactor	641.35	269.5
tblVehicleTrips	ST_TR	204.47	86.00
tblVehicleTrips	ST_TR	722.03	423.29
tblVehicleTrips	ST_TR	49.97	62.36
tblVehicleTrips	SU_TR	166.88	86.00
tblVehicleTrips	SU_TR	542.72	423.29
tblVehicleTrips	SU_TR	25.24	62.36
tblVehicleTrips	WD_TR	542.60	86.00
tblVehicleTrips	WD_TR	496.12	423.29
tblVehicleTrips	WD_TR	42.70	62.36

2.0 Emissions Summary

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	5.7055	52.8532	33.0060	0.0705	18.2141	2.1984	20.4125	9.9699	2.0225	11.9924	0.0000	6,899.1983	6,899.1983	1.9858	0.0000	6,948.8426
2021	5.4036	23.4970	22.1610	0.0491	1.2140	1.0681	2.2821	0.3283	1.0099	1.3382	0.0000	4,821.1550	4,821.1550	0.7143	0.0000	4,839.0126
Maximum	**5.7055**	**52.8532**	**33.0060**	**0.0705**	**18.2141**	**2.1984**	**20.4125**	**9.9699**	**2.0225**	**11.9924**	**0.0000**	**6,899.1983**	**6,899.1983**	**1.9858**	**0.0000**	**6,948.8426**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	5.7055	52.8532	33.0060	0.0705	18.2141	2.1984	20.4125	9.9699	2.0225	11.9924	0.0000	6,899.1983	6,899.1983	1.9858	0.0000	6,948.8426
2021	5.4036	23.4970	22.1610	0.0491	1.2140	1.0681	2.2821	0.3283	1.0099	1.3382	0.0000	4,821.1550	4,821.1550	0.7143	0.0000	4,839.0126
Maximum	**5.7055**	**52.8532**	**33.0060**	**0.0705**	**18.2141**	**2.1984**	**20.4125**	**9.9699**	**2.0225**	**11.9924**	**0.0000**	**6,899.1983**	**6,899.1983**	**1.9858**	**0.0000**	**6,948.8426**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3678	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Energy	0.0273	0.2485	0.2088	1.4900e-003		0.0189	0.0189		0.0189	0.0189		298.2318	298.2318	5.7200e-003	5.4700e-003	300.0040
Mobile	9.5597	44.4223	96.4207	0.2857	24.8065	0.2714	25.0778	6.6369	0.2539	6.8908		28,921.9317	28,921.9317	1.2711		28,953.7088
Total	**11.9549**	**44.6713**	**96.6798**	**0.2872**	**24.8065**	**0.2904**	**25.0969**	**6.6369**	**0.2730**	**6.9099**		**29,220.2712**	**29,220.2712**	**1.2771**	**5.4700e-003**	**29,253.8277**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.3678	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Energy	0.0231	0.2101	0.1765	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.1512	252.1512	4.8300e-003	4.6200e-003	253.6496
Mobile	9.2676	42.2249	89.7587	0.2557	21.8793	0.2453	22.1246	5.8537	0.2295	6.0833		25,887.7221	25,887.7221	1.1861		25,917.3740
Total	**11.6585**	**42.4355**	**89.9855**	**0.2570**	**21.8793**	**0.2615**	**22.1408**	**5.8537**	**0.2457**	**6.0994**		**26,139.9810**	**26,139.9810**	**1.1912**	**4.6200e-003**	**26,171.1384**

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.48**	**5.00**	**6.92**	**10.52**	**11.80**	**9.96**	**11.78**	**11.80**	**10.01**	**11.73**	**0.00**	**10.54**	**10.54**	**6.73**	**15.54**	**10.54**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/3/2020	3/9/2020	5	26	
2	Site Preparation	Site Preparation	3/10/2020	3/26/2020	5	13	
3	Grading	Grading	3/27/2020	5/20/2020	5	39	
4	Building Construction	Building Construction	6/26/2020	12/23/2021	5	390	
5	Paving	Paving	5/21/2020	6/25/2020	5	26	
6	Architectural Coating	Architectural Coating	7/10/2020	12/23/2021	5	380	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 11.89

Acres of Paving: 3.46

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 141,681; Non-Residential Outdoor: 47,227; Striped Parking Area: 9,216 (Architectural Coating – sqft)

OffRoad Equipment

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Scrapers	2	8.00	367	0.48

Trips and VMT

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	342.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	346.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	95.00	41.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	19.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8508	0.0000	2.8508	0.4316	0.0000	0.4316			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**2.8508**	**1.6587**	**4.5095**	**0.4316**	**1.5419**	**1.9735**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Winter

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1115	3.8603	0.8062	0.0103	0.2298	0.0125	0.2423	0.0630	0.0120	0.0750		1,100.3108	1,100.3108	0.0588		1,101.7807
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
Total	**0.1667**	**3.8993**	**1.1841**	**0.0114**	**0.3530**	**0.0133**	**0.3664**	**0.0957**	**0.0127**	**0.1084**		**1,213.7206**	**1,213.7206**	**0.0616**		**1,215.2599**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8508	0.0000	2.8508	0.4316	0.0000	0.4316			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**2.8508**	**1.6587**	**4.5095**	**0.4316**	**1.5419**	**1.9735**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1115	3.8603	0.8062	0.0103	0.2298	0.0125	0.2423	0.0630	0.0120	0.0750		1,100.3108	1,100.3108	0.0588		1,101.7807
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
Total	**0.1667**	**3.8993**	**1.1841**	**0.0114**	**0.3530**	**0.0133**	**0.3664**	**0.0957**	**0.0127**	**0.1084**		**1,213.7206**	**1,213.7206**	**0.0616**		**1,215.2599**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0662	0.0468	0.4536	1.3700e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		136.0918	136.0918	3.3300e-003		136.1750
Total	**0.0662**	**0.0468**	**0.4536**	**1.3700e-003**	**0.1479**	**9.6000e-004**	**0.1488**	**0.0392**	**8.8000e-004**	**0.0401**		**136.0918**	**136.0918**	**3.3300e-003**		**136.1750**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0662	0.0468	0.4536	1.3700e-003	0.1479	9.6000e-004	0.1488	0.0392	8.8000e-004	0.0401		136.0918	136.0918	3.3300e-003		136.1750
Total	**0.0662**	**0.0468**	**0.4536**	**1.3700e-003**	**0.1479**	**9.6000e-004**	**0.1488**	**0.0392**	**8.8000e-004**	**0.0401**		**136.0918**	**136.0918**	**3.3300e-003**		**136.1750**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3534	0.0000	6.3534	3.3464	0.0000	3.3464			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**6.3534**	**2.1739**	**8.5273**	**3.3464**	**2.0000**	**5.3463**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0752	2.6036	0.5437	6.9400e-003	0.1550	8.4500e-003	0.1634	0.0425	8.0900e-003	0.0506		742.1199	742.1199	0.0397		743.1114
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0520	0.5040	1.5200e-003	0.1643	1.0600e-003	0.1654	0.0436	9.8000e-004	0.0446		151.2131	151.2131	3.7000e-003		151.3055
Total	**0.1487**	**2.6556**	**1.0477**	**8.4600e-003**	**0.3193**	**9.5100e-003**	**0.3288**	**0.0861**	**9.0700e-003**	**0.0951**		**893.3330**	**893.3330**	**0.0434**		**894.4169**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3534	0.0000	6.3534	3.3464	0.0000	3.3464			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**6.3534**	**2.1739**	**8.5273**	**3.3464**	**2.0000**	**5.3463**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0752	2.6036	0.5437	6.9400e-003	0.1550	8.4500e-003	0.1634	0.0425	8.0900e-003	0.0506		742.1199	742.1199	0.0397		743.1114
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0735	0.0520	0.5040	1.5200e-003	0.1643	1.0600e-003	0.1654	0.0436	9.8000e-004	0.0446		151.2131	151.2131	3.7000e-003		151.3055
Total	**0.1487**	**2.6556**	**1.0477**	**8.4600e-003**	**0.3193**	**9.5100e-003**	**0.3288**	**0.0861**	**9.0700e-003**	**0.0951**		**893.3330**	**893.3330**	**0.0434**		**894.4169**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1636	4.7247	1.2751	0.0110	0.2775	0.0233	0.3008	0.0799	0.0223	0.1022		1,165.7417	1,165.7417	0.0637		1,167.3343
Worker	0.3493	0.2470	2.3939	7.2100e-003	0.7804	5.0500e-003	0.7855	0.2070	4.6600e-003	0.2117		718.2621	718.2621	0.0176		718.7013
Total	**0.5128**	**4.9717**	**3.6690**	**0.0182**	**1.0579**	**0.0283**	**1.0863**	**0.2869**	**0.0269**	**0.3138**		**1,884.0038**	**1,884.0038**	**0.0813**		**1,886.0357**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1636	4.7247	1.2751	0.0110	0.2775	0.0233	0.3008	0.0799	0.0223	0.1022		1,165.7417	1,165.7417	0.0637		1,167.3343
Worker	0.3493	0.2470	2.3939	7.2100e-003	0.7804	5.0500e-003	0.7855	0.2070	4.6600e-003	0.2117		718.2621	718.2621	0.0176		718.7013
Total	**0.5128**	**4.9717**	**3.6690**	**0.0182**	**1.0579**	**0.0283**	**1.0863**	**0.2869**	**0.0269**	**0.3138**		**1,884.0038**	**1,884.0038**	**0.0813**		**1,886.0357**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1347	4.2734	1.1484	0.0109	0.2775	9.5000e-003	0.2870	0.0799	9.0800e-003	0.0890		1,154.6713	1,154.6713	0.0602		1,156.1752
Worker	0.3236	0.2205	2.1832	6.9500e-003	0.7804	4.9100e-003	0.7853	0.2070	4.5200e-003	0.2115		693.0598	693.0598	0.0157		693.4519
Total	**0.4583**	**4.4939**	**3.3316**	**0.0179**	**1.0579**	**0.0144**	**1.0723**	**0.2869**	**0.0136**	**0.3005**		**1,847.7311**	**1,847.7311**	**0.0758**		**1,849.6271**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1347	4.2734	1.1484	0.0109	0.2775	9.5000e-003	0.2870	0.0799	9.0800e-003	0.0890		1,154.6713	1,154.6713	0.0602		1,156.1752
Worker	0.3236	0.2205	2.1832	6.9500e-003	0.7804	4.9100e-003	0.7853	0.2070	4.5200e-003	0.2115		693.0598	693.0598	0.0157		693.4519
Total	**0.4583**	**4.4939**	**3.3316**	**0.0179**	**1.0579**	**0.0144**	**1.0723**	**0.2869**	**0.0136**	**0.3005**		**1,847.7311**	**1,847.7311**	**0.0758**		**1,849.6271**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.3487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7052**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
Total	**0.0552**	**0.0390**	**0.3780**	**1.1400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**113.4098**	**113.4098**	**2.7700e-003**		**113.4792**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.3487					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7052**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0552	0.0390	0.3780	1.1400e-003	0.1232	8.0000e-004	0.1240	0.0327	7.4000e-004	0.0334		113.4098	113.4098	2.7700e-003		113.4792
Total	**0.0552**	**0.0390**	**0.3780**	**1.1400e-003**	**0.1232**	**8.0000e-004**	**0.1240**	**0.0327**	**7.4000e-004**	**0.0334**		**113.4098**	**113.4098**	**2.7700e-003**		**113.4792**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.7608					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**3.0030**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0494	0.4788	1.4400e-003	0.1561	1.0100e-003	0.1571	0.0414	9.3000e-004	0.0423		143.6524	143.6524	3.5100e-003		143.7403
Total	**0.0699**	**0.0494**	**0.4788**	**1.4400e-003**	**0.1561**	**1.0100e-003**	**0.1571**	**0.0414**	**9.3000e-004**	**0.0423**		**143.6524**	**143.6524**	**3.5100e-003**		**143.7403**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.7608					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**3.0030**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0699	0.0494	0.4788	1.4400e-003	0.1561	1.0100e-003	0.1571	0.0414	9.3000e-004	0.0423		143.6524	143.6524	3.5100e-003		143.7403
Total	**0.0699**	**0.0494**	**0.4788**	**1.4400e-003**	**0.1561**	**1.0100e-003**	**0.1571**	**0.0414**	**9.3000e-004**	**0.0423**		**143.6524**	**143.6524**	**3.5100e-003**		**143.7403**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.7608					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**2.9797**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0441	0.4366	1.3900e-003	0.1561	9.8000e-004	0.1571	0.0414	9.0000e-004	0.0423		138.6120	138.6120	3.1400e-003		138.6904
Total	**0.0647**	**0.0441**	**0.4366**	**1.3900e-003**	**0.1561**	**9.8000e-004**	**0.1571**	**0.0414**	**9.0000e-004**	**0.0423**		**138.6120**	**138.6120**	**3.1400e-003**		**138.6904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	2.7608					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**2.9797**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0647	0.0441	0.4366	1.3900e-003	0.1561	9.8000e-004	0.1571	0.0414	9.0000e-004	0.0423		138.6120	138.6120	3.1400e-003		138.6904
Total	**0.0647**	**0.0441**	**0.4366**	**1.3900e-003**	**0.1561**	**9.8000e-004**	**0.1571**	**0.0414**	**9.0000e-004**	**0.0423**		**138.6120**	**138.6120**	**3.1400e-003**		**138.6904**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Pedestrian Network

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.2676	42.2249	89.7587	0.2557	21.8793	0.2453	22.1246	5.8537	0.2295	6.0833		25,887.7221	25,887.7221	1.1861		25,917.3740
Unmitigated	9.5597	44.4223	96.4207	0.2857	24.8065	0.2714	25.0778	6.6369	0.2539	6.8908		28,921.9317	28,921.9317	1.2711		28,953.7088

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	1,376.00	1,376.00	1376.00	738,092	650,997
Fast Food Restaurant with Drive Thru	1,269.87	1,269.87	1269.87	1,186,471	1,046,468
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	5,561.89	5,561.89	5561.89	9,751,686	8,600,987
Total	8,207.76	8,207.76	8,207.76	11,676,249	10,298,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Fast Food Restaurant with Drive	9.50	7.30	7.30	2.20	78.80	19.00	29	21	50
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Pinole Square (Proposed) - Unmitigated - Bay Area AQMD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Fast Food Restaurant with Drive Thru	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Parking Lot	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768
Regional Shopping Center	0.576985	0.039376	0.193723	0.112069	0.016317	0.005358	0.017943	0.025814	0.002614	0.002274	0.005874	0.000887	0.000768

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0231	0.2101	0.1765	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.1512	252.1512	4.8300e-003	4.6200e-003	253.6496
NaturalGas Unmitigated	0.0273	0.2485	0.2088	1.4900e-003		0.0189	0.0189		0.0189	0.0189		298.2318	298.2318	5.7200e-003	5.4700e-003	300.0040

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	28.4671	3.1000e-004	2.7900e-003	2.3400e-003	2.0000e-005		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		3.3491	3.3491	6.0000e-005	6.0000e-005	3.3690
Fast Food Restaurant with Drive Thru	1382.46	0.0149	0.1355	0.1139	8.1000e-004		0.0103	0.0103		0.0103	0.0103		162.6429	162.6429	3.1200e-003	2.9800e-003	163.6094
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1124.04	0.0121	0.1102	0.0926	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003		132.2398	132.2398	2.5300e-003	2.4200e-003	133.0256
Total		**0.0273**	**0.2485**	**0.2088**	**1.4900e-003**		**0.0189**	**0.0189**		**0.0189**	**0.0189**		**298.2318**	**298.2318**	**5.7100e-003**	**5.4600e-003**	**300.0040**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.0212265	2.3000e-004	2.0800e-003	1.7500e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		2.4972	2.4972	5.0000e-005	5.0000e-005	2.5121
Fast Food Restaurant with Drive Thru	1.28392	0.0139	0.1259	0.1057	7.6000e-004		9.5700e-003	9.5700e-003		9.5700e-003	9.5700e-003		151.0491	151.0491	2.9000e-003	2.7700e-003	151.9467
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.838142	9.0400e-003	0.0822	0.0690	4.9000e-004		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003		98.6049	98.6049	1.8900e-003	1.8100e-003	99.1909
Total		**0.0231**	**0.2101**	**0.1765**	**1.2600e-003**		**0.0160**	**0.0160**		**0.0160**	**0.0160**		**252.1512**	**252.1512**	**4.8400e-003**	**4.6300e-003**	**253.6496**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.3678	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Unmitigated	2.3678	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2874					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6800e-003	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Total	**2.3678**	**4.6000e-004**	**0.0503**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1077**	**0.1077**	**2.8000e-004**		**0.1148**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2874					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0757					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6800e-003	4.6000e-004	0.0503	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1077	0.1077	2.8000e-004		0.1148
Total	**2.3678**	**4.6000e-004**	**0.0503**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1077**	**0.1077**	**2.8000e-004**		**0.1148**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Pinole Square (Proposed) - Unmitigated

Bay Area AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Return to Agenda

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	5	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	6	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00
Scrapers	Diesel	No Change	0	2	No Change	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	4.30500E-002	2.99910E-001	3.46200E-001	5.60000E-004	1.89300E-002	1.89300E-002	0.00000E+000	4.85118E+001	4.85118E+001	3.47000E-003	0.00000E+000	4.85986E+001
Concrete/Industrial Saws	5.44000E-003	4.28800E-002	4.79300E-002	8.00000E-005	2.58000E-003	2.58000E-003	0.00000E+000	6.98953E+000	6.98953E+000	4.40000E-004	0.00000E+000	7.00060E+000
Cranes	7.28400E-002	8.59440E-001	3.46150E-001	9.80000E-004	3.50900E-002	3.22900E-002	0.00000E+000	8.64890E+001	8.64890E+001	2.79700E-002	0.00000E+000	8.71883E+001
Excavators	1.91100E-002	1.88190E-001	2.54890E-001	4.00000E-004	9.12000E-003	8.39000E-003	0.00000E+000	3.53886E+001	3.53886E+001	1.14500E-002	0.00000E+000	3.56747E+001
Forklifts	7.86300E-002	7.13760E-001	6.85710E-001	8.90000E-004	5.15900E-002	4.74600E-002	0.00000E+000	7.85604E+001	7.85604E+001	2.54100E-002	0.00000E+000	7.91956E+001
Generator Sets	7.25000E-002	6.38490E-001	7.19930E-001	1.28000E-003	3.46300E-002	3.46300E-002	0.00000E+000	1.10215E+002	1.10215E+002	5.83000E-003	0.00000E+000	1.10361E+002
Graders	9.28000E-003	1.23350E-001	3.53800E-002	1.30000E-004	3.94000E-003	3.63000E-003	0.00000E+000	1.13698E+001	1.13698E+001	3.68000E-003	0.00000E+000	1.14617E+001
Pavers	6.83000E-003	7.30700E-002	7.53600E-002	1.20000E-004	3.55000E-003	3.27000E-003	0.00000E+000	1.07384E+001	1.07384E+001	3.47000E-003	0.00000E+000	1.08252E+001
Paving Equipment	5.39000E-003	5.56800E-002	6.58900E-002	1.10000E-004	2.78000E-003	2.56000E-003	0.00000E+000	9.30566E+000	9.30566E+000	3.01000E-003	0.00000E+000	9.38090E+000
Rollers	5.41000E-003	5.41100E-002	4.92300E-002	7.00000E-005	3.45000E-003	3.17000E-003	0.00000E+000	5.99262E+000	5.99262E+000	1.94000E-003	0.00000E+000	6.04107E+000
Rubber Tired Dozers	7.01700E-002	7.36600E-001	2.68550E-001	5.50000E-004	3.60700E-002	3.31900E-002	0.00000E+000	4.87859E+001	4.87859E+001	1.57800E-002	0.00000E+000	4.91804E+001
Scrapers	3.87200E-002	4.58330E-001	2.90890E-001	5.90000E-004	1.78800E-002	1.64500E-002	0.00000E+000	5.19033E+001	5.19033E+001	1.67900E-002	0.00000E+000	5.23230E+001
Tractors/Loaders/Backhoes	1.13420E-001	1.14434E+000	1.30859E+000	1.79000E-003	6.96500E-002	6.40800E-002	0.00000E+000	1.57442E+002	1.57442E+002	5.09200E-002	0.00000E+000	1.58715E+002
Welders	6.16800E-002	2.98450E-001	3.38420E-001	5.00000E-004	1.53100E-002	1.53100E-002	0.00000E+000	3.67030E+001	3.67030E+001	5.00000E-003	0.00000E+000	3.68281E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	4.30500E-002	2.99910E-001	3.46200E-001	5.60000E-004	1.89300E-002	1.89300E-002	0.00000E+000	4.85118E+001	4.85118E+001	3.47000E-003	0.00000E+000	4.85985E+001
Concrete/Industrial Saws	5.44000E-003	4.28800E-002	4.79300E-002	8.00000E-005	2.58000E-003	2.58000E-003	0.00000E+000	6.98952E+000	6.98952E+000	4.40000E-004	0.00000E+000	7.00059E+000
Cranes	7.28400E-002	8.59440E-001	3.46150E-001	9.80000E-004	3.50900E-002	3.22900E-002	0.00000E+000	8.64889E+001	8.64889E+001	2.79700E-002	0.00000E+000	8.71882E+001
Excavators	1.91100E-002	1.88190E-001	2.54890E-001	4.00000E-004	9.12000E-003	8.39000E-003	0.00000E+000	3.53885E+001	3.53885E+001	1.14500E-002	0.00000E+000	3.56747E+001
Forklifts	7.86300E-002	7.13760E-001	6.85710E-001	8.90000E-004	5.15900E-002	4.74600E-002	0.00000E+000	7.85603E+001	7.85603E+001	2.54100E-002	0.00000E+000	7.91955E+001
Generator Sets	7.25000E-002	6.38490E-001	7.19920E-001	1.28000E-003	3.46300E-002	3.46300E-002	0.00000E+000	1.10215E+002	1.10215E+002	5.83000E-003	0.00000E+000	1.10361E+002
Graders	9.28000E-003	1.23350E-001	3.53800E-002	1.30000E-004	3.94000E-003	3.63000E-003	0.00000E+000	1.13698E+001	1.13698E+001	3.68000E-003	0.00000E+000	1.14617E+001
Pavers	6.83000E-003	7.30700E-002	7.53600E-002	1.20000E-004	3.55000E-003	3.27000E-003	0.00000E+000	1.07384E+001	1.07384E+001	3.47000E-003	0.00000E+000	1.08252E+001
Paving Equipment	5.39000E-003	5.56800E-002	6.58900E-002	1.10000E-004	2.78000E-003	2.56000E-003	0.00000E+000	9.30565E+000	9.30565E+000	3.01000E-003	0.00000E+000	9.38089E+000
Rollers	5.41000E-003	5.41100E-002	4.92300E-002	7.00000E-005	3.45000E-003	3.17000E-003	0.00000E+000	5.99261E+000	5.99261E+000	1.94000E-003	0.00000E+000	6.04106E+000
Rubber Tired Dozers	7.01700E-002	7.36600E-001	2.68550E-001	5.50000E-004	3.60700E-002	3.31900E-002	0.00000E+000	4.87859E+001	4.87859E+001	1.57800E-002	0.00000E+000	4.91803E+001
Scrapers	3.87200E-002	4.58330E-001	2.90890E-001	5.90000E-004	1.78800E-002	1.64500E-002	0.00000E+000	5.19032E+001	5.19032E+001	1.67900E-002	0.00000E+000	5.23229E+001
Tractors/Loaders/Backhoes	1.13420E-001	1.14434E+000	1.30859E+000	1.79000E-003	6.96500E-002	6.40800E-002	0.00000E+000	1.57442E+002	1.57442E+002	5.09200E-002	0.00000E+000	1.58715E+002
Welders	6.16800E-002	2.98450E-001	3.38420E-001	5.00000E-004	1.53100E-002	1.53100E-002	0.00000E+000	3.67030E+001	3.67030E+001	5.00000E-003	0.00000E+000	3.68281E+001

Return to Agenda

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.23681E-006	1.23681E-006	0.00000E+000	0.00000E+000	1.23460E-006
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.43071E-006	1.43071E-006	0.00000E+000	0.00000E+000	1.42845E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.15622E-006	1.15622E-006	0.00000E+000	0.00000E+000	1.14694E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.13031E-006	1.13031E-006	0.00000E+000	0.00000E+000	1.12124E-006
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.27291E-006	1.27291E-006	0.00000E+000	0.00000E+000	1.26270E-006
Generator Sets	0.00000E+000	0.00000E+000	1.38902E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17951E-006	1.17951E-006	0.00000E+000	0.00000E+000	1.17795E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	8.79526E-007	8.79526E-007	0.00000E+000	0.00000E+000	8.72472E-007
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.31237E-007	9.31237E-007	0.00000E+000	0.00000E+000	9.23767E-007
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.07461E-006	1.07461E-006	0.00000E+000	0.00000E+000	1.06600E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.66872E-006	1.66872E-006	0.00000E+000	0.00000E+000	1.65534E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.22986E-006	1.22986E-006	0.00000E+000	0.00000E+000	1.22000E-006
Scrapers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.34866E-006	1.34866E-006	0.00000E+000	0.00000E+000	1.14672E-006
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.20680E-006	1.20680E-006	0.00000E+000	0.00000E+000	1.19712E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.08983E-006	1.08983E-006	0.00000E+000	0.00000E+000	1.08613E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction			
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction			
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	

No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.03	0.01	0.03	0.01	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.20	0.05	0.20	0.05	0.00	0.00
Demolition	Fugitive Dust	0.04	0.01	0.04	0.01	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.12	0.07	0.12	0.07	0.00	0.00
Grading	Roads	0.01	0.00	0.01	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.12	0.06	0.12	0.06	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Return to Agenda

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.81	5.81	5.87	5.69	5.81
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	3.00	4.81	7.33	10.44	9.65	9.68	0.00	10.43	10.43	6.94	0.00	10.43
Natural Gas	15.43	15.45	15.43	14.81	15.36	15.36	0.00	15.45	15.45	15.79	14.44	15.45
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting: Suburban Center

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value
No	Land Use	Increase Density	0.00	0.00	0.00	
Yes	Land Use	Increase Diversity	0.11	0.34		
No	Land Use	Improve Walkability Design	0.00	0.00		
No	Land Use	Improve Destination Accessibility	0.00	0.00		
No	Land Use	Increase Transit Accessibility	0.25	0.00		
No	Land Use	Integrate Below Market Rate Housing	0.00	0.00		
	Land Use	Land Use SubTotal	0.10			

Yes	Neighborhood Enhancements	Improve Pedestrian Network	2.00	Project Site and Connecting Off-Site		
No	Neighborhood Enhancements	Provide Traffic Calming Measures	0.00			
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.02			
Yes	Parking Policy Pricing	Limit Parking Supply	0.00	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00	0.00		
No	Transit Improvements	Expand Transit Network	0.00	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		0.00	
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.12			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"	4.50			
No	Commute	Workplace Parking Charge		0.00		
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program	10.00			
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.12			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Exceed Title 24	30.00	
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value

Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

APPENDIX B

ARBORIST REPORT

Return to Agenda

Arborist Report

Pinole Square
Pinole, CA

PREPARED FOR:
Gates and Associates
2671 Crow Canyon Rd
San Ramon, CA 94583

PREPARED BY:
HortScience, Inc.
325 Ray Street
Pleasanton, CA 94566

October 4, 2017

HORT SCIENCE

Return to Agenda

Arborist Report
Pinole Square.
Pinole, CA

Table of Contents

	Page
Introduction and Overview	1
Assessment Methods	1
Description of Trees	2
Suitability for Preservation	4
Evaluation of Impacts	4
Tree Preservation Guidelines	8

List of Tables

Table 1. Condition ratings and frequency of occurrence of trees	2
Table 2. Tree suitability for preservation	6
Table 3. Tree Disposition	6

Attachments

Tree Assessment Map

Tree Assessment Form

Arborist Report
Pinole Square
Pinole, CA

Introduction and Overview

Gates and Associates is redeveloping Pinole Square located at 1200 – 1577 Tara Hills Drive in Pinole, CA. The property currently consists of a shopping center, associated landscapes and parking lots. HortScience, Inc. was asked to prepare an **Arborist Report** as a part as part of the application to the City of Pinole.

This report provides the following information:

1. An evaluation of the health and structural condition of the trees within the proposed project area based on a visual inspection from the ground.
2. An assessment of the trees that would be possibly preserved and removed based on the site plan provided by Gates & Associates.
3. Guidelines for tree preservation during the design, construction and maintenance phases of development.

Assessment Methods

Trees were assessed on September 26, 2017. All trees measuring 6 inches or greater (4 inches and greater for native trees) were included in the survey, as required by the City of Pinole. The assessment procedure consisted of the following steps:

1. Identifying the tree as to species;
2. Tagging each tree with an identifying number and recording its location on a map;
3. Measuring the trunk diameter at a point 54 inches above grade;
4. Evaluating the health and structural condition using a scale of 1 – 5:
   - ***5*** - A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
   - ***4*** - Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
   - ***3*** - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
   - ***2*** - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
   - ***1*** - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.
5. Rating the suitability for preservation as “high”, “moderate” or “low”. Suitability for preservation considers the health, age and structural condition of the tree, and its potential to remain an asset to the site for years to come.

   High: Trees with good health and structural stability that have the potential for longevity at the site.

   Moderate: Trees with somewhat declining health and/or structural defects than can be abated with treatment. The tree will require more intense management and monitoring, and may have shorter life span than those in ‘high’ category.

   Low: Trees in poor health or with significant structural defects that cannot be mitigated. Tree is expected to continue to decline, regardless of treatment. The species or individual may have characteristics that are undesirable for landscapes, and generally are unsuited for use areas.

Description of Trees

Seventy (70) trees were assessed, including 25 off-site trees, representing 10 species (Table 1). Trees appeared to be planted, not indigenous to the site. Overall, trees were in fair condition with 61 trees or 88% of trees assessed; six trees (8%) were in good condition and three (4%) trees were in poor condition. Descriptions of each tree can be found in the ***Tree Assessment Form*** and approximate locations are shown on the ***Tree Assessment Map*** (see attachments).

Table 1: Condition ratings and frequency of occurrence of trees
Pinole Square. Pinole, CA

Common Name	Scientific Name	Condition			Total
		Poor (1-2)	Fair (3)	Good (4-5)	
Blue atlas cedar	*Cedrus atlantica* 'Glauca'	2	1	-	**3**
Italian cypress	*Cupressus sempervirens*	-	2	-	**2**
Blue gum	*Eucalyptus globulus*	-	11	-	**11**
Nichol's willowleafed peppermint	*Eucalyptus nicholii*	1	25	1	**27**
Sweetgum	*Liquidambar styraciflua*	-	2	-	**2**
Olive	*Olea europaea*	-	6	-	**6**
Avocado	*Persea americana*	-	1	-	**1**
Monterey pine	*Pinus radiata*	-	12	4	**16**
Callery pear	*Pyrus calleryana*	-	1	-	**1**
Coast live oak	*Quercus agrifolia*	-	-	1	**1**
Total		**3**	**61**	**6**	**70**

The most prevalent species assessed was Nichol's willowleafed peppermint with 27 trees or 39% of the tree population. The Nichol's willowleafed peppermints ranged in maturity from juvenile to mature with trunk diameters ranging from 7 to 33 inches. One peppermint was in poor condition, and one was in good condition, with the remaining 25 trees in fair condition. The Nichol's willowleafed peppermints were some of the largest trees at the site (Photo 1). Several of the Nichol's willowleafed peppermints had been topped. Topping is the practice of removing stems of the tree leaving stubs or lateral branches that are too small to assume the role of a terminal leader. Several trees had irregular attachments, either narrow or wide which makes the attachment weaker (Photo 2, next page).

Photo 1. Tree #23 – 25 were some of the larger trees at the site.

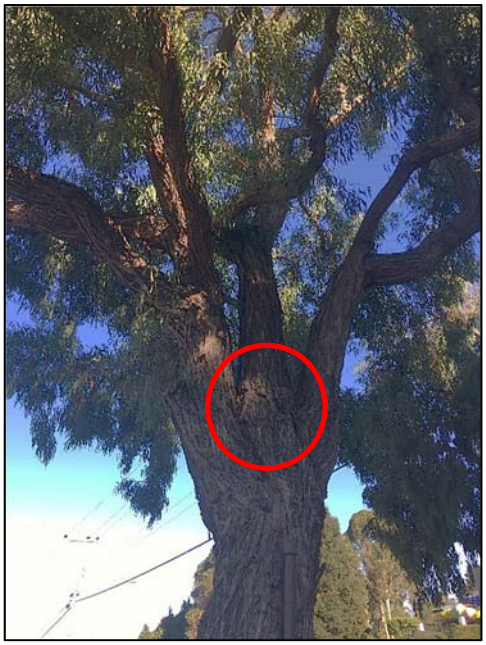


Photo 2. Tree #40 had a narrow attachment with included bark. The attachment is a weak point in the tree where failure is more likely.

Sixteen (16) Monterey pines were assessed. Twelve (12) were in fair condition, and four were in good condition. All of the Monterey pines were mature in development with trunk diameters of 21 to 34 inches. Thirteen (13) of the pines were located off-site on the western border of the property with crown overhanging the property by 5 to 28 feet. The four pines in good condition were located off-site.

All 11 blue gums assessed were located off-site along the western property line. The blue gums were mature with diameters of more than 25 inches. All of the blue gums were in fair condition. The blue gums had been topped and had thick interior growth and overhung the property by 14 feet.

All six European olives evaluated were in fair condition. Two olives had multiple trunks with diameters of 4 to 9 inches. Olives with single trunks ranged in size from 7 to 15 inches. The olives had twig and branch dieback and cavities with decay, but were still thriving (Photo 3).

Photo 3, below. Despite the basal cavity with decay olive #2 had a full crown.

Three blue atlas cedars were evaluated. Two were in poor condition and one was in fair condition. All three were semi-mature in development with trunk diameters of 10 to 13 inches. The cedars had a candelabra form (Photo 4). The two in poor condition had good structure with poor health and minimal growth.

Photo 4, left. Blue atlas cedar #8 was in fair condition with a candelabra form and a thin crown.

The remaining six trees were represented by four species:

- Two fair Italian cypresses in fair condition (#62 and 63). Both trees were juvenile in development with diameters of 6 and 10 inches.
- Two semi-mature sweetgums (#10 and 11) with diameter of 14 and 16 inches. Both trees were in fair condition.
- Avocado #4 was in fair condition and was semi-mature with codominant trunks of 6 and 11 inches.
- Callery pear #6 was juvenile in development with a trunk diameter of 7 inches. The pear was in fair condition.

The City of Pinole protects all native trees (coast live oak; madrone; buckeye; black walnut; coast redwood; big leaf maple; western redbud; California bay and toyon) with a single trunk diameter of 4 inches or greater and any non-native tree with a single trunk diameter of 18 inches or greater. Based on this definition, 42 trees are protected and cannot be removed without a permit. Of the 42 protected trees 23 are off-site. Designations for individual trees are provided in the ***Tree Assessment Form*** (see *Attachments*).

Suitability for Preservation

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well over an extended length of time. Trees that are preserved on development sites must be carefully selected to make sure that they may survive development impacts, adapt to a new environment and perform well in the landscape.

Our goal is to identify trees that have the potential for long-term health, structural stability and longevity. For trees growing in open fields, away from areas where people and property are present, structural defects and/or poor health presents a low risk of damage or injury if they fail. However, we must be concerned about safety in use areas. Therefore, where development encroaches into existing plantings, we must consider their structural stability as well as their potential to grow and thrive in a new environment. Where development will not occur, the normal life cycles of decline, structural failure and death should be allowed to continue.

Evaluation of suitability for preservation considers several factors:

- **Tree health**
  Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than are non-vigorous trees. For example, Nichol's willowleafed peppermint #14 was in good health with vigorous growth.

- **Structural integrity**
  Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely. Nichol's willowleafed peppermint #29 is an example of such a tree with a large cavity, a lean and little live foliage.

- **Species response**
  There is a wide variation in the response of individual species to construction impacts and changes in the environment. Monterey pine and Nichol's willowleafed peppermint are both moderately tolerant of construction impacts.

- **Tree age and longevity**
  Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change.

- **Invasiveness**
  Species which spread across a site and displace desired vegetation are not always appropriate for retention. This is particularly true when indigenous species are displaced. The California Invasive Plant Inventory Database (http://www.cal-ipc.org/paf/) lists species identified as being invasive. Pinole is part of the Central West Floristic Province. Plum is listed as having limited invasiveness. European olive and blue gum are listed as having limited invasiveness potential.

Each tree was rated for suitability for preservation based upon its age, health, structural condition and ability to safely coexist within a development environment (Table 2). We consider trees with high suitability for preservation to be the best candidates for preservation. We do not recommend retention of trees with low suitability for preservation in areas where people or property will be present. Retention of trees with moderate suitability for preservation depends upon the intensity of proposed site changes.

Table 2: Tree suitability for preservation
Pinole Square. Pinole, CA

High	These are trees with good health and structural stability that have the potential for longevity at the site. Coast live oak #64 had high suitability for preservation.
Moderate	Trees in this category have fair health and/or structural defects that may be abated with treatment. Trees in this category require more intense management and monitoring, and may have shorter life-spans than those in the “high” category. Thirty-eight (38) trees had moderate suitability for preservation: 16 Nichol's willowleafed peppermints; 15 Monterey pines; two Italian cypresses; two sweetgums; two olives and one blue atlas cedar.
Low	Trees in this category are in poor health or have significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas. Thirty-one (31) trees had low suitability for preservation: 11 Nichol's willowleafed peppermints; 11 blue gums; four olives; two blue atlas cedars; a Monterey pine; an avocado and a Callery pear.

Evaluation of Impacts and Recommendations for Preservation

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. The ***Tree Assessment*** was the reference point for tree condition and quality. I referred to the Site Plan created by Lowney Arch to estimate impacts to trees. Tree canopy locations were included on the plan.

Plans show demolition of a few existing structures and construction of new buildings. A reconfiguration of the existing parking lot to include a new entrance and a new gas station. Proposed improvements leave little opportunity for retention of on-site trees. Tree preservation is only possible for one on-site trees and all of the off-site trees. Intensity of site improvements may require clearance pruning of off-site trees as well.

Based on my understanding of the project, 44 on-site trees are within construction areas and will be removed. Table 3 (following page) shows trees identified for removal with reasons for removal and their protection status.

All 25 off-site trees and one on-site trees (#3) can be preserved. Tree #3 is located along Tara Hills Drive at the top of a small hill. The location of the tree above the proposed construction impacts to tree #3 will be well within the tolerance of the tree.

Preservation of these trees is predicated on the construction impacts being within the tolerances of the trees and on the implementation of specific recommendations in the ***Tree Preservation Guidelines*** (page 8).

Table 3: Trees identified for removal
Pinole Square, Pinole

Tree No.	Species	Trunk Diam. (in.)	Prot. Tree	Condit. 1=poor 5=excel	Disp.	Comments
1	Olive	13	No	3	Remove	Within construction.
2	Olive	6,6,4,4	No	3	Remove	Within construction.
3	Nichol's willowleafed peppermint	31	Yes	3	Preserve	App 7' from construction.
4	Avocado	11,6	No	3	Remove	Within construction.
5	Olive	9,8,6	No	3	Remove	Within construction.
6	Callery pear	7	No	3	Remove	Within construction.
7	Nichol's willowleafed peppermint	23	Yes	3	Remove	Within construction.
8	Blue atlas cedar	10	No	3	Remove	Within construction.
9	Nichol's willowleafed peppermint	22	Yes	3	Remove	Within construction.
10	Sweetgum	14	No	3	Remove	New sidewalk.
11	Sweetgum	16	No	3	Remove	New sidewalk.
12	Monterey pine	26	Yes	3	Remove	Within construction.
13	Nichol's willowleafed peppermint	22	Yes	3	Remove	Within construction.
14	Nichol's willowleafed peppermint	29	Yes	4	Remove	Within construction.
15	Nichol's willowleafed peppermint	14	No	3	Remove	Within construction.
16	Nichol's willowleafed peppermint	11	No	3	Remove	Within construction.
17	Nichol's willowleafed peppermint	24	Yes	3	Remove	Within construction.

Tree No.	Species	Trunk Diam. (in.)	Prot. Tree	Condit. 1=poor 5=excel	Disp.	Comments
18	Nichol's willowleafed peppermint	28	Yes	3	Remove	Within construction.
19	Nichol's willowleafed peppermint	7	No	3	Remove	Within construction.
20	Nichol's willowleafed peppermint	14	No	3	Remove	Within construction.
21	Nichol's willowleafed peppermint	24	Yes	3	Remove	Within construction.
22	Nichol's willowleafed peppermint	11	No	3	Remove	Within construction.
23	Nichol's willowleafed peppermint	24	Yes	3	Remove	Within construction.
24	Nichol's willowleafed peppermint	33	Yes	3	Remove	Within construction.
25	Nichol's willowleafed peppermint	20	Yes	3	Remove	Within construction.
26	Blue atlas cedar	12	No	2	Remove	Within construction.
27	Olive	15	No	3	Remove	Within construction.
28	Blue atlas cedar	13	No	2	Remove	Within construction.
29	Nichol's willowleafed peppermint	15	No	2	Remove	Within construction.
30	Nichol's willowleafed peppermint	13	No	3	Remove	Within construction.
31	Nichol's willowleafed peppermint	15	No	3	Remove	Within construction.
32	Olive	8	No	3	Remove	Within construction.
33	Olive	7	No	3	Remove	Within construction.
34	Nichol's willowleafed peppermint	29	Yes	3	Remove	Within construction.
35	Nichol's willowleafed peppermint	25	Yes	3	Remove	Within construction.
36	Nichol's willowleafed peppermint	20	Yes	3	Remove	Within construction.
37	Nichol's willowleafed peppermint	28	Yes	3	Remove	Within construction.
38	Nichol's willowleafed peppermint	26	Yes	3	Remove	Within construction.
39	Nichol's willowleafed peppermint	16	No	3	Remove	Within construction.
40	Nichol's willowleafed peppermint	16	No	3	Remove	Within construction.
41	Nichol's willowleafed peppermint	14	No	3	Remove	Within construction.
42	Monterey pine	21	Yes	3	Remove	Within construction.
43	Monterey pine	23	Yes	3	Remove	Within construction.
44	Monterey pine	25	Yes	4	Preserve	May require pruning.
45	Monterey pine	25	Yes	4	Preserve	May require pruning.
46	Monterey pine	25	Yes	3	Preserve	May require pruning.
47	Monterey pine	15,15	No	3	Preserve	May require pruning.
48	Monterey pine	21	Yes	4	Preserve	May require pruning.
49	Monterey pine	21	Yes	3	Preserve	May require pruning.
50	Monterey pine	24	Yes	4	Preserve	May require pruning.
51	Blue gum	35	Yes	3	Preserve	May require pruning.

Tree No.	Species	Trunk Diam. (in.)	Prot. Tree	Condit. 1=poor 5=excel	Disp.	Comments
52	Blue gum	25	Yes	3	Preserve	May require pruning.
53	Blue gum	25	Yes	3	Preserve	May require pruning.
54	Blue gum	25	Yes	3	Preserve	May require pruning.
55	Blue gum	> 10	No	3	Preserve	May require pruning.
56	Blue gum	40	Yes	3	Preserve	May require pruning.
57	Blue gum	25	Yes	3	Preserve	May require pruning.
58	Blue gum	35	Yes	3	Preserve	May require pruning.
59	Blue gum	25	Yes	3	Preserve	May require pruning.
60	Blue gum	40	Yes	3	Preserve	May require pruning.
61	Blue gum	40	Yes	3	Preserve	May require pruning.
62	Italian cypress	6	No	3	Remove	Within construction.
63	Italian cypress	10	No	3	Remove	Within construction.
64	Coast live oak	10	Yes	5	Preserve	May require pruning.
65	Monterey pine	25	Yes	3	Preserve	May require pruning.
66	Monterey pine	34	Yes	3	Preserve	May require pruning.
67	Monterey pine	31	Yes	3	Preserve	May require pruning.
68	Monterey pine	22	Yes	3	Preserve	May require pruning.
69	Monterey pine	22	Yes	3	Preserve	May require pruning.
70	Monterey pine	31	Yes	3	Preserve	May require pruning.

Tree Preservation Guidelines

The goal of tree preservation is not merely tree survival during development but maintenance of tree health and beauty for many years. Trees retained on sites that are either subject to extensive injury during construction or are inadequately maintained become a liability rather than an asset. The response of individual trees will depend on the amount of excavation and grading, the care with which demolition is undertaken, and the construction methods. Coordinating any construction activity inside the **TREE PROTECTION ZONE** can minimize these impacts.

The following recommendations will help reduce impacts to trees from development and maintain and improve their health and vitality through the clearing, grading and construction phases.

Design recommendations

1. Tree #3 shall be accurately located and plotted on all construction plans along with the **TREE PROTECTION ZONE.**
2. Any changes to the plans affecting the trees should be reviewed by the Project Arborist with regard to tree impacts. These include, but are not limited to, site plans, improvement plans, utility and drainage plans, grading plans, landscape and irrigation plans, and demolition plans.
3. Plan for tree preservation by designing adequate space around trees to be preserved. This is the **TREE PROTECTION ZONE:** No grading, excavation, construction or storage of materials should occur within that zone. Route underground services including utilities, sub-drains, water or sewer around the **TREE PROTECTION ZONE**. The **TREE PROTECTION ZONES** shall be fenced at:
    a. Tree #3 - the dripline of the tree to the edge of the current parking lot and sidewalk.
    b. Off-site trees – the property line.
4. Irrigation systems must be designed so that no trenching severs roots larger than 1” in diameter will occur within the **TREE PROTECTION ZONE**.

5. Tree Preservation Guidelines prepared by the Project Arborist, which include specifications for tree protection during demolition and construction, should be included on all plans.
6. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use.
7. Do not lime the subsoil within 50 feet of any tree. Lime is toxic to tree roots.
8. Ensure adequate but not excessive water is supplied to trees; in most cases, occasional irrigation will be required. Avoid directing runoff toward trees.

Pre-demolition and pre-construction treatments and recommendations

1. The demolition and construction superintendents shall meet with the Project Arborist before beginning work to review all work procedures, access routes, storage areas, and tree protection measures.
2. Tree #3 should be fenced at the dripline of the tree, to the edge of the current sidewalk and edge of parking lot. Off-site trees can be fenced at the property line, or at the retaining wall line for the duration of construction. Fences are to remain until all grading and construction is completed. Where demolition must occur close to trees, such as removing curb and pavement, install trunk protection devices such as winding silt sock wattling around trunks or stacking hay bales around tree trunks. Trunk protection are not to remain in place for longer than three weeks. Wattling is a trunk protection, and will not protect tree(s), therefore fencing should remain in place at all times.
3. Prune trees to be preserved to clean the crown of dead branches 1 inch and larger in diameter, raise canopies as needed for construction activities. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300). The Project Arborist will provide pruning specifications prior to site demolition.
4. Structures and underground features to be removed within the **TREE PROTECTION ZONE** shall use equipment that will minimize damage to trees above and below ground, and operate from outside the **TREE PROTECTION ZONE**. The Project Arborist shall be on-site during all operations within the **TREE PROTECTION ZONE** to monitor demolition activity.
5. All tree work shall comply with the Migratory Bird Treaty Act as well as California Fish and Wildlife code 3503-3513 to not disturb nesting birds. To the extent feasible tree pruning and removal should be scheduled outside of the breeding season. Breeding bird surveys should be conducted prior to tree work. Qualified biologists should be involved in establishing work buffers for active nests.

Recommendations for tree protection during construction

1. Any approved grading, construction, demolition or other work within the **TREE PROTECTION ZONE** should be monitored by the Project Arborist.
2. All contractors shall conduct operations in a manner that will prevent damage to trees to be preserved.
3. Tree protection devices are to remain until all site work has been completed within the work area. Fences or other protection devices may not be relocated or removed without permission of the Project Arborist.
4. Construction trailers, traffic and storage areas must remain outside **TREE PROTECTION ZONE** at all times.

5. Any root pruning required for construction purposes shall receive the prior approval of and be supervised by the Project Arborist. Roots should be cut with a saw to provide a flat and smooth cut. Removal of roots larger than 2 inches in diameter should be avoided.
6. If roots 2" and greater in diameter are encountered during site work and must be cut to complete the construction, the Project Arborist must be consulted to evaluate effects on the health and stability of the tree and recommend treatment.
7. Spoil from trench, footing, utility or other excavation shall not be placed within the **TREE PROTECTION ZONE**, neither temporarily nor permanently.
8. All grading within the dripline of trees shall be done using the smallest equipment possible. The equipment shall operate perpendicular to the tree and operate from outside the **TREE PROTECTION ZONE**. Any modifications must be approved and monitored by the Project Arborist.
9. All trees shall be irrigated on a schedule to be determined by the Project Arborist (every 3 to 6 weeks is typical). Each irrigation shall wet the soil within the **TREE PROTECTION ZONE** to a depth of 30 inches.
10. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Project Arborist so that appropriate treatments can be applied.
11. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the **TREE PROTECTION ZONE**.
12. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.
13. Trees that accumulate a sufficient quantity of dust on their leaves, limbs and trunk as judged by the Project Arborist shall be spray-washed at the direction of the Project Arborist.

Maintenance of impacted trees

Preserved trees will experience a physical environment different from that pre-development. As a result, tree health and structural stability should be monitored. Occasional pruning, fertilization, mulch, pest management, replanting and irrigation may be required. In addition, provisions for monitoring both tree health and structural stability following construction must be made a priority. As trees age, the likelihood of failure of branches or entire trees increases; therefore, annual inspection for hazard potential is recommended.

If you have any questions regarding my observations or recommendations, please contact me.

HortScience, Inc.

Darya Barar, Consulting Urban Forester
Certified Arborist WE-6757A

Return to Agenda

Exhibits

Tree Assessment Map

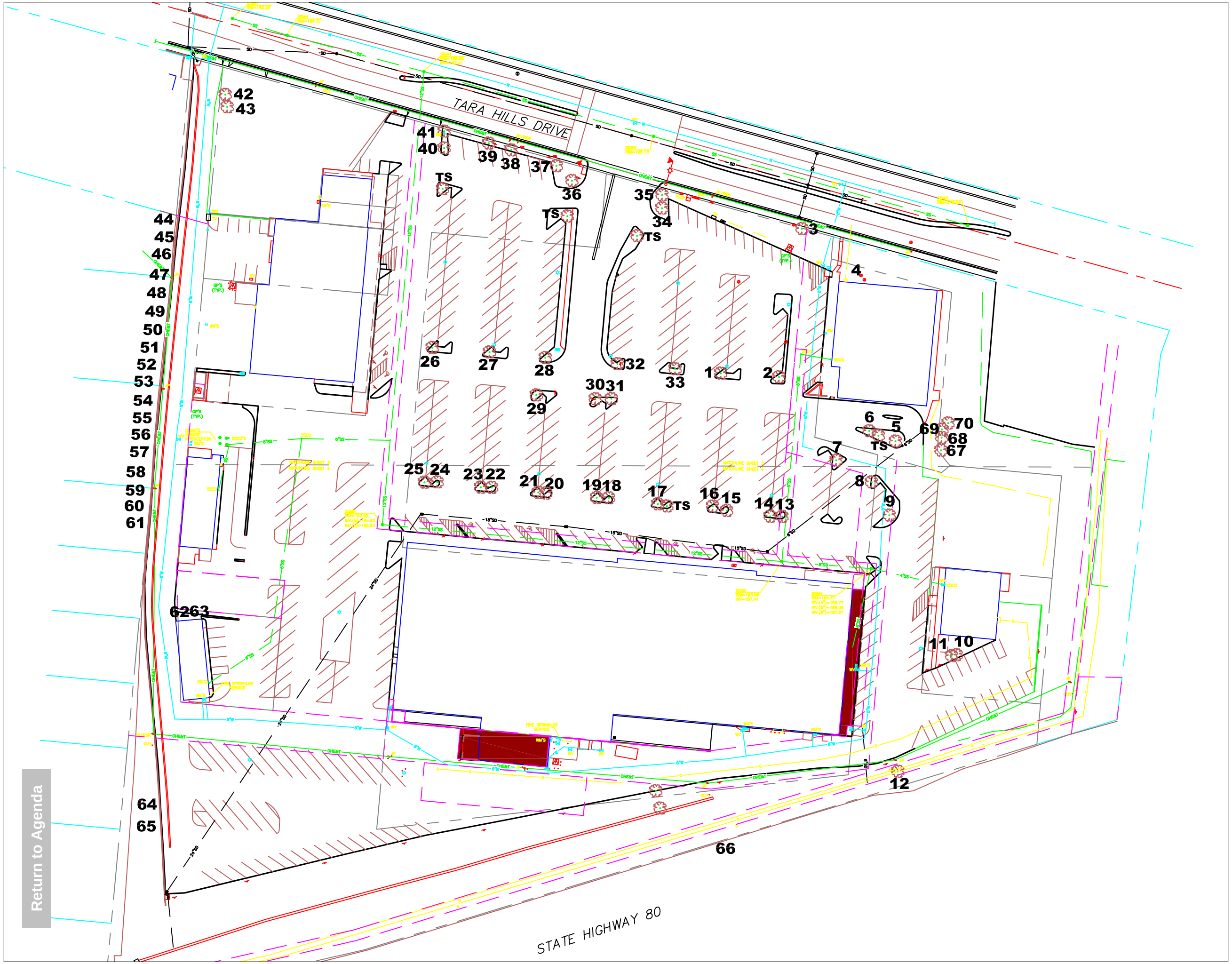
Tree Assessment Form

Tree Assessment Plan

Pinole Square
1200-1577 Tara Hills Dr.
Pinole, CA

Prepared for:
San Francisco Department of
Recreation and Park
San Franicsco, CA

September 2017



Notes:
Base map provided by:
Lowney Architects
Oakland, CA

Numbered tree locations
are approximate.

TS = Too small (tree less than 6" in diameter)
not included in this assessment.

HORT SCIENCE

325 Ray Street
Pleasanton, CA 94566
Phone 925.484.0211
Fax 925.484.0596
www.hortscience.com

Return to Agenda

Return to Agenda

Tree Assessment

Pinole Square
Pinole, CA
September 26, 2017

Tree No.	Species	Trunk Diameter (in.)	Protected Tree	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
1	Olive	13	No	3	Low	Southern side of tree is dead; decay in cavities.
2	Olive	6,6,4,4	No	3	Low	Multiple stems arise from 1'; full crown; some decay in basal cavity.
3	Nichol's willowleafed peppermint	31	Yes	3	Moderate	Multiple branches arise from 12&15'; full crown and growth; topped for utility line clearance; decay in attachment @12'.
4	Avocado	11,6	No	3	Low	Codominant trunks arise from base; chlorotic growth; full round crown.
5	Olive	9,8,6	No	3	Low	Multiple stems arise from 3'; base and trunk engulfed in euphorbia; full crown; some decay in basal cavity.
6	Callery pear	7	No	3	Low	High spreading crown; high live crown ratio.
7	Nichol's willowleafed peppermint	23	Yes	3	Moderate	Multiple branches arise from 12&15'; full crown and growth; slightly one sided south.
8	Blue atlas cedar	10	No	3	Moderate	Multiple stems arise from 4'; chandler shape; good growth.
9	Nichol's willowleafed peppermint	22	Yes	3	Moderate	Multiple branches arise from 15'; full crown and growth; slightly one sided south.
10	Sweetgum	14	No	3	Moderate	Multiple branches arise from 15'; full crown and growth; slightly thin.
11	Sweetgum	16	No	3	Moderate	Multiple branches arise from 3&17'; full crown and growth; slightly thin.
12	Monterey pine	26	Yes	3	Low	Codominant stems arise from 10'; branch and twig dieback; topped for utility line clearance.
13	Nichol's willowleafed peppermint	22	Yes	3	Moderate	Multiple branches arise from 10'; full crown and growth; slightly one sided south.

Return to Agenda

Tree Assessment

Pinole Square
Pinole, CA
September 26, 2017

Tree No.	Species	Trunk Diameter (in.)	Protected Tree	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
14	Nichol's willowleafed peppermint	29	Yes	4	Moderate	Multiple branches arise from 12'; full round crown.
15	Nichol's willowleafed peppermint	14	No	3	Moderate	Multiple branches arise from 12'; leaning south.
16	Nichol's willowleafed peppermint	11	No	3	Moderate	Multiple branches arise from 12'; leaning and one sided south.
17	Nichol's willowleafed peppermint	24	Yes	3	Moderate	Multiple branches arise from 12'; thin round crown.
18	Nichol's willowleafed peppermint	28	Yes	3	Moderate	Multiple branches arise from 12'; thin round crown.
19	Nichol's willowleafed peppermint	7	No	3	Moderate	Multiple branches arise from 8'; thin round crown; topped.
20	Nichol's willowleafed peppermint	14	No	3	Moderate	Multiple branches arise from 12'; thin round crown.
21	Nichol's willowleafed peppermint	24	Yes	3	Moderate	Multiple branches arise from 12'; thin round crown.
22	Nichol's willowleafed peppermint	11	No	3	Moderate	Multiple branches arise from 12'; thin round crown; leaning south.

Return to Agenda

Tree Assessment

Pinole Square
Pinole, CA
September 26, 2017

Tree No.	Species	Trunk Diameter (in.)	Protected Tree	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
23	Nichol's willowleafed peppermint	24	Yes	3	Low	Multiple branches arise from 14'; thin round crown; tear down wound on west side; one sided south.
24	Nichol's willowleafed peppermint	33	Yes	3	Moderate	Multiple branches arise from 14'; thin round crown.
25	Nichol's willowleafed peppermint	20	Yes	3	Low	Codominant trunks arise from 10'; suppressed; one sided south.
26	Blue atlas cedar	12	No	2	Low	Multiple stems arise from 8'; chandler shape; poor vigor; little live foliage.
27	Olive	15	No	3	Low	Multiple stems arise from 4'; base and trunk engulfed in euphorbia; full crown; some decay; twig dieback.
28	Blue atlas cedar	13	No	2	Low	Multiple stems arise from 12'; chandler shape; poor vigor; little live foliage.
29	Nichol's willowleafed peppermint	15	No	2	Low	Codominant trunks arise from 12'; one sided south; thin crown; 8' trunk wound.
30	Nichol's willowleafed peppermint	13	No	3	Moderate	Multiple branches arise from 14'; thin round crown.
31	Nichol's willowleafed peppermint	15	No	3	Moderate	Multiple branches arise from 14'; thin round crown; upright form and structure.
32	Olive	8	No	3	Moderate	Single upright trunk; base and trunk engulfed in euphorbia; full crown; some decay.
33	Olive	7	No	3	Moderate	Single upright trunk; base and trunk engulfed in euphorbia; full crown; some decay; leaning north.

Return to Agenda

Tree Assessment

Pinole Square
Pinole, CA
September 26, 2017

Tree No.	Species	Trunk Diameter (in.)	Protected Tree	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
34	Nichol's willowleafed peppermint	29	Yes	3	Low	Multiple branches arise from 14'; thin round crown; history of branch failure; sucker growth.
35	Nichol's willowleafed peppermint	25	Yes	3	Low	Multiple branches arise from 14'; thin round crown; history of branch failure; sucker growth; topped.
36	Nichol's willowleafed peppermint	20	Yes	3	Low	Wide attachment @ 10'; topped for utility line clearance; sucker growth; thin.
37	Nichol's willowleafed peppermint	28	Yes	3	Low	Multiple stems arise from 14'; topped for utility line clearance; sucker growth; thin round crown.
38	Nichol's willowleafed peppermint	26	Yes	3	Low	Multiple stems arise from 14'; topped for utility line clearance; sucker growth; thin round crown.
39	Nichol's willowleafed peppermint	16	No	3	Low	Multiple stems arise from 10'; topped for utility line clearance; sucker growth; thin round crown.
40	Nichol's willowleafed peppermint	16	No	3	Low	Multiple stems arise from 14'; topped for utility line clearance; sucker growth; thin round crown; narrow attachments.
41	Nichol's willowleafed peppermint	14	No	3	Low	Multiple stems arise from 10'; topped for utility line clearance; sucker growth; thin upright crown.
42	Monterey pine	21	Yes	3	Moderate	Upright form and structure; recovered topped central leader; twig and branch dieback.
43	Monterey pine	23	Yes	3	Moderate	Upright form and structure; recovered topped central leader; twig and branch dieback.

Tree Assessment

Pinole Square
Pinole, CA
September 26, 2017

Tree No.	Species	Trunk Diameter (in.)	Protected Tree	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
44	Monterey pine	25	Yes	4	Moderate	Off-site tagged on fence; overhangs by 22'; upright form and structure; full crown.
45	Monterey pine	25	Yes	4	Moderate	Off-site tagged on fence; overhangs by 28'; upright form and structure; full crown.
46	Monterey pine	25	Yes	3	Moderate	Off-site tagged on fence; overhangs by 12'; upright form and structure; thin crown; girdled at 15'.
47	Monterey pine	15,15	No	3	Moderate	Off-site tagged on fence; overhangs by 10'; codominant trunks; thin crown.
48	Monterey pine	21	Yes	4	Moderate	Off-site tagged on fence; overhangs by 14'; upright form and structure; full crown.
49	Monterey pine	21	Yes	3	Moderate	Off-site tagged on fence; overhangs by 14'; upright form and structure; thin; excess sap on trunk.
50	Monterey pine	24	Yes	4	Moderate	Off-site tagged on fence; overhangs by 8'; upright form and structure; full crown.
51	Blue gum	35	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
52	Blue gum	25	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
53	Blue gum	25	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
54	Blue gum	25	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
55	Blue gum	Multiple stems of under 10"	No	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
56	Blue gum	40	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
57	Blue gum	25	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.

Return to Agenda

Tree Assessment

Pinole Square
Pinole, CA
September 26, 2017

Tree No.	Species	Trunk Diameter (in.)	Protected Tree	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
58	Blue gum	35	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
59	Blue gum	25	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
60	Blue gum	40	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
61	Blue gum	40	Yes	3	Low	Off-site tagged on fence; overhangs by 14'; topped at 14'; thick interior growth; twig and branch dieback.
62	Italian cypress	6	No	3	Moderate	Typical form and structure; one sided north away from structure.
63	Italian cypress	10	No	3	Moderate	Typical form and structure; one sided north away from structure.
64	Coast live oak	10	Yes	5	High	Off-site tagged on fence; overhangs by 2'; trunks divide into 3 trunks @ 6'.
65	Monterey pine	25	Yes	3	Moderate	Off-site tagged on fence; overhangs by 12'; upright form and structure; thin crown.
66	Monterey pine	34	Yes	3	Moderate	Off-site; overhangs by 12'; codominant trunks arise from 5'; full crown.
67	Monterey pine	31	Yes	3	Moderate	Off-site; overhangs by 5'; upright form and structure; thin crown.
68	Monterey pine	22	Yes	3	Moderate	Off-site; overhangs by 5'; upright form and structure; thin crown.
69	Monterey pine	22	Yes	3	Moderate	Off-site; overhangs by 5'; upright form and structure; thin crown.
70	Monterey pine	31	Yes	3	Moderate	Off-site; overhangs by 5'; upright form and structure; thin crown.

APPENDIX C

GEOTECHNICAL INVESTIGATION

Return to Agenda

CORNERSTONE EARTH GROUP

TYPE OF SERVICES	Design-Level Geotechnical Investigation
PROJECT NAME	Pinole Square Shopping Center
LOCATION	1421 Tara Hills Drive Pinole, California
CLIENT	Hillsboro Properties, Inc.
PROJECT NUMBER	856-1-6
DATE	October 31,2019

GEOTECHNICAL

CORNERSTONE EARTH GROUP

Type of Services	**Design-Level Geotechnical Investigation**
Project Name	**Pinole Square Shopping Center**
Location	**1421 Tara Hills Drive** **Pinole, California**
Client	**Hillsboro Properties, Inc.**
Client Address	**1300 South El Camino Real, Suite 525** **San Mateo, CA**
Project Number	**856-1-6**
Date	**October 31, 2019**

Prepared by **John R. Dye, P.E., G.E.**
Principal Engineer
Geotechnical Project Manager

REGISTERED PROFESSIONAL ENGINEER
JOHN R. DYE
No. GE2582
EXPIRES 12/31/20
GEOTECHNICAL
STATE OF CALIFORNIA

Scott E. Fitinghoff, P.E., G.E.
Senior Principal Engineer
Quality Assurance Reviewer

TABLE OF CONTENTS

SECTION 1: INTRODUCTION 1
1.1 Project Description 1
1.2 Scope of Services 2
1.3 Exploration Program 2
1.4 Laboratory Testing Program 2
1.5 Corrosion Evaluation 2
1.6 Environmental Services 2
SECTION 2: REGIONAL SETTING 2
2.1 Regional Seismicity 2
Table 1: Approximate Fault Distances 3
SECTION 3: SITE CONDITIONS 3
3.1 Site Background 3
3.2 Surface Description 4
3.3 Subsurface Conditions 4
3.3.1 Plasticity/Expansion Potential 5
3.3.2 In-Situ Moisture Contents 5
3.4 GroundWater 5
SECTION 4: GEOLOGIC HAZARDS 6
4.1 Fault Rupture 6
4.2 Estimated Ground Shaking 6
4.3 Liquefaction Potential 6
4.4 Lateral Spreading 7
4.5 Seismic Settlement/Unsaturated Sand Shaking 7
4.6 Tsunami/seiche 7
4.7 Flooding 8
SECTION 5: CONCLUSIONS 8
5.1 Summary 8
5.1.1 Undocumented Fill 8
5.1.2 Expansive Soils 9
5.1.3 Shallow Bedrock 9
5.1.4 High Moisture Content of Shallow Soils 9
5.1.5 Soil Corrosion Potential 10
5.2 Plans and Specifications Review 10
5.3 Construction Observation and Testing 10
SECTION 6: EARTHWORK 10
6.1 Site Demolition 10
6.1.1 Demolition of Existing Slabs, Foundations and Pavements 11
6.1.2 Abandonment of Existing Utilities 11

6.2 Site Clearing and Preparation ---------- 12
6.2.1 Site Stripping 12
6.2.2 Tree and Shrub Removal 12
6.3 Removal of Existing Fills ---------- 12
Table 2. Summary of Fill Over-Excavation Depths 13
6.4 Temporary Cut and Fill Slopes ---------- 14
6.5 Subgrade Preparation ---------- 14
6.6 Subgrade Stabilization Measures ---------- 14
6.6.1 Scarification and Drying 14
6.6.2 Removal and Replacement 14
6.6.3 Chemical Treatment 15
6.7 Material for Fill ---------- 15
6.7.1 Re-Use of On-site Soils 15
6.7.2 Re-Use of On-Site Site Improvements 15
6.7.3 Potential Import Sources 15
6.7.4 Non-Expansive Fill Using Lime Treatment 16
6.8 Compaction Requirements ---------- 16
Table 3: Compaction Requirements 17
6.8.1 Construction Moisture Conditioning 17
6.9 Trench Backfill ---------- 17
6.10 Site Drainage ---------- 18
6.11 Low-Impact Development (LID) Improvements ---------- 18
6.11.1 Storm Water Treatment Design Considerations 19
6.12 Landscape Considerations ---------- 21
SECTION 7: FOUNDATIONS 21
7.1 Summary of Recommendations ---------- 21
7.2 Seismic Design Criteria ---------- 21
Table 4: CBC Site Categorization and Site Coefficients 22
7.3 Shallow Foundations ---------- 22
7.3.1 Spread Footings 22
Table 5: Minimum Footing Dimensions 23
7.3.2 Footing Settlement 23
7.3.3 Lateral Loading 23
7.3.4 Spread Footing Construction Considerations 24
7.4 Drilled Piers ---------- 24
7.4.1 Vertical Capacity and Estimated Settlement 24
Table 6: Allowable Skin Friction 25
7.4.2 Lateral Capacity 25
7.4.3 Construction Considerations 25
SECTION 8: CONCRETE SLABS AND PEDESTRIAN PAVEMENTS 25
8.1 Interior Slabs-on-Grade ---------- 25
8.2 Interior Slabs Moisture Protection Considerations ---------- 26
8.3 Exterior Flatwork ---------- 27

SECTION 9: VEHICULAR PAVEMENTS 27
9.1 Asphalt Concrete ---------- 27
Table 7: Asphalt Concrete Pavement Recommendations 27
9.2 Portland Cement Concrete ---------- 28
Table 8: PCC Pavement Recommandations 28
9.3 Stress Pads for Trash Enclosures ---------- 28
9.4 Pavement Cutoff ---------- 29
SECTION 10: RETAINING WALLS 29
10.1 Static Lateral Earth Pressures ---------- 29
Table 9: Recommended Lateral Earth Pressures 29
10.2 Seismic Lateral Earth Pressures ---------- 29
10.3 Wall Drainage ---------- 30
10.4 Backfill ---------- 30
10.5 Foundations ---------- 30
SECTION 11: LIMITATIONS 30
SECTION 12: REFERENCES 32

FIGURE 1: VICINITY MAP
FIGURE 2: SITE PLAN
FIGURE 3: REGIONAL FAULT MAP

APPENDIX A: FIELD INVESTIGATION
APPENDIX B: LABORATORY TEST PROGRAM
APPENDIX C: SITE CORROSIVITY EVALUATION
APPENDIX D: PREVIOUS SUBSURFACE DATA FROM CORNERSTONE ENVIRONMENTAL STUDIES
APPENDIX E: PREVIOUS SUBSURFACE DATA BY OTHERS

Type of Services	**Design-Level Geotechnical Investigation**
Project Name	**Pinole Square Shopping Center**
Location	**1421 Tara Hills Drive** **Pinole, California**

SECTION 1: INTRODUCTION

This geotechnical report was prepared for the sole use of Hillsboro Properties, Inc. for the Pinole Square Shopping Center in Pinole, California. The location of the site is shown on the Vicinity Map, Figure 1. For our use, we were provided with the following documents:

- A set of plans titled "Pinole Square, DR-17-23, CUP 17-12-CUP 17-18 & VAR 17-1, 1200-1577 Tara Hills Drive, Pinole, CA" prepared by Lowney Architecture, dated August 30, 2019.
- A set of preliminary grading and utility civil plans title "Pinole Square, 1200-1577 Tara Hills Drive, Pinole, CA, Sheets C3.1, C3.2, C4.1, C4.2" prepared by AMS Associates, Inc. dated August 28, 2019.

1.1 PROJECT DESCRIPTION

The project site is located at the southwest corner of the intersection of Tara Hills Drive and Appian Way in Pinole, California. The site is currently occupied by an existing shopping center (Appian 80) consisting of multiple one-story commercial/retail buildings, appurtenant asphalt parking, and landscaping areas. Redevelopment will consist of new commercial, retail, and restaurant buildings with footprints ranging from 4,159 to 55,746 sq. ft to be built in three phases. A new fuel station, canopy, kiosk and underground fuel tanks are proposed in the northern section of site. We expect the commercial, retail, and restaurant buildings to be of wood, concrete, or masonry construction with concrete slab-on-grade floors.

Structural loads are not yet finalized for the proposed structures; however, structural loads are expected to be typical of similar type structures. Preliminary grading plans indicate cuts and fills on the order of 1 to 3 feet would be required for the minor shops and pads. The new major grocery and shops building will require fills ranging from approximately 1 to 6 feet. Minor cuts and fills of approximately 1 foot or less are planned for the parking lot areas.

1.2 SCOPE OF SERVICES

Our scope of services was presented in our proposal dated March 29, 2019 and consisted of field and laboratory programs to evaluate physical and engineering properties of the subsurface soils, engineering analysis to prepare recommendations for site work and grading, building foundations, flatwork, and pavements, and preparation of this report. Brief descriptions of our exploration and laboratory programs are presented below.

1.3 EXPLORATION PROGRAM

Field exploration consisted of 11 borings drilled on October 8 and 9, 2019, with truck-mounted, hollow-stem auger drilling equipment. The borings were drilled to depths ranging from approximately 15 to 40 feet. The borings were backfilled with cement grout in accordance with local requirements; exploration permits were obtained as required by local jurisdictions.

The approximate locations of our exploratory borings are shown on the Site Plan, Figure 2. Details regarding our field program are included in Appendix A.

1.4 LABORATORY TESTING PROGRAM

In addition to visual classification of samples, the laboratory program focused on obtaining data for foundation design and seismic ground deformation estimates. Testing included moisture contents, dry densities, washed sieve analyses, Plasticity Index tests, and triaxial compression tests. Details regarding our laboratory program are included in Appendix B.

1.5 CORROSION EVALUATION

Four samples from our borings from depths from 1 to 5 feet were tested for saturated resistivity, pH, and soluble sulfates and chlorides. JDH Corrosion Consultants prepared a brief corrosion evaluation based on the laboratory data, which is attached to this report in Appendix C. In general, the on-site soils can be characterized as potentially corrosive to buried metal, and non-corrosive to buried concrete.

1.6 ENVIRONMENTAL SERVICES

Cornerstone Earth Group also provided environmental services for this project, including Phase 1 and 2 site assessments; environmental findings and conclusions are provided under separate covers. Exploration logs from our prior environmental studies are presented in Appendix D.

SECTION 2: REGIONAL SETTING

2.1 REGIONAL SEISMICITY

The San Francisco Bay area region is one of the most seismically active areas in the Country. While seismologists cannot predict earthquake events, the U.S. Geological Survey's Working Group on California Earthquake Probabilities 2015 revises earlier estimates from their 2008

(2008, UCERF2) publication. Compared to the previous assessment issued in 2008, the estimated rate of earthquakes around magnitude 6.7 (the size of the destructive 1994 Northridge earthquake) has gone down by about 30 percent. The expected frequency of such events statewide has dropped from an average of one per 4.8 years to about one per 6.3 years. However, in the new study, the estimate for the likelihood that California will experience a magnitude 8 or larger earthquake in the next 30 years has increased from about 4.7 percent for UCERF2 to about 7.0 percent for UCERF3.

UCERF3 estimates that each region of California will experience a magnitude 6.7 or larger earthquake in the next 30 years. Additionally, there is a 63 percent chance of at least one magnitude 6.7 or greater earthquake occurring in the Bay Area region between 2007 and 2036.

The faults considered capable of generating significant earthquakes are generally associated with the well-defined areas of crustal movement, which trend northwesterly. The table below presents the State-considered active faults within 25 kilometers of the site.

Table 1: Approximate Fault Distances

Fault Name	Distance	
	(miles)	(kilometers)
Hayward (Total Length)	2.6	4.2
Rogers Creek	6.7	10.8
West Napa	12.0	19.3
Concord-Green Valley	12.1	19.5

A regional fault map is presented as Figure 3, illustrating the relative distances of the site to significant fault zones.

SECTION 3: SITE CONDITIONS

3.1 SITE BACKGROUND

Based on our review of the information described in our Phase 1 Environmental Assessment report, prior environmental consultant's reports and available historic topographic and aerial photographs, the general site vicinity appears to have historically consisted mainly of vacant/undeveloped land with little agricultural activities. The site and vicinity appeared as gently sloping hillsides covered by grasses and localized drainages that likely conveyed surface water to one of several seasonal creeks that flowed north to San Francisco Bay. By 1958, Interstate 80 and the Appian Way interchanges were constructed. Fill was placed at the site during the highway construction. By 1968, much of the site vicinity had been developed with mostly residential properties and few commercial properties, mainly located near Appian Way. The existing commercial development appears to have been graded and constructed by the early 1960s. With the exception of a few newer commercial building additions, the site appears to have remained relatively unchanged since the 1990s.

A former Chevron gas station was originally located at the northwest corner of the site. The tanks and associated piping, waste oil and hydraulic lifts were reportedly removed from the site in 1997. Excavations during removal reportedly extended to depths ranging from about 7 to 14 feet below original site grades. Documentation or records of the excavation backfill were not available. The approximate locations of the former tank and piping excavations are shown on the Site Plan, Figure 2.

A car care center with fueling canopy, most recently referred to as the Rent-a-Rack filling station, was constructed near the southwest corner of the site in the early 1970s. The service station reportedly had two 10,000-gallon, one 1,000-gallon and one 500-gallon tanks removed in 1986. In 1987, the UST pits were reportedly re-excavated to a depth of approximately 26 feet to remove potentially impacted soils. Documentation or records of the excavation backfill were not available. The approximate location of the former tank excavation is also shown on the Site Plan, Figure 2.

3.2 SURFACE DESCRIPTION

The approximately 11.9-acre site is currently occupied by an existing retail shopping center referred to as Appian 80. The site is bounded by Tara Hills Drive to the north, Interstate 80 and associated undeveloped Caltrans right-of-way to the south, commercial properties and Appian Way to the east and existing residential development to the west. The site is occupied by one large commercial building at the south end of the site (existing Safeway and former drug store) and five smaller retail buildings along the west end of the site. The remainder of the site, with the exception of the former Chevron gas station, is covered with asphalt concrete paved surface parking and minor landscaping medians.

Based on available topographic plans, site grades generally range from approximately Elevation 195 to 200 feet along the eastern edge of the site to approximately Elevation 182 to 185 feet along the western edge of the site. A man-made fill slope borders the west and south edges of the site, which were constructed at an inclination of approximately 2:1 (horizontal:vertical). The west slope, which occurs just west of the property line on adjacent residential parcels, ranges from roughly 10 to 40 feet high. The south-facing fill slope adjacent to the Caltrans right-of-way ranges from about 40 feet high at the southwest corner to less than 5 feet high behind the southeast corner of the existing Safeway store. The slope transitions to a cut slope ranging up to 30 feet high along the east edge of the site. The approximate locations of the cut and fill slopes are depicted on the Site Plan, Figure 2.

Surface pavements generally consisted of 2 to 6 inches of asphalt concrete over 0 to 8 inches of granular base. Based on visual observations, the existing pavements are in fair to poor condition with localized significant cracking.

3.3 SUBSURFACE CONDITIONS

Below the surface pavements, our explorations generally encountered undocumented (man-made) fill that was primarily placed during original site development in the 1950s and 1960s.

Historic aerial photographs indicate most of the fill was likely derived from cuts made for the construction of Interstate 80 that was imported to the site and possibly from cuts at the east end of the site. The thickness of the original fill generally ranges from less than a few feet along the east edge of the site up to 32 feet thick at the southern edge of the site at Boring EB-10. The approximate thickness of the original fill is presented on Figure 2 at each boring location.

Recent localized undocumented fills are also present at the former gas stations (Chevron and Rent-a-Rack locations), as shown on Figure 2. These fills reportedly range up to 26 feet deep at the Rent-a-Rack site, where USTs and impacted soils were removed and replaced (Fugro 2013), to roughly 7 to 14 feet thick at the former Chevron site (Touchstone Developments 1997). Compaction records for these original and more recent fills were not available; therefore, these fills are considered undocumented.

The original fills primarily consist of alternating layers of stiff to very stiff lean and fat clays with varying percentages of sand and gravel, interbedded with occasional layers of medium dense to very dense clayey sand. The borings drilled for this investigation did not encountered recent fills in the former UST backfill areas; however, based on our review of prior borings drilled in 2013, the Rent-a-Rack UST fill consisted primarily of clay with varying percentages of sand and gravel. The stiffness or density of the Rent-a-Rack UST fill was not reported due to the direct-push method of drilling used (Fugro 2013).

The original and recent fills are underlain by a 2- to 5-foot thick layer of native residual soil consisting of very stiff fat clay. This residual soil layer is underlain by highly weathered, friable, weak bedrock regionally mapped as Tertiary-aged, interbedded sandstone, siltstone and conglomerate (Tcgl, Graymer 1994). Our borings primarily encountered interbedded sandstone, siltstone and some claystone. Conglomerate was not encountered in our borings. A more detailed description of the subsurface conditions is presented on the boring logs in Appendix A.

3.3.1 Plasticity/Expansion Potential

We performed three Plasticity Index (PI) tests on representative samples. Test results were used to evaluate expansion potential of surficial soils. The results of the surficial PI tests indicated PIs ranging from 20 to 36, indicating moderate to high expansion potential to wetting and drying cycles.

3.3.2 In-Situ Moisture Contents

Laboratory testing indicated that the in-situ moisture contents within the upper 15 feet range from 5 to 30 percent over the estimated laboratory optimum moisture.

3.4 GROUNDWATER

Groundwater was not encountered in any of our recent borings during drilling; however, the borings were not left open and were immediately backfilled when the boring was completed. As predominantly clay fill and bedrock were encountered, the borings were not likely left open long enough for water to seep into the boreholes.

We reviewed available groundwater data presented in prior environmental reports, including our recent soil and groundwater quality investigations (July 2019), and prior studies by West Environmental 2016 and Fugro 2013. Groundwater was encountered in Cornerstone environmental borings GW-3 and GW-4 in July 2019 at depths of approximately 15 and 20 feet, respectively, corresponding to Elevation 177 to 182 feet.

Monitoring wells installed in 2015 by West Environmental at the northeast corner of the site indicated groundwater levels ranging from approximately 5 to 17 feet deep, corresponding to Elevation 180 to 195 feet between April 2015 and November 2016. The location of these wells is shown on Figure 2.

Borings B-1, B-3 and B-4 drilled by Fugro in 2013 near the former Rent-a-Rack USTs encountered groundwater at depths of approximately 30 to 42 feet, corresponding to approximately Elevation 148 to 160 feet.

Fluctuations in ground water levels occur due to many factors including seasonal fluctuation, underground drainage patterns, regional fluctuations, and other factors.

SECTION 4: GEOLOGIC HAZARDS

4.1 FAULT RUPTURE

As discussed above several significant faults are located within 25 kilometers of the site. The site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone. As shown in Figure 3, no known surface expression of fault traces is thought to cross the site; therefore, fault rupture hazard is not a significant geologic hazard at the site.

4.2 ESTIMATED GROUND SHAKING

Moderate to severe (design-level) earthquakes can cause strong ground shaking, which is the case for most sites within the Bay Area. A peak ground acceleration (PGA) was estimated for analysis using a value equal to F_{PGA} x PGA, as allowed in the 2016 edition of the California Building Code. For our analysis we used a PGA of 0.76g.

4.3 LIQUEFACTION POTENTIAL

The site is not currently mapped by the State of California, but is within a zone mapped as having a low liquefaction potential by the Association of Bay Area Governments (ABAG, 2006) However, we screened the site for liquefaction during our site exploration by retrieving samples from the site, performing visual classification on sampled materials, and performing various tests to further classify the soil properties.

During strong seismic shaking, cyclically induced stresses can cause increased pore pressures within the soil matrix that can result in liquefaction triggering, soil softening due to shear stress loss, potentially significant ground deformation due to settlement within sandy liquefiable layers

as pore pressures dissipate, and/or flow failures in sloping ground or where open faces are present (lateral spreading) (NCEER 1998). Limited field and laboratory data is available regarding ground deformation due to settlement; however, in clean sand layers settlement on the order of 2 to 4 percent of the liquefied layer thickness can occur. Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage, such as sand and silt layers bedded with a cohesive cap.

As discussed in the “Subsurface” section above, we primarily encountered stiff cohesive and dense granular soils underlain by bedrock. In addition, the design ground water level is anticipated to be below any granular soils. Based on the above, our screening of the site for liquefaction indicates a low potential for liquefaction.

4.4 LATERAL SPREADING

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. As failure tends to propagate as block failures, it is difficult to analyze and estimate where the first tension crack will form.

The potential for liquefaction is considered low; therefore, in our opinion, the potential for lateral spreading to affect the site is low.

4.5 SEISMIC SETTLEMENT/UNSATURATED SAND SHAKING

Loose unsaturated sandy soils can settle during strong seismic shaking. As the soils encountered at the site were predominantly stiff to very stiff clays and medium dense to dense sands, in our opinion, the potential for significant differential seismic settlement affecting the proposed improvements is low. The exception is at former underground storage tank (UST) locations. As previously discussed, prior USTs associated with former gas stations have been removed and backfilled. The fill is considered undocumented and may be susceptible to densification following strong ground shaking in the region. Undocumented fills will need to be removed and replaced with compacted fill. Once completed, the potential for seismic settlement should be adequately mitigated. Further discussion is presented in the “Conclusions” section of this report.

4.6 TSUNAMI/SEICHE

The terms tsunami or seiche are described as ocean waves or similar waves usually created by undersea fault movement or by a coastal or submerged landslide. Tsunamis may be generated at great distance from shore (far field events) or nearby (near field events). Waves are formed, as the displaced water moves to regain equilibrium, and radiates across the open water, similar to ripples from a rock being thrown into a pond. When the waveform reaches the coastline, it quickly raises the water level, with water velocities as high as 15 to 20 knots. The water mass, as well as vessels, vehicles, or other objects in its path create tremendous forces as they impact coastal structures.

Tsunamis have affected the coastline along the Pacific Northwest during historic times. The Fort Point tide gauge in San Francisco recorded approximately 21 tsunamis between 1854 and 1964. The 1964 Alaska earthquake generated a recorded wave height of 7.4 feet and drowned eleven people in Crescent City, California. For the case of a far-field event, the Bay area would have hours of warning; for a near field event, there may be only a few minutes of warning, if any.

A tsunami or seiche originating in the Pacific Ocean would lose much of its energy passing through San Francisco Bay. Based on the study of tsunami inundation potential for the San Francisco Bay Area (Ritter and Dupre, 1972), areas most likely to be inundated are marshlands, tidal flats, and former bay margin lands that are now artificially filled, but are still at or below sea level, and are generally within 1½ miles of the shoreline. The site is approximately 1 mile inland from the San Francisco Bay shoreline and is approximately 185 to 200 feet above mean sea level. Therefore, the potential for inundation due to tsunami or seiche is considered low.

4.7 FLOODING

Based on our internet search of the Federal Emergency Management Agency (FEMA) flood map public database, the site is located within Zone X, described as “Area of minimal flood hazard. We recommend the project civil engineer be retained to confirm this information and verify the base flood elevation, if appropriate.

SECTION 5: CONCLUSIONS

5.1 SUMMARY

From a geotechnical viewpoint, the project is feasible provided the concerns listed below are addressed in the project design. Descriptions of each concern with brief outlines of our recommendations follow the listed concerns.

- Presence of undocumented fill
- Presence of moderately to highly expansive soils
- Presences of localized shallow bedrock
- Potential high moisture content of shallow clay fills
- Soil corrosion potential

5.1.1 Undocumented Fill

As discussed in Section 3, our explorations generally encountered undocumented (man-made) fill blanketing most of the site that was primarily placed during original site development in the 1950s and 1960s. Historic aerial photographs indicate most of the fill was likely derived from cuts made for the construction of Interstate 80 that was imported to the site and from cuts at the east end of the site. The thickness of the original fill generally ranges from less than 5 feet along the east edge of the site up to 32 feet thick at the southern edge of the site at Boring

EB-10. The approximate thickness of the original fill is presented on Figure 2 at each boring location.

The original site fill appears relatively firm and consistent where encountered, therefore, most of the fill can remain in place. However, due to the variability of the shallow fills and likely disturbance during site demolition, we recommend that approximately 12 to 18 inches of fill be over-excavated and re-compacted within future building pad areas.

Recent localized fills associated with former Rent-a-Rack fuel UST backfill should be over-excavated and re-compacted to reduce the potential for localized differential settlement within future foundation and slab areas. The approximate location of the former Rent-a-Rack UST backfill is shown on Figure 2. In the former Chevron UST backfill areas, a new parking lot is planned. Therefore, over-excavation and re-compaction can be limited to the shallow portion of the fill. If desired, additional geotechnical exploration, potholing and/or in-situ density testing can be performed prior to or during site demolition to evaluate the density of the prior UST backfill. Recommendations addressing this concern are presented in the “Earthwork” section.

5.1.2 Expansive Soils

Moderately to high expansive surficial soils were encountered in our explorations are varying depths across the site. Expansive soils can undergo significant volume change with changes in moisture content. They shrink and harden when dried and expand and soften when wetted. To reduce the potential for damage to the planned structures, slabs-on-grade should have sufficient reinforcement and be supported on a layer of non-expansive fill; footings should extend below the zone of seasonal moisture fluctuation. In addition, it is important to limit moisture changes in the surficial soils by using positive drainage away from buildings as well as limiting landscaping watering. Grading and foundation recommendations addressing this concern are presented in the following sections.

5.1.3 Shallow Bedrock

Bedrock was encountered as shallow as 5 feet below current site grades in Boring EB-1. Bedrock was encountered below a depth of 10 feet in the remainder of our borings. The bedrock consists of interbedded sandstone, siltstone and claystone that is generally highly weathered, friable and with relatively low hardness. The bedrock can likely be excavated with conventional earthwork equipment; however, it is possible that localized harder bedrock could be encountered for deep utility or manhole excavations that encounter sandstone. Bedrock in the future underground fuel tank area was encountered at a depth of approximately 14 feet (Boring EB-11). Contractors performing deep excavations should be made aware of the variable soil and bedrock conditions.

5.1.4 High Moisture Content of Shallow Soils

As discuss above, clayey fills generally blanket the site and the moisture content of those clay soils was higher than anticipated. The moisture content of these soils ranged about 25 to 46 percent (average of about 30 percent), which is roughly 7 to 30 percent above the assumed

laboratory optimum moisture content. Although shallow groundwater was not encountered in our recent borings, it is possible the clays remain seasonally moist due to capillary rise and surface water infiltration through existing pavements. Because the site is covered with pavement and building slabs, the soil likely does not dry out seasonally. Therefore, soil excavated during grading and underground utility installation may need to moisture conditioned to roughly 15 to 20 percent moisture prior to re-using the soil as fill material.

5.1.5 Soil Corrosion Potential

A preliminary soil corrosion screening was performed by JDH Corrosion Consultants based on the results of analytical tests on samples of the near-surface soil. In general, the JDH report concludes that the corrosion potential for buried concrete does not warrant the use of sulfate resistant concrete. However, the corrosion potential for buried metallic improvements, such as metal pipes, is considered corrosive. JDH recommends that special requirements for corrosion control be made to protect metal pipes. A more detailed discussion of the site corrosion evaluation is presented in Appendix C.

5.2 PLANS AND SPECIFICATIONS REVIEW

We recommend that we be retained to review the geotechnical aspects of the project structural, civil, and landscape plans and specifications, allowing sufficient time to provide the design team with any comments prior to issuing the plans for construction.

5.3 CONSTRUCTION OBSERVATION AND TESTING

As site conditions may vary significantly between the small-diameter borings performed during this investigation, we also recommend that a Cornerstone representative be present to provide geotechnical observation and testing during earthwork and foundation construction. This will allow us to form an opinion and prepare a letter at the end of construction regarding contractor compliance with project plans and specifications, and with the recommendations in our report. We will also be allowed to evaluate any conditions differing from those encountered during our investigation and provide supplemental recommendations as necessary. For these reasons, the recommendations in this report are contingent of Cornerstone providing observation and testing during construction. Contractors should provide at least a 48-hour notice when scheduling our field personnel.

SECTION 6: EARTHWORK

6.1 SITE DEMOLITION

All existing improvements not to be reused for the current development, including all foundations, flatwork, pavements, utilities, and other improvements should be demolished and removed from the site. Recommendations in this section apply to the removal of these improvements, which are currently present on the site, prior to the start of mass grading or the construction of new improvements for the project.

Cornerstone should be notified prior to the start of demolition and should be present on at least a part-time basis during all backfill and mass grading as a result of demolition. Occasionally, other types of buried structures (wells, cisterns, debris pits, etc.) can be found on sites with prior development. If encountered, Cornerstone should be contacted to address these types of structures on a case-by-case basis.

6.1.1 Demolition of Existing Slabs, Foundations and Pavements

All slabs, foundations, and pavements should be completely removed from within planned building areas.

As an owner value-engineered option, existing slabs, foundations, and pavements that extend into planned flatwork, pavement, or landscape areas may be left in place provided there is at least 3 feet of engineered fill overlying the remaining materials, they are shown not to conflict with new utilities, and that asphalt and concrete more than 10 feet square is broken up to allow subsurface drainage. Future distress and/or higher maintenance may result from leaving these prior improvements in place. A discussion of recycling existing improvements is provided later in this report.

Special care should be taken during the demolition and removal of existing floor slabs, foundations, utilities and pavements to minimize disturbance of the subgrade. Excessive disturbance of the subgrade, which includes either native or previously placed engineered fill, resulting from demolition activities can have serious detrimental effects on planned foundation and paving elements.

Existing foundations are typically mat-slabs, shallow footings, or piers/piles. If slab or shallow footings are encountered, they should be completely removed. If drilled piers are encountered, they should be cut off at an elevation at least 60-inches below proposed footings or the final subgrade elevation, whichever is deeper. The remainder of the drilled pier could remain in place. Foundation elements to remain in place should be surveyed and superimposed on the proposed development plans to determine the potential for conflicts or detrimental impacts to the planned construction. Following review, additional mitigation or planned foundation elements may need to be modified.

6.1.2 Abandonment of Existing Utilities

All utilities should be completely removed from within planned building areas. For any utility line to be considered acceptable to remain within building areas, the utility line must be completely backfilled with grout or sand-cement slurry (sand slurry is not acceptable), the ends outside the building area capped with concrete, and the trench fills either removed and replaced as engineered fill with the trench side slopes flattened to at least 1:1, or the trench fills are determined not to be a risk to the structure. The assessment of the level of risk posed by the particular utility line will determine whether the utility may be abandoned in place or needs to be completely removed. The contractor should assume that all utilities will be removed from within

building areas unless provided written confirmation from both the owner and the geotechnical engineer.

Utilities extending beyond the building area may be abandoned in place provided the ends are plugged with concrete, they do not conflict with planned improvements, and that the trench fills do not pose significant risk to the planned surface improvements.

The risk for owners associated with abandoning utilities in place include the potential for future differential settlement of existing trench fills, and/or partial collapse and potential ground loss into utility lines that are not completely filled with grout.

6.2 SITE CLEARING AND PREPARATION

6.2.1 Site Stripping

The site should be stripped of all surface vegetation, and surface and subsurface improvements to be removed within the proposed development area. Demolition of existing improvements is discussed in the prior paragraphs. A detailed discussion of re-compaction of existing fills is provided later in this report. Surface vegetation and topsoil, where present in existing landscaping areas, should be stripped to a sufficient depth to remove all material greater than 3 percent organic content by weight. Based on our site observations, surficial stripping should extend about 3 to 6 inches below existing grade in vegetated areas.

6.2.2 Tree and Shrub Removal

Trees and shrubs designated for removal should have the root balls and any roots greater than ½-inch diameter removed completely. Mature trees are estimated to have root balls extending to depths of 2 to 4 feet, depending on the tree size. Significant root zones are anticipated to extend to the diameter of the tree canopy. Grade depressions resulting from root ball removal should be cleaned of loose material and backfilled in accordance with the recommendations in the “Compaction” section of this report.

6.3 EXISTING FILL OVER-EXCAVATION

As discussed, our explorations encountered existing undocumented fills that were reportedly placed during original site construction or during subsequent underground storage tank (UST) removals. The original site fills appear to be relatively firm and do not warrant significant re-compaction. However, we recommend that the upper portion of these original fills be recompacted prior to placement of new fills or foundation construction, as summarized in the following table.

Table 2. Summary of Original Fill Over-Excavation Depths

Building Location	Recommended Over-Excavation Depth[1] (feet)
Safeway/Major Shops	24
Shops 1	18
Fueling Station Kiosk	12
Fueling Station	12
Pad 1	12

[1] Depth below current site grades in unimproved areas or bottom of existing pavement section or slab-on-grade.

For the former Rent-a-Rack UST backfill area, the depth of the undocumented fill is reportedly up to 26 feet. The fill compaction was not documented and could potentially settle under the weight of future fill and foundation loads. Therefore, on a preliminary basis, we recommend that all former Rent-a-Rack UST backfill be re-excavated and replaced with compacted fill.

For the former Chevron UST backfill area, the depth of the fill reportedly ranges from 5 to 14 feet. The fill compaction was also not documented and could potentially settle under the weight of future fill and parking lot loads. Therefore, on a preliminary basis, we recommend that the former Chevron UST backfill be over-excavated to a depth of 3 feet and replaced with compacted fill.

Re-use of the former UST backfill will need to be further evaluated in accordance with the Site Management Plan prepared by Cornerstone Earth Group dated September 20, 2019. For budgeting purposes, we recommend the above over-excavation depths be used. It may be possible to reduce the depth of UST fill over-excavation if additional subsurface exploration and/or in-situ density testing is performed within the fill. Additional subsurface exploration in the former UST areas could consist of supplemental borings, potholes and/or in-situ density field density testing.

In general, over-excavation should be performed to a lateral distance of at least 5 feet beyond the building footprint or to a lateral distance equal to fill depth below the perimeter footing, whichever is greater. Provided the fills meet the “Material for Fill” requirements below, the fills may be reused when backfilling the excavations. Based on review of the samples collected from our borings, it appears that the fill may be reused. If materials are encountered that do not meet the requirements, such as debris, wood, trash, those materials should be screened out of the remaining material and be removed from the site. Backfill of excavations should be placed in lifts and compacted in accordance with the “Compaction” section below.

6.4 TEMPORARY CUT AND FILL SLOPES

The contractor is responsible for maintaining all temporary slopes and providing temporary shoring where required. Temporary shoring, bracing, and cuts/fills should be performed in accordance with the strictest government safety standards. On a preliminary basis, the upper 15 feet at the site may be classified as OSHA Site C materials. A Cornerstone representative should be retained to confirm the preliminary site classification.

Excavations performed during site demolition and fill removal should be sloped at 2:1 (horizontal:vertical) within the upper 5 feet below building subgrade. Excavations extending more than 5 feet below building subgrade and excavations in pavement and flatwork areas should be slope at a 1:1 inclination unless the OSHA soil classification indicates that slope should not exceed 1.5:1.

6.5 SUBGRADE PREPARATION

After site clearing and demolition is complete, and prior to backfilling any excavations resulting from fill over-excavation or demolition, the excavation subgrade and subgrade within areas to receive additional site fills, slabs-on-grade and/or pavements should be scarified to a depth of 12 inches, moisture conditioned, and compacted in accordance with the “Compaction” section below.

6.6 SUBGRADE STABILIZATION MEASURES

Soil subgrade and fill materials, especially soils with high fines contents such as clays and silty soils, can become unstable due to high moisture content, whether from high in-situ moisture contents or from winter rains. As the moisture content increases over the laboratory optimum, it becomes more likely the materials will be subject to softening and yielding (pumping) from construction loading or become unworkable during placement and compaction.

There are several methods to address potential unstable soil conditions and facilitate fill placement and trench backfill. Some of the methods are briefly discussed below. Implementation of the appropriate stabilization measures should be evaluated on a case-by-case basis according to the project construction goals and the particular site conditions.

6.6.1 Scarification and Drying

The subgrade may be scarified to a depth of 6 to 12 inches and allowed to dry to near optimum conditions, if sufficient dry weather is anticipated to allow sufficient drying. More than one round of scarification may be needed to break up the soil clods.

6.6.2 Removal and Replacement

As an alternative to scarification, the contractor may choose to over-excavate the unstable soils and replace them with dry on-site or import materials. A Cornerstone representative should be present to provide recommendations regarding the appropriate depth of over-excavation,

whether a geosynthethic (stabilization fabric or geogrid) is recommended, and what materials are recommended for backfill.

6.6.3 Chemical Treatment

Where the unstable area exceeds about 5,000 to 10,000 square feet and/or site winterization is desired, chemical treatment with quicklime (CaO), kiln-dust, or cement may be more cost-effective than removal and replacement. Recommended chemical treatment depths will typically range from 12 to 18 inches depending on the magnitude of the instability.

6.7 MATERIAL FOR FILL

6.7.1 Re-Use of On-site Soils

On-site soils with an organic content less than 3 percent by weight may be reused as general fill. General fill should not have lumps, clods or cobble pieces larger than 6 inches in diameter; 85 percent of the fill should be smaller than 2½ inches in diameter. Minor amounts of oversize material (smaller than 12 inches in diameter) may be allowed provided the oversized pieces are not allowed to nest together and the compaction method will allow for loosely placed lifts not exceeding 12 inches.

6.7.2 Re-Use of On-Site Site Improvements

We anticipate that significant quantities of asphalt concrete (AC) grindings and aggregate base (AB) will be generated during site demolition. If the AC grindings are mixed with the underlying AB to meet Class 2 AB specifications, they may be reused within the new pavement and flatwork structural sections. AC/AB grindings may not be reused within the retail building areas. Laboratory testing will be required to confirm the grindings meet project specifications.

If the site area allows for on-site pulverization of PCC and provided the PCC is pulverized to meet the “Material for Fill” requirements of this report, it may be used as select fill within the retail building areas, excluding the capillary break layer; as typically pulverized PCC comes close to or meets Class 2 AB specifications, the recycled PCC can likely be used within the pavement structural sections. PCC grindings also make good winter construction access roads, similar to a cement-treated base (CTB) section.

6.7.3 Potential Import Sources

Imported fill for use as general building pad fill should be inorganic and have a Plasticity Index of 20 or less; non-expansive material should have a Plasticity Index (PI) of 15 or less. Import fill should not contain recycled asphalt concrete where it will be used within the building areas. To prevent significant caving during trenching or foundation construction, imported material should have sufficient fines. Samples of potential import sources should be delivered to our office at least 10 days prior to the desired import start date. Information regarding the import source should be provided, such as any site geotechnical reports. If the material will be derived from an excavation rather than a stockpile, potholes will likely be required to collect samples from

throughout the depth of the planned cut that will be imported. At a minimum, laboratory testing will include PI tests. Material data sheets for select fill materials (Class 2 aggregate base, ¾-inch crushed rock, quarry fines, etc.) listing current laboratory testing data (not older than 6 months from the import date) may be provided for our review without providing a sample. If current data is not available, specification testing will need to be completed prior to approval.

Environmental and soil corrosion characterization should also be considered by the project team prior to acceptance. Suitable environmental laboratory data to the planned import quantity should be provided to the project environmental consultant; additional laboratory testing may be required based on the project environmental consultant's review. The potential import source should also not be more corrosive than the on-site soils, based on pH, saturated resistivity, and soluble sulfate and chloride testing.

6.7.4 Non-Expansive Fill Using Lime Treatment

As discussed above, non-expansive fill should have a Plasticity Index (PI) of 15 or less. Due to the high clay content and PI of the on-site soil materials, it is not likely that sufficient quantities of non-expansive fill would be generated from cut materials. As an alternative to importing non-expansive fill, chemical treatment can be considered to create non-expansive fill. It has been our experience that high PI clayey soil will likely need to be mixed with at least 3 to 4 percent quicklime (CaO) or approved equivalent to adequately reduce the PI of the on-site soils to 15 or less. If this option is considered, additional laboratory tests should be performed during initial site grading to further evaluate the optimum percentage of quicklime required.

6.8 COMPACTION REQUIREMENTS

All fills, and subgrade areas where fill, slabs-on-grade, and pavements are planned, should be placed in loose lifts 8 inches thick or less and compacted in accordance with ASTM D1557 (latest version) requirements as shown in the table below. In general, clayey soils should be compacted with sheepsfoot equipment and sandy/gravelly soils with vibratory equipment; open-graded materials such as crushed rock should be placed in lifts no thicker than 18 inches consolidated in place with vibratory equipment. Each lift of fill and all subgrade should be firm and unyielding under construction equipment loading in addition to meeting the compaction requirements to be approved. The contractor (with input from a Cornerstone representative) should evaluate the in-situ moisture conditions, as the use of vibratory equipment on soils with high moistures can cause unstable conditions. General recommendations for soil stabilization are provided in the "Subgrade Stabilization Measures" section of this report. Where the soil's PI is 20 or greater, the expansive soil criteria should be used.

Table 3: Compaction Requirements

Description	Material Description	Minimum Relative[1] Compaction (percent)	Moisture[2] Content (percent)
General Fill (within upper 5 feet)	On-Site Expansive Soils	87 – 92	>3
	Low Expansion Soils	90	>1
Trench Backfill	On-Site Expansive Soils	87 – 92	>3
Trench Backfill	Low Expansion Soils	90	>1
Trench Backfill (upper 6 inches of subgrade)	On-Site Low Expansion Soils	95	>1
Crushed Rock Fill	¾-inch Clean Crushed Rock	Consolidate In-Place	NA
Non-Expansive Fill	Imported Non-Expansive Fill	90	Optimum
Flatwork Subgrade	On-Site Expansive Soils	87 - 92	>3
Flatwork Subgrade	Low Expansion Soils	90	>1
Flatwork Aggregate Base	Class 2 Aggregate Base[3]	90	Optimum
Pavement Subgrade	On-Site Expansive Soils	87 - 92	>3
Pavement Subgrade	Low Expansion Soils	95	>1
Pavement Aggregate Base	Class 2 Aggregate Base[3]	95	Optimum
Asphalt Concrete	Asphalt Concrete	95 (Marshall)	NA

1 – Relative compaction based on maximum density determined by ASTM D1557 (latest version)
2 – Moisture content based on optimum moisture content determined by ASTM D1557 (latest version)
3 – Class 2 aggregate base shall conform to Caltrans Standard Specifications, latest edition, except that the relative compaction should be determined by ASTM D1557 (latest version)
4 – Using light-weight compaction or walls should be braced

6.8.1 Construction Moisture Conditioning

Expansive soils can undergo significant volume change when dried then wetted. The contractor should keep all exposed expansive soil subgrade (and also trench excavation side walls) moist until protected by overlying improvements (or trenches are backfilled). If expansive soils are allowed to dry out significantly, re-moisture conditioning may require several days of re-wetting (flooding is not recommended), or deep scarification, moisture conditioning, and re-compaction.

6.9 TRENCH BACKFILL

Utility lines constructed within public right-of-way should be trenched, bedded and shaded, and backfilled in accordance with the local or governing jurisdictional requirements. Utility lines in private improvement areas should be constructed in accordance with the following requirements unless superseded by other governing requirements.

All utility lines should be bedded and shaded to at least 6 inches over the top of the lines with crushed rock (⅜-inch-diameter or greater) or well-graded sand and gravel materials conforming

to the pipe manufacturer's requirements. Open-graded shading materials should be consolidated in place with vibratory equipment and well-graded materials should be compacted to at least 90 percent relative compaction with vibratory equipment prior to placing subsequent backfill materials.

General backfill over shading materials may consist of on-site native materials provided they meet the requirements in the "Material for Fill" section, and are moisture conditioned and compacted in accordance with the requirements in the "Compaction" section.

Where utility lines will cross perpendicular to strip footings, the footing should be deepened to encase the utility line, providing sleeves or flexible cushions to protect the pipes from anticipated foundation settlement, or the utility lines should be backfilled to the bottom of footing with sand-cement slurry or lean concrete. Where utility lines will parallel footings and will extend below the "foundation plane of influence," an imaginary 1:1 plane projected down from the bottom edge of the footing, either the footing will need to be deepened so that the pipe is above the foundation plane of influence or the utility trench will need to be backfilled with sand-cement slurry or lean concrete within the influence zone. Sand-cement slurry used within foundation influence zones should have a minimum compressive strength of 75 psi.

On expansive soils sites it is desirable to reduce the potential for water migration into building and pavement areas through the granular shading materials. We recommend that a plug of low-permeability clay soil, sand-cement slurry, or lean concrete be placed within trenches just outside where the trenches pass into building and pavement areas.

6.10 SITE DRAINAGE

Surface runoff should not be allowed to flow over the top of existing fill slopes along the southern edge of the site. Ponding should not be allowed adjacent to building foundations, slabs-on-grade, or pavements. Hardscape surfaces should slope at least 2 percent towards suitable discharge facilities; landscape areas should slope at least 3 percent towards suitable discharge facilities. Roof runoff should be directed away from building areas in closed conduits, to approved infiltration facilities, or on to hardscaped surfaces that drain to suitable facilities. Retention, detention or infiltration facilities should be spaced at least 10 feet from buildings, and preferably at least 5 feet from slabs-on-grade or pavements. However, if retention, detention or infiltration facilities are located within these zones, we recommend that these treatment facilities meet the requirements in the Storm Water Treatment Design Considerations section of this report.

6.11 LOW-IMPACT DEVELOPMENT (LID) IMPROVEMENTS

The Municipal Regional Permit (MRP) requires regulated projects to treat 100 percent of the amount of runoff identified in Provision C.3.d from a regulated project's drainage area with low impact development (LID) treatment measures onsite or at a joint stormwater treatment facility. LID treatment measures are defined as rainwater harvesting and use, infiltration, evapotranspiration, or biotreatment. A biotreatment system may only be used if it is infeasible to implement harvesting and use, infiltration, or evapotranspiration at a project site.

Technical infeasibility of infiltration may result from site conditions that restrict the operability of infiltration measures and devices. Various factors affecting the feasibility of infiltration treatment may create an environmental risk, structural stability risk, or physically restrict infiltration. The presence of any of these limiting factors may render infiltration technically infeasible for a proposed project. To aid in determining if infiltration may be feasible at the site, we provide the following site information regarding factors that may aid in determining the feasibility of infiltration facilities at the site.

- The near-surface soils at the site are primarily clayey and categorized as Hydrologic Soil Group D. These soils are expected to have infiltration rates of less than 0.2 inches per hour. In our opinion, these clayey soils will significantly limit the infiltration of stormwater.

- Locally, seasonal high ground water is mapped at a depth of about 10 feet or more, and therefore is expected to be at least 10 feet below the base of the infiltration measure.

6.11.1 Storm Water Treatment Design Considerations

If storm water treatment improvements, such as shallow bio-retention swales, basins or pervious pavements, are required as part of the site improvements to satisfy Storm Water Quality (C.3) requirements, we recommend the following items be considered for design and construction.

6.11.1.1 General Bioswale Design Guidelines

- If possible, avoid placing bioswales or basins within 10 feet of the building perimeter or within 5 feet of exterior flatwork or pavements. If bioswales must be constructed within these setbacks, the side(s) and bottom of the trench excavation should be lined with 10-mil visqueen to reduce water infiltration into the surrounding expansive clay.

- Bioswales constructed within 3 feet of proposed buildings may be within the foundation zone of influence for perimeter wall loads. Therefore, where bioswales will parallel foundations and will extend below the “foundation plane of influence,” an imaginary 1:1 plane projected down from the bottom edge of the foundation, the foundation will need to be deepened so that the bottom edge of the bioswale filter material is above the foundation plane of influence.

- The bottom of bioswale or detention areas should include a perforated drain placed at a low point, such as a shallow trench or sloped bottom, to reduce water infiltration into the surrounding soils near structural improvements, and to address the low infiltration capacity of the on-site clay soils.

6.11.1.2 Bioswale Infiltration Material

- Gradation specifications for bioswale filter material, if required, should be specified on the grading and improvement plans.
- Compaction requirements for bioswale filter material in non-landscaped areas or in pervious pavement areas, if any, should be indicated on the plans and specifications to satisfy the anticipated use of the infiltration area.
- If required, infiltration (percolation) testing should be performed on representative samples of potential bioswale materials prior to construction to check for general conformance with the specified infiltration rates.
- It should be noted that multiple laboratory tests may be required to evaluate the properties of the bioswale materials, including percolation, landscape suitability and possibly environmental analytical testing depending on the source of the material. We recommend that the landscape architect provide input on the required landscape suitability tests if bioswales are to be planted.
- If bioswales are to be vegetated, the landscape architect should select planting materials that do not reduce or inhibit the water infiltration rate, such as covering the bioswale with grass sod containing a clayey soil base.
- If required by governing agencies, field infiltration testing should be specified on the grading and improvement plans. The appropriate infiltration test method, duration and frequency of testing should be specified in accordance with local requirements.
- Due to the relatively loose consistency and/or high organic content of many bioswale filter materials, long-term settlement of the bioswale medium should be anticipated. To reduce initial volume loss, bioswale filter material should be wetted in 12-inch lifts during placement to pre-consolidate the material. Mechanical compaction should not be allowed, unless specified on the grading and improvement plans, since this could significantly decrease the infiltration rate of the bioswale materials.
- It should be noted that the volume of bioswale filter material may decrease over time depending on the organic content of the material. Additional filter material may need to be added to bioswales after the initial exposure to winter rains and periodically over the life of the bioswale areas, as needed.

6.11.1.3 Bioswale Construction Adjacent to Pavements

If bio-infiltration swales or basins are considered adjacent to proposed parking lots or exterior flatwork, we recommend that mitigative measures be considered in the design and construction of these facilities to reduce potential impacts to flatwork or pavements. Exterior flatwork, concrete curbs, and pavements located directly adjacent to bio-swales may be susceptible to settlement or lateral movement, depending on the configuration of the bioswale and the setback

between the improvements and edge of the swale. To reduce the potential for distress to these improvements due to vertical or lateral movement, the following options should be considered by the project civil engineer:

- Improvements should be setback from the vertical edge of a bioswale such that there is at least 1 foot of horizontal distance between the edge of improvements and the top edge of the bioswale excavation for every 1 foot of vertical bioswale depth, or

- Concrete curbs for pavements, or lateral restraint for exterior flatwork, located directly adjacent to a vertical bioswale cut should be designed to resist lateral earth pressures in accordance with the recommendations in the “Retaining Walls” section of this report, or concrete curbs or edge restraint should be adequately keyed into the native soil or engineered to reduce the potential for rotation or lateral movement of the curbs.

6.12 LANDSCAPE CONSIDERATIONS

Since the near-surface soils are expansive, we recommend greatly reducing the amount of surface water infiltrating these soils near foundations and exterior slabs-on-grade. This can typically be achieved by:

- Using drip irrigation

- Avoiding open planting within 3 feet of the building perimeter or near the top of existing slopes

- Regulating the amount of water distributed to lawns or planter areas by using irrigation timers

- Selecting landscaping that requires little or no watering, especially near foundations.

We recommend that the landscape architect consider these items when developing landscaping plans.

SECTION 7: FOUNDATIONS

7.1 SUMMARY OF RECOMMENDATIONS

In our opinion, the proposed structures may be supported on shallow foundations provided the recommendations in the “Earthwork” section and the sections below are followed.

7.2 SEISMIC DESIGN CRITERIA

We understand that the project structural design will be based on the 2016 California Building Code (CBC), which provides criteria for the seismic design of buildings in Chapter 16. The “Seismic Coefficients” used to design buildings are established based on a series of tables and figures addressing different site factors, including the soil profile in the upper 100 feet below

grade and mapped spectral acceleration parameters based on distance to the controlling seismic source/fault system. Based on our borings and review of local geology, the site is underlain by very stiff man-made clay fill and native alluvial soil underlain by Tertiary-aged bedrock consisting of interbedded sandstone and siltstone. The subsurface data indicates soil shear strengths of approximately 2,000 psf. Available published data by Wills & Silva (1998) indicates the shear wave velocity for this age bedrock ranges from about 400 to 450 m/s. SPT "N" values for the bedrock were generally greater than 50 blows per foot. Therefore, we have classified the site as Soil Classification C. The mapped spectral acceleration parameters S_S and S_1 were calculated using the ATC Location web-based program *ATC Hazard by Location*, located at https://hazards.atcouncil.org/, based on the site coordinates presented below and the site classification. The table below lists the various factors used to determine the seismic coefficients and other parameters.

Table 4: CBC Site Categorization and Site Coefficients

Classification/Coefficient	Design Value
Site Class	C
Site Latitude	37.994395°
Site Longitude	-122.304946°
0.2-second Period Mapped Spectral Acceleration[1], S_S	1.978g
1-second Period Mapped Spectral Acceleration[1], S_1	0.804g
Short-Period Site Coefficient – Fa	1.0
Long-Period Site Coefficient – Fv	1.3
0.2-second Period, Maximum Considered Earthquake Spectral Response Acceleration Adjusted for Site Effects - S_{MS}	1.978g
1-second Period, Maximum Considered Earthquake Spectral Response Acceleration Adjusted for Site Effects – S_{M1}	1.045g
0.2-second Period, Design Earthquake Spectral Response Acceleration – S_{DS}	1.319g
1-second Period, Design Earthquake Spectral Response Acceleration – S_{D1}	0.697g

[1]For Site Class B, 5 percent damped.

7.3 SHALLOW FOUNDATIONS

7.3.1 Spread Footings

The proposed retail buildings and fuel station canopy may be supported on conventional shallow footings that bear on engineered fill and have the minimum dimensions presented in the table below. Bottom of footing is based on lowest adjacent grade, defined as the deeper of the following: 1) bottom of the adjacent interior slab-on-grade, or 2) finished exterior grade, excluding landscaping topsoil.

Table 5: Minimum Footing Dimensions

Building Type	Minimum Footing Width (inches)	Minimum Depth to Bottom of Footing (inches)
Major Retail	18	18
Minor Shops/Pads	15	18
Fuel Canopy	24	24

The deeper footing embedment is due to the presence of expansive soils and is intended to embed the footing below the zone of significant seasonal moisture fluctuation, reducing the potential for differential movement.

Footings constructed to the above dimensions and in accordance with the "Earthwork" recommendations of this report are capable of supporting maximum allowable bearing pressures of 2,000 psf for dead loads, 3,000 psf for combined dead plus live loads, and 4,000 psf for all loads including wind and seismic. These pressures are based on factors of safety of 3.0, 2.0, and 1.5 applied to the ultimate bearing pressure for dead, dead plus live, and all loads, respectively. These pressures are net values; the weight of the footing may be neglected for the portion of the footing extending below grade (typically, the full footing depth). Top and bottom reinforcing steel should be included in continuous footings to help span irregularities and differential settlement.

7.3.2 Footing Settlement

Structural loads were not available at the time this report was prepared. For the Safeway and major shops buildings, we assumed that maximum interior column dead plus real live loads would be on the order of 150 kips and perimeter wall loads would be on the order of 6 to 8 kips per lineal foot. Based on the above loading and the allowable bearing pressures presented above, and assuming undocumented fills associated with the former UST backfill areas are mitigated in accordance with the recommendations presented in the "Earthwork" section, we estimate that the total static footing settlement will be on the order of ¾ to 1 inch, with about ½ to ¾ inch of post-construction differential settlement between adjacent foundation elements.

For the remaining retail structures (minor shops and pads), we assumed that maximum interior column dead plus real live loads would be on the order of 25 to 50 kips and perimeter wall loads would be on the order of 3 kips per lineal foot or less. We estimate that the total static footing settlement will be on the order of ½ to ¾ inch, with about ½ inch of post-construction differential settlement between adjacent foundation elements.

7.3.3 Lateral Loading

Lateral loads may be resisted by friction between the bottom of footing and the supporting subgrade, and also by passive pressures generated against footing sidewalls. An ultimate frictional resistance of 0.45 applied to the footing dead load, and an ultimate passive pressure

based on an equivalent fluid pressure of 450 pcf may be used in design. The structural engineer should apply an appropriate factor of safety (such as 1.5) to the ultimate values above. Where footings are adjacent to landscape areas without hardscape, the upper 12 inches of soil should be neglected when determining passive pressure capacity.

7.3.4 Spread Footing Construction Considerations

Where utility lines will cross perpendicular to strip footings, the footing should be deepened to encase the utility line, providing sleeves or flexible cushions to protect the pipes from anticipated foundation settlement, or the utility lines should be backfilled to the bottom of footing with sand-cement slurry or lean concrete. Where utility lines will parallel footings and will extend below the "foundation plane of influence," an imaginary 1:1 plane projected down from the bottom edge of the footing, either the footing will need to be deepened so that the pipe is above the foundation plane of influence or the utility trench will need to be backfilled with sand-cement slurry or lean concrete within the influence zone. Sand-cement slurry used within foundation influence zones should have a minimum compressive strength of 75 psi.

Footing excavations should be filled as soon as possible or be kept moist until concrete placement by regular sprinkling to prevent desiccation. A Cornerstone representative should observe all footing excavations prior to placing reinforcing steel and concrete. If there is a significant schedule delay between our initial observation and concrete placement, we may need to re-observe the excavations.

7.4 DRILLED PIERS

As an alternative to shallow footings, the proposed structural loads for the fuel island canopy may be supported on drilled, cast-in-place, straight-shaft friction piers. The piers should have a minimum diameter of 24 inches and extend to a depth of at least 15 feet below existing grade or 2 feet into native bedrock, whichever is deeper. Adjacent piers centers should be spaced at least three diameters apart, otherwise, a reduction for group effects may be required.

7.4.1 Vertical Capacity and Estimated Settlement

The vertical capacity of the piers may be designed based on the allowable skin friction values presented below for combined dead plus live loads based on a factor of safety of 2.0; dead loads should not exceed two-thirds of the allowable capacities. The allowable skin friction may be increased by one-third for wind and seismic loads. Frictional resistance to uplift loads may be developed along the pier shafts based on the allowable frictional resistance value shown in the following table.

Table 6: Allowable Skin Friction

Depth Below Existing Grade (feet)	Allowable Skin Friction (psf)	Allowable Uplift Skin Friction (psf)
0 – 10	500	400
10 – 20	700	575

Total settlement of individual piers or pier groups of four or less should not exceed ¼ to ½ inch to mobilize static capacities and post-construction differential settlement between piers should not exceed ¼ inch due to static loads.

7.4.2 Lateral Capacity

Lateral loads exerted on drilled piers may be resisted by a passive resistance based on an ultimate equivalent fluid pressure of 500 pcf acting against twice the projected area of piers below the pier cap or grade beam within pier groups of two or more and over two pier diameters for single piers, up to a maximum uniform pressure of 3,000 psf at depth. The structural engineer should apply an appropriate factor of safety to the ultimate passive pressures.

7.4.3 Construction Considerations

The excavation of all drilled shafts should be observed by a Cornerstone representative to confirm the soil profile, verify that the piers extend the minimum depth into suitable materials and that the piers are constructed in accordance with our recommendations and project requirements. The drilled shafts should be straight, dry, and relatively free of loose material before reinforcing steel is installed and concrete is placed. If ground water is encountered and cannot be removed from the excavations prior to concrete placement, drilling slurry or casing may be required to stabilize the shaft and the concrete should be placed using a tremie pipe, keeping the tremie pipe below the surface of the concrete to avoid entrapment of water or drilling slurry in the concrete.

SECTION 8: CONCRETE SLABS AND PEDESTRIAN PAVEMENTS

8.1 INTERIOR SLABS-ON-GRADE

As the Plasticity Index (PI) of the surficial soils ranges up to 36, the proposed slabs-on-grade should be supported on at least 18 inches of non-expansive fill (NEF) to reduce the potential for slab damage due to soil heave. The NEF layer should be constructed over subgrade prepared in accordance with the recommendations in the “Earthwork” section of this report. If moisture-sensitive floor coverings are planned, the recommendations in the “Interior Slabs Moisture Protection Considerations” section below may be incorporated in the project design if desired. If significant time elapses between initial subgrade preparation and NEF construction, the subgrade should be proof-rolled to confirm subgrade stability.

The structural engineer should determine the appropriate slab reinforcement for the loading requirements and considering the expansion potential of the underlying soils. For unreinforced concrete slabs, ACI 302.1R recommends limiting control joint spacing to 24 to 36 times the slab thickness in each direction, or a maximum of 18 feet.

8.2 INTERIOR SLABS MOISTURE PROTECTION CONSIDERATIONS

The following general guidelines for concrete slab-on-grade construction where floor coverings are planned are presented for the consideration by the developer, design team, and contractor. These guidelines are based on information obtained from a variety of sources, including the American Concrete Institute (ACI) and are intended to reduce the potential for moisture-related problems causing floor covering failures, and may be supplemented as necessary based on project-specific requirements. The application of these guidelines or not will not affect the geotechnical aspects of the slab-on-grade performance.

- Place a minimum 10-mil vapor retarder conforming to ASTM E 1745, Class C requirements or better directly below the concrete slab; the vapor retarder should extend to the slab edges and be sealed at all seams and penetrations in accordance with manufacturer's recommendations and ASTM E 1643 requirements. A 4-inch-thick capillary break, consisting of crushed rock should be placed below the vapor retarder and consolidated in place with vibratory equipment. The mineral aggregate shall be of such size that the percentage composition by dry weight as determined by laboratory sieves will conform to the following gradation:

Sieve Size	Percentage Passing Sieve
1"	100
¾"	90 – 100
No. 4	0 - 10

  The capillary break rock may be considered as the upper 4 inches of the non-expansive fill previously recommended.

- The concrete water:cement ratio should be 0.45 or less. Mid-range plasticizers may be used to increase concrete workability and facilitate pumping and placement.

- Water should not be added after initial batching unless the slump is less than specified and/or the resulting water:cement ratio will not exceed 0.45.

- Polishing the concrete surface with metal trowels is not recommended.

- Where floor coverings are planned, all concrete surfaces should be properly cured.

- Water vapor emission levels and concrete pH should be determined in accordance with ASTM F1869-98 and F710-98 requirements and evaluated against the floor covering manufacturer's requirements prior to installation.

8.3 EXTERIOR FLATWORK

Exterior concrete flatwork subject to pedestrian and/or occasional light pick up loading should be at least 4 inches thick and supported underlain by at least 6 inches of non-expansive fill overlying subgrade prepared in accordance with the "Earthwork" recommendations of this report. Flatwork that will be subject to heavier or frequent vehicular loading should be designed in accordance with the recommendations in the "Vehicular Pavements" section below. To help reduce the potential for uncontrolled shrinkage cracking, adequate expansion and control joints should be included. Consideration should be given to limiting the control joint spacing to a maximum of about 2 feet in each direction for each inch of concrete thickness. Flatwork should be isolated from adjacent foundations.

SECTION 9: VEHICULAR PAVEMENTS

9.1 ASPHALT CONCRETE

The following asphalt concrete pavement recommendations tabulated below are based on the Procedure 608 of the Caltrans Highway Design Manual, estimated traffic indices for various pavement-loading conditions, and on a design R-value of 5. The design R-value was chosen based on the results of the laboratory testing and engineering judgment considering the variable expansive clay soil conditions.

Table 7: Asphalt Concrete Pavement Recommendations

Design Traffic Index (TI)	Asphalt Concrete (inches)	Class 2 Aggregate Base* (inches)	Total Pavement Section Thickness (inches)
4.0	2.5	8.0	10.5
4.5	2.5	10.0	12.5
5.0	3.0	10.0	13.0
5.5	3.0	12.0	14.0
6.0	3.5	13.0	16.5
6.5	4.0	14.0	18.0

*Caltrans Class 2 aggregate base; minimum R-value of 78

Frequently, the full asphalt concrete section is not constructed prior to construction traffic loading. This can result in significant loss of asphalt concrete layer life, rutting, or other pavement failures. To improve the pavement life and reduce the potential for pavement distress through construction, we recommend the full design asphalt concrete section be constructed prior to construction traffic loading. Alternatively, a higher traffic index may be chosen for the areas where construction traffic will use the pavements.

Asphalt concrete pavements constructed on expansive subgrade where the adjacent areas will not be irrigated for several months after the pavements are constructed may experience

longitudinal cracking parallel to the pavement edge. Pavements constructed immediately adjacent to existing fill slopes may also experience minor cracking due to gradual creep or changes in soil moisture. These cracks typically form within a few feet of the pavement edge and are due to seasonal wetting and drying of the adjacent soil. The cracking may also occur during construction where the adjacent grade is allowed to significantly dry during the summer, pulling moisture out of the pavement subgrade. Any cracks that form should be sealed with bituminous sealant prior to the start of winter rains. One alternative to reduce the potential for this type of cracking is to install a moisture barrier at least 24 inches deep behind the pavement curb.

9.2 PORTLAND CEMENT CONCRETE

The Portland Cement Concrete (PCC) pavement recommendations outlined below are based on methods presented in ACI 330R-01 – Guide for Design and Construction of Concrete Parking Lots (2001). The following table presents minimum PCC pavements thicknesses for various traffic loading categories and an anticipated Average Daily Truck Traffic (ADTT).

Table 8: PCC Pavement Recommandations

Traffic Category	Minimum PCC Thickness (inches)
Category A – Car Parking Areas and Access Lanes	4.0
Category A-1 – Truck Access Lanes (ADTT = 1)	5.0
Category A-1 – Truck Access Lanes (ADTT = 10)	6.0
Category B – Bus Parking Area and Interior Lanes (ADTT = 25)	6.5
Category C – Bus Entrance and Exterior Lanes (ADTT = 100)	7.0

The PCC thicknesses above are based on a concrete compressive strength of at least 3,500 psi, supporting the PCC on at least 6 inches of Class 2 aggregate base compacted as recommended in the “Earthwork” section, and laterally restraining the PCC with curbs or concrete shoulders. Adequate expansion and control joints should be included. Consideration should be given to limiting the control joint spacing to a maximum of about 2 feet in each direction for each inch of concrete thickness.

9.3 STRESS PADS FOR TRASH ENCLOSURES

Pads where trash containers will be stored, and where garbage trucks will park while emptying trash containers, should be constructed on Portland Cement Concrete. We recommend that the trash enclosure pads and stress (landing) pads where garbage trucks will store, pick up, and

empty trash be increased to a minimum PCC thickness of 8 inches. The compressive strength, underlayment, and construction details should be consistent with the above recommendations for PCC pavements.

9.4 PAVEMENT CUTOFF

Surface water penetration into the pavement section can significantly reduce the pavement life, due to the native expansive clays. While quantifying the life reduction is difficult, a normal 20-year pavement design could be reduced to less than 10 years; therefore, increased long-term maintenance may be required.

It would be beneficial to include a pavement cut-off, such as deepened curbs, redwood-headers, or “Deep-Root Moisture Barriers” that are keyed at least [4] inches into the pavement subgrade. This will help limit the additional long-term maintenance.

SECTION 10: RETAINING WALLS

10.1 STATIC LATERAL EARTH PRESSURES

The structural design of any site retaining wall should include resistance to lateral earth pressures that develop from the soil behind the wall, any undrained water pressure, and surcharge loads acting behind the wall. Provided a drainage system is constructed behind the wall to prevent the build-up of hydrostatic pressures as discussed in the section below, we recommend that the walls with level backfill be designed for the following pressures:

Table 9: Recommended Lateral Earth Pressures

Wall Condition	Lateral Earth Pressure*	Additional Surcharge Loads
Unrestrained – Cantilever Wall	40 pcf	⅓ of vertical loads at top of wall
Restrained – Braced Wall	40 pcf + 8H** psf	½ of vertical loads at top of wall

* Lateral earth pressures are based on an equivalent fluid pressure for level backfill conditions
** H is the distance in feet between the bottom of footing and top of retained soil

If adequate drainage cannot be provided behind the wall, an additional equivalent fluid pressure of 40 pcf should be added to the values above for both restrained and unrestrained walls for the portion of the wall that will not have drainage. Damp proofing or waterproofing of the walls may be considered where moisture penetration and/or efflorescence are not desired.

10.2 SEISMIC LATERAL EARTH PRESSURES

The 2016 CBC states that lateral pressures from earthquakes should be considered in the design of basements and retaining walls. At this time, we understand that retaining walls less than 6 feet high are planned for the project. In our opinion, design of these walls for seismic lateral earth pressures in addition to static earth pressures is not warranted.

10.3 WALL DRAINAGE

Adequate drainage should be provided by a subdrain system behind all walls. This system should consist of a 4-inch minimum diameter perforated pipe placed near the base of the wall (perforations placed downward). The pipe should be bedded and backfilled with Class 2 Permeable Material per Caltrans Standard Specifications, latest edition. The permeable backfill should extend at least 12 inches out from the wall and to within 2 feet of outside finished grade. Alternatively, ½-inch to ¾-inch crushed rock may be used in place of the Class 2 Permeable Material provided the crushed rock and pipe are enclosed in filter fabric, such as Mirafi 140N or approved equivalent. The upper 2 feet of wall backfill should consist of compacted on-site soil. The subdrain outlet should be connected to a free-draining outlet or sump.

Miradrain, Geotech Drainage Panels, or equivalent drainage matting can be used for wall drainage as an alternative to the Class 2 Permeable Material or drain rock backfill. Horizontal strip drains connecting to the vertical drainage matting may be used in lieu of the perforated pipe and crushed rock section. The vertical drainage panel should be connected to the perforated pipe or horizontal drainage strip at the base of the wall, or to some other closed or through-wall system such as the TotalDrain system from AmerDrain. Sections of horizontal drainage strips should be connected with either the manufacturer's connector pieces or by pulling back the filter fabric, overlapping the panel dimples, and replacing the filter fabric over the connection. At corners, a corner guard, corner connection insert, or a section of crushed rock covered with filter fabric must be used to maintain the drainage path.

Drainage panels should terminate 18 to 24 inches from final exterior grade. The Miradrain panel filter fabric should be extended over the top of and behind the panel to protect it from intrusion of the adjacent soil.

10.4 BACKFILL

Where surface improvements will be located over the retaining wall backfill, such as truck dock walls, backfill placed behind the walls should be compacted to at least 95 percent relative compaction using light compaction equipment. Where no surface improvements are planned, backfill should be compacted to at least 90 percent. If heavy compaction equipment is used, the walls should be temporarily braced.

10.5 FOUNDATIONS

Retaining walls may be supported on a continuous spread footing designed in accordance with the recommendations presented in the "Foundations" section of this report.

SECTION 11: LIMITATIONS

This report, an instrument of professional service, has been prepared for the sole use of Hillsboro Properties, Inc. specifically to support the design of the Pinole Square Shopping Center project in Pinole, California. The opinions, conclusions, and recommendations presented in this report have been formulated in accordance with accepted geotechnical

engineering practices that exist in Northern California at the time this report was prepared. No warranty, expressed or implied, is made or should be inferred.

Recommendations in this report are based upon the soil and ground water conditions encountered during our subsurface exploration. If variations or unsuitable conditions are encountered during construction, Cornerstone must be contacted to provide supplemental recommendations, as needed.

Hillsboro Properties, Inc. may have provided Cornerstone with plans, reports and other documents prepared by others. Hillsboro Properties, Inc. understands that Cornerstone reviewed and relied on the information presented in these documents and cannot be responsible for their accuracy.

Cornerstone prepared this report with the understanding that it is the responsibility of the owner or his representatives to see that the recommendations contained in this report are presented to other members of the design team and incorporated into the project plans and specifications, and that appropriate actions are taken to implement the geotechnical recommendations during construction.

Conclusions and recommendations presented in this report are valid as of the present time for the development as currently planned. Changes in the condition of the property or adjacent properties may occur with the passage of time, whether by natural processes or the acts of other persons. In addition, changes in applicable or appropriate standards may occur through legislation or the broadening of knowledge. Therefore, the conclusions and recommendations presented in this report may be invalidated, wholly or in part, by changes beyond Cornerstone's control. This report should be reviewed by Cornerstone after a period of three (3) years has elapsed from the date of this report. In addition, if the current project design is changed, then Cornerstone must review the proposed changes and provide supplemental recommendations, as needed.

An electronic transmission of this report may also have been issued. While Cornerstone has taken precautions to produce a complete and secure electronic transmission, please check the electronic transmission against the hard copy version for conformity.

Recommendations provided in this report are based on the assumption that Cornerstone will be retained to provide observation and testing services during construction to confirm that conditions are similar to that assumed for design, and to form an opinion as to whether the work has been performed in accordance with the project plans and specifications. If we are not retained for these services, Cornerstone cannot assume any responsibility for any potential claims that may arise during or after construction as a result of misuse or misinterpretation of Cornerstone's report by others. Furthermore, Cornerstone will cease to be the Geotechnical-Engineer-of-Record if we are not retained for these services.

SECTION 12: REFERENCES

Association of Bay Area Governments (ABAG), 2011, Interactive Liquefaction Hazard Map: http://quake.abag.ca.gov/liquefaction/

ATC (ATC), 2019, Hazards by Location Tool: https://hazards.atcouncil.org/

California Building Code, 2016, Structural Engineering Design Provisions, Vol. 2.

California Department of Conservation Division of Mines and Geology, 1998, Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada, International Conference of Building Officials, February 1998.

California Division of Mines and Geology (2008), "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication 117A, September.

Federal Emergency Management Administration (FEMA), 2009, FIRM City of Pinole, California.

Knudsen et al., 2000, Preliminary Maps of Quaternary Deposits and Liquefaction Susceptibility, Nine-County San Francisco Bay Region, California.

Portland Cement Association, 1984, Thickness Design for Concrete Highway and Street Pavements: report.

Ritter, J.R., and Dupre, W.R., 1972, Map Showing Areas of Potential Inundation by Tsunamis in the San Francisco Bay Region, California: San Francisco Bay Region Environment and Resources Planning Study, USGS Basic Data Contribution 52, Misc. Field Studies Map MF-480.

State of California Department of Transportation, 2008, Highway Design Manual, Sixth Edition.

Working Group on California Earthquake Probabilities, 2015, The Third Uniform California Earthquake Rupture Forecast, Version 3 (UCERF), U.S. Geological Survey Open File Report 2013-1165 (CGS Special Report 228). KMZ files available at: www.scec.org/ucerf/images/ucerf3_timedep_30yr_probs.kmz

Youd, T.L. and Idriss, I.M., et al, 1997, Proceedings of the NCEER Workshop on Evaluation of Liquefaction Resistance of Soils: National Center for Earthquake Engineering Research, Technical Report NCEER - 97-0022, January 5, 6, 1996.

Return to Agenda

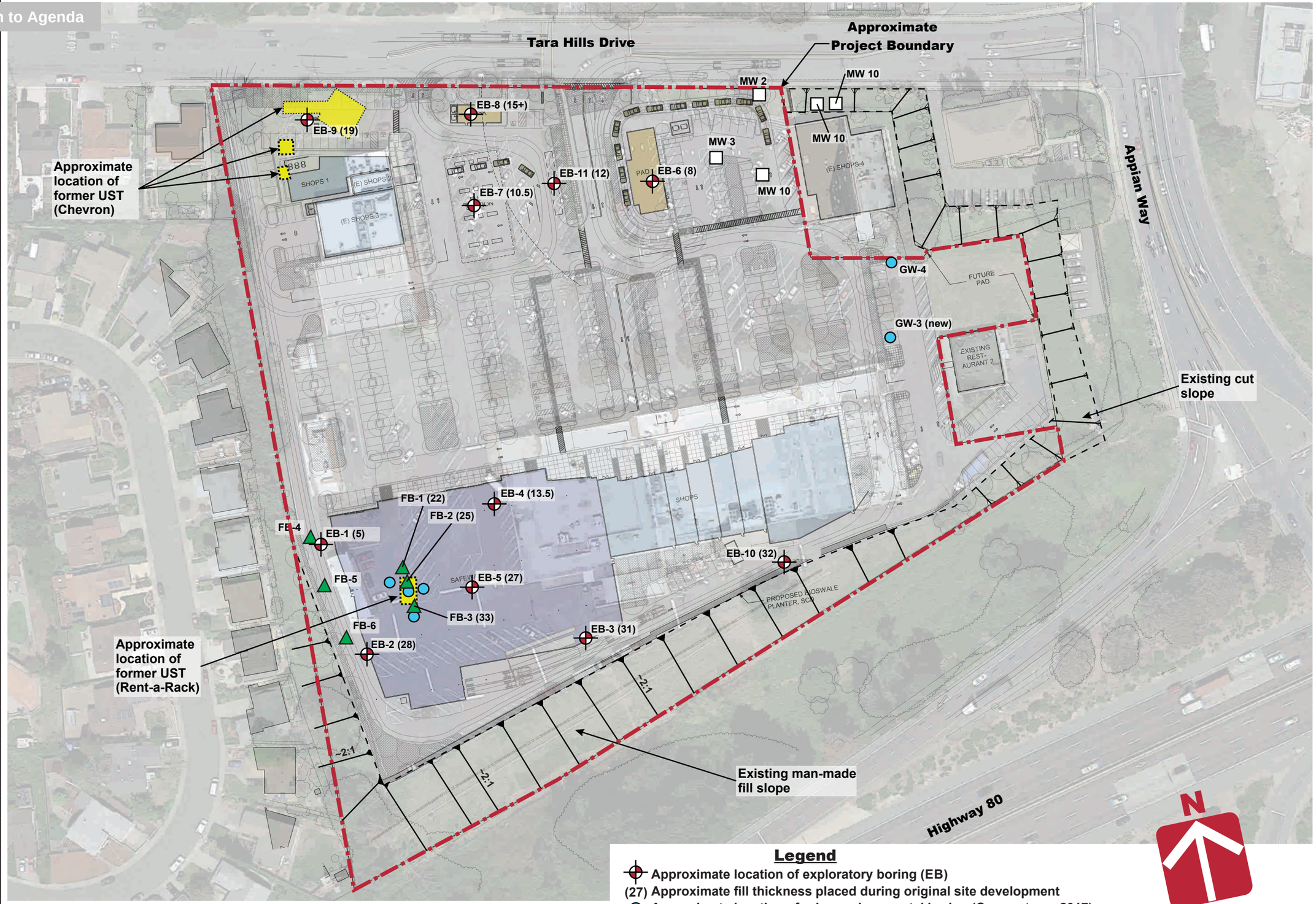
CORNERSTONE EARTH GROUP

Vicinity Map

Appian 80 Shopping Center
Pinole, CA

Project Number	856-1-6
Figure Number	Figure 1
Date	October 2019
Drawn By	RRN

Return to Agenda



Legend

- Approximate location of exploratory boring (EB)
- (27) Approximate fill thickness placed during original site development
- Approximate location of prior environmental boring (Cornerstone, 2017)
- Approximate location of prior environmental boring (Fugro, 2013)
- Approximate location of prior environmental monitoring well (MW) (West Environmental, 2014)

Base by Google Earth, dated 4/2/2018
Overlay by Lowney Architecture, Site Plan - A1.6, 8/30/2019

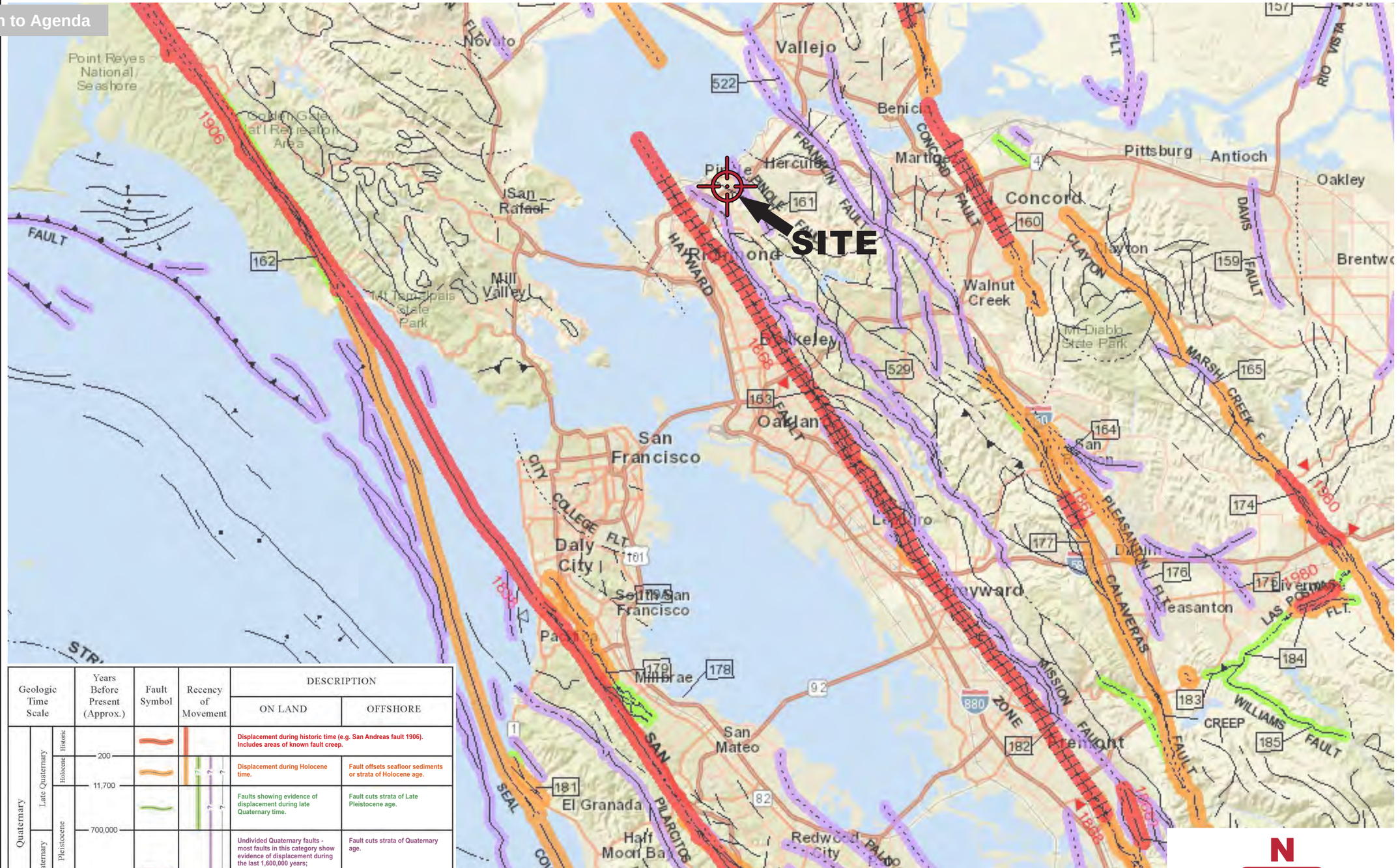
Project Number	856-1-6
Figure Number	Figure 2
Date	October 2019
Drawn By	RRN

Site Plan

Appian 80 Shopping Center
Pinole, CA

CORNERSTONE EARTH GROUP

Return to Agenda



Geologic Time Scale			Years Before Present (Approx.)	Fault Symbol	Recency of Movement	DESCRIPTION: ON LAND	DESCRIPTION: OFFSHORE
Quaternary	Late Quaternary	Historic	200			Displacement during historic time (e.g. San Andreas fault 1906). Includes areas of known fault creep.	
		Holocene	11,700		? ? ?	Displacement during Holocene time.	Fault offsets seafloor sediments or strata of Holocene age.
		Pleistocene	700,000		? ?	Faults showing evidence of displacement during late Quaternary time.	Fault cuts strata of Late Pleistocene age.
	Early Quaternary		1,600,000'		?	Undivided Quaternary faults - most faults in this category show evidence of displacement during the last 1,600,000 years; possible exceptions are faults which displace rocks of undifferentiated Pilo-Pleistocene age.	Fault cuts strata of Quaternary age.
Pre-Quaternary			4.5 billion (Age of Earth)			Faults without recognized Quaternary displacement or showing evidence of no displacement during Quaternary time. Not necessarily inactive.	Fault cuts strata of Pliocene or older age.

Base by California Geological Survey - 2010 Fault Activity Map of California (Jennings and Bryant, 2010)

N

0 5 10

APPROXIMATE SCALE (MILES)

Project Number: 856-1-6

Figure Number: Figure 3

Drawn By: RRN

Date: October 2019

Regional Fault Map

Appian 80 Shopping Center
Pinole, CA

CORNERSTONE EARTH GROUP

APPENDIX A: FIELD INVESTIGATION

The field investigation consisted of a surface reconnaissance and a subsurface exploration program using truck-mounted, hollow-stem auger drilling. Eleven (11) 8-inch-diameter exploratory borings were drilled on (date) to depths of approximately 15 to 40 feet. The approximate locations of exploratory borings are shown on the Site Plan, Figure 2. The soils encountered were continuously logged in the field by our representative and described in accordance with the Unified Soil Classification System (ASTM D2488). Boring logs, as well as a key to the classification of the soil, are included as part of this appendix.

Boring locations were approximated using existing site boundaries, a hand-held GPS unit, and other site features as references. Boring elevations were based on interpolation of plan contours were not determined. The locations and elevations of the borings should be considered accurate only to the degree implied by the method used.

Representative soil samples were obtained from the borings at selected depths. All samples were returned to our laboratory for evaluation and appropriate testing. The standard penetration resistance blow counts were obtained by dropping a 140-pound hammer through a 30-inch free fall. The 2-inch O.D. split-spoon sampler was driven 18 inches and the number of blows was recorded for each 6 inches of penetration (ASTM D1586). 2.5-inch I.D. samples were obtained using a Modified California Sampler driven into the soil with the 140-pound hammer previously described. Unless otherwise indicated, the blows per foot recorded on the boring log represent the accumulated number of blows required to drive the last 12 inches. The various samplers are denoted at the appropriate depth on the boring logs.

Field tests included an evaluation of the unconfined compressive strength of the soil samples using a pocket penetrometer device. The results of these tests are presented on the individual boring logs at the appropriate sample depths.

Attached boring logs and related information depict subsurface conditions at the locations indicated and on the date designated on the logs. Subsurface conditions at other locations may differ from conditions occurring at these boring locations. The passage of time may result in altered subsurface conditions due to environmental changes. In addition, any stratification lines on the logs represent the approximate boundary between soil types and the transition may be gradual.

Return to Agenda

UNIFIED SOIL CLASSIFICATION (ASTM D-2487-98)

MATERIAL TYPES	CRITERIA FOR ASSIGNING SOIL GROUP NAMES			GROUP SYMBOL	SOIL GROUP NAMES & LEGEND
COARSE-GRAINED SOILS >50% RETAINED ON NO. 200 SIEVE	GRAVELS >50% OF COARSE FRACTION RETAINED ON NO 4. SIEVE	CLEAN GRAVELS <5% FINES	Cu>4 AND 1<Cc<3	GW	WELL-GRADED GRAVEL
			Cu>4 AND 1>Cc>3	GP	POORLY-GRADED GRAVEL
		GRAVELS WITH FINES >12% FINES	FINES CLASSIFY AS ML OR CL	GM	SILTY GRAVEL
			FINES CLASSIFY AS CL OR CH	GC	CLAYEY GRAVEL
	SANDS >50% OF COARSE FRACTION PASSES ON NO 4. SIEVE	CLEAN SANDS <5% FINES	Cu>6 AND 1<Cc<3	SW	WELL-GRADED SAND
			Cu>6 AND 1>Cc>3	SP	POORLY-GRADED SAND
		SANDS AND FINES >12% FINES	FINES CLASSIFY AS ML OR CL	SM	SILTY SAND
			FINES CLASSIFY AS CL OR CH	SC	CLAYEY SAND
FINE-GRAINED SOILS >50% PASSES NO. 200 SIEVE	SILTS AND CLAYS LIQUID LIMIT<50	INORGANIC	PI>7 AND PLOTS>"A" LINE	CL	LEAN CLAY
			PI>4 AND PLOTS<"A" LINE	ML	SILT
		ORGANIC	LL (oven dried)/LL (not dried)<0.75	OL	ORGANIC CLAY OR SILT
	SILTS AND CLAYS LIQUID LIMIT>50	INORGANIC	PI PLOTS >"A" LINE	CH	FAT CLAY
			PI PLOTS <"A" LINE	MH	ELASTIC SILT
		ORGANIC	LL (oven dried)/LL (not dried)<0.75	OH	ORGANIC CLAY OR SILT
HIGHLY ORGANIC SOILS		PRIMARILY ORGANIC MATTER, DARK IN COLOR, AND ORGANIC ODOR		PT	PEAT

OTHER MATERIAL SYMBOLS

- Poorly-Graded Sand with Clay
- Clayey Sand
- Sandy Silt
- Artificial/Undocumented Fill
- Poorly-Graded Gravelly Sand
- Topsoil
- Well-Graded Gravel with Clay
- Well-Graded Gravel with Silt
- Sand
- Silt
- Well Graded Gravelly Sand
- Gravelly Silt
- Asphalt
- Boulders and Cobble

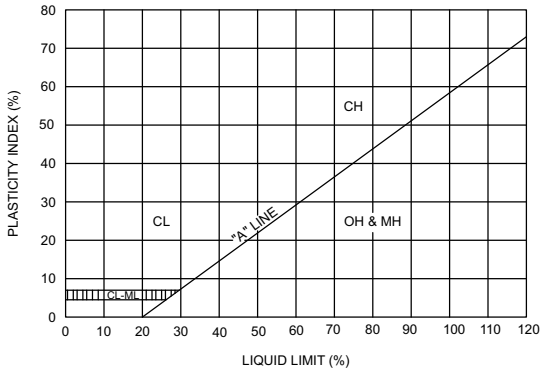
SAMPLER TYPES

- SPT
- Modified California (2.5" I.D.)
- Rock Core
- Shelby Tube
- No Recovery
- Grab Sample

ADDITIONAL TESTS

CA	-	CHEMICAL ANALYSIS (CORROSIVITY)	PI	-	PLASTICITY INDEX
CD	-	CONSOLIDATED DRAINED TRIAXIAL	SW		SWELL TEST
CN	-	CONSOLIDATION	TC	-	CYCLIC TRIAXIAL
CU	-	CONSOLIDATED UNDRAINED TRIAXIAL	TV	-	TORVANE SHEAR
DS	-	DIRECT SHEAR	UC	-	UNCONFINED COMPRESSION
PP	-	POCKET PENETROMETER (TSF)	(1.5)	-	(WITH SHEAR STRENGTH IN KSF)
(3.0)	-	(WITH SHEAR STRENGTH IN KSF)		-	
RV	-	R-VALUE	UU		UNCONSOLIDATED UNDRAINED TRIAXIAL
SA	-	SIEVE ANALYSIS: % PASSING #200 SIEVE		-	
	-	WATER LEVEL			

PLASTICITY CHART



PENETRATION RESISTANCE
(RECORDED AS BLOWS / FOOT)

SAND & GRAVEL		SILT & CLAY		
RELATIVE DENSITY	BLOWS/FOOT*	CONSISTENCY	BLOWS/FOOT*	STRENGTH** (KSF)
VERY LOOSE	0 - 4	VERY SOFT	0 - 2	0 - 0.25
LOOSE	4 - 10	SOFT	2 - 4	0.25 - 0.5
MEDIUM DENSE	10 - 30	MEDIUM STIFF	4 - 8	0.5-1.0
DENSE	30 - 50	STIFF	8 - 15	1.0 - 2.0
VERY DENSE	OVER 50	VERY STIFF	15 - 30	2.0 - 4.0
		HARD	OVER 30	OVER 4.0

* NUMBER OF BLOWS OF 140 LB HAMMER FALLING 30 INCHES TO DRIVE A 2 INCH O.D. (1-3/8 INCH I.D.) SPLIT-BARREL SAMPLER THE LAST 12 INCHES OF AN 18-INCH DRIVE (ASTM-1586 STANDARD PENETRATION TEST).

** UNDRAINED SHEAR STRENGTH IN KIPS/SQ. FT. AS DETERMINED BY LABORATORY TESTING OR APPROXIMATED BY THE STANDARD PENETRATION TEST, POCKET PENETROMETER, TORVANE, OR VISUAL OBSERVATION.

CORNERSTONE EARTH GROUP

LEGEND TO SOIL DESCRIPTIONS

Figure Number A-1

BORING NUMBER EB-1

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/8/19 **DATE COMPLETED** 10/8/19
GROUND ELEVATION **BORING DEPTH** 15 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc.
LATITUDE 37.99445° **LONGITUDE** -122.30577°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger
GROUNDWATER LEVELS:
LOGGED BY BCG
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (1.0 2.0 3.0 4.0)
	0		3 inches asphalt concrete over 3 inches aggregate base							
			Sandy Lean Clay (CL) [Fill] very stiff, moist, brown with dark brown mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	35	MC-1B	93	26			○
				50 / 5"	MC-2B	95	23			○
	5		**Sandy Siltstone [Tcgl]** low hardness, friable, deep weathering, brown to light brown, fine sand, low plasticity	50 / 5"	MC					
			Silty Sandstone [Tcgl] low hardness, friable, deep weathering, brown to light brown, fine sand	56	SPT-4		14			
	10									
			Sandy Siltstone [Tcgl] low hardness, friable, deep weathering, brown to light brown, fine sand, low plasticity	51	SPT-5		19			
	15		Bottom of Boring at 15.0 feet.							
	20									
	25									

UNDRAINED SHEAR STRENGTH, ksf
○ HAND PENETROMETER
△ TORVANE
● UNCONFINED COMPRESSION
▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-2

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/9/19 **DATE COMPLETED** 10/9/19
GROUND ELEVATION **BORING DEPTH** 40 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc.
LATITUDE 37.99397° **LONGITUDE** -122.30567°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger
GROUNDWATER LEVELS:
LOGGED BY BCG
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (○ HAND PENETROMETER, △ TORVANE, ● UNCONFINED COMPRESSION, ▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL; 1.0 2.0 3.0 4.0)
	0		3 inches asphalt concrete over 3 inches aggregate base							
			Lean Clay with Sand (CL) [Fill] very stiff, moist, brown with gray mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	45	MC-1B	91	28			
			Liquid Limit = 38, Plastic Limit = 18	55	MC-2B	85	31	20		
	5		**Clayey Sand (SC) [Fill]** medium dense, moist, brown to grayish brown, fine to medium sand, some fine to coarse sandstone gravel	38	MC-3B	97	23		34	
			Sandy Lean Clay (CL) [Fill] very stiff, moist, gray with dark gray mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	48	MC-4B	95	28			
	10									
			Lean Clay with Sand (CL) [Fill] very stiff, moist, dark brown with reddish brown mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	50 6"	MC-5B	74	41			
	15									
			Clayey Sand (SC) [Fill] very dense, moist, brown to grayish brown, fine to medium sand, some fine siltstone gravel	50 6"	MC					
	20									
			Sandy Lean Clay (CL) [Fill] stiff, moist, gray with dark gray mottles, fine to coarse sand, some fine to coarse siltstone gravel, moderate plasticity	29	SPT-7		58			
	25									

Continued Next Page

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

CORNERSTONE EARTH GROUP

BORING NUMBER EB-2

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (HAND PENETROMETER ○, TORVANE △, UNCONFINED COMPRESSION ●, UNCONSOLIDATED-UNDRAINED TRIAXIAL ▲; 1.0 2.0 3.0 4.0)
			Fat Clay (CH) [Residual soil] very stiff, moist, dark gray, some fine sand, high plasticity	65	MC					○
	30									
			Sandy Siltstone [Tcgl] low hardness, friable, deep weathering, brown to light brown, fine sand, low plasticity	50/6"	MC-9B	110	17			
	35									
				80	SPT					
	40		Bottom of Boring at 40.0 feet.							
	45									
	50									
	55									

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-3

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/8/19 **DATE COMPLETED** 10/8/19
GROUND ELEVATION **BORING DEPTH** 35.5 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc.
LATITUDE 37.99399° **LONGITUDE** -122.30489°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger
GROUNDWATER LEVELS:
LOGGED BY BCG
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (1.0 2.0 3.0 4.0)
	0		3 inches asphalt concrete over 3 inches aggregate base							
			Fat Clay with Sand (CH) [Fill] very stiff, moist, dark brown with light brown mottles, fine to medium sand, some fine to coarse sandstone gravel, high plasticity Liquid Limit = 51, Plastic Limit = 22	33	MC-1B	76	36	29		HAND PENETROMETER
				33	MC-2B	84	31			HAND PENETROMETER
	5		**Lean Clay with Sand (CL) [Fill]** very stiff, moist, brown with gray mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	58	MC-3B	88	35			UNCONFINED COMPRESSION
				44	MC-4B	86	31			HAND PENETROMETER
	10									
			Sandy Lean Clay (CL) [Fill] very stiff, moist, brown with gray mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	36	MC-5A	72	42			UNCONSOLIDATED-UNDRAINED TRIAXIAL
	15			41	SPT					HAND PENETROMETER
			Fat Clay with Sand (CH) [Fill] very stiff, moist, dark brown with brown mottles, fine to medium sand, some fine to coarse sandstone gravel, high plasticity	74	MC-7B	87	32			UNCONSOLIDATED-UNDRAINED TRIAXIAL
	20									
			Sandy Lean Clay (CL) [Fill] very stiff, moist, light brown, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	50 6"	MC					UNCONSOLIDATED-UNDRAINED TRIAXIAL
	25									

Continued Next Page

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

CORNERSTONE EARTH GROUP

BORING NUMBER EB-3

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (1.0 2.0 3.0 4.0)
			Sandy Lean Clay (CL) [Fill] very stiff, moist, light brown, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity							
	30			55	MC-9B	61	61			○
				40	SPT					○
			Fat Clay (CH) [Residual soil] very stiff, moist, dark gray, some fine sand, high plasticity							
			Sandy Siltstone [Tcgl] low hardness, friable, deep weathering, brown to light brown, fine sand, low plasticity	50 5"	MC					
	35			50 6"	SPT-12		22			
			Bottom of Boring at 35.5 feet.							
	40									
	45									
	50									
	55									

UNDRAINED SHEAR STRENGTH, ksf
○ HAND PENETROMETER
△ TORVANE
● UNCONFINED COMPRESSION
▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-4

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/9/19 **DATE COMPLETED** 10/9/19
GROUND ELEVATION **BORING DEPTH** 27.5 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc.
LATITUDE 37.99444° **LONGITUDE** -122.30510°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger
GROUNDWATER LEVELS:
LOGGED BY BCG
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (HAND PENETROMETER ○, TORVANE △, UNCONFINED COMPRESSION ●, UNCONSOLIDATED-UNDRAINED TRIAXIAL ▲; 1.0 2.0 3.0 4.0)
	0		3 inches asphalt concrete over 8 inches aggregate base							
			Sandy Lean Clay (CL) [Fill] very stiff, moist, gray with light brown mottles, fine to medium sand, some fine to coarse gravel, moderate plasticity	33	MC-1B	93	28			
				41	MC-2B	88	29			
	5		**Sandy Silt (ML) [Fill]** very stiff, moist, brown with gray mottles, fine to medium sand, some fine to coarse sandstone gravel, low plasticity	28	MC-3B	79	40			
				34	MC					
	10									
			Fat Clay (CH) [Residual soil] very stiff, moist, dark gray, some fine sand, high plasticity	35	MC-5B	91	26			
	15									
			becomes hard	56	MC					>4.5
	20									
			Sandy Claystone [Tcgl] soft, plastic, deep weathering, brown, fine sand, moderate plasticity	51	MC-7B	95	26			
	25									
			Sandy Siltstone [Tcgl] low hardness, friable, deep weathering, brown to light brown, fine sand, low plasticity	50 6"	SPT					

Bottom of Boring at 27.5 feet.

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-5

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/8/19 **DATE COMPLETED** 10/8/19
GROUND ELEVATION **BORING DEPTH** 35 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc.
LATITUDE 37.99421° **LONGITUDE** -122.30526°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger
GROUNDWATER LEVELS:
LOGGED BY BCG
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (1.0 – 2.0 – 3.0 – 4.0)
	0		3 inches asphalt concrete over 3 inches aggregate base							
			Sandy Silt (ML) [Fill] very stiff, moist, brown with gray mottles, fine to medium sand, some fine to coarse sandstone gravel, low plasticity	35	MC-1B	94	25			○
				41	MC-2B	87	28			○
	5		**Fat Clay with Sand (CH) [Fill]** stiff, moist, dark brown with light brown mottles, fine to medium sand, some fine to coarse sandstone gravel, high plasticity	37	MC-3B	75	46			○
			Sandy Lean Clay (CL) [Fill] very stiff, moist, gray with brown mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	43	MC-4B	94	28			○
	10									
			Clayey Sand (SC) [Fill] very dense, moist, brown to grayish brown, fine to medium sand, some fine to coarse subangular to subrounded sandstone gravel	37	MC-5B	101	16			
	15									
			Sandy Lean Clay (CL) [Fill] stiff, moist, dark brown and light brown mottled, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	42	MC					○
	20									
				44	MC-7B	85	30			○
	25									

Continued Next Page

UNDRAINED SHEAR STRENGTH, ksf
○ HAND PENETROMETER
△ TORVANE
● UNCONFINED COMPRESSION
▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-5

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (HAND PENETROMETER ○, TORVANE △, UNCONFINED COMPRESSION ●, UNCONSOLIDATED-UNDRAINED TRIAXIAL ▲; 1.0, 2.0, 3.0, 4.0)
			Fat Clay (CH) [Residual soil] very stiff, moist, dark gray, some fine sand, high plasticity	50 / 6"	MC					
	30									
			Sandy Claystone [Tcgl] soft, plastic, deep weathering, brown, fine sand, moderate plasticity	77	MC-9B	104	21			>4.5
	35		Bottom of Boring at 35.0 feet.							
	40									
	45									
	50									
	55									

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-6

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/9/19 **DATE COMPLETED** 10/9/19
GROUND ELEVATION **BORING DEPTH** 20 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc. **LATITUDE** 37.99524° **LONGITUDE** -122.30423°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger **GROUNDWATER LEVELS:**
LOGGED BY BCG **AT TIME OF DRILLING** Not Encountered
NOTES **AT END OF DRILLING** Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (1.0 2.0 3.0 4.0)
	0		2 inches asphalt concrete over 2 inches aggregate base							
			Lean Clay with Sand (CL) [Fill] very stiff, moist, dark brown with gray mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	40	MC-1B	91	30			
				61	MC-2B	81	33			
	5		**Fat Clay with Sand (CH) [Fill]** very stiff, moist, dark brown with light brown mottles, fine to medium sand, some fine to coarse sandstone gravel, high plasticity	23	MC-3B	85	24			
			Fat Clay (CH) [Residual soil] very stiff, moist, dark gray, some fine sand, high plasticity	66	MC-4B	95	23			
	10									
			Sandy Claystone [Tcgl] soft, plastic, deep weathering, brown, fine sand, moderate plasticity	50 6"	MC-5B	107	19			>4.5
	15									
				69	SPT					>4.5
	20		Bottom of Boring at 20.0 feet.							
	25									

UNDRAINED SHEAR STRENGTH, ksf
○ HAND PENETROMETER
△ TORVANE
● UNCONFINED COMPRESSION
▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-7

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/8/19 **DATE COMPLETED** 10/8/19
GROUND ELEVATION **BORING DEPTH** 20.4 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc.
LATITUDE 37.99530° **LONGITUDE** -122.30489°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger
GROUNDWATER LEVELS:
LOGGED BY BCG
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (HAND PENETROMETER ○, TORVANE △, UNCONFINED COMPRESSION ●, UNCONSOLIDATED-UNDRAINED TRIAXIAL ▲; 1.0 2.0 3.0 4.0)
	0	2 inches asphalt concrete over 3 inches aggregate base							
		Lean Clay with Sand (CL) [Fill] hard, moist, brown with gray mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	73	MC-1B	86	30			>4.5 ○
		Fat Clay with Sand (CH) [Fill] hard, moist, dark brown with light brown mottles, fine to medium sand, some fine to coarse sandstone gravel, high plasticity	49	MC-2B	68	50			>4.5 ○
	5	**Lean Clay with Sand (CL) [Fill]** very stiff to hard, moist, gray with brown mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	45	MC-3B	82	36			○
			35	MC-4B	88	31			▲ >4.5 ○
	10	**Fat Clay (CH) [Residual soil]** very stiff, moist, dark gray, some fine sand, high plasticity							
		Sandy Claystone [Tcgl] soft, plastic, deep weathering, brown, fine sand, moderate plasticity	59	MC-5B	82	39			▲ ○
	15	**Claystone [Tcgl]** low hardness, friable, deep weathering, brown to light brown, fine sand, high plasticity							
			50 6"	MC-6	90	31			>4.5 ○
	20		50 5"	SPT					>4.5 ○
	25	Bottom of Boring at 20.4 feet.							

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-8

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/8/19 **DATE COMPLETED** 10/8/19
GROUND ELEVATION **BORING DEPTH** 15 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc.
LATITUDE 37.99556° **LONGITUDE** -122.30481°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger
GROUNDWATER LEVELS:
LOGGED BY BCG
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (HAND PENETROMETER, TORVANE, UNCONFINED COMPRESSION, UNCONSOLIDATED-UNDRAINED TRIAXIAL; 1.0 2.0 3.0 4.0)
	0		3 inches asphalt concrete over 6 inches aggregate base							
			Sandy Lean Clay (CL) [Fill] very stiff, moist, light brown to brown, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	50 6"	MC-1B	83	27			
				50 6"	MC					
	5		**Clayey Sand with Gravel (SC) [Fill]** dense to very dense, moist, brown with gray mottles, fine to medium sand, fine to coarse sandstone gravel	50	SPT-3		24			
				47	SPT					
	10									
				45	SPT-5		38			
	15		Bottom of Boring at 15.0 feet.							
	20									
	25									

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-9

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/9/19 **DATE COMPLETED** 10/9/19
GROUND ELEVATION **BORING DEPTH** 25 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc. **LATITUDE** 37.99571° **LONGITUDE** -122.30541°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger **GROUNDWATER LEVELS:**
LOGGED BY BCG **AT TIME OF DRILLING** Not Encountered
NOTES **AT END OF DRILLING** Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (HAND PENETROMETER ○, TORVANE △, UNCONFINED COMPRESSION ●, UNCONSOLIDATED-UNDRAINED TRIAXIAL ▲; 1.0 2.0 3.0 4.0)
	0		**Clayey Sand with Gravel (SC) [Fill]** very dense, moist, light brown, fine to medium sand, fine to coarse subangular to subrounded sandstone gravel	50 6"	MC-1B	83	22			
			Sandy Lean Clay (CL) [Fill] hard, moist, light brown, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	78	MC-2B	92	24			>4.5 ○
	5			23	SPT-3		31			
			Fat Clay with Sand (CH) [Fill] very stiff, moist, dark brown with light brown mottles, fine to medium sand, some fine to coarse sandstone gravel, high plasticity	19	SPT					
	10			26	SPT-5		40			
			Lean Clay with Sand (CL) [Fill] very stiff, moist, light brown with dark brown mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	37	SPT					
	15									
			Fat Clay (CH) [Residual soil] very stiff, moist, dark gray, some fine sand, high plasticity	29	SPT-7B		21			○
	20									
			Silty Sandstone [Tcgl] low hardness, friable, deep weathering, brown to light brown, fine sand	77	SPT					
	25		Bottom of Boring at 25.0 feet.							

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:42 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-10

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/9/19 **DATE COMPLETED** 10/9/19
GROUND ELEVATION **BORING DEPTH** 35 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc.
LATITUDE 37.99406° **LONGITUDE** -122.30411°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger
GROUNDWATER LEVELS:
LOGGED BY BCG
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (1.0 / 2.0 / 3.0 / 4.0)
	0		6 inches asphalt concrete							
			Fat Clay with Sand (CH) [Fill] very stiff, moist, dark brown with light brown mottles, fine to medium sand, some fine to coarse sandstone gravel, high plasticity Liquid Limit = 51, Plastic Limit = 15	53	MC-1B	91	27	36		
				49	MC-2B	82	31			
	5			62	MC-3B	85	33			
			Lean Clay with Sand (CL) [Fill] very stiff, moist, dark brown with brown mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	58	MC-4B	83	35			
	10									
			Sandy Lean Clay (CL) [Fill] very stiff, moist, light brown, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	50 5"	MC-5B	82	33			
	15									
			Lean Clay with Sand (CL) [Fill] very stiff, moist, dark brown with brown mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	34	SPT					
	20									
				58	SPT-7		37			
	25									

UNDRAINED SHEAR STRENGTH, ksf
○ HAND PENETROMETER
△ TORVANE
● UNCONFINED COMPRESSION
▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL

Continued Next Page

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:43 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

CORNERSTONE EARTH GROUP

BORING NUMBER EB-10

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (1.0 2.0 3.0 4.0)
			Lean Clay with Sand (CL) [Fill] very stiff, moist, dark brown with brown mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity							
	30			48	SPT					○
			Fat Clay (CH) [Residual soil] very stiff, moist, dark gray, some fine sand, high plasticity							
				26	SPT					○
	35		**Sandy Claystone [Tcgl]** soft, plastic, deep weathering, brown, fine sand, moderate plasticity							
			Bottom of Boring at 35.0 feet.							
	40									
	45									
	50									
	55									

UNDRAINED SHEAR STRENGTH, ksf
○ HAND PENETROMETER
△ TORVANE
● UNCONFINED COMPRESSION
▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:43 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

BORING NUMBER EB-11

CORNERSTONE EARTH GROUP

PROJECT NAME Appian 80 Shopping Center
PROJECT NUMBER 856-1-6
PROJECT LOCATION Pinole, CA

DATE STARTED 10/8/19 **DATE COMPLETED** 10/8/19
GROUND ELEVATION **BORING DEPTH** 15 ft.
DRILLING CONTRACTOR Geoservices Exploration Inc.
LATITUDE 37.99531° **LONGITUDE** -122.30457°
DRILLING METHOD Mobile B-53, 8 inch Hollow-Stem Auger
GROUNDWATER LEVELS:
LOGGED BY BCG
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	SAMPLES TYPE AND NUMBER	DRY UNIT WEIGHT PCF	NATURAL MOISTURE CONTENT	PLASTICITY INDEX, %	PERCENT PASSING No. 200 SIEVE	UNDRAINED SHEAR STRENGTH, ksf (1.0 / 2.0 / 3.0 / 4.0)
	0		3 inches asphalt concrete over 4 inches aggregate base							
			Lean Clay with Sand (CL) [Fill] very stiff, moist, dark brown with gray mottles, fine to medium sand, some fine to coarse sandstone gravel, moderate plasticity	51	MC-1B	94	26			
				60	MC-2B	86	28			
	5			42	MC-3B	84	29			
			Sandy Fat Clay (CH) [Fill] very stiff, moist, dark brown with light brown mottles, fine to medium sand, some fine to coarse siltstone gravel, high plasticity	33	MC-4B	72	37			
	10									
			Fat Clay (CH) [Residual soil] very stiff, moist, dark gray, some fine sand, high plasticity							
			Sandy Claystone [Tcgl] soft, plastic, deep weathering, brown, fine sand, moderate plasticity	60	MC-5B	109	18			
	15		Bottom of Boring at 15.0 feet.							
	20									
	25									

UNDRAINED SHEAR STRENGTH, ksf
○ HAND PENETROMETER
△ TORVANE
● UNCONFINED COMPRESSION
▲ UNCONSOLIDATED-UNDRAINED TRIAXIAL

CORNERSTONE EARTH GROUP2 - CORNERSTONE 0812.GDT - 10/30/19 07:43 - P:\DRAFTING\GINT FILES\856-1-6 APPIAN 80.GPJ

APPENDIX B: LABORATORY TEST PROGRAM

The laboratory testing program was performed to evaluate the physical and mechanical properties of the soils retrieved from the site to aid in verifying soil classification.

Moisture Content: The natural water content was determined (ASTM D2216) on 59 samples of the materials recovered from the borings. These water contents are recorded on the boring logs at the appropriate sample depths.

Dry Densities: In place dry density determinations (ASTM D2937) were performed on 49 samples to measure the unit weight of the subsurface soils. Results of these tests are shown on the boring logs at the appropriate sample depths.

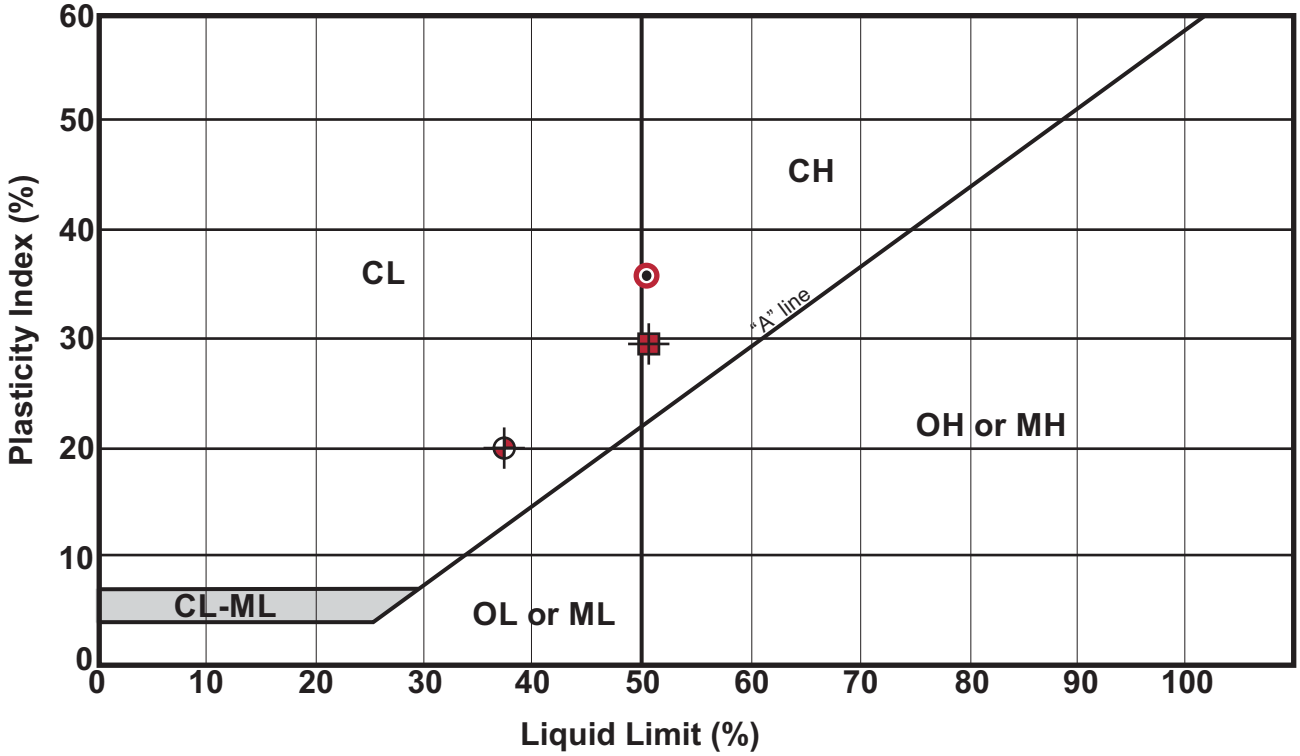
Washed Sieve Analyses: The percent soil fraction passing the No. 200 sieve (ASTM D1140) was determined on one sample of the subsurface soils to aid in the classification of these soils. Results of these tests are shown on the boring logs at the appropriate sample depths.

Plasticity Index: Three Plasticity Index determinations (ASTM D4318) were performed on samples of the subsurface soils to measure the range of water contents over which this material exhibits plasticity. The Plasticity Index was used to classify the soil in accordance with the Unified Soil Classification System and to evaluate the soil expansion potential. Results of these tests are shown on the boring logs at the appropriate sample depths.

Undrained-Unconsolidated Triaxial Shear Strength: The undrained shear strength was determined on two relatively undisturbed sample(s) by unconsolidated-undrained triaxial shear strength testing (ASTM D2850). The results of this test are included as part of this appendix.

Return to Agenda

Plasticity Index (ASTM D4318) Testing Summary



Symbol	Boring No.	Depth (ft)	Natural Water Content (%)	Liquid Limit (%)	Plastic Limit (%)	Plasticity Index	Passing No. 200 (%)	Group Name (USCS - ASTM D2487)
	EB-2	4.0	31	38	18	20	—	Lean Clay with Sand (CL) [Fill]
	EB-3	2.0	36	51	22	29	—	Fat Clay with Sand (CH) [Fill]
	EB-10	2.0	27	51	15	36	—	Fat Clay with Sand (CH) [Fill]

CORNERSTONE EARTH GROUP

Plasticity Index Testing Summary

Appian 80 Shopping Center
Pinole, CA

Project Number: 856-1-6

Figure Number: Figure B1

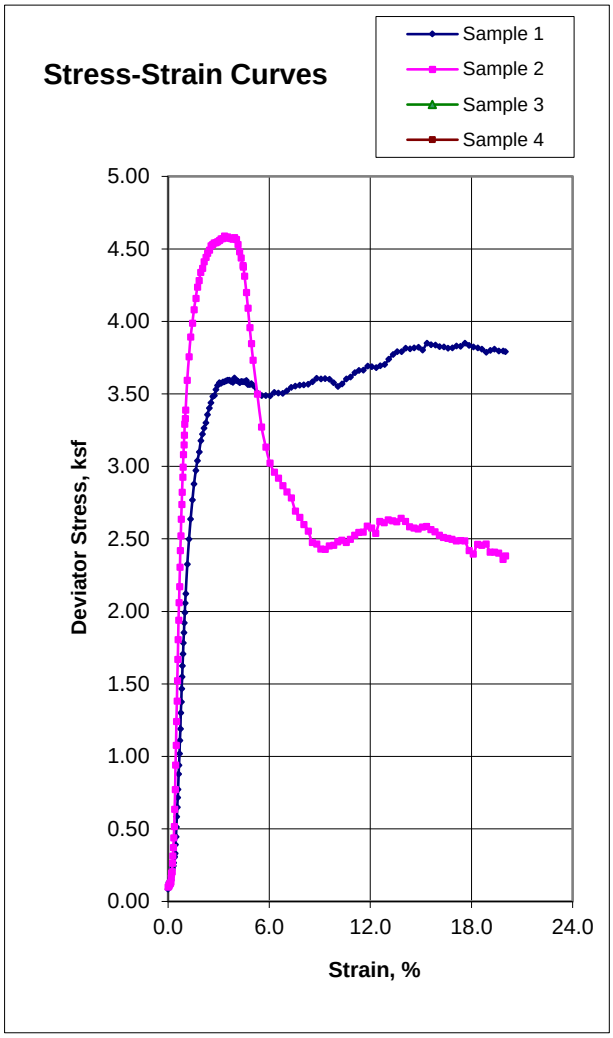
Date: October 2019

Drawn By: FLL

Return to Agenda

Cooper Testing Labs, Inc.
937 Commercial Street
Palo Alto, CA 94303

Unconsolidated-Undrained Triaxial Test
ASTM D2850



Sample Data	1	2	3	4
Moisture %	30.5	38.9		
Dry Den,pcf	88.1	81.8		
Void Ratio	0.912	1.061		
Saturation %	90.1	99.1		
Height in	5.03	5.01		
Diameter in	2.39	2.41		
Cell psi	5.7	6.9		
Strain %	15.00	3.34		
Deviator, ksf	3.822	4.591		
Rate %/min	1.00	1.00		
in/min	0.050	0.050		
Job No.:	640-1358			
Client:	Cornerstone Earth Group			
Project:	856-1-6			
Boring:	EB-7	EB-7		
Sample:	4B	5B		
Depth ft:	9.5	14.0		

Visual Soil Description	
Sample #	
1	Dark Olive Gray Clayey GRAVEL w/ Sand
2	Olive Brown Sandy CLAY
3	
4	

Remarks:

Note: Strengths are picked at the peak deviator stress or 15% strain which ever occurs first per ASTM D2850.

APPENDIX C: SITE CORROSIVITY EVALUATION

JDH CORROSION CONSULTANTS REPORT DATED OCTOBER 30, 2019

jdh corrosion consultants, inc.

Protecting the infrastructure through innovative Corrosion Engineering Solutions

October 30, 2019

Cornerstone Earth Group, Inc.
1220 Oakland Blvd, Suite 220
Walnut Creek, California 94596

Attention: **John R. Dye, P.E., G.E.**
Principal Engineer

Subject: **Site Corrosivity Evaluation**
Pinole Square Shopping Center
Pinole, CA
Project: 856-1-6

Dear John,

In accordance with your request, we have reviewed the laboratory soils data for the above referenced project site. Our evaluation of these results and our corresponding recommendations for corrosion control for the above referenced project foundations and buried site utilities are presented herein for your consideration.

Soil Testing & Analysis

Soil Chemical Analysis

Four (4) soil samples from the project site were chemically analyzed for corrosivity by **Cooper Testing Laboratories**. Each sample was analyzed for chloride and sulfate concentration, pH, resistivity at 100% saturation and moisture percentage. The test results are presented in Cooper Testing Laboratories Corrosivity Test Summary dated 10/22/2019. The results of the chemical analysis were as follows:

Soil Laboratory Analysis

Chemical Analysis	Range of Results	Corrosion Classification*
Chlorides	2 – 10 mg/kg	Non-corrosive*
Sulfates	12 – 66 mg/kg	Non-corrosive**
pH	7.6 – 8.1	Non-corrosive*
Moisture (%)	13.0 – 36.3 %	Not-applicable
Resistivity at 100% Saturation	1,044 – 1,699 ohm-cm	**Corrosive***

* With respect to bare steel or ductile iron.
** With respect to mortar coated steel

Discussion

Reinforced Concrete Foundations

Due to the low levels of water-soluble sulfates found in these soils, there is no special requirement for sulfate resistant concrete to be used at this site. The type of cement used should be in accordance with California Building Code (CBC) for soils which have less than 0.10 percent by weight of water soluble sulfate (SO_4) in soil and the minimum depth of cover for the reinforcing steel should be as specified in CBC as well.

Underground Metallic Pipelines

The soils at the project site are generally considered to be "corrosive" to ductile/cast iron, steel and dielectric coated steel based on the saturated resistivity measurements. Therefore, special requirements for corrosion control are required for buried metallic utilities at this site depending upon the critical nature of the piping. Pressure piping systems such as domestic and fire water should be provided with appropriate coating systems and cathodic protection, where warranted. In addition, all underground pipelines should be electrically isolated from above grade structures, reinforced concrete structures and copper lines in order to avoid potential galvanic corrosion problems.

LIMITATIONS

The conclusions and recommendations contained in this report are based on the information and assumptions referenced herein. All services provided herein were performed by persons who are experienced and skilled in providing these types of services and in accordance with the standards of workmanship in this profession. No other warrantees or guarantees, expressed or implied, is provided.

We thank you for the opportunity to be of service to **Cornerstone Earth Group** on this project and trust that you find the enclosed information satisfactory. If you have any questions, or if we can be of any additional assistance, please feel free to contact us at (925) 927-6630.

Respectfully submitted,

Brendon Hurley

Brendon Hurley
JDH Corrosion Consultants, Inc.
Field Technician

Mohammed Ali

Mohammed Ali, P.E.
JDH Corrosion Consultants, Inc.
Principal

CC: File19265

Return to Agenda

COOPER TESTING LABORATORY

Corrosivity Tests Summary

CTL # 640-1358 **Date:** 10/22/2019 **Tested By:** PJ **Checked:** PJ
Client: Cornerstone Earth Group **Project:** Appain 80 Shopping **Proj. No:** 856-1-6
Remarks:

Sample Location or ID			Resistivity @ 15.5 °C (Ohm-cm)			Chloride	Sulfate		pH	ORP (Redox)		Sulfide	Moisture	
			As Rec.	Min	Sat.	mg/kg	mg/kg	%				Qualitative	At Test	Soil Visual Description
						Dry Wt.	Dry Wt.	Dry Wt.		E_H (mv)	At Test	by Lead	%	
Boring	Sample, No.	Depth, ft.	ASTM G57	Cal 643	ASTM G57	ASTM D4327	ASTM D4327	ASTM D4327	ASTM G51	ASTM G200	Temp °C	Acetate Paper	ASTM D2216	
EB-1	1A	1.0	-	-	1,337	2	16	0.0016	7.6	-	-	-	25.9	Olive Sandy CLAY
EB-3	2A	3.0	-	-	1,044	4	18	0.0018	8.1	-	-	-	36.3	Very Dark Greenish Gray Clayey SAND w/ Gravel
EB-6	3A	5.0	-	-	1,699	4	12	0.0012	7.7	-	-	-	29.2	Very Dark Olive Brown Sandy CLAY w/ Weathered Rock
EB-11	3A	5.0	-	-	1,316	10	66	0.0066	7.7	-	-	-	13.0	Olive Brown Silty GRAVEL w/ Sand

APPENDIX D: PREVIOUS SUBSURFACE DATA FROM CORNERSTONE ENVIRONMENTAL STUDIES

BORING NUMBER GW-3 (NEW)

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/25/19 **DATE COMPLETED** 7/25/19
GROUND ELEVATION **BORING DEPTH** 17.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING 15 ft.
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		3 inches asphalt concrete							
			Sandy Lean Clay with Gravel (CL) fine sand, fine subrounded gravel							
			Fat Clay (CH) moist, dark brown				100			
	5						70			
			Lean Clay (CL) moist, brown							
	10						77			
			Poorly Graded Sand (SP) moist, brown, fine sand							
	15		becomes wet at 15'							
			Bottom of Boring at 17.5 feet.							
	20									

CORNERSTONE GE LOG DEC192007 - CORNERSTONE 0812.GDT - 7/29/19 14:15 - P:\DRAFTING\GINT FILES\856-1-5 PINOLE SQUARE GE.GPJ

BORING NUMBER GW-4

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/25/19 **DATE COMPLETED** 7/25/19
GROUND ELEVATION **BORING DEPTH** 22.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING 20.5 ft.
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		3 inches asphalt concrete							
			Fat Clay (CH) moist, dark brown							
			Lean Clay with Sand (CL) moist, brown, fine sand				93	0		
	5		**Poorly Graded Sand (SP)** brown, fine sand							
			Lean Clay with Sand (CL) moist, orange and brown mottling, fine sand				97	0		
	10		**Fat Clay (CH)** wet				100	0		
	15		**Lean Clay with Sand (CL)** moist, gray				100	0		
	20		**Clayey Sand (SC)** wet, gray							
			Bottom of Boring at 22.5 feet.							

APPENDIX E: PREVIOUS SUBSURFACE DATA BY OTHERS

CLASSIFICATION AND MATERIAL SYMBOLS

MAJOR DIVISIONS PER ASTM D2488-06			MAJOR GROUP NAMES AND MATERIAL SYMBOLS	
COARSE-GRAINED SOILS More than 50% retained on the No. 200 sieve	GRAVELS MORE THAN 50% OF COARSE FRACTION RETAINED ON NO. 4 SIEVE	Clean gravels less than 5% fines	GW	Well-Graded GRAVEL
			GP	Poorly Graded GRAVEL
		Gravels with more than 12% fines	GM	SILTY GRAVEL
			GC	CLAYEY GRAVEL
	SANDS MORE THAN 50% OF COARSE FRACTION PASSING NO. 4 SIEVE	Clean sand less than 5% fines	SW	Well-Graded SAND
			SP	Poorly Graded SAND
		Sands with more than 12% fines	SM	SILTY SAND
			SC	CLAYEY SAND
FINE-GRAINED SOILS 50% or more passes the No. 200 sieve	SILTS AND CLAYS Liquid Limit Less than 50%		ML	SILT
			CL	Lean CLAY
			OL	ORGANIC SILT
	SILTS AND CLAYS Liquid Limit Greater than 50%		MH	Elastic SILT
			CH	Fat CLAY
			OH	ORGANIC CLAY
HIGHLY ORGANIC SOILS			PT	Peat or Highly Organic Soils

Notes:
Classification of soils on the boring logs is in general accordance with ASTM D2488, or D2487 if appropriate laboratory data are available.
The geologic formation is noted in bold font at the top of interpreted interval on the boring logs.

OTHER MATERIAL SYMBOLS

- Debris or Mixed Fill
- Pavement with Aggregate Base

SAMPLER TYPE

- SPT (Driven) 1-3/8" ID 2" OD
- Modified California (Driven) 2-3/8" ID 3" OD
- Modified California (Driven) 1-7/8" ID 2-1/2" OD
- Shelby Tube (Pushed) 2-7/8" ID 3" OD
- Pitcher Barrel (Rotary-cut) 2-7/8" ID
- Osterberg (Piston) 2-7/8" ID
- 101 Geobarrel (Rotary-cut) 2-7/8" ID
- Rock Core (Rotary-cut) See log for size
- Vibracore (Vibrated) See log for size
- Push-core (Pushed) See log for size
- Collected from Auger
- Other See log for details

Note: Refer to text of report for additional details or other sampler types.

BLOW COUNT

Number of blows required to drive sampler each of three 6-in. intervals, as measured in the field (uncorrected). An SPT hammer (140 lb., falling 30-in.) was used unless otherwise noted on the boring log. For example:

Blow Count	Description
5 7 8	5, 7, and 8 blows for first, second, and third interval, respectively.
35 50/3"	35 blows for the first interval. 50 blows for the first 3 inches of the second interval. Lack of third value implies that driving was stopped 3 inches into the second interval.
WOH WOH 5	"WOH" indicates that the weight of the hammer was sufficient to advance the sampler over the first two intervals. 5 blows were required to advance the sampler over the third interval.

N-VALUE

The N-Value represents the blowcount for the last 12 inches of the sample drive if three 6-inch intervals were driven. N-value presented is independant of impact energy. If 50 hammer blows were insufficient to drive through either the second or the third interval, the total number of blows and total length driven are reported (excluding the first interval). "ref" (refusal) indicates that 50 blows were insufficient to drive through the first 6-inch interval.

Parenthesis indicate that an approximate correction has been applied for non-SPT drive samplers. For example, a factor of 0.63 is commonly used to adjust blow counts obtained using a 3-inch outside diameter modified California sampler to correspond to Standard Peneteration Test.

UNDRAINED SHEAR STRENGTH

A value of undrained shear strength is reported. The value is followed by a letter code indicating the type of test that was performed, as follows:

U - Unconfined Compression
Q - Unconsolidated Undrained Triaxial
T - Torvane
P - Pocket Penetrometer
M - Miniature Vane
F - Field Vane
R - R-value

OTHER TESTS

Field or laboratory tests without a dedicated column on the boring log are reported in the Other Tests column. A letter code is used to indicate the type of test. For certain tests, a value representing the test result is also provided. Typical letter codes are as follows. Additional codes may be used. Refer to the report text and the laboratory testing results for additional information.

k - Permeability (cm/s)
Consol - Consolidation
Gs - Specific Gravity
MA - Particle Size Analysis
EI - Expansion Index
OVM - Organic Vapor Meter

WATER LEVEL SYMBOLS

- Initial water level
- Final water level
- Seepage encountered

INCREASING MOISTURE CONTENT

Dry
Moist
Wet

CONSISTENCY OF COHESIVE SOIL

CONSISTENCY	UNDRAINED SHEAR STRENGTH (KIPS PER SQUARE FOOT)
Very Soft	< 0.25
Soft	0.25 to 0.50
Medium Stiff	0.50 to 1.0
Stiff	1.0 to 2.0
Very Stiff	2.0 to 4.0
Hard	> 4.0

Note: In absence of test data, consistency has been estimated based on manual observation.

APPARENT DENSITY OF COHESIONLESS SOIL

APPARENT DENSITY	N-VALUE
Very Loose	0 to 4
Loose	5 to 9
Medium Dense	10 to 29
Dense	30 to 49
Very Dense	> 49

TERMS AND SYMBOLS USED ON BORING LOGS

PLATE B-1

Project No. 04.72130077

LOCATION:

1271 Tara Hills Drive

DEPTH, ft	MATERIAL SYMBOL	SAMPLER TYPE	BLOW COUNT OR PRESSURE, psi	N VALUE OR RQD%	RECOVERY	MATERIAL DESCRIPTION	DRY UNIT WEIGHT, pcf	WATER CONTENT, %	% PASSING #200 SIEVE	LIQUID LIMIT, %	PLASTICITY INDEX	UNDRAINED SHEAR STRENGTH, S_u, ksf	OTHER TESTS
					6/6"	3" Asphalt Pavement, 3" Concrete							PID = 0.5
					6/6"	**ARTIFICIAL FILL (af)** CLAYEY SILT (MH): yellowish brown, moist, occasional medium subrounded gravel, no odor or staining							PID = 4.4
5					6/6"	- color change to bluish gray, slight hydrocarbon (gasoline) odor							PID = 14
					6/6"	Lean CLAY with GRAVEL (CL): brown, moist, with gray mottling, subangular gravel, low plasticity, no odor or staining							PID = 1.0
					6/6"	SILTY CLAY with GRAVEL (CL-ML): gray, moist, low plasticity, medium to coarse angular gravel, no staining, slight hydrocarbon (gasoline) odor							PID = 0.8
10					6/6"								PID = 1.6
					6/6"	Lean CLAY with GRAVEL (CL): dark brown, moist, low plasticity, fine to coarse gravel, pockets of gray clay observed. Iron oxide staining, slight hydrocarbon (gasoline) odor							PID = 5.1
15					6/6"	SILTY SAND (SM): bluish-gray, moist, fine grained, no staining, moderate hydrocarbon (gasoline) odor							PID = 10.9 PID = 42.6 PID = 66
					6/6"	Lean CLAY with GRAVEL (CL): black, moist, low plasticity, medium to coarse angular gravel, no staining, moderate hydrocarbon (gasoline) odor							
20					6/6"	- organics present (wood)							PID = 7.6 PID = 2.8
					6/6"	SILTY CLAY (CL-ML): bluish-gray, moist, low plasticity, no staining, slight hydrocarbon (gasoline) odor							PID = 2.0
25					6/6"	**NATIVE** CLAYEY SILT (MH): yellowish brown, moist, no odor or staining							PID = 1.6
					60 0/600"	- some fine grained sand							
					6/6"	- bluish gray clay inclusions							PID = 1.5 PID = 1.8
30					6/6"	SANDY Lean CLAY (CL): bluish-gray, moist, low plasticity, medium to coarse grained sand, no odor, iron oxide staining							
					6/6"	- moisture increasing to very moist							PID = 1.3
					6/6"	CLAYEY SAND (SC): brown, moist to wet, medium to coarse grained sand, no odor or staining							PID = 1.6
35					6/6"	CLAYEY SILT (MH): brown, moist, low plasticity, no odor, iron oxide staining							PID = 237
					6/6"	- Bluish-gray staining							PID = 8.5
40					6/6"	Lean CLAY (CL): bluish-gray, moist, low plasticity, no staining, moderate hydrocarbon (gasoline) odor							PID = 3.3
						CLAYEY SILT (MH): brown, moist, low plasticity, no odor, iron oxide staining - bluish gray clay inclusions water encountered at 39.85 ft bgs, measured at 14:49							
45					6/6"	Lean CLAY (CL): grayish brown, dry, moderate plasticity, no odor or staining - Iron oxide staining - moisture increasing							PID = 0.7
50					6/6"	- color change to bluish gray							PID = 0.6
						- Boring Terminated at 50 feet bgs							

NOTES:

1. Terms and symbols defined on Plate B-1.

BORING DEPTH: 50.0 ft
BACKFILL: Grout
DEPTH TO WATER: 39.8 ft 39.8
FIELDWORK DATE: October 10, 2013
DRILLING METHOD: 2-in. dia. Direct Push

HAMMER TYPE: Automatic Trip
RIG TYPE: Geoprobe 7822DT
DRILLED BY: Vaportech
LOGGED BY: M. D'Anna
CHECKED BY: K. Emery

LOG OF BORING NO. B-1

Antique Restoration
Pinole, California

FCLP STANDARD LOG \\SACWEST04\PUBLIC\JOBDOCS\04.72130077 ANTIQUE RESTORATION\GINT\FIELD WORK 10.10.2013\04.72130077.GPJ ENVIRONMENTAL_OGEM_LIB_JAN2012_5 FT INTERVAL.GLB 12/5/13 11:51 a

Project No. 04.72130077

LOCATION:

1271 Tara Hills Drive

DEPTH, ft	MATERIAL SYMBOL	SAMPLER TYPE	BLOW COUNT OR PRESSURE, psi	N VALUE OR RQD%	RECOVERY	MATERIAL DESCRIPTION	DRY UNIT WEIGHT, pcf	WATER CONTENT, %	% PASSING #200 SIEVE	LIQUID LIMIT, %	PLASTICITY INDEX	UNDRAINED SHEAR STRENGTH, S_u, ksf	OTHER TESTS
					6/6"	3" Asphalt Pavement, 3" Concrete							PID = 63.7
					6/6"	**ARTIFICIAL FILL (af)** CLAYEY SAND (SC): bluish gray, moist, fine grained sand, iron oxide staining, moderate hydrocarbon (gasoline) odor							PID = 364
5					6/6"	Lean CLAY with GRAVEL (CL): bluish gray, moist, low plasticity, medium subangular gravel, some black staining, moderate hydrocarbon (gasoline) odor							PID = 11.7
					6/6"	CLAYEY SAND with GRAVEL (SC): bluish gray, moist, fine grained sand, medium subangular gravel, no staining, moderate hydrocarbon (gasoline) odor							PID = 12.9
10					6/6"	GRAVELLY Lean CLAY (CL): bluish gray, moist, low plasticity, fine to medium subangular gravel, no staining, moderate hydrocarbon (gasoline) odor - Iron oxide staining - color change to grayish brown with black staining							PID = 133
					6/6"								PID = 14.4
15					6/6"								PID = 129
					6/6"	Lean CLAY (CL): dark brown, moist, moderate plasticity, occasional subrounded coarse gravel, slight hydrocarbon (gasoline) odor							PID = 629
20					6/6"	CLAYEY SAND (SC): bluish gray, moist, fine grained sand, no staining, moderate hydrocarbon (gasoline) odor							PID = 49.3
					48 0/480"	GRAVELLY Lean CLAY (CL): black, moist, low plasticity, medium subangular gravel, no staining, moderate hydrocarbon (gasoline) odor - bluish gray fine grained sand (SP) inclusion							PID = 13
					6/6"								PID = 3.6
25					6/6"	Lean CLAY (CL): black, moist, moderate plasticity, organics (rootlets) present, no odor or staining - slight hydrocarbon (gasoline) odor - color change to bluish gray - low plasticity							PID = 2.1
					6/6"								PID = 2.4
					6/6"								PID = 1.2
30					6/6"	**NATIVE** SILTY SAND (SM): bluish gray, moist, fine grained sand, no odor or staining							PID = 482
					6/6"								PID = 9.5
35					6/6"	CLAYEY SILT (MH): brown, moist, no odor or staining							PID = 101
					6/6"	Lean CLAY (CL): grayish brown, moist, low plasticity, no odor or staining. Pockets of bluish gray lean CLAY (CL) with moderate hydrocarbon (gasoline) odor present - iron oxide staining - 2" bluish gray fine grained SAND (SP) lense - moderate hydrocarbon (gasoline) odor							PID = 11.2
40					6/6"	SANDY Lean CLAY (CL): bluish gray, moist, low plasticity, medium grained sand, no staining, moderate hydrocarbon (gasoline) odor Lean CLAY (CL): stiff, brown, dry, low plasticity, no odor or staining bluish gray lean CLAY (CL) inclusion, moderate hydrocarbon (gasoline) odor - iron oxide staining - bluish gray mottling							PID = 1.9

- Boring Terminated at 40 feet bgs

NOTES:

1. Terms and symbols defined on Plate B-1.

BORING DEPTH: 40.0 ft
BACKFILL: Grout
DEPTH TO WATER: Not Encountered
FIELDWORK DATE: October 10, 2013
DRILLING METHOD: 2-in. dia. Direct Push

HAMMER TYPE: Automatic Trip
RIG TYPE: Geoprobe 7822DT
DRILLED BY: Vaportech
LOGGED BY: M. D'Anna
CHECKED BY: K. Emery

LOG OF BORING NO. B-2

Antique Restoration
Pinole, California

FCLP STANDARD LOG \\SACWEST04\PUBLIC\JOBDOCS\04.72130077 ANTIQUE RESTORATION\GINT\FIELD WORK 10.10.2013\04.72130077.GPJ ENVIRONMENTAL_OGEM_LIB_JAN2012_5 FT INTERVAL.GLB 12/5/13 11:51 a

Project No. 04.72130077

LOCATION:

1271 Tara Hills Drive

DEPTH, ft	MATERIAL SYMBOL	SAMPLER TYPE	BLOW COUNT OR PRESSURE, psi	N VALUE OR RQD%	RECOVERY	MATERIAL DESCRIPTION	DRY UNIT WEIGHT, pcf	WATER CONTENT, %	% PASSING #200 SIEVE	LIQUID LIMIT, %	PLASTICITY INDEX	UNDRAINED SHEAR STRENGTH, S_u, ksf	OTHER TESTS
					6/6"	3" Asphalt Pavement, 3" Concrete							PID = 0.1
						ARTIFICIAL FILL (af) CLAYEY SILT (MH): brown, moist, occassional subrounded gravel							
					6/6"								PID = 0.1
5					6/6"	Lean CLAY (CL): blue, moist, low plasticity, no staining, moderate hydrocarbon (motor oil) odor							PID = 36.5
					6/6"								PID = 1.6
					6/6"	- with medium angular gravel							
					6/6"	- moderate hydrocarbon (gasoline) odor, black staining							PID = 1.6
10					6/6"								PID = 2.5
					6/6"	- Thin lense of poorly-graded SAND with CLAY and GRAVEL (SP-SC), moderate hydrocarbon (gasoline) odor							PID = 9.3
					6/6"								PID = 2.4
					6/6"	Lean CLAY with GRAVEL (CL): black, moist, low plasticity, fine to medium subangular to subrounded gravel, no staining, slight hydrocarbon (gasoline) odor							PID = 122
15					6/6"								PID = 1.2
					6/6"	Lean CLAY (CL): blue, moist, low plasticity, no staining, moderate hydrocarbon (gasoline) odor							PID = 4.6
					6/6"	Lean CLAY with GRAVEL (CL): black, moist, low plasticity, fine to medium subangular to subrounded gravel, no staining, slight hydrocarbon (gasoline) odor							
20					6/6"								PID = 6.3
					6/6"	- moisture increasing to very moist							PID = 1.3
					6/6"								PID = 0.7
					6/6"	**NATIVE** Lean CLAY (CL): grayish black, moist, low plasticity, no odor or staining							PID = 0.5
25					6/6"								PID = 0.5
					60 0/600"	SILT (ML): grayish brown, moist, no odor or staining							PID = 0.5
					6/6"								
30					6/6"								PID = 0.6
					6/6"								PID = 0.5
					6/6"	SANDY SILT (ML): brown, moist, fine to medium grained sand, irox oxide staining, no odor							PID = 0.5
35					6/6"								PID = 1.8
					6/6"	SILT (ML): brown, moist, iron oxide staining, no odor - moderate hydrocarbon (gasoline) odor							PID = 320
					6/6"								
40					6/6"								PID = 196
					6/6"	CLAYEY SILT (MH): brown, moist, no staining, moderate hydrocarbon (gasoline) odor							PID = 246
					6/6"	water encountered at 42.8 ft bgs, measured at 14:15							PID = 141
45					6/6"								PID = 2.4
50					6/6"	- Boring Terminated at 50 feet bgs							PID = 1.8

NOTES:

1. Terms and symbols defined on Plate B-1.

BORING DEPTH: 50.0 ft
BACKFILL: Grout
DEPTH TO WATER: 43.2 ft 43.2
FIELDWORK DATE: October 10, 2013
DRILLING METHOD: 2-in. dia. Direct Push

HAMMER TYPE: Automatic Trip
RIG TYPE: Geoprobe 7822DT
DRILLED BY: Vaportech
LOGGED BY: M. D'Anna
CHECKED BY: K. Emery

LOG OF BORING NO. B-3

Antique Restoration
Pinole, California

FCLP STANDARD LOG \\SACWEST04\PUBLIC\JOBDOCS\04.72130077 ANTIQUE RESTORATION\GINT\FIELD WORK 10.10.2013\04.72130077.GPJ ENVIRONMENTAL_OGEM_LIB_JAN2012_5 FT INTERVAL.GLB 12/5/13 11:51 a

Project No. 04.72130077

LOCATION:

1271 Tara Hills Drive

DEPTH, ft	MATERIAL SYMBOL	SAMPLER TYPE	BLOW COUNT OR PRESSURE, psi	N VALUE OR RQD%	RECOVERY	MATERIAL DESCRIPTION	DRY UNIT WEIGHT, pcf	WATER CONTENT, %	% PASSING #200 SIEVE	LIQUID LIMIT, %	PLASTICITY INDEX	UNDRAINED SHEAR STRENGTH, S_u, ksf	OTHER TESTS
						6 inches Asphalt Pavement							PID = 2.4
						SILTY SAND with GRAVEL (SM): brown, moist, fine grained sand, fine angular gravel, no odor, iron oxide staining							
5						SANDY Lean CLAY (CL): brown, moist, low plasticity, fine grained sand, no odor or staining, lite brown mottling							PID = 2.1
						Lean CLAY (CL): brown, moist, moderate plasticity, lite brown mottling, no odor or staining							
10						Lean CLAY (CL): light brown, moist, low plasticity, no odor or staining							PID = 1.9
						CLAYEY SAND (SC): light brown, moist, fine grained sand, no odor or staining							
						- no fines, color change to brown							
15						- iron oxide staining							PID = 1.3
						- fines							
20						- no fines, iron oxide staining							PID = 1.2
					54 0 / 540"	Poorly-graded SAND with CLAY (SP-SC): brown, moist, fine to medium grained sand, no odor or staining							
25						Lean CLAY (CL): brown, moist, moderate plasticity, no odor, iron oxide staining, black veins, caliche							PID = 1.2
30						- with fine grained sand, Static Water at 29.84'							PID = 2.1
						CLAYEY SAND (SC): brown, moist, fine grained sand, iron oxide staining, no odor							
35						Lean CLAY (CL): brown, moist, low plasticity, no odor or staining							PID = 2.4
						- iron oxide staining							
40						Lean CLAY (CL): blue gray, dry, low plasticity, no odor or staining							PID = 2.9
45													PID = 1.7
						- Boring Terminated at 45 feet bgs							

NOTES:

1. Terms and symbols defined on Plate B-1.

BORING DEPTH: 45.0 ft
BACKFILL: Grout
DEPTH TO WATER: 29.8 ft
FIELDWORK DATE: November 21, 2013
DRILLING METHOD: 2-in. dia. Direct Push

HAMMER TYPE: Automatic Trip
RIG TYPE: Geoprobe 7822DT
DRILLED BY: Vaportech
LOGGED BY: M. D'Anna
CHECKED BY: K. Emery

LOG OF BORING NO. B-4

Antique Restoration
Pinole, California

FCLP STANDARD LOG \\SACWEST04\PUBLIC\JOBDOCS\04.72130077 ANTIQUE RESTORATION\GINT\COPY OF 04.72130077.GPJ ENVIRONMENTAL VERSION OF OGEM_LIB_JAN2012.GLB 12/5/13 11:53 a

Project No. 04.72130077

LOCATION:

1271 Tara Hills Drive

DEPTH, ft	MATERIAL SYMBOL	SAMPLER TYPE	BLOW COUNT OR PRESSURE, psi	N VALUE OR RQD%	RECOVERY	MATERIAL DESCRIPTION	DRY UNIT WEIGHT, pcf	WATER CONTENT, %	% PASSING #200 SIEVE	LIQUID LIMIT, %	PLASTICITY INDEX	UNDRAINED SHEAR STRENGTH, S_u, ksf	OTHER TESTS
						6 inches Asphalt Pavement							PID = 1.3
						SILTY SAND (SM): tan, moist, fine grained sand, no odor or staining							
						Lean CLAY (CL): brown, moist, low plasticity, some silt, no odor, iron oxide staining							
5													PID = 1.2
						Lean CLAY (CL): black, moist, low plasticity, no odor or staining							PID = 0.9
						- organic odor - iron oxide staining							
10						Poorly-graded SAND (SP): brown, moist, fine grained sand, no odor, iron oxide staining							PID = 1.9
						SANDY Lean CLAY (CL): brown, moist, low plasticity, no odor, iron oxide staining							
15						CLAYEY SAND (SC): brown, moist, fine grained sand, no odor, iron oxide staining							PID = 1.1
20						SANDY Lean CLAY (CL): brown, moist, low plasticity, fine grained sand, no odor or staining							PID = 2.1
					54 0 540"	- color change to reddish brown							
25						Poorly-graded SAND (SP): brown, moist, fine grained sand, no odor or staining - fine to coarse sand - color change to red							PID = 1.2
						Lean CLAY (CL): brown, moist, low plasticity, some fine grained sand, no odor, iron oxide staining							
30													PID = 2.3
35						Lean CLAY (CL): bluish gray, moist, low plasticity, no odor or staining							PID = 2.3
40													PID = 1.6
45													PID = 1.6
						- Boring Terminated at 45 feet bgs							

NOTES:

1. Terms and symbols defined on Plate B-1.

BORING DEPTH: 45.0 ft
BACKFILL: Grout
DEPTH TO WATER: Not Encountered
FIELDWORK DATE: November 21, 2013
DRILLING METHOD: 2-in. dia. Direct Push

HAMMER TYPE: Automatic Trip
RIG TYPE: Geoprobe 7822DT
DRILLED BY: Vaportech
LOGGED BY: M. D'Anna
CHECKED BY: K. Emery

LOG OF BORING NO. B-5

Antique Restoration
Pinole, California

FCLP STANDARD LOG \\SACWEST04\PUBLIC\JOBDOCS\04.72130077 ANTIQUE RESTORATION\GINT\COPY OF 04.72130077.GPJ ENVIRONMENTAL VERSION OF OGEM_LIB_JAN2012.GLB 12/5/13 11:53 a

Project No. 04.72130077

LOCATION:

1271 Tara Hills Drive

DEPTH, ft	MATERIAL SYMBOL	SAMPLER TYPE	BLOW COUNT OR PRESSURE, psi	N VALUE OR RQD%	RECOVERY	MATERIAL DESCRIPTION	DRY UNIT WEIGHT, pcf	WATER CONTENT, %	% PASSING #200 SIEVE	LIQUID LIMIT, %	PLASTICITY INDEX	UNDRAINED SHEAR STRENGTH, S_u, ksf	OTHER TESTS
						6 inches Asphalt Pavement							PID = 1.8
						Lean CLAY (CL): light brown, moist, low plasticity, no odor or staining - medium to coarse angular gravel							
5													PID = 1.5
						- bluish gray mottling - black staining							PID = 1.9
						CLAYEY SAND (SC): brown, moist, fine grained sand, no odor, iron oxide staining							
10													PID = 1.4
						Lean CLAY with GRAVEL (CL): dark brown, moist, low plasticity, medium to coarse angular gravel, no odor, iron oxide staining							PID = 1.8
						Lean CLAY (CL): blue gray, moist, moderate plasticity, black staining, no odor							
15													PID = 1.4
						Poorly-graded SAND (SP): blue gray, moist, fine grained sand, no odor or staining							
						Lean CLAY with GRAVEL (CL): black, moist, low plasticity, medium angular gravel, organic odor, no staining							
20													PID = 2.1
						Lean CLAY (CL): black, moist, low plasticity, blue gray mottling, organic odor, no staining							
						CLAYEY SAND (SC): blue gray, moist, fine grained sand, no odor, iron oxide staining - color change to brown							
25													PID = 1.3
					66 0 660"								
						Poorly-graded SAND (SP): reddish brown, moist, fine to medium grained sand, no odor or staining							
30						- iron oxide staining							PID = 0.9
						CLAYEY SAND (SC): brown, moist to wet, fine grained sand, no odor or staining							
35						Lean CLAY (CL): olive, moist, low plasticity, no odor, iron oxide staining							PID = 1.7
						SANDY Lean CLAY (CL): olive, moist, low plasticity, fine grained sand, no odor, iron oxide staining							
40													PID = 1.5
						Lean CLAY (CL): olive, moist, low plasticity, no odor or staining							
45						- iron oxide staining							PID = 1.1
50						- color change to blue gray							PID = 0.5
55													PID = 0.9
						- Boring Terminated at 55 feet bgs							

NOTES:

1. Terms and symbols defined on Plate B-1.

BORING DEPTH: 55.0 ft
BACKFILL: Grout
DEPTH TO WATER: Not Encountered
FIELDWORK DATE: November 21, 2013
DRILLING METHOD: 2-in. dia. Direct Push

HAMMER TYPE: Automatic Trip
RIG TYPE: Geoprobe 7822DT
DRILLED BY: Vaportech
LOGGED BY: M. D'Anna
CHECKED BY: K. Emery

LOG OF BORING NO. B-6

Antique Restoration
Pinole, California

FCLP STANDARD LOG \\SACWEST04\PUBLIC\JOBDOCS\04.72130077 ANTIQUE RESTORATION\GINT\COPY OF 04.72130077.GPJ ENVIRONMENTAL VERSION OF OGEM_LIB_JAN2012.GLB 12/5/13 11:53 a

Return to Agenda

TABLE 2-2
SUMMARY OF GROUNDWATER ELEVATIONS
1577 Tara Hills Drive
Pinole, California

Well ID	Screen Interval	Top of Casing Elevation	Date	Depth to Water	Groundwater Elevation	Ground-water Flow Direction	Hydraulic Gradient
	(ft bgs)	(ft MSL)		(ft bTOC)	(ft MSL)	(degrees)	(ft/ft)
MW-1	7 to 12	200.251	4/9/15	5.46	194.79	226	0.162
			2/12/16	4.55	195.70	227	0.173
			9/22/16	6.77	193.48	228	0.136
			11/9/16	6.40	193.85	223	0.148
MW-1A	30 to 35	200.373	4/9/15	5.30	195.07	226	0.162
			2/12/16	4.31	196.06	227	0.173
			9/22/16	6.55	193.82	228	0.136
			11/9/16	6.11	194.26	223	0.148
MW-2	19 to 29	207.362	4/9/15	12.67	194.69	226	0.162
			2/12/16	11.82	195.54	227	0.173
			9/22/16	13.95	193.41	228	0.136
			11/9/16	13.40	193.96	223	0.148
MW-3	15 to 30	197.58	4/9/15	17.03	180.55	226	0.162
			2/12/16	17.41	180.17	227	0.173
			9/22/16	16.68	180.90	228	0.136
			11/9/16	17.13	180.45	223	0.148
MW-10	? to 32.2	198.813	4/9/15	17.15	181.66	226	0.162
			2/12/16	16.98	181.83	227	0.173
			9/22/16	15.99	182.82	228	0.136
			11/9/16	16.58	182.23	223	0.148

Notes:

ft bgs: feet below ground surface
ft MSL: feet above Mean Sea Level
ft bTOC: feet below top-of-casing
ft/ft: feet per foot

Monitoring wells surveyed by Luk and Associates on May 19, 2015
Groundwater flow direction based on monitoring wells MW-1A, MW-2, MW-3 and MW-10

APPENDIX D

PHASE I ENVIRONMENTAL SITE ASSESSMENT

CORNERSTONE EARTH GROUP

Type of Services	**Phase I Environmental Site Assessment Update and Preliminary Soil Vapor Quality Evaluation**
Location	**Appian 80 Shopping Center 1201 to 1577 Tara Hills Drive Pinole, California**
Client	**Hillsboro Properties**
Client Address	**1300 South El Camino Real, Suite 525 San Mateo, California 94402**
Project Number	**856-1-4**
Date	**June 27, 2019**

DRAFT

Prepared by

Sarah E. Kalika, P.G.
Senior Project Geologist

Christopher J. Heiny, P.G.
Principal Geologist

Table of Contents

SECTION 1: INTRODUCTION 1
1.1 PURPOSE 1
1.2 SCOPE OF WORK 2
1.3 ASSUMPTIONS 2
1.4 ENVIRONMENTAL PROFESSIONAL 2
SECTION 2: SITE DESCRIPTION 3
2.1 LOCATION AND OWNERSHIP 3
2.2 CURRENT/PROPOSED USE OF THE PROPERTY 4
2.3 SITE SETTING AND ADJOINING SITE USE 4
SECTION 3: USER PROVIDED INFORMATION 4
3.1 CHAIN OF TITLE 4
3.2 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS 4
3.3 SPECIALIZED KNOWLEDGE AND/OR COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION 5
3.4 DOCUMENTS PROVIDED BY HILLSBORO PROPERTIES 5
SECTION 4: RECORDS REVIEW 5
4.1 STANDARD ENVIRONMENTAL RECORD SOURCES 5
4.1.1 On-Site Database Listings 6
4.1.2 Adjoining Property Database Listings and Nearby Spill Incidents 7
4.1.3 Further Review of Database Listings 8
4.2 ADDITIONAL ENVIRONMENTAL RECORD SOURCES 11
4.2.1 City and County Agency File Review 11
4.2.2 Radon 15
4.2.3 Division of Oil, Gas and Geothermal Resources Maps 15
4.2.4 Lead in Drinking Water 15
SECTION 5: PHYSICAL SETTING 15
5.1 RECENT USGS TOPOGRAPHIC MAP 16
5.2 HYDROGEOLOGY 16
SECTION 6: HISTORICAL USE INFORMATION 16
6.1 HISTORICAL SUMMARY OF SITE 16
6.2 HISTORICAL SUMMARY OF SITE VICINITY 21
SECTION 7: SITE RECONNAISSANCE 21
7.1 METHODOLOGY AND LIMITING CONDITIONS 21
7.2 OBSERVATIONS 22
7.2.1 Site Photographs 24
SECTION 8: ENVIRONMENTAL QUESTIONNAIRE AND INTERVIEWS 43
8.1 ENVIRONMENTAL QUESTIONNAIRE / OWNER INTERVIEW 43
8.2 INTERVIEWS WITH PERSON(S) KNOWLEDGEABLE OF SITE USE 44
8.3 INTERVIEWS WITH PREVIOUS OWNERS AND OCCUPANTS 44
SECTION 9: PRELIMINARY SOIL VAPOR EVALUATION 44
9.1 SUBSURFACE MATERIALS 44
9.2 ORGANIC VAPOR READINGS 45
9.3 SOIL VAPOR QUALITY EVALUATION 45
9.4 TEMPORARY SOIL VAPOR PROBE INSTALLATION AND SAMPLE COLLECTION 45
9.5 SOIL VAPOR LABORATORY SAMPLING AND ANALYSES 46
9.6 SOIL VAPOR ANALYTICAL SUMMARY 46

SECTION 10: FINDINGS, OPINIONS AND CONCLUSIONS (WITH RECOMMENDATIONS) 47
10.1 HISTORICAL SITE USAGE 47
10.2 CHEMICAL STORAGE AND USE 47
10.3 FORMER USTS 48
10.4 OIL/WATER SEPARATORS 49
10.5 UNDOCUMENTED FILL 49
10.6 DISPOSAL OF EXCESS SOIL DURING CONSTRUCTION 49
10.7 IMPORTED SOIL 49
10.8 POTENTIAL ENVIRONMENTAL CONCERNS WITHIN THE SITE VICINITY 49
10.9 REGULATORY AGENCY CONSIDERATIONS 50
10.10 ENVIRONMENTAL ATTORNEY 50
10.11 ASBESTOS CONTAINING BUILDING MATERIALS (ACBMS) 50
10.12 LEAD-BASED PAINT 50
10.13 DATA GAPS 51
10.14 DATA FAILURES 51
10.15 RECOGNIZED ENVIRONMENTAL CONDITIONS 51
SECTION 11: LIMITATIONS 52

FIGURE 1 – VICINITY MAP
FIGURE 2 – SITE PLAN

APPENDIX A – TERMS AND CONDITIONS
APPENDIX B – DATABASE SEARCH REPORT
APPENDIX C – SELECTED AGENCY DOCUMENTS
APPENDIX D – HISTORIC AERIAL PHOTOGRAPHS AND MAPS
APPENDIX E – LOCAL STREET DIRECTORY SEARCH RESULTS
APPENDIX F – QUESTIONNAIRE
APPENDIX G – BORING LOGS AND SOIL VAPOR SAMPLING LOGS
APPENDIX H – LABORATORY ANALYTICAL REPORTS

EARTH GROUP

DRAFT

Type of Services	**Phase I Environmental Site Assessment Update and Preliminary Soil Vapor Quality Evaluation**
Location	**Appian 80 Shopping Center 1201 to 1577 Tara Hills Drive Pinole, California**

SECTION 1: INTRODUCTION

This report presents the results of the Phase I Environmental Site Assessment (ESA) Update and Preliminary Soil Vapor Quality Evaluation performed at the Appian 80 Shopping Center located at 1201 to 1577 Tara Hills Drive in Pinole, California (Site) as shown on Figures 1 and 2 and described in Table 1. This work was performed for Hillsboro Properties in accordance with our April 24, 2019 Agreement (Agreement).

This report updates our Phase I ESA dated November 24, 2015. In addition, this report includes a preliminary soil vapor quality evaluation performed near the former on-Site drycleaner and off-Site dry cleaner as discussed below.

1.1 PURPOSE

The scope of work presented in the Agreement was prepared in general accordance with ASTM E 1527-13 titled, “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process” (ASTM Standard). The ASTM Standard is in general compliance with the Environmental Protection Agency (EPA) rule titled, “Standards and Practices for All Appropriate Inquiries; Final Rule” (AAI Rule). The purpose of this Phase I ESA is to strive to identify, to the extent feasible pursuant to the scope of work presented in the Agreement, Recognized Environmental Conditions at the property.

As defined by ASTM E 1527-13, the term Recognized Environmental Condition means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not Recognized Environmental Conditions.

Cornerstone Earth Group, Inc. (Cornerstone) understands that Hillsboro Properties currently owns portions of the Site and intends to purchase the remaining portions of the Site for a commercial redevelopment. The redevelopment tentatively will consist of demolishing the current structures and the construction of new retail space. We performed this Phase I ESA to support Hillsboro Properties in evaluation of Recognized Environmental Conditions at the Site. This Phase I ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for Recognized Environmental Conditions at the Site.

1.2 SCOPE OF WORK

As presented in our Agreement, the scope of work performed for this Phase I ESA included the following:

- A reconnaissance of the Site to note readily observable indications of significant hazardous materials releases to structures, soil or ground water.
- Drive-by observation of adjoining properties to note readily apparent hazardous materials activities that have or could significantly impact the Site.
- Acquisition and review of a regulatory agency database report of public records for the general area of the Site to evaluate potential impacts to the Site from reported contamination incidents at nearby facilities.
- Review of readily available information on file at selected governmental agencies to help evaluate past and current Site use and hazardous materials management practices.
- Review of readily available maps and aerial photographs to help evaluate past and current Site uses.
- Interviews with persons reportedly knowledgeable of existing and prior Site uses, including the current and past Site owners, and the current and past Site operator(s).
- Collection of soil vapor samples near the former on-Site drycleaner and off-Site drycleaner.
- Preparation of a written report summarizing our findings and recommendations.

The limitations for the Phase I ESA are presented in Section 10; the terms and conditions of our Agreement are presented in Appendix A.

1.3 ASSUMPTIONS

In preparing this Phase I ESA, Cornerstone assumed that all information received from interviewed parties is true and accurate. In addition, we assumed that all records obtained by other parties, such as regulatory agency databases, maps, related documents and environmental reports prepared by others are accurate and complete. We also assumed that the boundaries of the Site, based on information provided by Hillsboro Properties, are as shown on Figure 2. We have not independently verified the accuracy or completeness of any data received.

1.4 ENVIRONMENTAL PROFESSIONAL

This Phase I ESA was performed by Ms. Sarah E. Kalika, P.G., and Mr. Christopher J. Heiny, P.G., Environmental Professionals who meet the qualification requirements described in ASTM E 1527-13 and 40 CFR 312 § 312.10 based on professional licensing, education, training and experience to assess a property of the nature, history and setting of the Site.

SECTION 2: SITE DESCRIPTION

This section describes the Site as of the date of this Phase I ESA. The location of the Site is shown on Figures 1 and 2. Tables 1 through 3 summarize general characteristics of the Site and adjoining properties. The Site is described in more detail in Section 7, based on our on-Site observations.

2.1 LOCATION AND OWNERSHIP

Table 1 describes the physical location, and ownership of the property, based on information provided by Hillsboro Properties. We understand that Hillsboro Properties owns companies that own most of the Site parcels and intends to redevelop a portion of the Site.

Table 1. Location and Ownership

APN No.	Building Address	Owner	Current Occupant	Year Built	Building Size (sq. ft)	Lot Size (sq. ft.)
402-282-006-0	1201 Tara Hills	Pinsquare 2, LLC*	Vacant Land	n/a	n/a	14,375
402-282-016	No Address	Thomas G. Paulson Trust	Vacant	n/a	n/a	741
402-282-007-2	1211 Tara Hills	Appian 80 LP*	Pizza Hut	1973	1,080	2,091
402-282-008	1213 Tara Hills	Nga Tran	Pinole Key & Gift Shop	1973	900	1,394
	1215 Tara Hills	Nga Tran	Vaikiki Nails			
402-282-009-8	1221 Tara Hills	Appian 80 LLC*	Bank of America	1967	7,020	10,019
402-282-010-6	1251 Tara Hills	Paul Goldstone Enterprises, Inc.*	Vacant (former CSK/O'Reillys / Wheel Works)	1977	8,015	17,859
402-282-013-0	1261 Tara Hills	Appian 80 LP*	Vacant (former Car Wash)	1966	12,464	43,603
402-282-014-8	1271 Tara Hills	Pinsquare 1, LLC*	Vacant (former Antique Restoration)	1972	1,728	7,667
402-282-005-6	1401 Tara Hills	Appian 80 LP*	Vacant (former CVS)	1966	25,963	80,063
402-282-018-9	1421 Tara Hills	Appian 80 LP*	Safeway	1965	25,733	89,995
402-282-017-1	1431 Tara Hills	Appian 80 LP*	Vacant (former Tropical Fish and Pet Store)	1966	12,464	43,603
	1441 Tara Hills	Appian 80 LP*	Vacant (former Four Mile Cleaners)			
	1481 Tara Hills	Appian 80 LP*	Bar None			
	1491 Tara Hills	Appian 80 LP*	Vacant			

*Indicates company owned by Hillsboro Properties.

2.2 CURRENT/PROPOSED USE OF THE PROPERTY

The current and proposed uses of the property are summarized in Table 2.

Table 2. Current and Proposed Uses

Current Use	Commercial / Retail
Proposed Use	Commercial / Retail

2.3 SITE SETTING AND ADJOINING SITE USE

Land use in the general Site vicinity appears to be primarily commercial and residential. Based on our Site vicinity reconnaissance, adjoining Site uses are summarized below in Table 3.

Table 3. Adjoining Site Uses

North	Tara Hills Drive, Restaurant (McDonald's), Medical Offices, Gas Station (Pinole Express)
South	Interstate 80 and Commercial
East	Medical Offices and Appian Way
West	Residential

SECTION 3: USER PROVIDED INFORMATION

The ASTM standard defines the User as the party seeking to use a Phase I ESA to evaluate the presence of Recognized Environmental Conditions associated with a property. For the purpose of this Phase I ESA, the User is Hillsboro Properties. The "All Appropriate Inquiries" Final Rule (40 CFR Part 312) requires specific tasks be performed by or on behalf of the party seeking to qualify for Landowner Liability Protection under CERCLA (*i.e*, the User).

Per the ASTM standard, if the User has information that is material to Recognized Environmental Conditions, such information should be provided to the Environmental Professional. This information includes: 1) specialized knowledge or experience of the User, 2) commonly known or reasonably ascertainable information within the local community, and 3) knowledge that the purchase price of the Site is lower than the fair market value due to contamination. A search of title records for environmental liens and activity and use limitations also is required.

3.1 CHAIN OF TITLE

A chain-of-title was not provided for our review.

3.2 ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

An environmental lien is a financial instrument that may be used to recover past environmental cleanup costs. Activity and use limitations (AULs) include other environmental encumbrances, such as institutional and engineering controls. Institutional controls (ICs) are legal or regulatory restrictions on a property's use, while engineering controls (ECs) are physical mechanisms that restrict property access or use.

The regulatory agency database report described in Section 4.1 did not identify the Site as being in 1) US EPA databases that list properties subject to land use restrictions (*i.e.*, engineering and institutional controls) or Federal Superfund Liens or 2) lists maintained by the California Department of Toxic Substances Control (DTSC) of properties that are subject to AULs or environmental liens where the DTSC is a lien holder.

A Preliminary Title Report by Fidelity National Title Company (dated March 25, 2015) was provided for our review (Appendix B). The title report contained several references to utility easements. No environmental liens or records of ownership (including leases) indicative of significant hazardous materials use associated with the Site were listed in the title report.

3.3 SPECIALIZED KNOWLEDGE AND/OR COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION

Based on information provided by or discussions with Hillsboro Properties, we understand that fueling stations were formerly located at 1201 Tara Hills Drive and 1271 Tara Hills Drive. These properties are discussed further in Section 4. Hillsboro Properties also indicated that a Texaco fueling station was formerly located adjacent and to the east of the Site. The fueling station is a closed leaking underground storage tank (UST) site and is further discussed in Section 4. Based on information provided to us and reported within our previous Phase I ESA for this Site in 2015, we understand that litigation has been ongoing between the former fueling station and the owners of parcel 402-282-002-3 (1565, 1569, 1573, and 1577 Tara Hills Drive). No update was provided regarding the litigation for this current ESA Update.

3.4 DOCUMENTS PROVIDED BY HILLSBORO PROPERTIES

In addition to the most recently available Preliminary Title Report, Hillsboro Properties provided property, parcel, tenant, and ownership information; record of survey dated October 15, 2015; and proposed development plans. Information from these documents is incorporated into the above sections. In addition, Hillsboro Properties provided documentation related to the leaking UST case closure for the former Texaco Station located on the adjacent property to the east at 1599 Tara Hills Drive. This information is included in Section 4.1.3

SECTION 4: RECORDS REVIEW

4.1 STANDARD ENVIRONMENTAL RECORD SOURCES

Cornerstone conducted a review of federal, state and local regulatory agency databases provided by Environmental Data Resources (EDR) to evaluate the likelihood of contamination incidents at and near the Site. The database sources and the search distances are in general accordance with the requirements of ASTM E 1527-13. A list of the database sources reviewed, a description of the sources, and a radius map showing the location of reported facilities relative to the project Site are attached in Appendix B.

The purpose of the records review was to obtain reasonably available information to help identify Recognized Environmental Conditions. Accuracy and completeness of record information varies among information sources, including government sources. Record information is often inaccurate or incomplete. The Environmental Professional is not obligated to identify mistakes or insufficiencies or review every possible record that might exist with the Site. The customary practice is to review information from standard sources that is reasonably available within reasonable time and cost constraints.

4.1.1 On-Site Database Listings

The Site was identified in the regulatory agency databases listed in Table 4.

Table 4. On-Site Database Listings

Facility Name and Address	Database Listings
Chevron 1201 Tara Hills Drive	▪ Facility and Manifest Data (HAZNET) ▪ Facility Indexing System / Facility Registry System (FINDS) ▪ EPA's Resource Conservation and Recovery Act Comprehensive database (RCRA / NLR)
Kenneth Regalia Inc 1201 Tara Hills Drive	▪ California State-wide Environmental Evaluation and Planning System (CA SWEEPS UST) ▪ Contra Costa County UST and Hazardous Waste Program Sites (SL CONTRA COSTA) ▪ Historical UST Listing ▪ State-wide Environmental Evaluation and Planning System (CA SWEEPS UST)
All Cars Incorporated 1251 Tara Hills Drive	▪ EDR Historical gas/service/repair Stations (EDR US Hist Auto Stat) ▪ HAZNET
Kragen Auto Parts / Wheel Works 1251 Tara Hills Drive	▪ HAZNET ▪ FINDS
O'Reilly Auto Parts 1251 Tara Hills Drive	▪ SL CONTRA COSTA
All Cars Incorporated / Grand Auto #71 1251 Tara Hills Drive	▪ HAZNET
Super Car Wash 1261 Tara Hills Drive	▪ HAZNET
Antique Restoration 1271 Tara Hills Drive	▪ Emission Inventory Data (EMI) ▪ SL CONTRA COSTA ▪ Leaking Underground Storage Tank Database (LUST) ▪ Historical Hazardous Waste and Substances Sites List (HIST CORTESE) ▪ FINDS
Rent A Rack 1271 Tara Hills Drive	▪ RGA LUST
CVS Pharmacy 1401 Tara Hills Drive	▪ SL CONTRA COSTA ▪ HAZNET ▪ FINDS ▪ Resource Conservation and Recovery Act Large Quantity Generator (RCRA-LQG)
Long's Drug Store 1401 Tara Hills Drive	▪ HAZNET
Safeway / Nexcycle 1421 Tara Hills Drive	▪ FINDS ▪ HAZNET ▪ SL CONTRA COSTA ▪ SWRCY

Facility Name and Address	Database Listings
Four Mile Cleaners 1441 Tara Hills Drive	▪ EDR Dry Cleaner List (EDR DRY CLEANERS) ▪ EMI ▪ RCRA Small Quantity Generator (RCRA-SQG) ▪ FINDS ▪ Drycleaners database listing (DRYCLEANERS) ▪ SL CONTRA COSTA ▪ HAZNET

The HAZNET, EMI, FINDS, RCRA-LQG, RCRA-SQG, RCRA / NLR, and SWRCY database listings are related to permitting through local, state, and/or federal agencies. No violations of concern were noted for these listings.

The historical auto station listing for 1251 Tara Hills Drive (former All Cars Incorporated / Grand Auto #71) is related to the automotive repair activities associated with this business. This unit was most recently occupied by Kragen Auto Parts and Wheel Works. This facility is further discussed in Section 4.2.

The database listings indicate that former gasoline filling stations were formerly located at 1201 Tara Hills Drive (Chevron) and 1271 Tara Hills Drive (Rent A Rack). The database listings for the former Chevron Station indicate that one 1,000-gallon waste oil UST and three 10,000-gallon gasoline USTs were formerly located at this facility. The database listings for the former Rent A Rack indicate that two 10,000-gallon gasoline USTs and one 500-gallon waste oil UST were present at this facility. These facilities are further discussed in Section 4.2.

The database listings indicate a dry cleaner was present at 1441 Tara Hills Drive (Four Mile Cleaners). Cornerstone performed a soil vapor quality evaluation near this property in conjunction with this Phase I Update. Results from this evaluation are discussed in Section 9.

4.1.2 Adjoining Property Database Listings and Nearby Spill Incidents

Table 5. Adjoining and Nearby Property Database Listings

Facility Name and Address	Database Listings
2298 Appian Way Former BP Station (current Pinole Express Station)	▪ HIST UST ▪ SWEEPS UST ▪ LUST ▪ HAZNET ▪ ENR ▪ HIST CORTESE ▪ CONTRA COSTA CO. SITE LIST ▪ EDR HIST AUTO ▪ UST ▪ CERS TANKS ▪ CERS HAZ WASTE

Facility Name and Address	Database Listings
1599 Tara Hills Drive Former Exxon and Texaco Stations	▪ LUST ▪ HIST CORTESE ▪ CONTRA COSTA CO. LIST SITE ▪ CPS-SLIC ▪ CERS ▪ SWEEPS ▪ FINDS ▪ ECHO ▪ ERNS ▪ RGA LUST
Appian 80 Cleaners 1577 Tara Hills Drive	▪ EDR DRY CLEANERS ▪ FINDS ▪ DRYCLEANERS ▪ Voluntary Cleanup Program (VCP) ▪ EMI ▪ SL CONTRA COSTA ▪ Department of Toxic Substances Control Board Database Listing (ENVIROSTOR) ▪ HAZNET

The database listings for the former BP Station (current Pinole Express Station) located at 2298 Appian Way and the former Texaco and Exxon Station located at 1599 Tara Hills Drive are related to UST releases. The Appian 80 Cleaners located at 1577 Tara Hills Drive is related to the dry-cleaning operations and a reported dry-cleaning solvent release. These facilities are further discussed in Section 4.1.3.

4.1.3 Further Review of Database Listings

Cornerstone performed a cursory review of readily available documents from the state's Geotracker (http://geotracker.waterboards.ca.gov) and Envirostor (https://www.envirostor.dtsc.ca.gov/public/) databases for the leaking UST cases at 2298 Appian Way and 1599 Tara Hills Drive, and the dry cleaning facility located at 1577 Tara Hills Drive. Geotracker is a database and geographic information system (GIS) that provides online access to environmental data. It tracks regulatory data about leaking underground storage tank (LUST), Department of Defense, Site Cleanup Program and Landfill sites. The Envirostor database is maintained by the Department of Toxic Substances Control (DTSC) and contains information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted or have been completed under DTSC's oversight. The Envirostor database includes the following site types: Federal Superfund sites; State Response sites; Voluntary Cleanup sites; and School sites. Please refer to the original documents reviewed for each case from Geotracker and Envirostor for complete information.

<u>2298 Appian Way – Former BP Station (Current Pinole Express)</u>

According to the *Conceptual Site Model and Request for Low-Threat Closure* report by Arcadis and dated August 30, 2013, the former BP Station reportedly had three gasoline USTs that were removed in 1987. Laboratory analyses of the soil samples collected from the base of the UST excavation and a sample collected from ground water that percolated into the tank pit reportedly contained elevated concentrations of gasoline-range petroleum hydrocarbons (TPHg) and

petroleum-related volatile organic compounds (VOCs). Subsequent ground water monitoring in seven monitoring wells established that the former USTs impacted ground water beneath the Site. In addition, up to approximately 6 feet of separate phase hydrocarbons (SPH) reportedly was measured in monitoring well MW-5, which is located immediately down-gradient of the former UST pit. SPH removal was conducted by manual methods (bailer) and by a floating SPH extraction pump that operated between 1993 and 2003. In 2011, Arcadis implemented the Water Board-approved Corrective Action Plan (CAP) that consisted of the operation of a mobile dual-phase extraction (DPE) unit for the extraction and treatment of soil vapor and ground water. The DPE operated from March 12 to 17, 2012. In August 2012, approximately 0.01 foot of SPH reportedly was measured in MW-5. Arcadis performed further remediation by conducting a 7-hour vacuum truck extraction (VTE) event to remove the additional SPH.

In 2015, Arcadis performed dual-phase extraction of light non-aqueous phase liquid (LNAPL) occurred in the vicinity of MW-5 and reported this event in the report titled *Dual-Phase Extraction Event Summary Report and Request for Site Closure* dated January 29, 2016. In November 2016, Arcadis issued an addendum to the summary report and requested case closure under the Water Board's low-threat closure policy.

In 2018, remaining on-Site monitoring wells were destroyed and case closure was granted by the Water Board in a letter dated May 14, 2018.

Based on the documents reviewed, the reported extent of impacts appears limited to this facility and does not appear to have likely impact the Site.

1599 Tara Hills Drive – Former Texaco/Exxon Station

In 1986, four 6,000-gallon gasoline USTs and one 550-gallon waste oil UST were removed from this facility and replaced with two 10,000-gallon gasoline USTs, one 8,000-gallon gasoline USTs, and one 12,000-gallon diesel UST. This second set of USTs were removed in 1992.

In 1986, elevated concentrations of total petroleum hydrocarbons (TPH) reportedly were detected in soil samples collected beneath the waste oil UST. Thirteen monitoring wells were subsequently installed between 1987 and 1995 and were sampled on a semi-annual basis. Gasoline-range TPH (TPHg), diesel-range TPH (TPHd), and petroleum-related VOCs (benzene, toluene, ethylbenzene, and xylenes [BTEX]) were detected in ground water samples, but were reportedly limited to the ground water beneath this property. A soil vapor extraction system reportedly was installed in 1995 and operated to remove VOCs from soil. Three monitoring wells (MW-10, MW-16 and MW-17) were installed down-gradient from the facility (and on-Site) and reportedly monitored until 2009. No TPHd, TPHg, or BTEX were detected in these wells indicating the release appeared to be limited to the facility.

On May 14, 2012, the Water Board approved closure of this case citing that the "*leak has been stopped and sources have been removed; the site has been adequately characterized; the dissolved hydrocarbon plume is stable, decreasing, and is not migrating; no water wells, deeper drinking water aquifers, surface water, or other sensitive receptors are likely to be impacted; and the site presents no significant risk to human health or the environment".* Based on the case closure status and ground water sampling data showing no petroleum-related detections in monitoring wells installed on-Site, this leaking UST case does not appear likely to significantly impact the Site.

On February 10, 2015, the attorney representing the Tara Hills Drive LP (owner of the adjacent properties 1565 to 1577 Tara Hills Drive) sent a *Notice pursuant to the Resource Conservation and Recovery Act; re: Former Texaco Station 21-1212, 1599 Tara Hills Drive* to Texaco Downstream Properties and its affiliate Chevron Environmental Management Company, notifying them of the intent to bring claim and litigation due to the leaks at this former gasoline station. This notice indicated that recent indoor air sampling had been performed that detected "*benzene at a concentration of 2.7 microgram per cubic meter (µg/m^3), above its relevant indoor air residential Regional Screening Levels (RSL) of 0.084 µg/m^3* [the document incorrectly refers to the indoor air Environmental Screening Level (ESL; the correct indoor air RSL is 0.36 µg/m^3]*; ethylbenzene up to 1.6 µg/m^3, above indoor air RSL of 1.10 µg/m^3; and 1,2,4-TMB* [1,2,4-trimethylbenzene] *up to 47 µg/m^3, above indoor RSL of 7.3 µg/m^3"*. The letter contended that the VOCs were *"attributed to releases from the upgradient Gas Station, which is 50-feet east of the site".* The Water Board reviewed this notice and compared the detected concentrations of benzene and ethylbenzene to the then current commercial ESLs (no ESL has been established for 1,2,4-TMB). The Water Board concluded that the "*detected contaminant concentrations are below their applicable ESLs"* and *"I do not recommend that the former Texaco Station 21-1212 be reopened at this time"*. The Water Board's statement regarding the detected concentrations being lower than then current (2013) ESLs appears to be in error as the detected benzene concentration (2.7 µg/m^3) exceeds the commercial/industrial ESL of 0.42 µg/m^3. The current (2019) commercial/industrial ESLs for benzene and ethylbenzene have not changed.

No further recent information regarding this property was available for Cornerstone's review.

<u>1577 Tara Hills Drive – Appian 80 Cleaners</u>

Dry cleaning businesses have operated at this address since approximately 1981. Cornerstone reviewed documents provided by the Contra Costa County Hazardous Materials Program (County) that indicates PCE was previously used as the primary dry-cleaning solvent, followed by a synthetic aliphatic hydrocarbon (DF-2000) solvent. Releases associated with the prior use of PCE were discovered in 2008. Several investigations were conducted between 2008 and 2013 that detected PCE in soil up to 1.1 mg/kg, in soil vapor up to 5,800 µg/m^3, indoor air up to 35 µg/m^3, and ground water up to 12,000 micrograms per liter (µg/L).

In September 2014, West Environmental submitted an *Interim Remedial Measures Work Plan* to the DTSC that proposed remedial measures to address the PCE release. Between March and June 2015, West collected soil and ground water grab samples and installed two monitoring wells to further delineate the extent of impacts. PCE was detected at concentrations up to 1,660 mg/kg in soil samples collected and up to 94,800 µg/L in the ground water samples collected. West concluded that the data from these and previous samples indicate a release from the dry cleaners is the likely source of PCE in soil and ground water. The data distribution indicate the highest soil and ground water concentrations are present beneath the boiler room within the dry cleaner. PCE ground water detections reportedly extend to the northwest into the parking lot area west of the dry cleaner.

In accordance with the *Interim Remedial Measures Work Plan* and the revised excavation area presented in the *Interim Data Submittal*, the soil beneath the boiler room is to be excavated to a depth of approximately 20 feet or until ground water is encountered. Confirmation soil samples and organic vapor meter (OVM) measurements are to be used to guide the excavation extents. An enhanced *in situ* biodegradation product is to be placed in the excavation to further

remediation. Vapor extraction piping will reportedly be installed to extract vapors from the source area.

In June 2018, West Environmental submitted a *Final Removal Action Work Plan* to DTSC to propose a remediation method to address the release of PCE in ground water. This work plan included an assessment of various alternative remediation options and recommended to install a soil vapor extraction system, install a bioremediation system to facilitate enhanced in-situ degradation of VOCs within ground water, and monitor ground water attenuation over time. This plan was approved by DTSC in July 2018. No additional documents were available for Cornerstone's review on the Envirostore website.

4.2 ADDITIONAL ENVIRONMENTAL RECORD SOURCES

The following additional sources of readily ascertainable public information for the Site also were reviewed during this Phase I ESA.

4.2.1 City and County Agency File Review

Cornerstone requested available files pertaining to 1201 to 1577 Tara Hills Drive at the following public agencies: the City of Pinole Building Department (BD), City of Pinole Fire Department (FD), the Water Board, the DTSC, and the Contra Costa County Hazardous Materials Program (County). Representatives from the DTSC and FD indicated no files were available for the addresses requested. The BD did not respond to our request for a file review as of the date of this report. The information reviewed is summarized in Table 6.

Table 6. File Review Information

Agency Name	Date	Occupant	Remarks
1201 Tara Hills Drive			
County	1981	Chevron	Application to operate three 10,000-gallon gasoline USTs and one 1,000-gallon waste oil UST. The applications indicate the tanks were of single-walled fiberglass construction. Tanks were monitored for leaks using daily inventory reconciliation.
County	5/15/1997	Chevron	UST Removal Permit and Information Form: Documents indicate USTs were removed in 1997; County staff reports indicate the tanks were in good condition upon removal.
County	7/7/1997	Chevron	*UST Closure Report*, Touchstone Developments. Report documenting the removal of the USTs. This report is discussed further below.
1251 Tara Hills Drive			
County	8/5/1997	Super Auto	*Hydraulic Lift Removal Report*, Walker's Hydraulics, Inc.; Report documents removal of 5 hydraulic lifts and associated oil tanks. TPH-oil impacted soil was reportedly present around oil tanks number 1 and 2, and around lift number 5. The soil from around these areas was reportedly excavated and soil confirmation samples were collected. TPH-oil was detected at concentrations below 1,000 mg/kg, except for the Tank 1 and 2 excavation where further excavation would have undermined the building and, therefore, was not possible at that time.

Agency Name	Date	Occupant	Remarks
County	Various Dates	O'Reilly Auto Parts	Hazardous Materials Inventory List: Indicates used oils, flammable liquids, and corrosive liquids are stored on-Site.
County	Various Dates	Wheel Works	Hazardous Materials Inventory List: Indicates used oils, antifreeze, and other automotive fluids are stored on-Site.
1271 Tara Hills Drive			
County	Various Dates	Antique Restorations	Hazardous Material Inspection reports and inventories dated between 1989 and 2013. These documents indicate paint removers containing methylene chloride are stored on-Site. Inspection violations related to labeling and documentation were noted; however, no indications of spills or leaks were noted.
Water Board	11/17/1986	Rent-A-Rack	*Underground Storage Tank Removal Sampling Report*, Blaine Tech Services. This document is discussed further below
Water Board	12/27/2013	Rent-A-Rack	*Request for Case Closure, Former Rent-A-Rack*, Fugro Consultants, Inc. This site is discussed further below.
1401 Tara Hills Drive			
County	Various Dates	Longs Drugs and CVS Pharmacy	Hazardous waste inventory, inspection, business plans, and permits between 1995 and 2015. Documents indicate that hazardous materials associated with photographic processing equipment (silver-containing waste) is stored on-site. No documentation was noted indicating spills or leaks.
1421 Tara Hills Drive			
County	Various Dates	Safeway	Hazardous waste inventory, inspection, business plans, and permits; Documents indicate storage/use of refrigerants (Freon), helium, pressurized carbon dioxide, and miscellaneous cleaning products. No documentation was noted indicating spills or leaks.
1441 Tara Hills Drive			
County	Various Dates	Holiday Cleaners / Four Mile Cleaners	Hazardous material program inspection reports dated between 1989 and 2015. These documents note the use and storage of tetrachloroethene (PCE). Violations noted for improper documentation, training, and waste labeling.
1577 Tara Hills Drive (Off-Site)			
County	Various Dates	Appian 80 Cleaners	Hazardous material program inspection reports, hazardous material business plans, and inventory reports dated between 1989 and 2015. These documents indicate the storage and use of PCE, Stoddard solvent, and petroleum naphtha dry cleaning solved (DF-2000). Violations documented for improper documents and labeling.
DTSC	9/2014	Appian 80 Cleaners	*Interim Remedial Measures Work Plan*, West Environmental. Work plan to address the source of PCE at this facility. This document is discussed further below.
DTSC	7/24/2015	Appian 80 Cleaners	*Interim Data Submittal*, West Environmental. Summary of findings for activities conducted between March and June 2015. This document is discussed further below.

Agency Name	Date	Occupant	Remarks
DTSC	06/2018	Appian 80 Cleaners	*Final Removal Action Work Plan*, West Environmental. Work Plan to install soil vapor extraction system, install bioremediation system to facilitate enhanced in-situ degradation of VOCs within ground water, and monitor ground water attenuation.
DTSC	07/17/18	Appian 80 Cleaners	DTSC approval of the Removal Action Work Plan.

1201 Tara Hills Drive – Former Chevron Station

According to the *UST Closure Report* (Touchstone Development, 1997), the facility consisted of a Chevron-branded gasoline station with three 10,000-gallon gasoline USTs, one 1,000-gallon waste oil UST, three hydraulic hoists, and one oil/water separator reportedly that were installed in 1981. According to the site map presented in this report, the fuel USTs were located adjacent to Tara Hills Drive near the northwest corner of the property; the pump islands were located immediately east of the fuel USTs; the hoists and oil/water separator were located within the garage portion of the structure; and the waste oil UST was located adjacent and south of the structure. The approximate locations of the USTs are shown on Figure 2. The USTs and associated piping, dispensers, and hoists were removed on June 16, 1997 under the oversight of County Health. Confirmation soil samples were collected from each excavation as reportedly directed by County Health. The results from the samples collected reportedly indicated no significant impacts from the USTs, hoists, and oil/water separator. On July 31, 1997, the County concurred stating "*that the Site does not pose a threat to human health or the environment and will require no additional investigation or monitoring".* A copy of this case closure letter is provided in Appendix C. Based on this report, significant impacts from these underground structures do not appear likely.

According to the historical documents discussed below in Section 6, the Site appears to have been used as a gasoline service station since at least 1968. However, no files were available pertaining any the presence of USTs prior to the reported installation of the three gasoline USTs and one waste oil UST in 1981. The aerial photograph from 1981 shows what appears to be a newly-patched area where the USTs were documented to be installed in 1981. No other excavations were noted in that image. Presumably, any underground tanks in operation prior to 1981 were likely removed and replaced with the USTs that were in service between 1981 and 1997. However, it is uncertain if the previous USTs resulted in any subsurface impacts.

1271 Tara Hills Drive – Former Rent-A-Rack

In 1986, two 10,000-gallon gasoline USTs, one 1,000-gallon gasoline UST, and one 500-gallon waste oil UST reportedly were removed from the former Rent-A-Rack filling station. The USTs reportedly were located within the parking area east of the existing Antiques Restoration building. These USTs reportedly were installed in 1972. According to the sampling *Underground Storage Tank Removal Sampling Report* (Blaine Tech, 1986), elevated TPHg, benzene, toluene, and xylenes were detected in the two soil samples collected beneath the former 10,000-gallon gasoline USTs. In early 1987, the UST pit reportedly was excavated to a depth of approximately 26 feet to remove soil with TPHg concentrations greater than 100 mg/kg. Confirmation soil samples indicated the TPHg concentrations of the remaining in-place soil was below 100 mg/kg. The excavated soil was stockpiled and aeriated on the adjacent parking lot.

Sampling was performed on the soil stockpile, but no documentation was available that indicated if any of this soil was used as backfill or whether the soil was transported off-Site for disposal.

In October 2013, six exploratory borings were advanced to a depth of up to 50 feet as reported in the *Request for Case Closure* report (Fugro Consultants, 2013). Soil samples were collected from three of the borings located within the former UST area at depths of up to approximately 37 feet. Ground water was observed in three of the six borings and ground water grab samples were collected from each of these borings (two located within the former UST area and one located down-gradient of the UST area). For the soil samples collected, elevated concentrations of TPHg were detected in one sample collected at a depth of approximately 17 feet in the area of the former USTs. For the ground water grab samples, elevated concentrations of TPHg, TPHd, TPHo, and benzene were detected in samples collected in the UST area. However, no TPHg, TPHd, TPHo, and VOCs were detected in the sample collected downgradient of the former USTs. Fugro concluded that the extent of petroleum-related impacts beneath the site was defined and limited to the area around the former UST and, therefore, qualified for closure under the Water Board's Low Threat Closure Policy (LTCP). Case closure was subsequently approved by the Water Board in a letter dated April 8, 2014. This letter indicated that *"residual contamination in both soil and ground water may remain at the Site that could pose an unacceptable risk under certain development activities such as site grading, excavation, or installation of water wells.*" The closure letter also indicated that *the Contra Costa County Health Services Department, and the appropriate planning and building department should be notified prior to any changes in land use, grading activities, excavation and installation or water wells.*" A copy of this case closure letter is provided in Appendix C.

In December 2015, Cornerstone attempted to collect a soil vapor sample from one soil vapor probe installed to a depth of approximately 5 feet. The vapor probe was installed using a direct push drilling rig at a location within the footprint of the former UST pit. Vapor sampling was not successful due to water accumulation within the vapor probe. Perched water appeared to have accumulated within the clayey material beneath the asphalt parking area. The water observed is believed to be perched as groundwater was not observed in borings later advanced to depths of up to approximately 10 feet.

On August 22, 2017, Cornerstone collected soil samples from four borings (EB-1 through EB-4) advanced to depths of up to approximately 10 feet within and adjacent to the approximate location of the former USTs. Results from this sampling event were reported in Cornerstone's *Site Management Plan* (SMP) dated September 20, 2017.

The detected concentrations of TPHd, TPHo, TPHg, and the VOCs toluene and total xylenes were below their respective commercial and construction worker ESLs. The detected concentrations detected were similar to those previously detected in 2013 prior to case closure by the Water Board.

Based on these detections, the SMP indicated that soil and/or groundwater with residual fuel-related impacts could be encountered during excavation around the former UST locations. If encountered, the SMP provides protocols for the special handling and disposal of such material.

4.2.2 Radon

Elevated levels of radon in indoor air are a result of radon moving into buildings from the soil, either by diffusion or flow due to air pressure differences. The ultimate source of radon is the uranium that is naturally present in rock, soil, and water. Some types of rocks are known to have uranium concentrations greater than others and, consequently, there is an increased chance of elevated radon concentrations in soils and weathered bedrock where they are located. Areas down-slope which received sediments and/or surface and ground water from rock units with above average uranium content also have an increased likelihood of elevated radon concentrations in soil gas. In California, bedrock that can contain above average uranium concentrations includes the Monterey formation, asphaltic rocks, marine phosphatic rocks, granitic rocks, felsic volcanic rocks, and certain metamorphic rocks.

The federal EPA has established an action level of 4 pCi/L, above which the EPA recommends taking action to reduce radon levels in structures. To help local, state, and federal agencies prioritize resources and implement radon-control building codes, the EPA published maps of radon hazards for each county in California (www.epa.gov/radon/zonemap/california.htm).

The Site is located in Contra Costa County, which is designated by the EPA as Zone 2 with a moderate potential (from 2 to 4 pCi/L). It is important to note that EPA has identified structures with elevated levels of radon in all three zones, and the EPA recommends Site-specific testing in order to determine radon testing at a specific location.

Based on information present in the previous regulatory agency database report (October 2015), nine radon screening tests have been performed in the Site vicinity (zip code 94564), with no results exceeding 4pCi/L.

4.2.3 Division of Oil, Gas and Geothermal Resources Maps

To evaluate the presence of oil or gas wells on-Site and in the immediate Site vicinity, maps available on-line at the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (http://www.consrv.ca.gov/dog) were reviewed. Review of the available map for the Site area did not show oil or gas wells on-Site or on the adjacent properties.

4.2.4 Lead in Drinking Water

The East Bay Municipal Utility District (EBMUD) provides drinking water to the Site. The 2018 water quality report published by the EBMUD states that the 90th percentile concentration of lead detected was 2.4 µg/L, with no detections exceeding the drinking water standard established by the US EPA of 15 ppb.

SECTION 5: PHYSICAL SETTING

We reviewed readily available geologic and hydrogeologic information to evaluate the likelihood that chemicals of concern released on a nearby property could pose a significant threat to the Site and/or its intended use during our previous Phase I ESA performed for this Site, dated November 24, 2015. This information is included below.

5.1 RECENT USGS TOPOGRAPHIC MAP

A 2012 USGS 7.5 minute topographic map was reviewed to evaluate the physical setting of the Site. The Site's elevation is approximately 200 feet above mean sea level; topography in the vicinity of the Site slopes to the north-northwest towards the San Pablo Bay.

5.2 HYDROGEOLOGY

Based on our previous monitoring wells installed on-Site as presented in the California Geotracker database, depth to the shallow ground water beneath the Site appears to be highly variable, ranging between depths of approximately 4 to 20 feet. The reported ground water flow in this shallow zone ranges between the southwest to northwest.

SECTION 6: HISTORICAL USE INFORMATION

The objective of the review of historical use information is to develop a history of the previous uses of the Site and surrounding area in order to help identify the likelihood of past uses having led to Recognized Environmental Conditions at the property. The ASTM standard requires the identification of all obvious uses of the property from the present back to the property's first developed use, or back to 1940, whichever is earlier, using reasonably ascertainable standard historical sources.

6.1 HISTORICAL SUMMARY OF SITE

The historical sources reviewed are summarized below. The results of our review of these sources are summarized in Table 7.

- **Historical Aerial Photographs:** We reviewed aerial photographs dated between 1939 and 2012 obtained from EDR and Quantum Spatial; copies of aerial photographs reviewed are presented in Appendix D.
- **Historical Topographic Maps:** We reviewed USGS 15-minute and 7.5-minute historic topographic maps dated 1895, 1915, 1948, 1949, 1959, 1968, 1973, 1980, 1993, and 1995; copies of historic topographic maps reviewed are presented in Appendix D.
- **Historical Fire Insurance Maps:** EDR reported that the Site was not within the coverage area of fire insurance maps.
- **Local Street Directories:** We reviewed city directories obtained from EDR that were researched at approximately 5 year intervals between 1922 and 2013 to obtain information pertaining to past Site occupants. The city directory summary is presented in Appendix E.

Table 7. Summary of Historical Source Information for Site

Date	Source	Comment
1895, 1915, 1948, 1949, and 1959	Topographic Maps	No structures are depicted on the maps
1939, 1946, and 1950	Aerial Photographs	Site appears vacant. The natural topography appears to consist of rolling hills across the Site.
1958	Aerial Photographs	Some grading appears to have occurred in the central portion of the Site. The adjacent Interstate 80 and associated interchanges is present.
1968 and 1971	Aerial Photographs	Beginning with the 1968 image, the Site has been developed and consists of two structures at the northwest corner of the Site (1201 and 1211 to 1221 addresses), one large structure in the center of the Site (1401 to 1499 addresses), and a surrounding parking lot. An "L"-shaped structure is present at the northeast corner that appears to be a service station. The 1971 image is similar to the 1968 image.
1968 and 1973	Topographic Maps	Three structures are depicted starting with the 1968 map.
1974 and 1975	Aerial Photographs	Two new structures are present at the 1271 address, with one that appears to be a canopy, similar to what is used at fueling stations. A new rectangular structure is present north of the 1501 address.
1975	City Directory	1201: Regalias Chevron 1211: Winchell Donut House 1213: The Flower Hut 1215: J RS Jewelry 1221: Bank of America 1271: Car Care Center 1401: Longs Drugs 1409: Fotomat Drive Thru 1421: Safeway 1431: Baby News 1441: One Hour Martinizing 1451: Burger Haven 1461: Quill Stationary and Gift 1481: Silveridge Lounge 1491: Sybals Silveridge Barber Salon 1499: Marjories Appian 80 1511: Lafayette Federal Savings
1976	Aerial Photographs	A new square-shaped structure is present at the 1501 address.
1978	Aerial Photographs	The building at the 1211 to 1221 addresses has been expanded south to include the 1251 address. A new structure is present at the 1565 to 1577 addresses. The rectangular structure north of the 1501 address is no longer present.

Date	Source	Comment
1980	City Directory	1201: Regalias Chevron 1211: Winchell Donut House 1213: The Flower Hut 1215: J RS Jewelry 1221: Bank of America 1251: Super Auto 1261: Fotomat Corporation 1271: Car Care Center 1401: Longs Drugs 1421: Safeway 1451: Lilys Garden Restaurant 1481: Silveridge Lounge 1491: Sybals Silveridge Barber Salon 1499: Marjories Appian 80 1501: Mi Place Pizza 1565: Lafayette Federal Savings 1569: La Vals Stuffery 1573: Sports Corner 1577: Super Scoop
1980	Topographic Maps	Eight structures are depicted on Site.
1981	Aerial Photographs	Overall the Site layout is similar. What appears to be a rectangular asphalt patch is present adjacent and east of the Chevron Station (1201). This apparent patch corresponds to the location of the USTs that were installed in 1981.
1982 and 1983	Aerial Photographs	The Site is similar to the 1981 image.
1985	City Directory	1201: Regalias Chevron 1211: Winchell Donut House 1213: The Flower Box 1215: J RS Jewelry 1221: Bank of America 1251: Super Auto 1271: Antique Restoration 1401: Long's Drugs 1409: Fotomat Corporation 1421: Safeway 1481: Silveridge Lounge 1491: Sybals Silveridge Style Salon 1499: Marjories Appian 80 1501: Mi Place Pizza 1565: Capitol Federal Savings 1569: La Vals Stuffery 1573: American Protective Services 1577: Appian 80 Express Cleaners
1988	Aerial Photographs	Construction of the building at the 1261 address is present in the 1988 image. The apparent canopy is no longer present at the 1271 address. What appears to be 2 concrete or asphalt patches are present in its former location.

Date	Source	Comment
1990	City Directory	1201: Regalias Chevron 1211: Winchell Donut House 1213: Pinole Key & Gift Shop 1215: Allstar Sportscard 1221: Bank of America 1251: Super Auto 1261: Super Car Wash 1271: Antique Restoration 1401: Long's Drugs 1409: Fotomat Corporation 1421: Safeway 1431: Video International 1441: Holiday Cleaners 1481: Silveridge Lounge 1499: Sybals Silveridge Style Salon 1501: Cybelles Pizza 1565: Capitol Federal Savings 1569: Stuffery La Vals 1573: Automatic Appliance 1577: Appian 80 Express Cleaners
1992	City Directory	1201: Regalias Chevron 1211: Winchell Donut House 1213: Pinole Key & Gift Shop 1215: Lisa's Nails 1251: Super Auto 1261: Super Car Wash 1271: Antique Restoration 1401: Long's Drugs 1421: Safeway 1431: Video International 1441: Holiday Cleaners 1481: Silveridge Lounge 1499: Sybals Silveridge Style Salon 1501: Cybelles Pizza 1565: Capitol Federal Savings 1569: Stuffery La Vals 1573: Automatic Appliance 1577: Appian 80 Express Cleaners
1993 and 1995	Topographic Maps	No features are depicted on these maps.
1993	Aerial Photographs	A new structure is present at the 1261 address.

Date	Source	Comment
1995	City Directory	1201: Regalias Chevron 1211: Pizza Hut 1213: Pinole Key & Gift Shop 1215: Lisa's Nails 1221: Bank of America 1251: All Cars Inc. / Super Auto 1261: Appian 80 Car Wash 1271: Antique Restoration / Shaker Furniture Showroom 1401: Long's Drugs 1421: Safeway 1441: Four Mile Cleaners 1481: Silveridge Lounge 1499: Sybals Silveridge Style Salon 1501: Peking Garden Restaurant 1565: San Francisco Federal Savings 1569: Boun Thai Cuisine 1573: Automatic Appliance 1577: Appian 80 Express Cleaners
1998	Aerial Photographs	The Chevron Service Station located at the 1201 address is no longer present. The remainder of the Site is similar.
1999	City Directory	1211: Pizza Hut 1213: Pinole Key & Gift Shop 1215: Lisa's Nails 1251: Grand Auto Supply 1261: Appian 80 Car Wash 1271: Antique Restoration / Shaker Furniture Showroom 1401: Long's Drugs 1421: Safeway 1431: Tropical Fish & Pet Shop 1441: Four Mile Cleaners 1481: Silveridge Lounge 1499: Sybals Silveridge Style Salon 1501: Peking Garden Restaurant 1569: Bangkok Thai Cuisine 1577: Appian 80 Express Cleaners
2003	City Directory	1211: Pizza Hut 1213: Pinole Key & Gift Shop 1215: Waikiki Nails 1251: Kragen Auto Parts / Tires Plus 1271: Shaker Furniture Showroom 1421: Safeway 1431: Tropical Fish & Pet Shop 1441: Jung Lee 1501: China Delights 1569: Bangkok Thai Cuisine 1573: Blockbuster Video / Ladies Workout Express 1577 Appian 80 Express Cleaners
2005, 2009, and 2012	Aerial Photographs	The Site is similar to the 1998 image.

Date	Source	Comment
2008	City Directory	1211: PAC Pizza Inc. / Pizza Hut 1213: Pinole Key & Gift Shop 1215: Waikiki Nails 1251: Kragen Auto Parts / Wheel Works 1261: Bubbles Car Wash & Center 1271: Antique Restoration 1401: Long's Drugs 1421: Safeway 1431: Tropical Fish & Pet Shop 1441: Best Cleaning Valet Service / Four Mile Cleaners 1481: Bar None 1501: China Delights 1565: California Federal Bank / Citi Bank 1573: Blockbuster Video / Ladies Workout Express
2013	City Directory	1211: Locksmith 24 hr / Pizza Hut 1213: Pinole Key & Gift Shop 1215: Waikiki Nails 1251: O'Reilly Auto Parts / Wheel Works 1261: Bubbles Car Wash & Center 1271: Antique Restoration 1401: CVS Pharmacy 1421: Safeway 1431: Tropical Fish & Pet Shop 1441: Best Cleaning Valet Service / Four Mile Cleaners 1481: Bar None / Safe and Locks 1501: A Emergency Locksmith Services / China Delights 1573: Ladies Workout Express 1577: Appian 80 Express Cleaners

6.2 HISTORICAL SUMMARY OF SITE VICINITY

Based on our review of the information described in Section 6.1, the general Site vicinity appears to have historically consisted mainly of vacant/undeveloped land with little agricultural activities. By 1958, Interstate 80 and the Appian Way interchanges were constructed. By 1968, much of the Site vicinity had been developed with mostly residential properties and few commercial properties, mainly located near Appian Way. By 1982, a portion of the commercial development south of Interstate 80 is present. By 1993, the Site vicinity development appears similar to the current.

SECTION 7: SITE RECONNAISSANCE

We performed a Site reconnaissance to evaluate current Site conditions and to attempt to identify Site Recognized Environmental Conditions. The results of the reconnaissance are discussed below. Additional Site observations are summarized in Table 8 in Section 7.2. Photographs of the Site are presented in Section 7.2.1.

7.1 METHODOLOGY AND LIMITING CONDITIONS

To observe current Site conditions (readily observable environmental conditions indicative of a significant release of hazardous materials), Cornerstone staff Ms. Sarah E. Kalika, P.G., visited the Site on May 10, 2019, and was accompanied for a portion of the visit by Mr. Mark Goldstone

of Hillsboro Properties. Site reconnaissance was conducted by walking representative areas of the Site, including the interior(s) of the on-Site structure(s), the periphery of the structure(s) and the Site periphery. Cornerstone staff only observed those areas that were reasonably accessible, safe, and did not require movement of equipment, materials or other objects. Physical obstructions that limited our ability to view the ground surface at the Site included asphalt paved vehicle drives and parking areas (typical of developed properties).

7.2 OBSERVATIONS

During our Site visit, the Site was observed to consist of five structures and appurtenant parking and landscaped areas. The southern border of the Site was observed to be a steep, grass covered hill that sloped towards a drainage swale located off-Site and adjacent to Interstate 80. Signage for a petroleum pipeline was observed along this border. The parcel located at 1201 Tara Hills Drive was observed to be vacant and covered with gravel. No readily apparent surficial indications of the former USTs or service station were observed.

The on-Site buildings consisted of a five-unit structure with addresses of 1211 to 1251 Tara Hills Drive, a six-unit structure with addresses of 1401 to 1491 Tara Hills Drive, and single unit structures with addresses of 1261 and 1271 Tara Hills Drive. The occupants were observed to be those listed in Table 1.

No environmental concerns were noted at the Key's and Gift Shop (1213 Tara Hills Drive), Nail Salon (1215 Tara Hills Drive), vacant former CVS Pharmacy (1401 Tara Hills Drive), Safeway (1421 Tara Hills Drive), Bar None (1481 Tara Hills Drive), and the fitness gym (1573 Tara Hills Drive). Small quantities of cleaners were observed within these businesses that were stored in properly labeled containers. No signs of spills or leaks were noted. During our site visit, the restaurant at 1215 Tara Hills Drive and the bank at 1221 were not accessed. However, the exterior of each business was observed, and cooking grease/oil containers were observed at the restaurant. No evidence of spills or leaks were noted at these properties. The inaccessibility of these units is not considered a data gap as the business types are generally associated with activities that are use significant quantities of hazardous materials.

The vacant space (formerly occupied by O'Reilly Auto Parts with an address of 1251 Tara Hills Drive) contained shelving racks and general garbage and debris related to a transient campsite. Duriong our Site visit, the space was being cleared by a junk hauling company. No remaining hazardous materials were observed.

The vacant space (formerly occupied by Wheel Works also listed at 1251 Tara Hills Drive) was vacant and unoccupied. No remaining hazardous materials were observed.

The vacant building (formerly occupied by Bubble's Car Wash with an address of 1261 Tara Hills Drive) consisted of an open area where the automatic car wash used to be located, utility/storage room, and a vacant area that appeared to be a former customer reception/waiting area. The interior of the former automatic car was enclosure appeared to be vandalized and damaged by fire. No remaining hazardous materials were observed.

The vacant building (formerly occupied by Antique Restoration with an address of 1271 Tara Hills Drive) consisted of a vacant space. A large pile of debris consisting of wood, metal, cardboard, pieces of carpet and carpet padding, and other items was covered by a large piece of carpet. A clothes washer was observed near the debris pile. In another room, a mattress

was observed. Several former exploratory borings associated with previous sampling events discussed above were also observed in the parking area outside of this business.

The vacant space formerly occupied by Four Mile Cleaners at 1441 Tara Hills Drive was cleared of all equipment. No hazardous materials were observed within the unit.

Table 8. Summary of Readily Observable Site Features

General Observation	Comments
Aboveground Storage Tanks	Not Observed
Agricultural Wells	Not Observed
Air Emission Control Systems	Not Observed
Boilers	Not Observed
Burning Areas	Not Observed
Chemical Mixing Areas	Not Observed
Chemical Storage Areas	Observed – small volumes of containerized cleaners observed in several businesses.
Clean Rooms	Not Observed
Drainage Ditches	Not Observed
Elevators	Not Observed
Emergency Generators	Not Observed
Equipment Maintenance Areas	Not Observed
Fill Placement	Not Observed
Ground Water Monitoring Wells	Observed – related to release at 1577 Tara Hills Drive
High Power Transmission Lines	Not Observed
Hoods and Ducting	Not Observed
Hydraulic Lifts	Not Observed
Incinerator	Not Observed
Petroleum Pipelines	Observed – signage along the southern border of the Site
Petroleum Wells	Not Observed
Ponds or Streams	Not Observed
Railroad Lines	Not Observed
Row Crops or Orchards	Not Observed
Stockpiles of Soil or Debris	Not Observed
Sumps or Clarifiers	Observed – inactive oil/water separator observed at the car wash. Oil/grease separators observed at the restaurants.
Transformers	Observed, pole-mounted transformers labeled as non-PCB
Underground Storage Tanks	Not Observed
Vehicle Maintenance Areas	Not Observed
Vehicle Wash Areas	Not Observed
Wastewater Neutralization Systems	Not Observed

The comment “Not Observed” does not warrant that these features are not present on-Site; it only indicates that these features were not readily observed during the Site visit.

7.2.1 Site Photographs

Photograph 1. View of Site at looking southwest.

Photograph 2. View of Site looking west.

Photograph 3. View of Site looking south.

Photograph 4. Vacant parcel at 1201 Tara Hills Drive (former Chevron Station).

Photograph 5. View of southwest corner of Site (former car wash and former antiques restoration).

Photograph 6. Former car wash structure.

Photograph 7. Car wash automatic wash bay.

Photograph 8. Drains associated with former car wash.

Photograph 9. Former Antiques Restoration structure.

Photograph 10. Interior of former Antiques Restoration.

Photograph 11. Additional room inside former Antiques Restoration.

Photograph 12. Pile of debris and discarded washing machine within former Antiques Restoration structure.

Photograph 13. Additional view of debris pile.

Photograph 14. Interior (rear) of Safeway (photo from 2015).

Photograph 15. Storage room containing cleaning products within Safeway store (photo from 2015).

Photograph 16. Rear of Safeway showing box crushing machine (photo from 2015).

Photograph 17. Pole-mounted transformer labeled “non-PCB”.

Photograph 18. Loading dock area at rear of former CVS Pharmacy.

Photograph 19. Rear of Safeway store.

Photograph 20. 55-gallon drums observed in loading dock area behind Safeway.

Photograph 21. Interior of former CVS Pharmacy.

Photograph 22. Rear storage area of former CVS Pharmacy.

Photograph 23. Electrical control panel within former CVS Pharmacy.

Photograph 24. Front entry counter at former Wheel Works.

Photograph 25. Bay area of former Wheel Works.

Photograph 26. Storage racks within former Wheel Works.

Photograph 27. Interior of former O'Reilly Auto Parts store.

Photograph 28. Alternate view of former O'Reilly Auto Parts store.

Photograph 29. Electrical control panel and floor staining within former O'Reilly Auto Parts store.

Photograph 30. Exterior of former Four Mile Cleaners and adjacent former pet store.

Photograph 31. Interior of former Four Mile Cleaners.

Photograph 32. Disconnected vents within former Four Mile Cleaners.

Photograph 33. Previous location of dry cleaning equipment.

Photograph 34. Previous location of dry cleaning equipment.

Photograph 35. Exterior of restaurant located in south east corner of Site.

Photograph 36. Monitoring well and structure with restaurant, gym, and dry cleaner in northeast corner of Site.

SECTION 8: ENVIRONMENTAL QUESTIONNAIRE AND INTERVIEWS

8.1 ENVIRONMENTAL QUESTIONNAIRE / OWNER INTERVIEW

To help obtain information on current and historical Site use and use/storage of hazardous materials on-Site, we provided an environmental questionnaire during our previous investigation in 2015, to Hillsboro Properties and they were asked to forward the questionnaire to the owners of the other units at the Site (Appian 80 LP, Thomas G. Paulson Trust, Nga Tran, John Johnson, Arco Building Company, and Tara Hills Drive, LP) for completion. Mr. Christopher Paulson from the Thomas G. Paulson Trust and Mr. John Johnson from Antiques Restoration completed their respective questionnaires in 2015. The questionnaire from Mr. Paulson acknowledged the former use of 1201 Tara Hills Drive as a Chevron-branded gasoline station and acknowledged the former presence of USTs. The questionnaire from Mr. Johnson acknowledged the former use of 1271 Tara Hills Drive as a Car care center with two USTs that were removed in 1987. Copies of these completed questionnaires are provided in Appendix F. The completed questionnaires from the remaining owners were not returned to us. We additionally interviewed Mr. Mark Goldstone of Hillsboro Properties during our 2015 Site visit and Mr. Carl Goldstone of Hillsboro Properties via email and telephone communication in 2015. Paul Goldstone Enterprises is associated with Hillsboro Properties and owns a portion of the Site. Much of the historical Site information and current use information used in this report was provided by Hillsboro Properties.

In preparation for this Phase I ESA Update, we asked Mr. Carl Goldstone for updates to the Site questionnaire. Mr. Goldstone reported that the former Antiques Restoration portion of the Site

is now owned by Pinsquare 1, LLC and that the former Chevron Station at 1201 Tara Hills Drive is now owned by Pinsquare 2, LLC. He stated that Pinquare 1, LLC and Pinsquare 2, LLC are owned by Hillsboro Properties. He additionally stated that he did not have an updated title report.

8.2 INTERVIEWS WITH PERSON(S) KNOWLEDGEABLE OF SITE USE

Contact information for persons knowledgeable of existing and prior site uses was not provided to us prior to or at the Site visit.

8.3 INTERVIEWS WITH PREVIOUS OWNERS AND OCCUPANTS

Contact information for previous Site owners and occupants was not provided to us. Therefore, interviews with previous Site owners and occupants could not be performed.

SECTION 9: PRELIMINARY SOIL VAPOR EVALUATION

As noted above, Four Mile Cleaners was formerly located on-Site at 1441 Tara Hills Drive. In addition, there is an off-Site and adjacent drycleaner (Appian 80 Cleaners located at 1577 Tara Hills Drive) (Figure 2). PCE subsurface impacts from the off-Site cleaners have been documented and the adjacent property is currently undergoing remediation under DTSC oversight. The on-Site dry cleaner previously used PCE as a dry cleaning solvent as indicated in the County records reviewed.

Cornerstone directed a subsurface investigation and advanced six borings to depths of up to approximately 5 feet for the installation of temporary soil vapor probes (SV-1 through SV-6). Soil vapor sampling was attempted at each probe to determine if the former on-Site dry cleaner (former Four-Mile Cleaners) impacted the subsurface and/or if the documented PCE subsurface impacts from the existing off-Site dry-cleaner (Appian 80) have significantly impacted the Site. The six boring locations were positioned as follows:

- Boring SV-1 was positioned along the western exterior of the former on-Site drycleaner.
- Boring SV-2 was positioned within the interior of the former on-Site dry cleaner.
- Boring SV-3 was positioned along the northern exterior of the on-Site former dry cleaner.
- Boring SV-4 was positioned approximately 175 feet from the northern property boundary closest to the off-Site drycleaner.
- Boring SV-5 was positioned approximately 125 feet from the northern property boundary closest to the off-Site drycleaner.
- Boring SV-6 was positioned approximately 50 feet from the northern property boundary closest to the off-Site drycleaner.

9.1 SUBSURFACE MATERIALS

The subsurface materials observed in the exploratory borings generally consisted of sandy clay. Some gravel was observed between a depth of approximately 2 and 5 feet in all borings except SV-1 and SV-5. No apparent chemical odors were observed in the exploratory borings. Ground water was not observed in any of the borings. The lithologic observations are included on the boring logs in Appendix F.

9.2 ORGANIC VAPOR READINGS

Soil samples retrieved from the exploratory borings were monitored with a MiniRAE 3000 Organic Vapor Meter (OVM) to record VOC vapors. No organic vapor readings were measured in the soil samples screened from each boring.

9.3 SOIL VAPOR QUALITY EVALUATION

On May 24, 2019, Cornerstone oversaw the installation of six temporary soil vapor probes (SV-1 through SV-6) using a direct push drilling rig. The temporary soil vapor probes were installed following the general requirements of the July 2015 document entitled, “Advisory: Active Soil Gas Investigations”, prepared by the DTSC.

9.4 TEMPORARY SOIL VAPOR PROBE INSTALLATION AND SAMPLE COLLECTION

The six temporary soil vapor probes were installed to depths of approximately 4½ to 5 feet at each location. Each probe was completed with stainless steel expendable tip and screen affixed to stainless steel tubing. Each probe was constructed by first placing approximately ½ foot of coarse aquarium-type sand into the bottom of the boring. The stainless steel tip and tubing was then lowered into the boring via a tremie pipe. Additional sand was then placed in the boring via tremie when needed to create an approximately 1 foot sand pack interval around the vapor tip. Approximately 1 foot of granular bentonite was placed on top of the sand pack. Hydrated bentonite was then placed down the boring; the mixture consisted of approximately 50 percent water to bentonite and was placed in less than ½ foot lifts to just below the surface. The stainless steel tubing was labeled with depth of placement and capped utilizing a vapor-tight Swagelok valve set in the “off” position.

The temporary vapor probes were sampled on May 27, 2015, approximately 72 hours after installation. The DTSC guidance recommends sampling at least 2 hours after installation for soil vapor probes installed using direct push drilling. A 167 milliliters-per-minute flow regulator inclusive of a particulate filter was fitted to the shut-off valve and the other end to a “T” fitting. A Summa canister was connected to the “T” fitting. The other end of the “T” fitting was affixed to a digital vacuum gauge and a 1-liter Summa canister utilized for purging.

A minimum 10 minute vacuum tightness test was performed on the manifold and connections by opening and closing the 1-liter purge canister valve and applying and monitoring a vacuum on the vacuum gauge. The sample shut-off valve on the downhole side of the sampling manifold remained in the “off” position. When gauge vacuum was maintained for at least 10 minutes without any noticeable decrease (less than approximately 0.1 inches of mercury (Hg) for properly connected fittings), purging began. The downhole shut off valve was opened and approximately three purge volumes of vapor were removed using the purging 1-liter Summa. The volume of vapor removed was verified by the calculated versus observed pressure drop in the purging Summa canister. The purge volume was calculated based on the length and inner diameter of the sampling probe and the connected sampling tubing and equipment. Assuming the vapor probe was properly sealed, the borehole sand pack vapor space will have equilibrated with the surrounding vapors following the more than 48 hour equilibration period. Thus, the sand pack vapor space was not included in the purge volume calculation.

Samples were successfully collected from temporary soil vapor probes SV-1 through SV-4. However, soil vapor samples could not be collected from probes SV-5 and SV-6 due to the tight clay subsurface materials. Soil vapor sampling field notes and logs are included in Appendix F.

9.5 SOIL VAPOR LABORATORY SAMPLING AND ANALYSES

Cornerstone collected soil vapor samples from temporary probes SV-1 through SV-4 in laboratory-provided cannisters and submitted the samples for analysis to a state-certified analytical laboratory under a chain of custody control. The four samples were analyzed for TPHg and VOCs (EPA Test Method TO-15SIM). In addition, one air sample collected from the shroud atmosphere was analyzed for isopropyl alcohol. As noted, soil vapor samples could not be collected from probes SV-5 and SV-6.

9.6 SOIL VAPOR ANALYTICAL SUMMARY

The detected soil vapor concentrations were compared to the Tier 1 ESLs (Water Board, 2019). Since the land-use will be commercial, the detected concentrations were also compared to the commercial direct exposure ESLs (Water Board, 2019). Detected compounds are presented in Table A. Chain of custody documentation and laboratory analytical reports are presented in Appendix H.

A summary of the analytical results is presented below:

- Trichloroethene (TCE) was detected at concentrations of 320 µg/m^3 and 4,800 µg/m^3 in the samples collected from SV-3 and SV-4, respectively. The Tier 1 ESL for TCE is 16 µg/m^3 and the commercial ESL is 100 µg/m^3. TCE was detected in SV-1 and SV-2 but at concentrations below the Tier 1 ESL.

- PCE was detected below the Tier 1 ESL, at a maximum concentration of 12 µg/m^3.

- Cis-1,2-dichloroethene (cDCE) exceeded the Tier 1 ESL of 280 µg/m^3 in the four soil vapor samples collected, with detections ranging from 540 µg/m^3 at SV-1 to 9,500 µg/m^3 at SV-3. The detected concentration in SV-3 exceeded the commercial direct exposure ESL of 1,200 µg/m^3.

- Trans-1,2-Dichloroethene (tDCE) exceeded the Tier 1 ESL of 2,800 µg/m^3 in the soil vapor sample collected from SV-3, with a detected concentration of 3,800 µg/m^3. This detected concentration was below the commercial direct exposure ESL of 12,000 µg/m^3. Samples collected from the three remaining soil vapor probes had concentrations of tDCE below the Tier 1 ESL.

- Vinyl Chloride exceeded the Tier 1 ESL of 0.32 µg/m^3 and the commercial direct exposure ESL of 5.2 µg/m^3 in the four soil vapor samples collected, with detections ranging from 62 µg/m^3 at SV-4 to 3,500 µg/m^3 at SV-3.

- TPHg was detected at a concentration of 15,000 µg/m^3 at SV-4, which is above the Tier 1 ESL of 3,300 µg/m^3 but below the commercial direct exposure ESL of 83,000 µg/m^3.

- Benzene was detected at concentrations exceeding the Tier 1 ESL of 3.2 µg/m^3 in three of four soil vapor samples collected, ranging in concentrations from 14 µg/m^3 in SV-2 to 130 µg/m^3 in the sample collected for SV-4. The benzene soil vapor concentration detected in the sample from SV-4 also exceeded the commercial direct exposure ESL of 14 µg/m^3.

TCE, cDCE, tDCE, and vinyl chloride were detected at concentrations exceeding their respective Tier 1 and commercial ESLs. PCE was detected at low concentrations below the Tier 1 ESL. In anerobic conditions, PCE can degrade to TCE, cDCE, tDCE, and vinyl chloride through the sequential replacement of chlorine atoms with hydrogen atoms (dechlorination). During degradation, the concentrations of PCE will decrease giving way to increased concentrations of its daughter products (TCE, cDCE, tDCE, and vinyl chloride). The on-Site drycleaner reportedly used PCE during normal operations based on agency files Cornerstone reviewed. The low concentrations of PCE and higher concentrations of its daughter products may indicate an older PCE release that is degrading to its daughter products.

SECTION 10: FINDINGS, OPINIONS AND CONCLUSIONS (WITH RECOMMENDATIONS)

Cornerstone performed this Phase I ESA in general accordance to ASTM E1527-13 to support Hillsboro Properties in evaluation of Recognized Environmental Conditions. Our findings, opinions and conclusions are summarized below.

10.1 HISTORICAL SITE USAGE

Based on information reviewed during this study, the Site was vacant/undeveloped until approximately 1966 when structures were built at the addresses of 1201, 1211 to 1221, and 1401 to 1499 Tara Hills Drive. Initially, the businesses consisted of a Chevron service station, retail commercial businesses, restaurants, pharmacy, grocery store, photograph processing business, and a dry cleaner. Additions to the shopping center occurred by 1978 (1251 and 1271) and by 1993 (1261 Tara Hills Drive). The Chevron Station was reportedly demolished by 1997. A second fueling station (Rent-A-Rack) was formerly located at 1271 Tara Hills Drive from approximately 1972 until 1986. The dry cleaner business located at 1441 Tara Hills Drive operated from at least 1975 until its closure in approximately 2017.

10.2 CHEMICAL STORAGE AND USE

Hazardous material storage and use is documented at Safeway. These materials mostly consist of cleaning products. No spills or leaks were observed during our Site visit or were indicated in the records reviewed.

CVS Pharmacy (formerly Long's Drugs), Antique Restoration, Bubbles Car Wash & Center, O'Reilly Auto Parts (formerly Kragen Auto Parts and Super Auto), and the former Fotomat business are now vacant. Previously, these businesses used and stored hazardous. During our previous Site visit, no spills or leaks were observed at the CVS Pharmacy, Antique Restoration, Bubbles Car Wash, or O'Reilly Auto Parts. The Fotomat business was no longer in operation during our previous Site visit. Based on our Site visits and records reviewed, these former businesses are not expected to have significantly impacted the Site.

Hazardous materials were used and stored at the former Chevron and Rent-A-Rack businesses. These facilities are further discussed in Section 9.4.

A dry cleaner formerly operated at 1441 Tara Hills Drive at least 1975 until approximately 2017 and operated under the names of One Hour Martinizing, Holiday Cleaners, and Four Mile Express Cleaners. Hazardous materials records indicate the prior use of PCE as a dry-cleaning solvent. No investigations appear to have been previously performed to determine if soil, soil vapor, or ground water impacts are present due to the prior use of PCE at this unit. As such,

Cornerstone collected soil vapor samples from beneath and adjacent to the former dry-cleaning unit as discussed in Section 9. Results from the soil vapor samples collected detected of TCE, cDCE, tDCE, and vinyl chloride at concentrations that exceed their Tier 1 ESLs, and in some samples, also exceed the commercial direct exposure ESLs. The highest concentrations were detected in the sample collected adjacent to and north of the former dry cleaner. The VOCs detected are degradation products of PCE, which was previously used as a dry-cleaning solvent. These soil vapor detections may have resulted from an old PCE release from the dry cleaner that has since degraded to its daughter products. We recommend the collection of additional samples, including soil and groundwater, to determine if a source area is present in or near the drycleaner.

10.3 FORMER USTS

Fueling and waste oil USTs were formerly located on Site at the former Chevron service station (1201 Tara Hills Drive) and the Rent-A-Rack service station (1271 Tara Hills Drive). In addition, hydraulic lifts and associated oil tanks were formerly located at the Super Auto business (1251 Tara Hills Drive) and the Chevron Service Station.

According to the *Hydraulic Lift Removal Report* (Walker's Hydraulics, 1997), five hydraulic lifts and associated oil tanks were removed from Super Auto (1251 Tara Hills Drive). TPHo impacted soil was reportedly encountered around two of the tanks, and soil was subsequently excavated. However, the report indicates that some TPHo soil was not excavated due to the risk of undermining the building. Based on this report, there appears to be TPHo impacted soil beneath this facility. Although, the extent appears limited to these former tanks, any impacted soils encountered during construction may require special handling and disposal. Following demolition, soil exceeding commercial screening levels that was previously left in place should be removed for appropriate off-Site disposal. Cornerstone prepared a SMP dated September 20, 2017 that provided protocols for handling such material.

Two 10,000-gallon gasoline USTs and one 5,000-gallon waste oil UST were present at the Rent-A-Rack service station, located at 1271 Tara Hills Drive (former Antiques Restoration business). The tanks were reportedly removed in 1986. Sampling performed in October 2013 detected elevated concentrations of TPHg in soil and TPHg, TPHd, TPHo, and benzene in ground water. These elevated concentrations were detected in samples collected in the area of the former USTs. These compounds were not detected in samples collected downgradient of the tanks, indicating the extent of impacts appeared limited to the area beneath the former USTs. Although this facility was closed under the Water Board's LTCP, areas of isolated impacted soil could be encountered during construction that would require special handling. Our recommendations for handling any impacted soil are included in Section 9.9. Cornerstone's SMP provides protocols for handling such material.

A Chevron service station was present at 1201 Tara Hills Drive from at least 1975 until 1997. Documentation was reviewed related the installation of four USTs in 1981. These USTs along with three hydraulic hoists and one oil/water separator were removed in 1997. Soil samples collected from the excavations indicated no soil impacts resulted from these buried structures, and the County subsequently closed this facility. No documentation was available related to the USTs present before 1981. These USTs were presumably replaced in 1981. Since the sampling associated with the UST closure in 1997 revealed no significant impacts, significant impacts from the original USTs, if present, does not appear likely. However, any impacted soils encountered during construction may require special handling. The protocols presented in the SMP (2017) can be applied to work in this area as well.

10.4 OIL/WATER SEPARATORS

Oil/water separators (OWSs) were previously observed at 1251 Tara Hills Drive (former Wheel Works) and 1261 Tara Hills Drive (former Bubbles Car Wash). OWSs treat wash water by allowing oils and greases to float to the surface for separation and substances heavier than water to sink. If OWSs are not maintained on a regular basis, oil/grease (and potentially other chemicals used on-Site) can be discharged to the sewer during high flow period. Sludge can also build up in OWSs. We recommend that an environmental professional observe the underlying soil following demolition of these structures. If apparent stains are observed, we recommend collecting soil samples for analyses. If significant impacts are detected, the business operators should be responsible for costs associated with excavation and removal of the soil.

10.5 UNDOCUMENTED FILL

Fill soil was used during the backfilling of the UST pits located at 1201 and 1271 Tara Hills Drive. The source and quality of this soil is not known. Cornerstone collected soil samples from one boring that is believed to be located within the former UST excavation fill from 1271 Tara Hills Drive (Rent A Rack). Petroleum hydrocarbons and VOCs were detected in this sample, but at concentrations below their respective commercial direct exposure ESLs. If removed, this soil likely will require disposal at a landfill. The fill material within the UST pit located at 1201 Tara Hills Boulevard was not sampled.

10.6 DISPOSAL OF EXCESS SOIL DURING CONSTRUCTION

Contaminated soil may be present at the former UST locations and the former dry cleaning location. If present, this soil may require special handling and disposal considerations.

10.7 IMPORTED SOIL

If the planned development will require importing soil for Site grading, we recommend documenting the source and quality of imported soil. The DTSC's October 2001 Clean Fill Advisory provides useful guidance on evaluating imported fill.

10.8 POTENTIAL ENVIRONMENTAL CONCERNS WITHIN THE SITE VICINITY

UST releases have been documented at the facilities located at 2298 Appian Way and 1599 Tara Hills Drive. Investigations conducted at both facilities indicate that impacts appear limited to the soil and ground water beneath each facility and do not appear to have migrated to the Site. The facility at 1599 Tara Hills Drive was granted regulatory closure. As such, these facilities are not likely to impact the soil and/or ground water quality beneath the Site. Note, however, that there is litigation on-going between the owner of 1565 to 1577 Tara Hills Drive and the owner of 1599 Tara Hills Drive due to alleged indoor air quality impacts associated with the former Texaco station.

One dry cleaner is currently present adjacent to the Site: Appian 80 Express Cleaners at 1577 Tara Hills Drive. A PCE release to the soil and ground water has been documented at this dry cleaner. The highest concentrations in subsurface media were detected beneath the boiler room within the dry-cleaning business. Groundwater flow direction appears to be to the west-northwest. Previous groundwater sampling detected PCE in samples collected northwest of this dry cleaner and on-Site. Based on records reviewed, we understand that soil removal,

placement of a bioremediation product, and installation of a soil vapor extraction system will be performed. Remedial work will likely continue at this property in the future, which may require further subsurface exploration activities that may extend onto the Site. The proposed development in this area will be required to provide continued access for remedial activities and monitoring if those activities are continuing at the time of development. Structures on and near this dry cleaner likely will require vapor intrusion engineering controls. In addition, we recommend that an environmental professional periodically review available future correspondence related to the dry cleaner to help track the progress and status of remedial work.

10.9 REGULATORY AGENCY CONSIDERATIONS

Per the Water Board closure letter for the former Rent-A-Rack station, the Water Board indicated that the "*Contra Costa County Health Services Department, and the appropriate planning and building department should be notified prior to any changes in land use, grading activities, excavation, and installation of wells*". We recommend contracting these agencies to inform them of the proposed project and determine what, if any, site management requirements may be required.

The DTSC is currently overseeing the investigation and remediation activities at the Appian 80 Cleaners (1577 Tara Hills Drive). We recommend discussing the planned development with the DTSC before acquiring the parcel.

We recommend engaging with a regulatory oversight agency for the further evaluation of the VOCs detected near the former on-Site dry cleaner (1441 Tara Hills Drive). Additional reporting will be determined based on the agency involved and their requirements.

10.10 ENVIRONMENTAL ATTORNEY

We recommend consulting with an environmental attorney regarding liabilities associated with the impacts identified that appear associated with the former on-Site dry cleaner.

10.11 ASBESTOS CONTAINING BUILDING MATERIALS (ACBMS)

Due to the age of the on-Site structure(s), building materials may contain asbestos. For the buildings that will be demolished, an asbestos survey is required by local authorities and/or National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines. NESHAP guidelines require the removal of potentially friable ACBMs prior to building demolition or renovation that may disturb the ACBM.

10.12 LEAD-BASED PAINT

The Consumer Product Safety Commission banned the use of lead as an additive in paint in 1978. Based on the age of the building, lead-based paint may be present. If demolition is planned, the removal of lead-based paint isn't required if it is bonded to the building materials. However, if the lead-based paint is flaking, peeling, or blistering, it should be removed prior to demolition. In either case, applicable OSHA regulations must be followed; these include requirements for worker training, air monitoring and dust control, among others. Any debris or soil containing lead must be disposed appropriately.

10.13 DATA GAPS

ASTM Standard Designation E 1527-13 requires the Environmental Professional to comment on significant data gaps that affect our ability to identify Recognized Environmental Conditions. A data gap is a lack of or inability to obtain information required by ASTM Standard Designation E 1527-13 despite good faith efforts by the Environmental Professional to gather such information. A data gap by itself is not inherently significant; it only becomes significant if it raises reasonable concerns. No significant data gaps were identified during preparation of this Phase I ESA.

10.14 DATA FAILURES

As described by ASTM Standard Designation E 1527-13, a data failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the historical research objectives have not been met. Data failures are not uncommon when attempting to identify the use of a Site at five year intervals back to the first use or to 1940 (whichever is earlier). ASTM Standard Designation E 1527-13 requires the Environmental Professional to comment on the significance of data failures and whether the data failure affects our ability to identify Recognized Environmental Conditions. A data failure by itself is not inherently significant; it only becomes significant if it raises reasonable concerns. No significant data failures were identified during this Phase I ESA.

10.15 RECOGNIZED ENVIRONMENTAL CONDITIONS

Cornerstone has performed a Phase I ESA in general conformance with the scope and limitations of ASTM E 1527-13 of 1201 to 1577 Tara Hills Drive, Pinole, California. This assessment identified the following Recognized Environmental Condition[1].

- A former dry cleaner (Four Mile Express Cleaners) is present on-Site. Soil vapor sampling conducted in conjunction with this Phase I ESA Update detected elevated chlorinated VOCs beneath and adjacent to the former dry cleaner. These detections suggest a past dry cleaning solvent release.

- A dry cleaner (Appian 80 Cleaners) is present at 1577 Tara Hills Drive that is currently undergoing investigation and remediation activities under DTSC oversight.

This assessment did not identify any Controlled Recognized Environmental Conditions[2]; the following Historical Recognized Environmental Condition were identified[3]:

- A Chevron-branded gasoline station was located at 1201 Tara Hills Drive from at least 1968 until 1997. The gasoline station had three 1,000-gallon gasoline USTs and one 1,000-gallon waste oil UST that were removed in 1997. Confirmation sampling

[1] The presence or likely presence of hazardous substances or petroleum products on the Site: 1) due to significant release to the environment; 2) under conditions indicative of a significant release to the environment; or 3) under conditions that pose a material threat of a future significant release to the environment.

[2] A Recognized Environmental Condition that has been addressed to the satisfaction of the applicable regulatory agency with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls or restrictions.

[3] A past Recognized Environmental Condition has been addressed to the satisfaction of the applicable regulatory agency or meeting of unrestricted use criteria established by the applicable regulatory agency without subjecting the Site to required controls or restrictions.

conducted during removal did not indicate that a release had occurred and the County required no further action.

- A Rent-A-Rack-branded gasoline station was located at 1271 Tara Hills Drive until approximately 1986 when two 1,000-gallon gasoline USTs and one 500-gallon waste oil UST were removed. Sampling indicated isolated areas of gasoline-related soil impacts. Due to these isolated impacts, the Site was grated closure in 2014. Due to the change is Site use in the area of these former USTs, we recommend the collection of soil, soil vapor, and ground water grab samples to determine if special considerations will be required during building design and/or Site development.

SECTION 11: LIMITATIONS

Cornerstone performed this Phase I ESA to support Hillsboro Properties in evaluation of Recognized Environmental Conditions associated with the Site. Hillsboro Properties understands that no Phase I ESA can wholly eliminate uncertainty regarding the potential for Recognized Environmental Conditions to be present at the Site. This Phase I ESA is intended to reduce, but not eliminate, uncertainty regarding the potential for Recognized Environmental Conditions. Hillsboro Properties understands that the extent of information obtained is based on the reasonable limits of time and budgetary constraints.

Findings, opinions, conclusions and recommendations presented in this report are based on readily available information, conditions readily observed at the time of the Site visit, and/or information readily identified by the interviews and/or the records review process. Phase I ESAs are inherently limited because findings are developed based on information obtained from a non-intrusive Site evaluation. Cornerstone does not accept liability for deficiencies, errors, or misstatements that have resulted from inaccuracies in the publicly available information or from interviews of persons knowledgeable of Site use. In addition, publicly available information and field observations often cannot affirm the presence of Recognized Environmental Conditions; there is a possibility that such conditions exist. If a greater degree of confidence is desired, soil, ground water, soil vapor and/or air samples should be collected by Cornerstone and analyzed by a state-certified laboratory to establish a more reliable assessment of environmental conditions.

Cornerstone acquired an environmental database of selected publicly available information for the general area of the Site. Cornerstone cannot verify the accuracy or completeness of the database report, nor is Cornerstone obligated to identify mistakes or insufficiencies in the information provided (ASTM E 1527-13, Section 8.1.3). Due to inadequate address information, the environmental database may have mapped several facilities inaccurately or could not map the facilities. Releases from these facilities, if nearby, could impact the Site.

Hillsboro Properties may have provided Cornerstone environmental documents prepared by others. Hillsboro Properties understands that Cornerstone reviewed and relied on the information presented in these reports and cannot be responsible for their accuracy.

This report, an instrument of professional service, was prepared for the sole use of Hillsboro Properties and may not be reproduced or distributed without written authorization from Cornerstone. It is valid for 180 days. An electronic transmission of this report may also have been issued. While Cornerstone has taken precautions to produce a complete and secure electronic transmission, please check the electronic transmission against the hard copy version for conformity.

Cornerstone makes no warranty, expressed or implied, except that our services have been performed in accordance with the environmental principles generally accepted at this time and location.

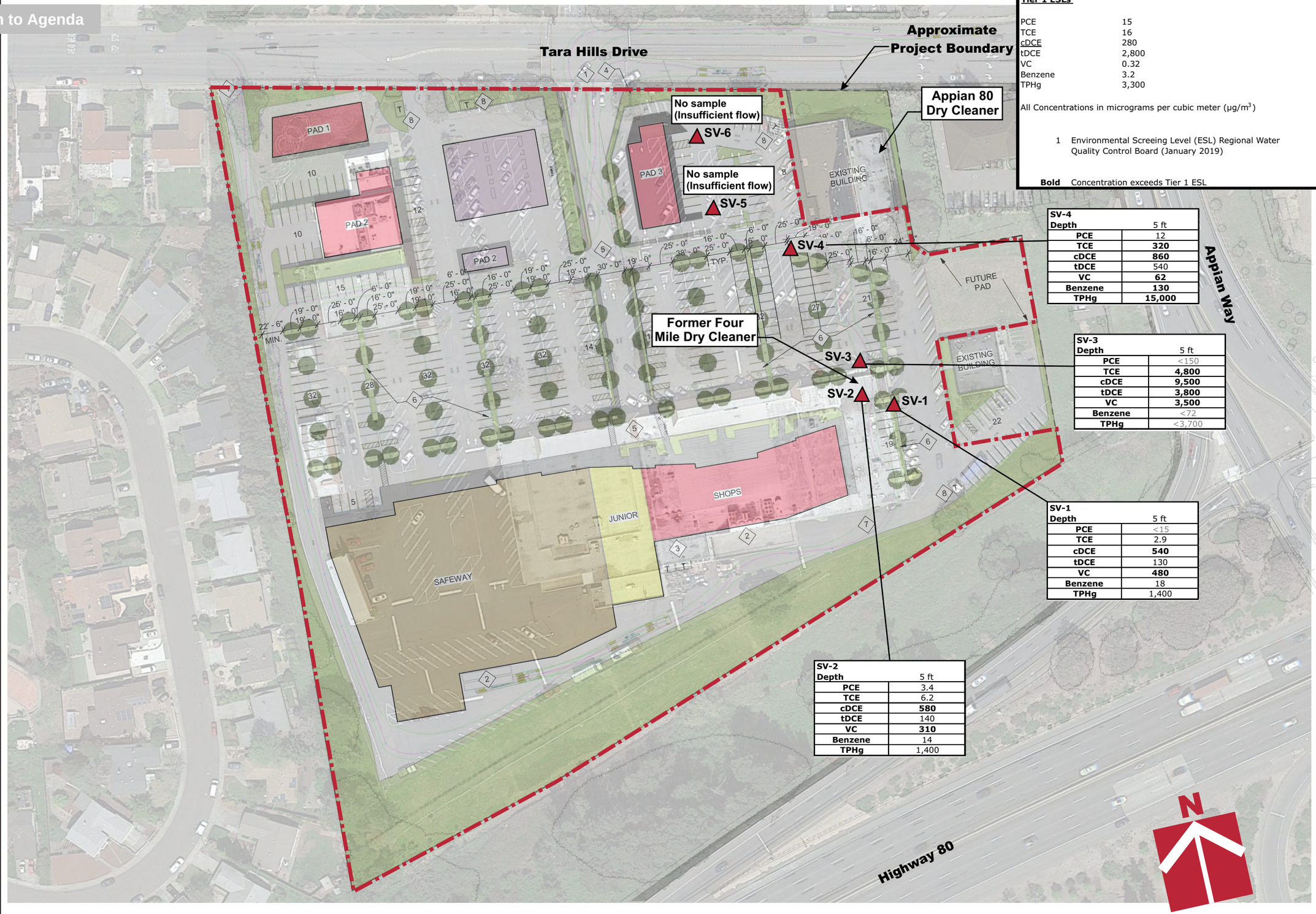
Return to Agenda

CORNERSTONE EARTH GROUP

Vicinity Map

Pinole Square
Pinole, CA

Project Number	856-1-4
Figure Number	Figure 1
Date	May 2019
Drawn By	RRN



Tier 1 ESLs[1]

PCE	15
TCE	16
cDCE	280
tDCE	2,800
VC	0.32
Benzene	3.2
TPHg	3,300

All Concentrations in micrograms per cubic meter (µg/m^3)

1 Environmental Screeing Level (ESL) Regional Water Quality Control Board (January 2019)

Bold Concentration exceeds Tier 1 ESL

SV-4 Depth	5 ft
PCE	12
TCE	**320**
cDCE	**860**
tDCE	540
VC	**62**
Benzene	**130**
TPHg	**15,000**

SV-3 Depth	5 ft
PCE	<150
TCE	**4,800**
cDCE	**9,500**
tDCE	**3,800**
VC	**3,500**
Benzene	<72
TPHg	<3,700

SV-1 Depth	5 ft
PCE	<15
TCE	2.9
cDCE	**540**
tDCE	130
VC	**480**
Benzene	18
TPHg	1,400

SV-2 Depth	5 ft
PCE	3.4
TCE	6.2
cDCE	**580**
tDCE	140
VC	**310**
Benzene	14
TPHg	1,400

Legend

▲ Approximate location of soil vapor sample (SV)

0 100 200

APPROXIMATE SCALE (FEET)

Base by Google Earth, dated 4/2/2018
Overlay by Lowney Architecture, Site Plan - A1.1, 7/11/2016

Project Number: 856-1-4

Figure Number: Figure 2

Drawn By: RRN

Date: June 2019

Site Plan

Pinole Square
Pinole, CA

CORNERSTONE EARTH GROUP

Table 1. Analytical Results of Selected Soil Vapor Samples
(Concentrations in µg/m³)

Sample ID	Date	Depth (feet)	PCE	TCE	cDCE	tDCE	Vinyl Chloride	1,1 - DCE	Benzene	Toluene	Ethyl-benzene	m,p-Xylene	o-xylene
SV-1	5/28/2019	5	<15	2.9	**540***	130	**480**	9	**18***	7.5	<9.5	<9.5	<9.5
SV-2	5/28/2019	5	3.4	6.2	**580***	140	**310**	19	**14***	12	<9.3	5.4	<9.3
SV-3	5/28/2019	5	<150	**4,800**	**9,500**	**3,800***	**3,500**	690	<72	<85	<98	<98	<98
SV-4	5/28/2019	5	12	**320**	**860***	540	**62**	22	**130**	200	23	85	25
ESL[1] - Tier 1			15	16	280	2,800	0.32	2,400	3.2	10,000	37	3,500	3,500
ESL[1] - Commercial (Direct Exposure)			67	100	1,200	12,000	5.2	10,000	14	44,000	160	15,000	15,000

Sample ID	Date	Depth (feet)	1,2,4-TMB	1,3,5-TMB	2,2,4-Trimethyl-pentane	4-Ethyl Toluene	Acetone	Carbon Disulfide	Cyclo-hexane	Heptane	Hexane	Isopropanol	TPHg
SV-1	5/28/2019	5	<11	<11	<10	<11	29	<27	8.6	<8.9	16	<21	1,400
SV-2	5/28/2019	5	3.1	<10	2.8	2.3	<51	14	8.8	4	23	9.3	1,400
SV-3	5/28/2019	5	<110	<110	<100	<110	<210	<280	<77	<92	26	<220	<3700
SV-4	5/28/2019	5	14	5.9	7.9	18	35	270	6.5	5.5	7.2	<34	**15,000***
ESL[1] - Tier 1			NE	NE	NE	NE	1.0E+06	NE	NE	NE	NE	NE	3,300
ESL[1] - Commercial (Direct Exposure)			NE	NE	NE	NE	4.5E+06	NE	NE	NE	NE	NE	83,000

1 Environmental Screening Level (ESL), RWQCB, San Francisco Bay Region - January 2019
< Not detected at or above laboratory reporting limit
NE Not Established
--- Not Analyzed
BOLD Concentration exceeds selected environmental screening criteria
* Concentration exceeds Tier 1 ESL but is below the commercial direct exposure ESL

APPENDIX A – TERMS AND CONDITIONS

APPENDIX B – DATABASE SEARCH REPORT

APPENDIX C – SELECTED REGULATORY DOCUMENTS

APPENDIX D – HISTORIC AERIAL PHOTOGRAPHS AND TOPOGRAPHIC MAPS

APPENDIX E – LOCAL STREET DIRECTORY SEARCH RESULTS

APPENDIX F – QUESTIONNAIRE

APPENDIX E

ADDITIONAL SOIL, SOIL VAPOR, AND GROUNDWATER QUALITY EVALUATION

EARTH GROUP

Date:	August 30, 2019
Project No.:	856-1-5
Prepared For:	Mr. Carl Goldstone Hillsboro Properties, Inc. 1300 S. El Camino Real, Suite 525 San Mateo, California 94402
Re:	Additional Soil, Soil Vapor and Groundwater Quality Evaluation Pinole Square 1211 to 1501 Tara Hills Drive Pinole, California

Dear Mr. Goldstone:

This letter summarizes the results of the additional soil, soil vapor, and groundwater quality evaluation performed at the Pinole Square Shopping Center. Cornerstone Earth Group (Cornerstone) performed this scope of work in accordance with our agreement dated July 2, 2019 (Agreement).

Project Background

The Pinole Square Shopping Center is located at 1211 to 1501 Tara Hills Drive in Pinole, California (Site, Figures 1 and 2). The existing Site is anchored by a Safeway grocery store and is surrounded by several smaller businesses located in outlying pads. We understand that Hillsboro Properties intends to renovate the Site, which includes enlarging the footprint to the west and construction of a fuel center.

The previous 2015 Phase I Environmental Site Assessment (ESA) and 2019 Phase I ESA Update prepared by Cornerstone identified two areas where underground storage tanks (USTs) were formerly located on-Site: former Chevron Station (1201 Tara Hills Drive) and the former Rent A Rack (1271 Tara Hills Drive). In addition, the reports identified an on-Site drycleaner located at 1441 Tara Hills Drive (Four Mile Cleaners) and an off-Site drycleaner located at 1577 Tara Hills Drive (Appian 80 Cleaners). The on-Site drycleaner is no longer in operation, but the off-Site drycleaner remains in operation. Information reviewed during preparation of the Phase I ESA and Phase I ESA Update reports indicate that this off-Site drycleaner has a documented tetrachloroethene (PCE) release and is currently performing cleanup activities under oversight by the California Department of Toxic Substance Control (DTSC).

In December 2015, Cornerstone advanced four borings to depths of approximately 10 feet at the former Rent-A-Rack. A petroleum odor and green discoloration were observed in all borings. Cornerstone attempted to collect soil vapor samples from these borings but was unsuccessful due to water intrusion from precipitation.

In August 2017, Cornerstone collected soil samples from four borings advanced near the former Rent-A-Rack UST at depths of up to approximately 10 feet. All compounds detected in these

soil samples were below their respective commercial and construction worker ESLs[1]. The results of this sampling event were presented in the *Site Management Plan (SMP)* dated September 20, 2017.

On May 28, 2019, Cornerstone collected soil vapor samples from beneath and adjacent to the former on-Site drycleaner as well as near the property boundary adjacent to an off-Site drycleaner. Results from this event were included in the draft *Phase I Environmental Site Assessment Update and Preliminary Soil Vapor Quality Evaluation* dated June 27, 2019. Results from these samples detected elevated concentrations of the chlorinated volatile organic compounds (VOCs) trichloroethene (TCE), cis-1,2-dichloroethene (cDCE), trans-1,2,-dichloroethene (tDCE), and vinyl chloride adjacent to the former on-Site cleaner. These VOCs are degradation products of PCE, which is a dry-cleaning solvent. PCE was also detected in soil vapor samples but at concentration below the Tier 1 ESL. The highest chlorinated VOC concentrations detected were in the soil vapor sample collected SV-3, which was located adjacent and north of the former on-Site drycleaner. Elevated chlorinated VOC concentrations were also detected in the soil vapor samples collected from beneath the building slab within the former drycleaner unit, adjacent and to the east of the unit, and north of the drycleaner along the sewer lateral shared with the structure that contains the off-Site drycleaner. The soil vapor sampling locations are shown in Figure 2 and the previous results are included in Table 1.

Soil vapor concentrations of benzene and gasoline-range petroleum hydrocarbons (TPHg) exceeding the Tier 1 soil vapor ESL were also detected in the soil vapor samples collected the soil vapor samples collected in May 2019. Information reviewed by Cornerstone in preparation of the Phase I ESA and Phase I ESA Update, did not identify an on-site source in the northeastern area of the Site where these soil vapor samples were collected. However, a closed UST release is located adjacent and northeast of the Site (former Texaco-branded station, 1599 Tara Hills Drive). The Water Board reportedly closed this case in 2012 on the basis that the source had been removed, the contamination was properly characterized and contained, and the property was used for commercial purposes. At the time of closure, residual contamination appeared to remain beneath this property, which could be a source of the TPHg and benzene soil vapor detections on-Site.

Purpose

The purpose of this Scope of Work was to further evaluate the subsurface conditions near the former on-Site drycleaner by collecting soil vapor and groundwater samples. In addition, the purpose of this Scope of Work was to collect two soil vapor samples at the approximate location of the former Rent-A-Rack UST where previous soil vapor sampling was unsuccessful.

Subsurface Investigation

On July 25 and 26, 2019, Cornerstone directed a subsurface investigation and advanced 10 borings using a direct push drilling rig as described below:

- Former on-Site dry cleaner:
  - Four borings (SV-7, SV-8, SV-9, and SV-10) advanced to depths of approximately 5 feet for soil vapor sample collection

[1] Environmental Screening Levels (ESLs), California Regional Water Quality Control Board (Water Board), January 2019

- Four borings (GW-1, GW-2, GW-3, and GW-4) advanced to approximately 22 ½ feet for groundwater sample collection. Groundwater sampling was unsuccessful at borings GW-1 and GW-2. Instead, a soil sample was collected from GW-2 (labeled SS-2).

- Former Rent A Rack USTs:
  - Two borings (SV-11 and SV-12) advanced to depths of approximately 5 feet at for soil vapor sample collection.

Soil vapor probes SV-7 through SV-10 were installed adjacent to the locations of sanitary sewer and stormwater sewer utilities as determined from maps provided by Hillsboro Properties and by field verification using a private utility locating contractor. The purpose of these soil vapor probes was to determine if the subsurface utilities could be acting as a preferential pathway for soil vapor migration and to further evaluate the extent of VOCs that previously detected in soil vapor. Groundwater samples were collected from GW-3 and GW-4, which were located adjacent to soil vapor probes SV-7 and SV-8, respectively, to determine if the soil vapor detections were due to groundwater impacts. The soil sample SS-2 (collected from the GW-2 boring) was located adjacent to former soil vapor probe SV-3, which contained the highest chlorinated VOC vapor concentrations detected during the May 2019 event. The soil sample was collected from a depth of approximately 15 to 15 ½ feet to help evaluate the presence of VOCs in the shallow groundwater zone; as noted above, an insufficient amount of groundwater was encountered in this boring to allow collection of a groundwater sample.

SUBSURFACE UTILITIES

As discussed, the borings near the former on-Site drycleaner were located along existing subsurface utilities to determine if a preferential pathway was present for soil vapor migration either to or from the Site. Specifically, the sanitary and stormwater sewers near the on-Site drycleaner were located for this evaluation, and their approximate locations are provided in Figure 2. Based on the provided utility plans, the sanitary sewer begins at 1577 Tara Hills Drive, which contains the off-Site drycleaner, flows south towards the on-Site drycleaner where it joins a larger sewer lateral that flows to the west and eventually turns to the north where it connects to the sanitary sewer main beneath Tara Hills Drive. The east-west oriented sanitary sewer lateral begins with the lateral connected to the restaurant adjacent and to the east of the Site. The on-Site drycleaner connects to this east-west lateral at the manhole located northeast of the on-Site drycleaner.

The stormwater sewer appears to flow from the parking lot south of 1577 Tara Hills Drive, diagonally towards Safeway where it turns to the west, and then eventually to the south where it discharges off-Site and south of the Site. Catch basins are located at various locations along the stormwater sewer.

SUBSURFACE MATERIALS

The subsurface materials observed in the exploratory borings generally consisted of sandy clay with some gravel. No apparent chemical odors were observed in the exploratory borings. Organic vapor meter (OVM) readings of up to 41.2 parts per million by vapor (ppmv) were detected in the soil samples retrieved from SV-12. No other OVM readings were recorded in the other borings. Our lithologic descriptions and OMV readings are included in the boring logs attached to this letter.

Groundwater was encountered at depths of approximately 15 feet and 20 feet in borings GW-3 and GW-4, respectively, but was not encountered in borings GW-1 and GW-2 advanced to depths of up to 17 feet. Limited access drilling equipment was required at GW-1 and GW-2 due to low clearance, and the subsurface conditions prevented this equipment from drilling deeper than approximately 17 feet.

SOIL QUALITY EVALUATION

One soil sample was collected at a depth of approximately 15 to 15 ½ feet at GW-2 and labeled SS-2(15 to 15.5). The sample was collected in three 5-gram Core-N-One capsules per DTSC guidance and analyzed for VOC (EPA Test Method 8260B). No VOCs were detected in this sample.

This soil sample was collected adjacent to the location of soil vapor probe SV-3 where the highest soil vapor concentrations were previously detected in May 2019. The SS-2 soil results indicate that there does not appear to be VOC impacts in soil at the depth where this sample was collected.

GROUND WATER QUALITY EVALUATION

Groundwater samples were collected from locations GW-3 and GW-4. GW-3 was located adjacent to soil vapor probe SV-7 along the sanitary sewer lateral, and GW-4 was located adjacent to SV-8 adjacent to the stormwater sewer. Groundwater samples were not collected from GW-1 and GW-2. The groundwater sampling locations are presented in Figure 2 and the laboratory report is attached to this letter.

Once groundwater was encountered, a section of slotted PVC was lowered into the exploratory boring to facilitate groundwater sample collection. The grab groundwater samples were collected using a peristaltic pump and clean (new) tubing. The samples were collected in clean laboratory-provided sampling containers, pre-preserved as appropriate. The two grab groundwater samples were analyzed for VOCs (EPA Test Method 8260B). No VOCs were detected in the two groundwater samples analyzed.

SOIL VAPOR EVALUATION

The six temporary soil vapor probes were installed to depths of approximately 4½ to 5 feet at each location. Each probe was completed with stainless steel expendable tip and screen affixed to stainless steel tubing. Each probe was constructed by first placing approximately ½ foot of coarse aquarium-type sand into the bottom of the boring. The stainless steel tip and tubing was then lowered into the boring via a tremie pipe. Additional sand was then placed in the boring via tremie when needed to create an approximately 1 foot sand pack interval around the vapor tip. Approximately 1 foot of granular bentonite was placed on top of the sand pack. Hydrated bentonite was then placed down the boring; the mixture consisted of approximately 50 percent water to bentonite and was placed in less than ½ foot lifts to just below the surface. The stainless steel tubing was labeled with depth of placement and capped utilizing a vapor-tight Swagelok valve set in the “off” position.

The temporary vapor probes were sampled on July 31, 2019, at least 5 days after installation. The DTSC guidance recommends sampling at least 2 hours after installation for soil vapor probes installed using direct push drilling. A 167 milliliters-per-minute flow regulator inclusive of a particulate filter was fitted to the shut-off valve and the other end to a “T” fitting. A Summa

canister was connected to the "T" fitting. The other end of the "T" fitting was affixed to a digital vacuum gauge and a 1-liter Summa canister utilized for purging.

A minimum 10-minute vacuum tightness test was performed on the manifold and connections by opening and closing the 1-liter purge canister valve and applying and monitoring a vacuum on the vacuum gauge. The sample shut-off valve on the downhole side of the sampling manifold remained in the "off" position. When gauge vacuum was maintained for at least 10 minutes without any noticeable decrease (less than approximately 0.1 inches of mercury (Hg) for properly connected fittings), purging began. The downhole shut off valve was opened and approximately three purge volumes of vapor were removed using the purging 1-liter Summa. The volume of vapor removed was verified by the calculated versus observed pressure drop in the purging Summa canister. The purge volume was calculated based on the length and inner diameter of the sampling probe and the connected sampling tubing and equipment. Assuming the vapor probe was properly sealed, the borehole sand pack vapor space will have equilibrated with the surrounding vapors following the equilibration period. Thus, the sand pack vapor space was not included in the purge volume calculation.

Samples were successfully collected from temporary soil vapor probes SV-7 and SV-9 through SV-12. However, a soil vapor sample could not be collected from probe SV-8 due to the tight clay subsurface materials. Soil vapor sampling field notes and logs are attached to this letter.

Soil Vapor Laboratory Sampling and Analyses

Cornerstone collected soil vapor samples from temporary probes SV-7 and SV-9 through SV-12 in laboratory-provided cannisters and submitted the samples for analysis to a state-certified analytical laboratory under a chain of custody control. The five samples were analyzed for TPHg and VOCs (EPA Test Method TO-15). In addition, one air sample collected from the shroud atmosphere was analyzed for isopropyl alcohol.

Soil Vapor Analytical Summary

The detected soil vapor concentrations were compared to the Tier 1 ESLs. Detected compounds are presented in Table 1. Selected compounds are presented on Figure 2. Chain of custody documentation and laboratory analytical reports attached to this letter.

A summary of the analytical results is presented below separately for the former on-Site drycleaner and the former Rent-A-Rack UST location:

<u>Former On-Site Drycleaner:</u>

- PCE was detected at concentrations up to 220 micrograms per cubic meter (µg/m^3) and exceeded the Tier 1 ESL of 16 µg/m^3 in the three samples collected near the former drycleaner. The highest concentration was detected in the sample collected from SV-9, which was located northeast of the former on-Site drycleaner and adjacent to the east-west sewer lateral.

- TCE was detected at concentrations of 1,900 µg/m^3 in SV-9 and 110 µg/m^3 in SV-10, which both exceeded the Tier 1 ESL of 16 µg/m^3. TCE was not detected in SV-7; however, dilution of this sample necessary for the laboratory to analyze resulted in an increased reporting limit that is above the Tier 1 ESL. SV-10 was located north of the

on-Site drycleaner and adjacent to the stormwater sewer. SV-7 was located along the E-W sewer lateral and northeast of the on-Site drycleaner.

- cDCE was detected in the soil vapor sample collected from SV-9 at a concentration of 580 µg/m^3, which exceeds the Tier 1 ESL of 280 µg/m^3. cDCE was detected below the Tier 1 ESL in the sample collected from SV-10 but was not detected in the sample collected from SV-7.

- Vinyl Chloride was detected at a concentration of 9.4 µg/m^3 in the sample collected from SV-9, which exceeds the Tier 1 ESL of 0.32 µg/m^3. Vinyl chloride was not detected in the samples collected from SV-7 or SV-10, although these reporting limits were raised due to required sample dilution by the laboratory.

- TPHg was detected at a concentration of 18,000 µg/m^3 at SV-7, which is above the Tier 1 ESL of 3,300 µg/m^3.

- Benzene was detected at concentrations exceeding the Tier 1 ESL of 3.2 µg/m^3 in the samples collected from SV-7 (50 µg/m^3) and SV-10 (6.1 µg/m^3).

Former Rent-A-Rack UST

- TPHg was detected at concentrations of 1,600,000 µg/m^3 and 110,000,000 µg/m^3 in the samples collected from SV-11 and SV-12, respectively. The Tier 1 ESL for TPHg is 3,300 µg/m^3.

- Soil vapor concentrations of benzene, ethylbenzene, and m,p-xylene exceeded their respective Tier 1 ESLs in the soil vapor sample collected from SV-12. These VOCs were not detected in the sample collected from SV-11; however, the sample dilution performed by the laboratory for this sample increased the reporting limits of these VOCs.

Conclusions

The results from the soil vapor probes installed along the sewer laterals near the former on-Site drycleaner confirm the presence of chlorinated VOCs in soil vapor and appear to indicate the higher concentrations are located near sewer laterals. The highest concentrations were detected along the east-west oriented lateral in front of and to the northwest of the former on-Site drycleaner, and in the lateral that carries wastewater from the off-Site property at 1577 Tara Hills Drive. Low to non-detect VOCs were detected at the soil vapor probe installed adjacent to the sewer later that carries wastewater from the restaurant east of the Site. VOCs were not detected in the soil and groundwater samples collected. Typically, VOCs are detected in soil and/or groundwater samples collected near a source area. The subsurface data collected to date indicates that significant VOC concentrations are present in soil vapor that appear to be migrating along subsurface utilities. However, the data does not clearly identify a source area or areas of these VOCs in soil vapor.

Benzene and TPHg were detected in the soil vapor samples collected near the former on-Site drycleaner. These samples were collected at least 475 feet from the former Rent-A-Rack UST location and at least 500 feet from the former Chevron Station located in the northwestern corner of the Site. No potential fuel-related on-Site sources were identified in the area near the former drycleaner; however, the property adjacent and to the northeast is a closed leaking UST

case with residual impacts at the time of closure. These fuel-related impacts in the eastern portion of the Site could be related to residual fuel-related impacts at this off-Site property.

The soil vapor samples collected from the approximate location of the former Rent-A-Rack UST indicate elevated concentrations of fuel-related VOCs in soil vapor that are likely due to residual UST impacts. Previous sampling indicates these impacts are limited to the former UST area. As discussed in other reports, the fill material used to fill the excavation after UST removal may require excavation and recompaction for geotechnical purposes. Cornerstone prepared a *Site Management Plan* dated September 20, 2017 that provides protocols for handling this material during excavation. The fill material, along with other impacted soil encountered during excavation, could be removed and replaced with clean fill. Soil vapor sampling could be performed after removal of this material to determine the effect on soil vapor concentrations. Removal of the residual fuel impacts from the former UST area is expected to significantly lower these VOCs detected in soil vapor.

Due the potential of off-Site sources of the VOCs detected on-Site, we recommend discussing the results of this and previous evaluations with an environmental attorney to determine appropriate next steps.

Limitation

This letter, an instrument of professional service, was prepared for the sole use of Hillsboro Properties and may not be reproduced or distributed without written authorization from Cornerstone. The chemical data presented in this report may change over time and are only valid for this time and location. Hillsboro Properties understands that Cornerstone reviewed and relied on the information presented in these reports and cannot be responsible for their accuracy. Cornerstone makes no warranty, expressed or implied, except that our services have been performed in accordance with the environmental principles generally accepted at this time and location.

Closing

Should you have any questions regarding this letter, or if we may be of further service, please contact us at your convenience.

Sincerely,

Cornerstone Earth Group, Inc.

DRAFT

Christopher J. Heiny, P.G.
Principal Geologist

DRAFT

Peter M. Langtry, P.G., C.E.G.
Senior Principal Geologist

Table 1. Analytical Results of Selected Soil Vapor Samples
(Concentrations in µg/m³)

Sample ID	Date	Depth (feet)	TPHg	PCE	TCE	cDCE	tDCE	Vinyl Chloride	1,1 - DCE	Benzene	Toluene	Ethyl-benzene	m,p-Xylene	o-xylene	1,1,1-Trichloro-ethane	1,1-Dichloro-ethane	1,2,4-TMB	1,3,5-TMB
SV-1	5/28/2019	5	1,400	<15	2.9	**540***	130	**480**	9	**18**	7.5	<9.5	<9.5	<9.5	<12	<8.8	<11	<11
SV-2	5/28/2019	5	1,400	3.4	6.2	**580***	140	**310**	19	**14***	12	<9.3	5.4	<9.3	<12	<8.6	3.1	<10
SV-3	5/28/2019	5	<3,700	<150	**4,800**	**9,500**	**3,800***	**3,500**	690	<72	<85	<98	<98	<98	<120	<91	<110	<110
SV-4	5/28/2019	5	**15,000***	12	**320**	**860***	540	**62**	22	**130**	200	23	85	25	<19	<14	14	5.9
SV-7	7/31/2019	5	**18,000***	**36***	<27	<20	<20	<13	<20	**50**	110	26	78	26	<28	<20	35	<25
SV-9	7/31/2019	5	1,200	**220**	**1,900**	**580***	100	**9.4**	20	<3.9	8.3	<5.4	<5.4	<5.4	12	41	<6.1	<6.1
SV-10	7/31/2019	5	3,000	**52***	**110**	8.8	<4.8	<3.1	<4.8	**6.1***	7.8	<5.2	5.6	<5.2	<6.6	<4.9	<5.9	<5.9
SV-11	7/31/2019	5	**1,600,000**	<200	<160	<120	<120	<76	<120	<94	<110	<130	<130	<130	<160	<120	340	<140
SV-12	7/31/2019	5	**110,000,000**	<9,100	<7,200	<5,300	<5,300	<3,400	<5,300	**14,000**	<5,100	**470,000**	**16,000**	<5,800	<7,300	<5,400	<6,600	<6,600
ESL[1] - Tier 1			3,300	15	16	280	2,800	0.32	2,400	3.2	10,000	37	3,500	3,500	35,000	58	NE	NE
ESL[1] - Commercial (Direct Exposure)			83,000	67	100	1,200	12,000	5.2	10,000	14	44,000	160	15,000	15,000	150,000	2,600	NE	NE

Sample ID	Date	Depth (feet)	2,2,4-Trimethyl-pentane	4-Ethyl Toluene	Acetone	Carbon Disulfide	Cyclo-hexane	Heptane	Hexane	Isopro-panol	2-Butanone	2-Hexanone	Chloroform	Isopropyl-benzene	Ethanol	Freon 12	Propyl-benzene
SV-1	5/28/2019	5	<10	<11	29	<27	8.6	<8.9	16	<21	<26	<36	<11	<11	<16	<11	<11
SV-2	5/28/2019	5	2.8	2.3	<51	14	8.8	4	23	9.3	<25	<35	<10	<10	<16	<10	<10
SV-3	5/28/2019	5	<100	<110	<210	<280	<77	<92	26	<220	<260	<370	<110	<110	<170	<110	<110
SV-4	5/28/2019	5	7.9	18	35	270	6.5	5.5	7.2	<34	<40	<56	<17	<17	<26	<17	<17
SV-7	7/31/2019	5	35	37	250	130	61	150	330	<50	83	<83	31	<25	70	<25	<25
SV-9	7/31/2019	5	6.2	<6.1	<29	20	<4.2	5.4	5.5	<12	<14	<20	22	<6.1	14	34	<6.1
SV-10	7/31/2019	5	<5.6	<5.9	<29	<15	<4.2	12	46	<12	<14	<20	100	<5.9	13	<6.0	<5.9
SV-11	7/31/2019	5	63,000	230	480	<370	<100	17,000	4,500	<290	<350	<480	<140	<140	<220	<150	160
SV-12	7/31/2019	5	3,700,000	6,600	<13,000	<17,000	1,000,000	1,400,000	1,400,000	<13,000	<16,000	35,000	<6,600	64,000	<10,000	<6,600	160,000
ESL[1] - Tier 1			NE	NE	1.0E+06	NE	NE	NE	NE	NE	1.70E+05	NE	4.1	NE	NE	NE	NE
ESL[1] - Commercial (Direct Exposure)			NE	NE	4.5E+06	NE	NE	NE	NE	NE	7.30E+05	NE	18	NE	NE	NE	NE

1 Environmental Screening Level (ESL), RWQCB, San Francisco Bay Region - January 2019
< Not detected at or above laboratory reporting limit
NE Not Established
--- Not Analyzed
BOLD Concentration exceeds selected environmental screening criteria
* Concentration exceeds Tier 1 ESL but is below the commercial direct exposure ESL

Return to Agenda

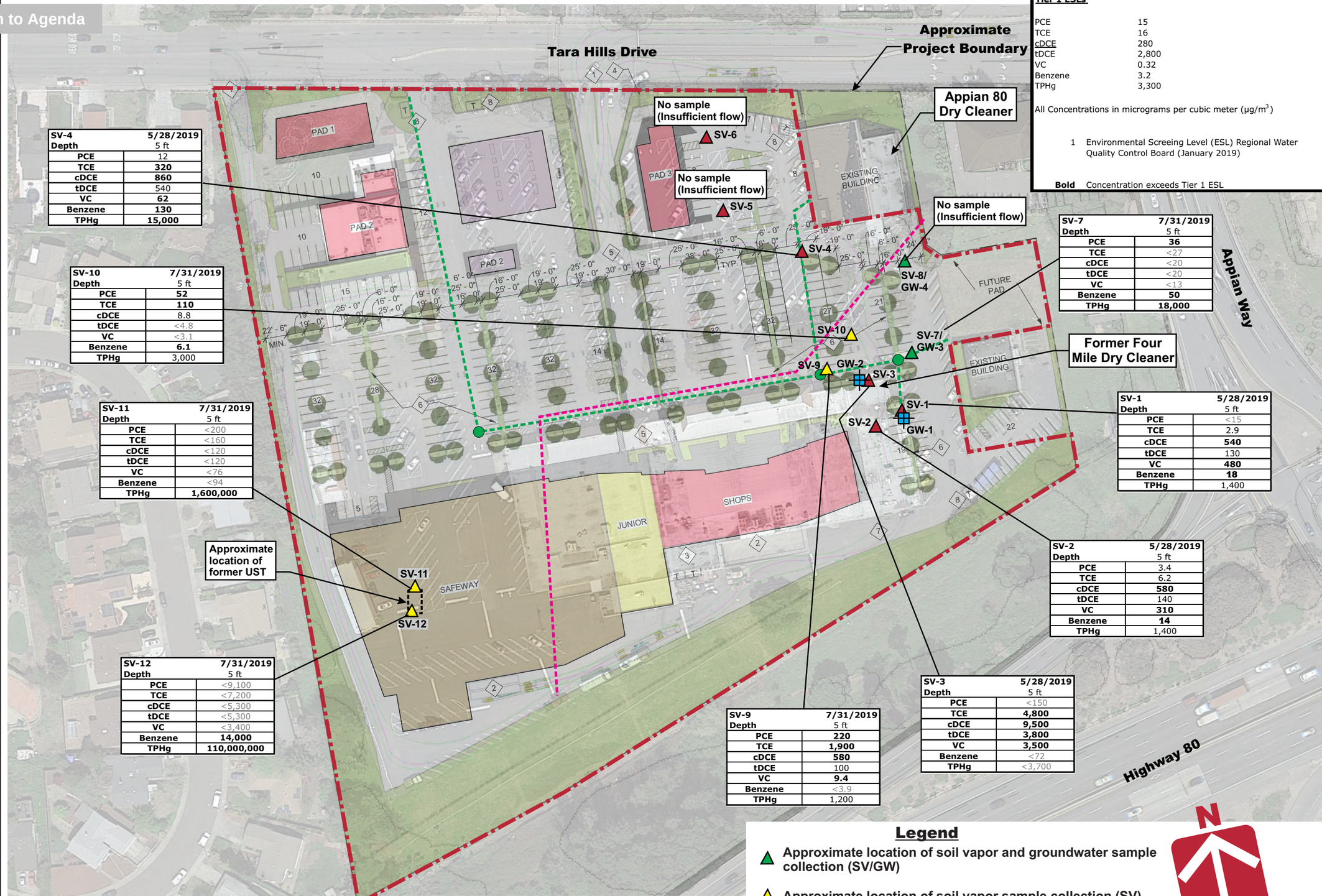
CORNERSTONE EARTH GROUP

Vicinity Map

Pinole Square
Pinole, CA

Project Number	856-1-5
Figure Number	Figure 1
Date	August 2019
Drawn By	RRN

Return to Agenda



SV-4	5/28/2019
Depth	5 ft
PCE	12
TCE	**320**
cDCE	**860**
tDCE	540
VC	**62**
Benzene	**130**
TPHg	**15,000**

SV-10	7/31/2019
Depth	5 ft
PCE	**52**
TCE	**110**
cDCE	8.8
tDCE	<4.8
VC	<3.1
Benzene	**6.1**
TPHg	3,000

SV-11	7/31/2019
Depth	5 ft
PCE	<200
TCE	<160
cDCE	<120
tDCE	<120
VC	<76
Benzene	<94
TPHg	**1,600,000**

SV-12	7/31/2019
Depth	5 ft
PCE	<9,100
TCE	<7,200
cDCE	<5,300
tDCE	<5,300
VC	<3,400
Benzene	**14,000**
TPHg	**110,000,000**

SV-7	7/31/2019
Depth	5 ft
PCE	**36**
TCE	<27
cDCE	<20
tDCE	<20
VC	<13
Benzene	**50**
TPHg	**18,000**

SV-1	5/28/2019
Depth	5 ft
PCE	<15
TCE	2.9
cDCE	**540**
tDCE	130
VC	**480**
Benzene	**18**
TPHg	1,400

SV-2	5/28/2019
Depth	5 ft
PCE	3.4
TCE	6.2
cDCE	**580**
tDCE	140
VC	**310**
Benzene	**14**
TPHg	1,400

SV-3	5/28/2019
Depth	5 ft
PCE	<150
TCE	**4,800**
cDCE	**9,500**
tDCE	**3,800**
VC	**3,500**
Benzene	<72
TPHg	<3,700

SV-9	7/31/2019
Depth	5 ft
PCE	**220**
TCE	**1,900**
cDCE	**580**
tDCE	100
VC	**9.4**
Benzene	<3.9
TPHg	1,200

Tier 1 ESLs[1]

PCE	15
TCE	16
cDCE	280
tDCE	2,800
VC	0.32
Benzene	3.2
TPHg	3,300

All Concentrations in micrograms per cubic meter ($\mu g/m^3$)

1 Environmental Screeing Level (ESL) Regional Water Quality Control Board (January 2019)

Bold Concentration exceeds Tier 1 ESL

Legend

- Approximate location of soil vapor and groundwater sample collection (SV/GW)
- Approximate location of soil vapor sample collection (SV)
- Approximate location of soil vapor sample (SV) (Cornerstone, June 2019)
- No groundwater reached during drilling
- Approximate location of Stormwater Sewer
- Approximate location of Sanitary Sewer
- Approximate location of Sanitary Sewer Manhole

N

0 100 200

APPROXIMATE SCALE (FEET)

Base by Google Earth, dated 4/2/2018
Overlay by Lowney Architecture, Site Plan - A1.1, 7/11/2016

Project Number 856-1-5

Figure Number Figure 2

Drawn By RRN

Date August 2019

Site Plan

Pinole Square
Pinole, CA

CORNERSTONE EARTH GROUP

Return to Agenda

BORING NUMBER GW-1

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/26/19 **DATE COMPLETED** 7/26/19
GROUND ELEVATION **BORING DEPTH** 17 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		**Sandy Lean Clay (CL)** moist, yellowish brown					0		
			color becomes greenish gray at 3'				72	0		
			Fat Clay (CH) moist, dark brown							
	5		**Sandy Lean Clay (CL)** moist, greenish brown				92	0		
			Fat Clay (CH) moist, dark brown				100	0		
	10		**Sandy Lean Clay (CL)** moist, greenish gray, fine sand				97	0		
			Sandy Lean Clay (CL) moist, yellowish brown, fine sand				89	0		
	15		Bottom of Boring at 17.0 feet.							
	20									

CORNERSTONE GE LOG DEC192007 - CORNERSTONE 0812.GDT - 7/29/19 14:15 - P:\DRAFTING\GINT FILES\856-1-5 PINOLE SQUARE GE.GPJ

BORING NUMBER GW-2

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/26/19 **DATE COMPLETED** 7/26/19
GROUND ELEVATION **BORING DEPTH** 15.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		**Sandy Lean Clay (CL)** moist, yellowish brown, fine sand					0		
			Sandy Lean Clay (CL) moist, green with dark brown mottles							
			color becomes yellowish brown at 4'				97	0		
	5		**Sandy Lean Clay (CL)** moist, yellowish brown							
			Sandy Lean Clay (CL) moist, greenish brown				100	0		
	10		**Fat Clay (CH)** moist, dark brown					0		
	15		Bottom of Boring at 15.5 feet.							
	20									

BORING NUMBER GW-3

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/25/19 **DATE COMPLETED** 7/25/19
GROUND ELEVATION **BORING DEPTH** 15 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING 13 ft.
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		3 inches asphalt concrete over 3 inches aggregate base							
			Sandy Lean Clay with Gravel (CL) moist, brown, fine sand, fine subangular gravel				47	0		
	5									
			Lean Clay (CL) moist, brown				55	0		
	10									
			becomes wet, fine sand at 12.5'				83	0		
	15		Bottom of Boring at 15.0 feet.							
	20									

BORING NUMBER GW-3 (NEW)

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/25/19 **DATE COMPLETED** 7/25/19
GROUND ELEVATION **BORING DEPTH** 17.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING 15 ft.
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		3 inches asphalt concrete							
			Sandy Lean Clay with Gravel (CL) fine sand, fine subrounded gravel							
			Fat Clay (CH) moist, dark brown				100			
	5						70			
			Lean Clay (CL) moist, brown							
	10						77			
			Poorly Graded Sand (SP) moist, brown, fine sand							
	15		becomes wet at 15'							
			Bottom of Boring at 17.5 feet.							
	20									

CORNERSTONE GE LOG DEC192007 - CORNERSTONE 0812.GDT - 7/29/19 14:15 - P:\DRAFTING\GINT FILES\856-1-5 PINOLE SQUARE GE.GPJ

Return to Agenda

BORING NUMBER GW-4

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/25/19 **DATE COMPLETED** 7/25/19
GROUND ELEVATION **BORING DEPTH** 22.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING 20.5 ft.
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		3 inches asphalt concrete							
			Fat Clay (CH) moist, dark brown							
			Lean Clay with Sand (CL) moist, brown, fine sand				93	0		
	5		**Poorly Graded Sand (SP)** brown, fine sand							
			Lean Clay with Sand (CL) moist, orange and brown mottling, fine sand				97	0		
	10		**Fat Clay (CH)** wet				100	0		
	15		**Lean Clay with Sand (CL)** moist, gray				100	0		
	20		**Clayey Sand (SC)** wet, gray							
			Bottom of Boring at 22.5 feet.							

CORNERSTONE GE LOG DEC192007 - CORNERSTONE 0812.GDT - 7/29/19 14:16 - P:\DRAFTING\GINT FILES\856-1-5 PINOLE SQUARE GE.GPJ

BORING NUMBER SV-7

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/25/19 **DATE COMPLETED** 7/25/19
GROUND ELEVATION **BORING DEPTH** 5.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		2 inches asphalt concrete							
			Sandy Lean Clay with Gravel (CL) moist, dark brown, fine sand, fine subrounded gravel				55	0		
			becomes wet, dark brown							
	5		Bottom of Boring at 5.5 feet.							
	10									
	15									
	20									

BORING NUMBER SV-9

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/26/19 **DATE COMPLETED** 7/26/19
GROUND ELEVATION **BORING DEPTH** 5.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		**Lean Clay with Gravel (CL)** moist, brown, fine gravel color becomes greenish gray at 1.5'				70	0		
			Sandy Lean Clay (CL) moist, yellowish brown, some gravel							
	5		Bottom of Boring at 5.5 feet.							
	10									
	15									
	20									

BORING NUMBER SV-10

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/25/19 **DATE COMPLETED** 7/25/19
GROUND ELEVATION **BORING DEPTH** 5.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		**Sandy Lean Clay with Gravel (CL)** moist, brown, fine subrounded gravel				31			
	5		Bottom of Boring at 5.5 feet.							
	10									
	15									
	20									

CORNERSTONE GE LOG DEC192007 - CORNERSTONE 0812.GDT - 7/29/19 14:16 - P:\DRAFTING\GINT FILES\856-1-5 PINOLE SQUARE GE.GPJ

BORING NUMBER SV-11

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/26/19 **DATE COMPLETED** 7/26/19
GROUND ELEVATION **BORING DEPTH** 5.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		**Lean Clay with Sand (CL)** moist, yellowish brown color becomes greenish at 1.5' color becomes yellowish brown at 3' color becomes greenish gray at 4'				77	0		
	5		Bottom of Boring at 5.5 feet.							
	10									
	15									
	20									

CORNERSTONE GE LOG DEC192007 - CORNERSTONE 0812.GDT - 7/29/19 14:16 - P:\DRAFTING\GINT FILES\856-1-5 PINOLE SQUARE GE.GPJ

BORING NUMBER SV-12

CORNERSTONE EARTH GROUP

PROJECT NAME Pinole Square Additional Drycleaner Investigation
PROJECT NUMBER 856-1-5
PROJECT LOCATION 1211 to 1501 Tara Hills Drive, Pinole, CA

DATE STARTED 7/26/19 **DATE COMPLETED** 7/26/19
GROUND ELEVATION **BORING DEPTH** 5.5 ft.
DRILLING CONTRACTOR Penecore
LATITUDE **LONGITUDE**
DRILLING METHOD Direct Push
GROUND WATER LEVELS:
LOGGED BY NKM
AT TIME OF DRILLING Not Encountered
NOTES
AT END OF DRILLING Not Encountered

This log is a part of a report by Cornerstone Earth Group, and should not be used as a stand-alone document. This description applies only to the location of the exploration at the time of drilling. Subsurface conditions may differ at other locations and may change at this location with time. The description presented is a simplification of actual conditions encountered. Transitions between soil types may be gradual.

ELEVATION (ft)	DEPTH (ft)	SYMBOL	DESCRIPTION	N-Value (uncorrected) blows per foot	Sample Type and Interval	Sample Submitted for Laboratory Analysis	Percent Recovery (%)	OVM Reading (ppm)	Odors or Discoloration	Notes
	0		**Lean Clay with Sand (CL)** moist, yellowish brown					41.2		
			Sandy Lean Clay with Gravel (CL) moist, greenish gray				85	40.7		
								3.0		
	5		Bottom of Boring at 5.5 feet.							
	10									
	15									
	20									

APPENDIX F

ENVIRONMENTAL NOISE AND VIBRATION ASSESSMENT

ATTACHMENT D

Environmental Noise & Vibration Assessment

Pinole Square Redevelopment Project – Phases 1-3

Pinole, California

BAC Job # 2019-120

Prepared For:

Raney Planning & Management, Inc.

Attn: Angela DaRosa
1501 Sports Drive, Suite A
Sacramento, CA 95834

Prepared By:

Bollard Acoustical Consultants, Inc.

Dario Gotchet, Consultant

January 13, 2020

BOLLARD
Acoustical Consultants

Bollard Acoustical Consultants, Inc. ● 3551 Bankhead Road, Loomis, CA 95650 ● Phone: (916) 663-0500 ● bacnoise.com

CEQA Checklist

***NOISE AND VIBRATION* – Would the Project Result in:**	**NA – Not Applicable**	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**		
b) Generation of excessive groundborne vibration or groundborne noise levels?				**X**	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					**X**

Introduction

The proposed Pinole Square Redevelopment Phases 1-3 (project) is located west of Appian Way, in between Tara Hills Drive and Interstate 80 in Pinole, California. Existing land uses in the project vicinity include residential to the west, and commercial to the north and east. The project site is bordered by Interstate 80 to the south. The project area and site illustrative plan are shown on Figures 1 and 2, respectively.

The first phase of the project would involve the demolition of an existing CVS Pharmacy store, and the construction of a gas station and retail center in the northwest corner of the parcel. The second phase would include the demolition of an existing Safeway supermarket and the development of additional retail centers. The third and final phase would involve the partial demolition of an existing retail center at the northwest corner of the parcel and the construction of two restaurant pads, one of which would include drive-through services.

The purposes of this analysis are to quantify the existing noise and vibration environments, identify potential noise and vibration impacts resulting from the project, identify appropriate mitigation measures, and provide a quantitative and qualitative analysis of impacts associated with the project. Specifically, impacts are identified if project-related activities would cause a substantial increase in ambient noise or vibration levels at existing noise-sensitive uses in the project vicinity. An impact would also be identified if project-generated noise or vibration levels would exceed applicable City of Pinole standards at existing noise-sensitive uses in the project vicinity.

Noise and Vibration Fundamentals

Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in Appendix A.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 3.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency

response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the day/night average noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average sound level (L_{dn}) is based on the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours. The nighttime penalty is based on the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment. For this reason, the City of Pinole utilizes performance standards for non-transportation noise sources.

Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities.

As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance. The maximum rate, or velocity of particle movement, is the commonly accepted descriptor of the vibration "strength".

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases.

According to the Transportation and Construction-Induced Vibration Guidance Manual (Caltrans, June 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. However, traffic, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

Return to Agenda

Legend

Project Area (Approximate)

Short-Term Noise & Vibration Survey Locations

N

Scale (Feet)

0 125 250

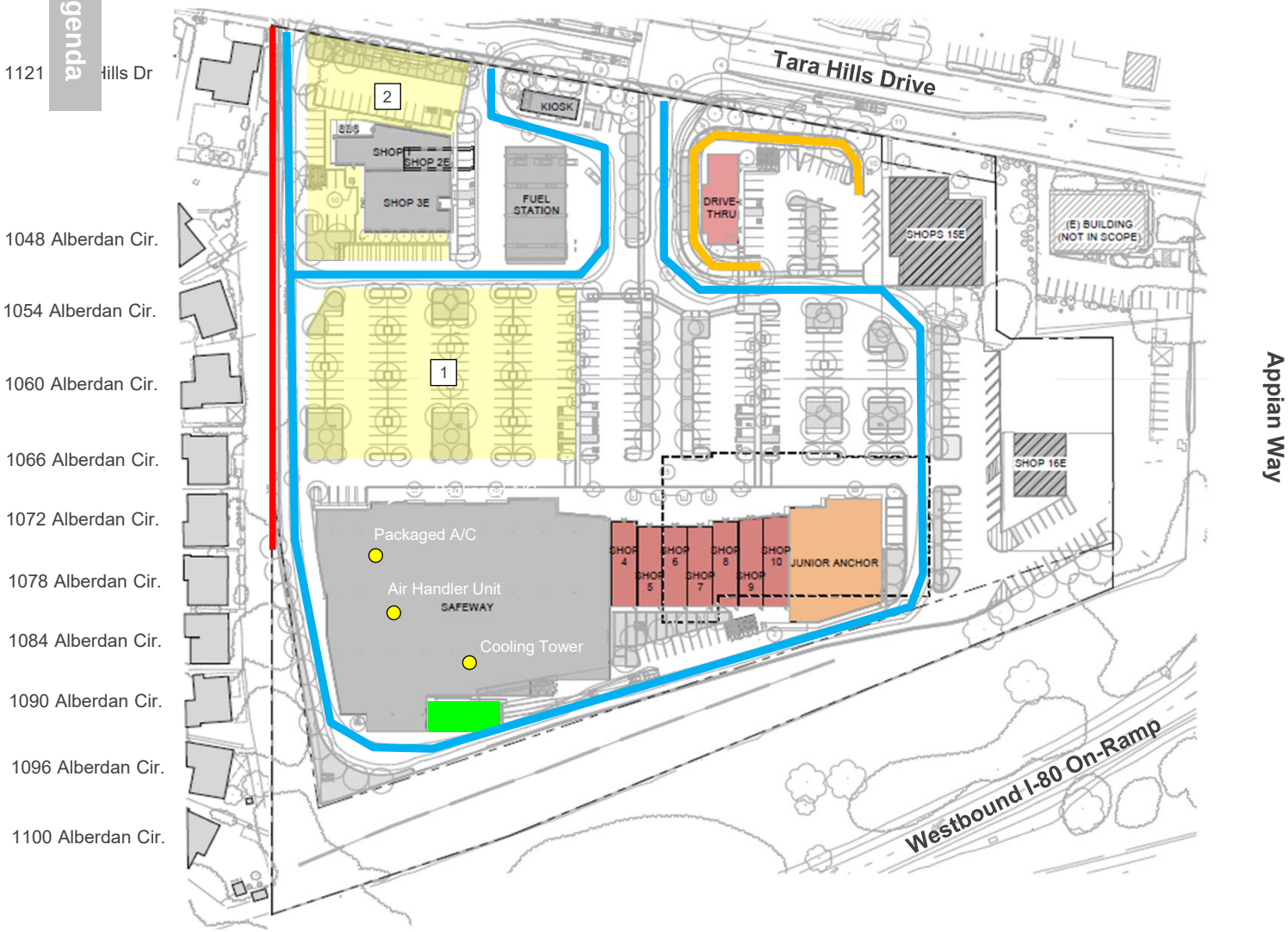
Pinole Square Redevelopment
Phases 1-3
Pinole, California

Project Area

Figure 1

BOLLARD Acoustical Consultants

Return to Agenda



Legend

- Proposed On-Site Delivery Truck Circulation Route
- Proposed Restaurant Drive-Through Lane
- Proposed Parking Areas (Nearest to Residences)
- Proposed Loading Dock Area
- Recommended 7-Foot Tall Property Line Noise Barrier

Barrier Notes:
-Barrier Length: Approximately 525' in length
-Start Point: Northeast corner of 1121 Tara Hills Drive property
-End Point: Southeast corner 1072 Alberdan Circle property

N

Scale (Feet)

0 50 100

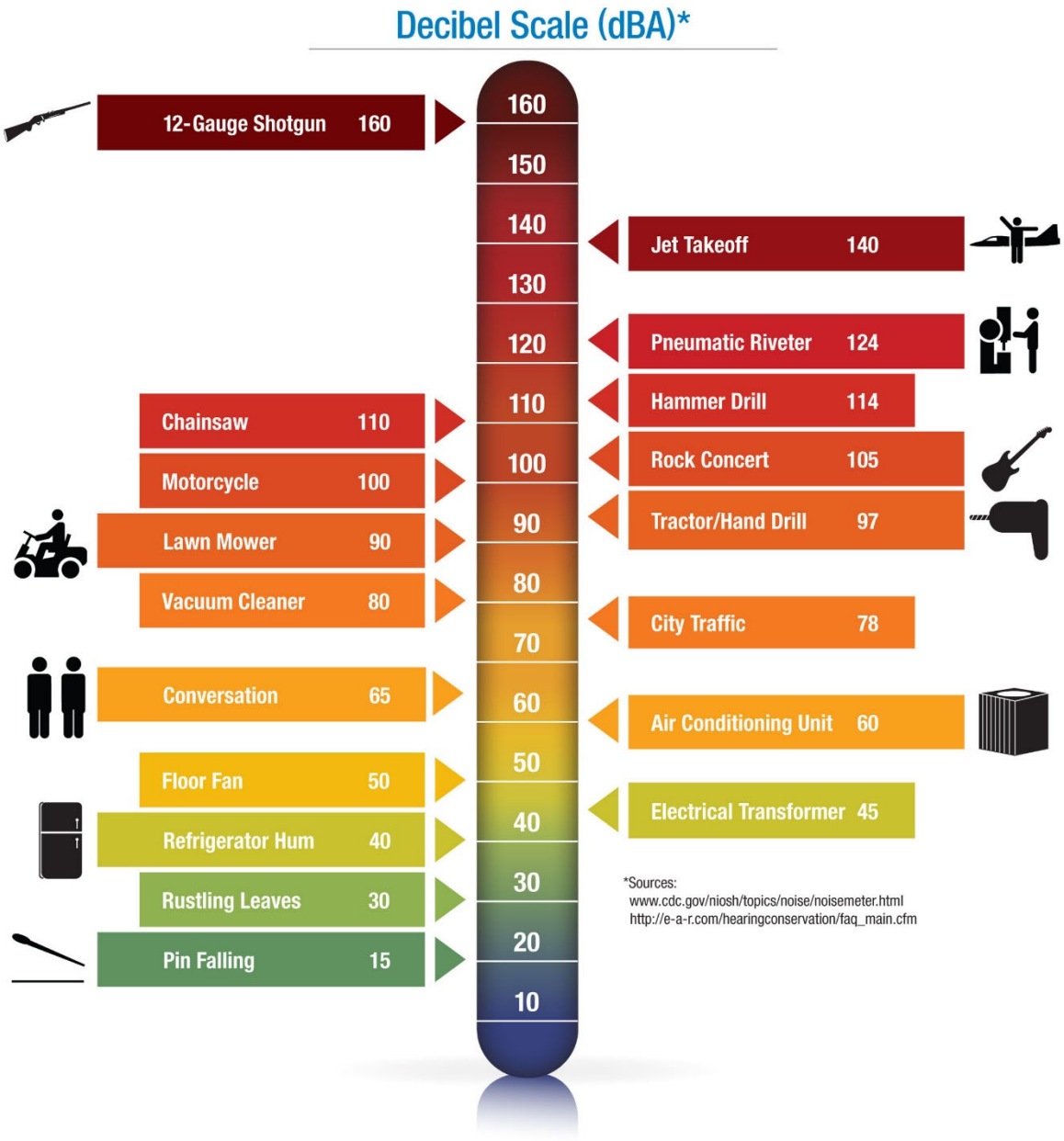
Pinole Square Redevelopment
Phases 1-3
Pinole, California

Project Site Plan

Figure 2

BOLLARD Acoustical Consultants

Figure 3
Noise Levels Associated with Common Noise Sources



Regulatory Setting: Criteria for Acceptable Noise and Vibration Exposure

Federal

There are no federal noise or vibration criteria which would be directly applicable to this project. However, the City of Pinole does not currently have a policy for assessing noise impacts associated with increases in ambient noise levels from project-generated noise sources. As a result, the following federal noise criteria was applied to the project.

Federal Interagency Commission on Noise (FICON)

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases. The criteria shown in Table 1 was developed by FICON as a means of developing thresholds for impact identification for project-related noise level increases. The FICON standards have been used extensively in recent years by the authors of this section in the preparation of the noise sections of Environmental Impact Reports that have been certified in many California cities and counties.

The use of the FICON standards are considered conservative relative to thresholds used by other agencies in the State of California. For example, the California Department of Transportation (Caltrans) requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding of significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for this project.

Table 1
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Without Project (L_{dn} or CNEL)	Change in Ambient Noise Level Due to Project
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more
Source: Federal Interagency Committee on Noise (FICON)	

Based on the FICON research, as shown in Table 1, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB. Where pre-project ambient conditions are between 60 and 65 dB, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB, a 1.5 dB increase is considered by FICON as the threshold of significance.

State of California

California Environmental Quality Act (CEQA)

The State of California has established regulatory criteria that are applicable to this assessment. Specifically, Appendix G of the State of California Environmental Quality Act (CEQA) Guidelines are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA guidelines, the project would result in a significant noise or vibration impact if the following occur:

A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?

B. Generation of excessive groundborne vibration or groundborne noise levels?

C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

It should be noted that audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered significant according to CEQA. Because every physical process creates noise, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in noise levels before noise impacts are identified, not simply an audible change.

California Department of Transportation (Caltrans)

The City of Pinole does not currently have adopted standards for groundborne vibration. As a result, the vibration impact criteria developed by the California Department of Transportation (Caltrans) was applied to the project. The Caltrans criteria applicable to damage and annoyance from transient and continuous vibration typically associated with construction activities are presented in Tables 2 and 3. Equipment or activities typical of continuous vibration include: excavation equipment, static compaction equipment, tracked vehicles, traffic on a highway, vibratory pile drivers, pile-extraction equipment, and vibratory compaction equipment. Equipment or activities typical of single-impact (transient) or low-rate repeated impact vibration include: impact pile drivers, blasting, drop balls, “pogo stick” compactors, and crack-and-seat equipment (California Department of Transportation 2013).

Table 2
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = Peak Particle Velocity

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual (2013).

Table 3
Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.40	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = Peak Particle Velocity

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual (2013).

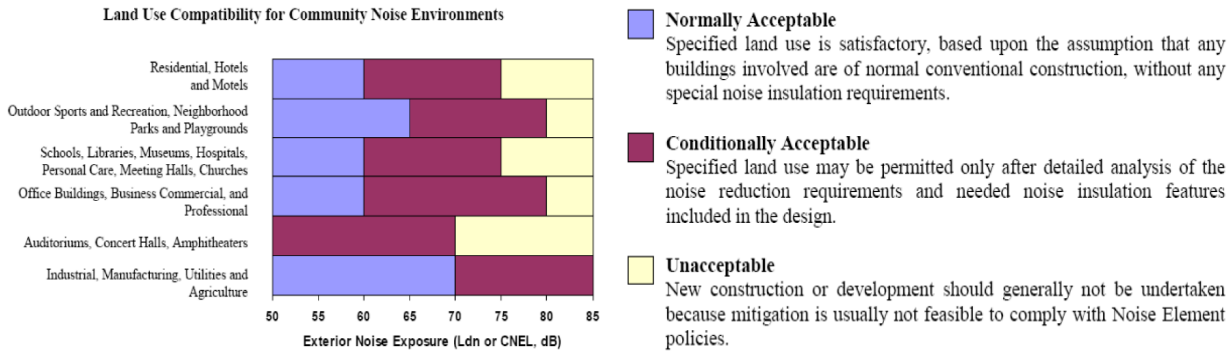
Local

City of Pinole General Plan

The Health and Safety Element (Chapter 9) of the City of Pinole General Plan contains goals, policies and actions to ensure that City residents are not subjected to noise beyond acceptable levels. The General Plan goals, policies and actions which are applicable to the project are reproduced below.

GOAL H.8 Ensure all new development complies with the noise standards established in the Pinole Health and Safety Element, and prevent all new noise sources from increasing the existing noise levels above acceptable standards.

Policy HS.8.1 New development projects should meet acceptable exterior noise level standards. The normally acceptable noise standards for new land uses are established in Land Use Compatibility for Community Exterior Noise Environments (as shown below).



<u>Action HS.8.1.1</u>

Adopt a noise ordinance with noise level performance standards, including maximum allowable noise exposure, ambient versus nuisance noise, method of measuring noise, and enforcement procedures.

<u>Action HS.8.12</u>

Review development proposals to assure consistency with noise standards. Require new development of noise-creating uses to conform to the City's noise level standards.

<u>Action HS.8.1.3</u>

Require a combination of design features to reduce noise impacts on adjacent properties through the following and other means, as appropriate:

- Screen and control noise sources such as parking, outdoor activities and mechanical equipment.
- Increase setbacks for noise sources from adjacent dwellings.
- Modify building designs and site planning to reduce noise exposure through a combination of sound attenuation (e.g., sound-rated windows and ventilation systems, insulation, physical and landscape buffers) and site planning (e.g., increased separation and private open area buffers) to reduce noise exposure.
- Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.
- Require additional landscaping to assist with buffering where feasible.

Action HS.8.1.5

Require the use of temporary construction noise control measures including the use of temporary noise barriers, temporary relocation of noise-sensitive land uses, or other appropriate measures as mitigation for noise generated during construction of public and/or private projects.

Action HS.8.2.1

Require an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas where current or projected exterior noise levels exceed the City's standards.

Action HS.9.1

Noise created by commercial or industrial sources associated with new projects or developments should be controlled so as not to exceed the noise level standards set forth in the table below (Maximum Allowable Noise Exposure for Stationary Noise Sources), as measured at any affected residential land use.

Maximum Allowable Noise Exposure for Stationary Noise Sources[1]

Noise Descriptor	Daytime (7 AM to 10 PM)[5]	Nighttime (10 PM to 7 AM)[2,5]
Hourly L_{eq}, dB[3]	55	45
Maximum Level, dB[3]	70	65
Maximum Level, dB – Impulsive[4]	65	60

[1] As determined at the property line of the receiving land use. When determining effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.
[2] Applies only where the receiving land use operates or is occupied during nighttime hours.
[3] Sound level measurements shall be made with "slow" meter response.
[4] Sound level measurements shall be made with "fast" meter response.
[5] Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels. Allowable levels shall be reduced by 5 dB if the ambient hourly Leq is at least 10 dB lower than the allowable level.

Pinole Municipal Code

The Pinole Municipal Code does not include noise standards applicable to transportation or non-transportation noise sources. However, the Municipal Code does include hourly restrictions and nuisance provisions pertaining to construction activities, which have been reproduced below.

15.02.070 Permitted hours and condition of construction; penalties.

A. Work is allowed from 7:00 a.m. to 5:00 p.m. on non-federal holidays. Work is allowed on holidays recognized by the City of Pinole, but not acknowledged federally which include Cesar Chavez's Birthday and the Day After Thanksgiving, but no inspections will be performed.

B. Saturday work is allowed in commercial zones only, from 9:00 a.m. to 6:00 p.m., as long as it is interior work and does not generate significant noise.

D. Exceptions for commercial construction. The City Council designates the City Manager (or his/her designee) to further modify on a case-by-case basis the hours of construction in commercial zones. Additionally, the City Manager (or his/her designee) has the ability to modify the construction hours on a case-by-case basis based on inclement weather conditions or certain construction procedures (such as setting up for a concrete pour) and construction project characteristics that may require working beyond 5:00 p.m. on weekdays or 6:00 p.m. on Saturday.

E. The minimum fine for a citation or penalty for violating construction hours is $1,000 dollars, and escalates in $1,000 increments.

Environmental Setting - Existing Ambient Noise and Vibration Environment

Noise-Sensitive Land Uses in the Project Vicinity

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities.

The noise-sensitive land uses which would potentially be affected by the project consist of residential uses. Specifically, single-family residential land uses are located to the west of the project site. Existing commercial uses are located to the east of the project site, which are typically not considered to be noise-sensitive. The project area and surrounding land uses are shown on Figure 1.

Existing Traffic Noise Levels along Project Area Roadway Network

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to develop existing noise contours expressed in terms of L_{dn} for major roadways within the project study area. The FHWA model predicts hourly L_{eq} values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop L_{dn} values from L_{eq} values.

Traffic data in the form of AM and PM peak hour movements for existing conditions were obtained from the client (prepared by TJKM Traffic Consultants). Average daily traffic volumes were conservatively estimated by applying a factor of 5 to the sum of AM and PM peak hour conditions. Using these data and the FHWA model, traffic noise levels were calculated. The traffic noise level at 50 feet from the roadway centerline and distances from the centerlines of selected roadways to the 60 dB, 65 dB, and 70 dB L_{dn} contours are summarized in Table 4.

In many cases, the actual distances to noise level contours may vary from the distances predicted by the FHWA model. Factors such as roadway curvature, roadway grade, shielding from local topography or structures, elevated roadways, or elevated receivers may affect actual sound propagation.

It is also recognized that existing sensitive land uses within the project vicinity are located varying distances from the centerlines of the local roadway network. The 50 foot reference distance is utilized in this analysis to provide a reference position at which changes in existing and future traffic noise levels resulting from the project can be evaluated. Appendix B contains the FWHA model inputs for existing conditions.

Table 4
Existing (2019) Traffic Noise Modeling Results

Seg.	Intersection	Direction	L_{dn} 50 Feet from Roadway	Distance to Contour (feet)		
				70 dB L_{dn}	65 dB L_{dn}	60 dB L_{dn}
1	Project Driveway / Tara Hills Drive	North	56	6	13	27
2		South	58	8	17	36
3		East	65	24	52	112
4		West	64	20	44	95
5	Appian Way / Tara Hills Drive	North	65	21	46	100
6		South	69	45	97	209
7		East	57	6	14	29
8		West	65	24	52	113
9	Appian Way / I-80 WB Ramps	North	69	45	98	210
10		South	69	44	94	203
11		East	67	34	72	156
12		West	67	30	65	140
13	Appian Way / I-80 EB Ramps	North	69	44	95	205
14		South	70	48	104	224
15		East	67	33	71	152
16		West	67	30	64	139

Source: FHWA-RD-77-108 with inputs from TJKM. Appendix B contains the FHWA model inputs.

Existing Overall Ambient Noise Environment within the Project Vicinity

The existing ambient noise environment within the project vicinity is defined primarily by noise from traffic on Interstate 80, Tara Hills Drive and Appian Way. To generally quantify existing ambient noise environment at the nearest existing sensitive uses to the project site, short-term (15-minute) ambient noise surveys were conducted at four locations on July 8, 2019. The noise survey locations are shown on Figure 1. Photographs of the noise survey locations are provided in Appendix C.

A Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter was used to complete the noise level measurement surveys. The meter was calibrated immediately before and after use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). A summary of the measurement results is provided in Table 5.

Table 5
Short-Term Ambient Noise Monitoring Results – July 8, 2019

Site	Description	Time	Measured Noise Levels, dB	
			L_{eq}	L_{max}
ST-1	Centrally located along the western project boundary	2:58 PM	54	68
ST-2	Located along the northwest project boundary	3:15 PM	60	81
ST-3	Located along the southwest project boundary	3:32 PM	62	82
ST-4	North of project site, adjacent to Tara Hills Drive	3:57 PM	66	75

Source: Bollard Acoustical Consultants, Inc. (2019)

The Table 5 indicate that measured average ambient noise levels ranged from 54 dB to 66 dB while maximum noise levels ranged from 68 dB to 82 dB.

Adjustments to General Plan Non-Transportation Noise Standards Based on Ambient Conditions

Footnote 5 of Table 3 (Maximum Allowable Noise Exposure for Stationary Noise Sources) indicates that allowable noise levels shall be increased to the ambient noise level where ambient noise levels exceed the standards shown above. The City of Pinole General Plan establishes baseline noise level limits of 55 dB L_{eq} and 70 dB L_{max} during daytime hours (7:00 a.m. to 10:00 p.m.), and 45 dB L_{eq} and 65 dB L_{max} during nighttime hours (10:00 p.m. to 7:00 a.m.).

A noise assessment was previously prepared for the project by Charles M. Salter Associates, Inc. on July 18, 2019 (noise study provided as Appendix D). The noise assessment included ambient noise level measurements conducted on the western end of the project site from May 3-6, 2019. Results from this monitoring effort indicate that the lowest hourly average (L_{eq}) was measured to be 54 dB at that location during the monitoring period (at 2:00 a.m. on two days). Based on the above-mentioned measured ambient nighttime (10:00 p.m. to 7:00 a.m.) noise level, the General Plan nighttime hourly average (L_{eq}) noise level standard applicable to the project would be 54 dB L_{eq}. Because measured nighttime maximum (L_{max}) noise level data from this monitoring effort was not available, the unadjusted (baseline) General Plan 65 dB L_{max} nighttime noise level standard was applied to the project.

Ambient daytime noise level surveys were conducted on the project site by BAC on July 8, 2019. The noise measurement locations are shown on Figure 1 – the results of the noise level survey are summarized in Table 5. BAC noise survey locations ST-1 through ST-3 were selected to be representative of ambient noise conditions at various existing residences adjacent to the project site. Specifically, noise measurements at site ST-1 are believed to be representative of the existing ambient noise environment at the nearest residences centrally located along the western project boundary. Noise survey sites ST-2 and ST-3 were selected to be representative of the existing ambient noise environment at the nearest residences along the northwestern and southwestern project boundary, respectively. Based on the results from the Charles M Salter Associates, Inc. and BAC noise level surveys, the General Plan daytime and nighttime noise level limits applicable to the project are summarized in Table 6.

Table 6
Adjusted General Plan Noise Level Standards Applicable to the Project

Adjacent Residential Locations	Measured Noise Levels				Unadjusted Standards				Adjustment for Measured Ambient?				Applicable Standards[1]			
	Daytime		Nighttime		Daytime		Nighttime		Daytime		Nighttime		Daytime		Nighttime	
	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	54	68	54	--	55	70	45	65	N	N	Y	N	55	70	54	65
Northwest	60	81	54	--	55	70	45	65	Y	Y	Y	N	60	81	54	65
Southwest	62	82	54	--	55	70	45	65	Y	Y	Y	N	62	82	54	65

[1] Applicable noise levels at adjacent residence locations are based upon measurements from the Salter and BAC ambient noise level surveys.

Existing Ambient Vibration Environment

During a site visit on July 8, 2019, vibration levels were below the threshold of perception at the project site. Nonetheless, to quantify existing vibration levels at the project site, BAC conducted short-term (15-minute) vibration measurements at the four locations identified on Figure 1. Photographs of the vibration survey locations are provided in Appendix C.

A Larson-Davis Laboratories Model LxT precision integrating sound level meter equipped with a vibration transducer was used to complete the measurements. The results are summarized below in Table 7.

Table 7
Summary of Ambient Vibration Level Survey Results – July 8, 2019

Site	Description	Time	Average Measured Vibration Level, PPV (in. sec)[1]
ST-1	West end of project site	2:46 PM	<0.001
ST-2	Northwest end of the project site	3:19 PM	<0.001
ST-3	Southwest end of the project site	3:34 PM	0.027
ST-4	North of project site, adjacent to Tara Hills Drive	3:58 PM	<0.001

[1] PPV = Peak Particle Velocity (inches/second)
Source: Bollard Acoustical Consultants, Inc. (2019)

The Table 7 data indicate that the measured average vibration levels during the monitoring period ranged from less than 0.001 to 0.027 in/sec PPV. Upon further analysis of BAC field notes and the vibration measurement data, it was determined that the measured average vibration level of 0.027 in/sec PPV at site ST-3 included two heavy truck passbys within close proximity to the vibration monitoring equipment.

Impacts and Mitigation Measures

Thresholds of Significance

For the purposes of this report, a noise and vibration impact is considered significant if the project would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies; or
- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The project site is not within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport. Therefore, the last threshold listed above is not discussed further.

The following criteria based on standards established by the Federal Interagency Commission on Noise (FICON), California Department of Transportation (Caltrans), City of Pinole General Plan and Pinole Municipal Code were used to evaluate the significance of environmental noise and vibration resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the City of Pinole General Plan or Pinole Municipal Code.
- A significant impact would be identified if off-site traffic noise exposure or on-site activities generated by the project would substantially increase noise levels at existing sensitive receptors in the vicinity. A substantial increase would be identified relative to the FICON standards provided in Table 1.
- A significant impact would be identified if project construction activities or proposed on-site operations would expose noise-sensitive receptors to excessive groundborne vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to these sources would exceed the Caltrans vibration impact criteria.

Noise Impacts Associated with Project-Generated Increases in Off-Site Traffic

With development of the project, traffic volumes on the local roadway network will increase. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along those roadways. The FHWA Model was used with traffic input data from the traffic impact analysis (prepared by TJKM Traffic Consultants) to predict project traffic noise level increases relative to Existing and Cumulative conditions.

Impact 1: Increases in Existing Traffic Noise Levels due to the Project

Traffic data in the form of AM and PM peak hour movements for Existing and Existing Plus Project conditions in the project area roadway network were obtained from the project transportation impact analysis completed by TJKM Traffic Consultants. Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 5 to the sum of AM and PM peak hour conditions.

Existing versus Existing Plus Project traffic noise levels on the local roadway network are shown in Table 8. The following section includes an assessment of predicted traffic noise levels relative to the FICON increase significance noise criteria identified in Table 1. The Table 8 data are provided in terms of L_{dn} at a standard distance of 50 feet from the centerlines of the project-area roadways. Appendix B contains the FWHA model inputs.

Table 8
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Existing vs. Existing Plus Project Conditions

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			E	E+P	Increase	
1	Project Drive / Tara Hills Drive	North	56.0	56.0	0.0	No
2		South	57.8	59.2	1.4	No
3		East	65.2	65.6	0.4	No
4		West	64.2	64.3	0.1	No
5	Appian Way / Tara Hills Drive	North	64.5	64.6	0.1	No
6		South	69.3	69.4	0.1	No
7		East	56.5	56.7	0.2	No
8		West	65.3	65.6	0.3	No
9	Appian Way / I-80 WB Ramps	North	69.4	69.4	0.0	No
10		South	69.1	69.2	0.1	No
11		East	67.4	67.5	0.1	No
12		West	66.7	66.7	0.0	No
13	Appian Way / I-80 EB Ramps	North	69.2	69.2	0.0	No
14		South	69.8	69.8	0.0	No
15		East	67.2	67.2	0.0	No
16		West	66.7	66.7	0.0	No

Source: FHWA-RD-77-108 with inputs from TJKM. Appendix B contains the FHWA model inputs.

The data in Table 8 indicate that traffic generated by the project would not result in an increase of traffic noise levels on the local roadway network. Relative to the FICON significance criteria identified in Table 1, the increases would not be considered substantial. As a result, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project (Existing vs. Existing Plus Project conditions) are identified as being ***less than significant***.

Impact 2: Increases in Cumulative Traffic Noise Levels due to the Project

Traffic data in the form of AM and PM peak hour movements for Cumulative and Cumulative Plus Project conditions in the project area roadway network were obtained from the project transportation impact analysis completed by TJKM Traffic Consultants. Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 5 to the sum of AM and PM peak hour conditions.

Cumulative versus Cumulative Plus Project traffic noise levels on the local roadway network are shown in Table 9. The following section includes an assessment of predicted traffic noise levels relative to the FICON increase significance noise criteria identified in Table 1. The Table 9 data are provided in terms of L_{dn} at a standard distance of 50 feet from the centerlines of the project-area roadways. Appendix B contains the FWHA model inputs.

Table 9
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases
Cumulative vs. Cumulative Plus Project Conditions

Segment	Intersection	Direction	Traffic Noise Level at 50 feet, dB L_{dn}			Substantial Increase?
			C	C+P	Increase	
1	Project Drive / Tara Hills Drive	North	56.3	56.4	0.1	No
2		South	58.2	59.5	1.3	No
3		East	65.6	65.9	0.3	No
4		West	64.5	64.6	0.1	No
5	Appian Way / Tara Hills Drive	North	64.8	64.9	0.1	No
6		South	69.7	69.8	0.1	No
7		East	56.9	57.1	0.2	No
8		West	65.7	66.0	0.3	No
9	Appian Way / I-80 WB Ramps	North	69.7	69.8	0.1	No
10		South	69.5	69.5	0.0	No
11		East	67.8	67.8	0.0	No
12		West	67.0	67.1	0.1	No
13	Appian Way / I-80 EB Ramps	North	69.5	69.6	0.1	No
14		South	70.1	70.1	0.0	No
15		East	67.6	67.6	0.0	No
16		West	67.0	67.1	0.1	No

Source: FHWA-RD-77-108 with inputs from TJKM. Appendix B contains the FHWA model inputs.

The data in Table 9 indicate that traffic generated by the project would not result in an increase of traffic noise levels on the local roadway network. Relative to the FICON significance criteria identified in Table 1, the increases would not be considered substantial. As a result, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project (Cumulative vs. Cumulative Plus Project conditions) are identified as being ***less than significant***.

Off-Site Noise Impacts Associated with On-Site Commercial Operations

The project proposes the demolition of existing retail uses and the construction/redevelopment of new commercial uses within three phases. The primary noise sources associated with the project have been identified on-site delivery truck circulation, loading dock activities, rooftop mechanical equipment (HVAC), restaurant drive-through operations, and parking lot movements. An assessment of each project-related noise source follows. The locations of the on-site noise sources included in this assessment are shown on Figure 2.

It should be noted that the site plans indicate that a 6-foot tall solid wood fence is proposed to be constructed along the entire western project property boundary. However, it is unclear whether or not the proposed wood fence would be constructed such that it would provide the necessary attenuation needed to perform as a noise barrier. As a result, the following analyses of project-generated noise exposure at the nearest existing residential uses (west) do not include offsets associated with a 6-foot tall noise barrier.

Impact 3: On-Site Delivery Truck Circulation Noise at Existing Off-Site Sensitive Uses

The project site plans indicate that delivery trucks will access the project site from Tara Hills Drive. Figure 2 shows the proposed on-site delivery truck routes.

According to the project applicant, it is estimated that the project could receive daily deliveries from up to 5 heavy trucks (3 Safeway trucks, 2 fuel tankers) and 15 medium trucks (combination of project tenants). Although the truck delivery hours are currently unknown, it has been the experience of BAC in similar projects that commercial uses typically can have deliveries during both daytime and nighttime hours.

Based on the information above and site design constraints (e.g., building capacities, orientation, site access points), the following conservative assumptions were made regarding deliveries at the businesses of the development:

- Fuel station: 1 heavy truck / 2 medium trucks during worst-case hour
- Shops 1, 2E & 3E: 2 medium trucks during worst-case hour
- Safeway and adjacent shops: 3 heavy trucks / 5 medium trucks during worst-case hour
- Drive-through restaurant: 1 medium truck during worst-case hour

Truck deliveries are expected to be relatively brief, and will occur at low speeds. To predict noise levels generated by truck deliveries, BAC utilized file data obtained from measurements conducted by BAC of heavy and medium duty truck passbys. According to BAC file data, single-event heavy truck passby noise levels are approximately 74 dB L_{max} and 83 dB SEL at a reference distance of 50 feet. BAC file data also indicate that single-event medium truck passby noise levels are approximately 66 dB L_{max} and 76 SEL at a reference distance of 50 feet.

Because the City of Pinole General Plan noise standards are provided in terms of both individual maximum noise levels and hourly average noise levels, it is necessary to identify the number of truck movements occurring during a typical busy hour of operations to assess compliance with the L_{eq}-based standards. Based on the worst-case hour truck delivery assumptions discussed

above, the following delivery truck hourly average (L_{eq}) reference noise levels at a distance of 50 feet from the truck passby route were computed:

- Fuel station: 48 dB L_{eq} (maximum of 74 dB L_{max})
- Shops 1, 2E & 3E: 43 dB L_{eq} (maximum of 66 dB L_{max})
- Safeway and adjacent shops: 53 dB L_{eq} (maximum of 74 dB L_{max})
- Drive-through restaurant: 40 dB L_{eq} (maximum of 66 dB L_{max})

Based the reference noise levels above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), on-site delivery truck circulation noise exposure at the property lines of the nearest existing residential uses to the west, northwest and southwest of the project site was calculated and the results of those calculations are presented in Table 10.

Table 10
Predicted On-Site Truck Circulation Noise Levels at Nearest Existing Sensitive Uses

Nearest Residential Property Lines	Distance from Truck Lane (ft)[1]	Predicted Noise Level, (dB)		Applicable City Noise Standards[2]			
				Daytime		Nighttime	
		L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	25	59	80	55	70	54	65
Northwest	25	61	80	60	81	54	65
Southwest	35	57	77	62	82	54	65

[1] Distances measured from center nearest truck circulation lane to nearest residential property lines.
[2] Applicable noise levels based upon measurements from the Salter and BAC ambient noise level surveys.
Source: Bollard Acoustical Consultants, Inc. (2020)

As indicated in Table 10, on-site delivery truck circulation noise levels are predicted to exceed the applicable City of Pinole General Plan hourly average (L_{eq}) and maximum (L_{max}) daytime and nighttime noise level standards at a portion of the nearest existing residences to the west, northwest and southwest of the project. In addition, it is possible that project delivery truck circulation noise exposure could be above ambient daytime and nighttime noise levels at those existing sensitive uses. As a result, this impact is considered to be ***potentially significant.***

<u>Mitigation Impact 3:</u>

In order to satisfy applicable City of Pinole General Plan noise level limits at the nearest adjacent existing residential uses to the project, and subsequently result in truck circulation noise levels at or below ambient noise conditions at those residential uses, the following on-site delivery truck circulation noise mitigation measures should be implemented:

MM 3A: The construction of a solid noise barrier measuring 7-feet in height along the project property boundary, as indicated in Figure 2. The construction of a 7-foot solid noise barrier at the location indicated in Figure 2 will result in the satisfaction of the applicable General Plan daytime noise level limits at the nearest existing residential uses adjacent to the project. The resulting noise levels at the nearest residential uses, after construction of the recommended 7-foot tall barrier, includes consideration of a shielding offset to account for the substantial difference in

elevations between the elevated truck lane and depressed sensitive areas of the of the adjacent residential uses, which is estimated to be approximately -3 dB.

Table 11 shows the calculated on-site truck circulation noise levels after implementation of a 7-foot tall noise barrier and shielding offset, as discussed above.

Table 11
Predicted On-Site Truck Circulation Noise Levels – Mitigated

Nearest Residential Property Lines	Predicted Noise Levels, (dB)[1]		Applicable City Daytime Noise Standards[2]	
	L_{eq}	L_{max}	L_{eq}	L_{max}
West	49	70	55	70
Northwest	51	70	60	81

[1] Predicted noise levels take into consideration the screening provided by a 7-foot tall noise barrier along the property line (as indicated in Figure 2), as well as for a shielding offset to account for a difference in elevations between the elevated truck lane and depressed sensitive areas of adjacent residential uses below.
[2] Applicable noise levels based upon measurements from ambient noise level surveys.
Source: Bollard Acoustical Consultants, Inc. (2020)

In addition to implementation of the mitigation discussed in above in MM 3A, the following mitigation measure should also be implemented:

MM 3B: The limitation of project truck deliveries to daytime hours only (7:00 a.m. to 10:00 p.m.).

Significance of Impact 3 after Mitigation: ***Less than Significant***

Impact 4: Loading Dock Activity Noise at Existing Sensitive Uses

The project proposes one primary loading dock at the rear (south end) of the Safeway grocery store. Figure shows the location of the proposed loading dock. The primary noise sources associated with loading dock areas is the heavy trucks stopping (air brakes), backing into the loading docks (back-up alarms), and pulling out of the loading docks. The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the dock area (revving engines).

To quantify the noise generated by truck loading dock operations, BAC utilized noise level data obtained from BAC field measurements of a commercial warehouse facility. According to BAC measurement data, loading dock average and maximum noise levels are approximately 63 dB L_{eq} and 75 dB L_{max} at a reference distance of 50 feet.

Based on the project site plans, the existing residential uses to the west and northwest of the project site (located farthest away) would be completely shielded from view of the loading dock area by the proposed grocery store building itself. The worst-case loading dock noise exposure would be at the nearest existing residential uses to the southwest of the project site. Assuming

standard spherical spreading loss (-6 dB per doubling of distance), loading dock noise exposure at the property line of the nearest existing residential use to the southwest of the project site was calculated and the results of those calculations are presented in Table 12.

Table 12
Predicted Loading Dock Activity Noise Levels at Nearest Existing Sensitive Use

Nearest Residential Property Lines	Distance from Loading Dock (ft)[1]	Predicted Noise Level, (dB)		Applicable City Noise Standards[2]			
				Daytime		Nighttime	
		L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
Southwest	180	52	64	62	82	54	65

[1] Distances measured from center of loading dock area to property line of the nearest residential use.
[2] Applicable noise levels based upon measurements from the Salter and BAC ambient noise level surveys.
Source: Bollard Acoustical Consultants, Inc. (2020)

The Table 12 data indicate that noise levels generated by project loading dock activities are predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level standards at the property lines of the nearest existing residential uses (southwest of the project site). The predicted average hourly (L_{eq}) and maximum (L_{max}) noise levels shown in Table 12 are also below measured ambient daytime and nighttime noise levels measured at the nearest existing residential uses to the southwest (Table 6).

Because project loading dock activity noise level exposure is predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level limits, and because loading dock noise levels are not predicted to significantly increase ambient noise levels at existing sensitive uses, this impact is identified as being ***less than significant.***

Impact 5: Rooftop Mechanical Equipment Noise at Existing Sensitive Uses

According to the project site plans, the project is proposing the installation of rooftop mechanical equipment for maintaining comfortable temperatures within the future commercial buildings of the development. Such mechanical equipment would be shielded from view of nearby existing residential uses by the building parapets on top of the proposed commercial buildings. Figure 2 shows the proposed locations of the rooftop mechanical equipment.

Because mechanical equipment operation typically generates sustained, steady-state, noise levels, impacts of project rooftop mechanical equipment are assessed in this study relative to the City of Pinole General Plan hourly average (L_{eq}) noise level standards.

Noise from rooftop mechanical equipment has been measured by BAC to be 45-50 dB at a reference distance of 100 feet from the building facades of similar commercial uses, including shielding by the building parapet. When projected to the property line of the nearest existing residential use located approximately 120 feet from any project-related rooftop mechanical equipment, noise levels are calculated to be approximately 43 dB L_{eq} (including shielding from the building parapet). The predicted rooftop mechanical equipment noise level of 43 dB L_{eq} at the property line of the nearest existing residential use (southwest of the project site) would satisfy the applicable City of Pinole daytime and nighttime hourly average noise level limits of 62 and 54

dB L_{eq}, respectively. The predicted average hourly (L_{eq}) noise level of 43 dB L_{eq} is also below measured ambient daytime and nighttime noise levels measured at the nearest existing residential uses to the southwest (Table 6).

Because project rooftop mechanical equipment noise exposure is predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level limits, and because mechanical equipment noise levels are not predicted to significantly increase ambient noise levels at existing sensitive uses, this impact is identified as being ***less than significant.***

Impact 6: Restaurant Drive-Through Operations Noise at Existing Sensitive Uses

The site plans indicate that the project proposes the construction of a restaurant that will include a drive-through lane. The location of the restaurant and drive-through lane are shown on Figure 2.

To quantify the noise exposure of proposed drive-through vehicle passages and speaker usage at the nearest existing residential uses, BAC utilized noise measurement data collected for similar drive-through operations. According to BAC file data, drive-through speaker and vehicle idling noise levels are approximately 50 dB L_{eq} and 55 dB L_{max} at a reference distance of 50 feet.
The nearest existing residential uses to the proposed restaurant drive-through lane are located to the west and northwest of the project site. Using the above-mentioned measured reference noise levels, and assuming standard spherical spreading loss (-6 dB per doubling of distance), restaurant drive-through noise exposure at the property lines of the nearest existing residential uses was calculated and the results of those calculations are presented in Table 13.

Table 13
Predicted Restaurant Drive-Through Noise Levels at Nearest Existing Sensitive Uses

Nearest Residential Property Lines	Distance from Drive-Through Lane (ft)[1]	Predicted Noise Level, (dB)		Applicable City Noise Standards[2]			
				Daytime		Nighttime	
		L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	430	31	36	55	70	54	65
Northwest	420	32	37	60	81	54	65

[1] Distances measured from the drive-through lane to the property lines of the nearest residential uses.
[2] Applicable noise levels based upon measurements from the Salter and BAC ambient noise level surveys.
Source: Bollard Acoustical Consultants, Inc. (2020)

As indicated in Table 13, noise levels generated by restaurant drive-through operations are predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level standards at the property lines of the nearest existing residential uses (west and northwest of the project site). The predicted average hourly (L_{eq}) and maximum (L_{max}) noise levels shown in Table 13 are also below measured ambient daytime and nighttime noise levels measured at the nearest existing residential uses to the west and northwest (Table 6).

Because project restaurant drive-through operations noise level exposure is predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level limits, and because

restaurant drive-through noise levels are not predicted to significantly increase ambient noise levels at existing sensitive uses, this impact is identified as being ***less than significant.***

Impact 7: Parking Lot Activity Noise at Existing Sensitive Uses

As a means of determining potential noise exposure due to project parking lot activities, Bollard Acoustical Consultants, Inc. (BAC) utilized specific parking lot noise level measurements conducted by BAC. Specifically, a series of individual noise measurements were conducted of multiple vehicle types arriving and departing a parking area, including engines starting and stopping, car doors opening and closing, and persons conversing as they entered and exited the vehicles. The results of those measurements revealed that individual parking lot movements generated mean noise levels of approximately 70 dB SEL at a reference distance of 50 feet. The maximum noise level associated with parking lot activity typically did not exceed 65 dB L_{max} at the same reference distance.

To compute hourly average (L_{eq}) noise levels generated by parking lot activities, the approximate number of hourly operations in any given area and distance to the effective noise center of those activities is required. The parking areas proposed nearest to existing residential uses are located on the west and northwest sides of the project area – which are identified as Parking Areas 1 and 2 on Figure 2. According to the project site plans, Parking Areas 1 and 2 will accommodate approximately 150 and 50 parking spaces, respectively. It was conservatively assumed for the purposes of this analysis that all of the parking stalls could fill or empty during any given peak hour (worst-case). However, it is likely that parking area activity would be more spread out. The hourly average noise level generated by parking lot movements is computed using the following formula:

$$\text{Peak Hour } L_{eq} = 70+10*\log(N) - 35.6$$

Where 70 is the mean Sound Exposure Level (SEL) for an automobile parking lot arrival or departure, N is the number of parking lot operations in a given hour, and 35.6 is 10 times the logarithm of the number of seconds in an hour.

Using the information provided above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), worst-case parking area noise exposure at the property lines of the nearest existing residential uses to the west and northwest of the project site was calculated and the results of those calculations are presented in Table 14.

Table 14
Predicted Worst-Case Parking Area Noise Levels at Nearest Existing Sensitive Uses

Nearest Residential Property Lines	Nearest Parking Area	Distance from Noise Center of Parking Area (ft)[1]	Predicted Noise Levels, (dB)		Applicable City Noise Standards[2]			
					Daytime		Nighttime	
			L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	1	250	42	51	55	70	54	65
Northwest	2	100	45	59	60	81	54	65

[1] Distances measured from effective noise center of parking areas to property lines of nearest residential uses.
[2] Applicable noise levels based upon measurements from the Salter and BAC ambient noise level surveys.
Source: Bollard Acoustical Consultants, Inc. (2020)

The Table 14 data indicate that noise levels generated by project parking lot movements are predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level standards at the property lines of the nearest existing residential uses (west and northwest of the project site). The predicted average hourly (L_{eq}) and maximum (L_{max}) noise levels shown in Table 14 are also below measured ambient daytime and nighttime noise levels measured at the nearest existing residential uses to the west and northwest (Table 6).

Because project parking area noise level exposure is predicted to satisfy the applicable City of Pinole General Plan daytime and nighttime noise level limits, and because parking area noise levels are not predicted to significantly increase ambient noise levels at existing sensitive uses, this impact is identified as being ***less than significant.***

Impact 8: Cumulative (Combined) Noise Levels from On-Site Operations at Existing Sensitive Uses

The calculated unmitigated and mitigated cumulative noise levels of project on-site commercial operations at the nearest existing residential uses is presented are Tables 15 and 16, respectively. The mitigated cumulative noise levels shown in Table 16 include consideration of the shielding provided by a 7-foot tall property line noise barrier as discussed in MM 3A, and as illustrated on Figure 2.

It should be noted that due to the logarithmic nature of the decibel scale, the sum of two noise values which differ by 10 dB equates to an overall increase in noise levels of 0.4 dB. When the noise sources are equivalent, the sum would result in an overall increase in noise levels of 3 dB.

Return to Agenda

Table 15
Predicted Cumulative Project Noise Levels at Nearest Existing Sensitive Uses – Unmitigated

Residential Property	Predicted Project Operations Noise Levels, (dB)[1]											Applicable City Noise Standards[2]			
	Truck Circulation		Loading Dock		HVAC	Drive Through		Parking Area		Cumulative		Daytime		Nighttime	
	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	59	80	31	43	39	31	36	42	51	59	80	55	70	54	65
Northwest	61	80	27	39	33	32	37	45	59	61	80	60	81	54	65
Southwest	57	77	52	64	43	<20	<20	26	34	58	77	62	82	54	65

[1] Predicted noise levels include shielding provided by intervening on-site buildings (where applicable), and a screening offset to account for the difference in elevations between the elevated project site and depressed sensitive areas of the adjacent residential uses.

[2] Applicable noise levels based upon measured ambient conditions from both the Salter and BAC ambient noise level surveys.

Source: Bollard Acoustical Consultants, Inc. (2020)

Table 16
Predicted Cumulative Project Noise Levels at Nearest Existing Sensitive Uses – Mitigated (7-Foot Tall Noise Barrier)

Residential Property	Predicted Project Operations Noise Levels, (dB)[1]											Applicable City Noise Standards[2]			
	Truck Circulation		Loading Dock		HVAC	Drive Through		Parking Area		Cumulative		Daytime		Nighttime	
	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
West	49	70	20	32	29	20	25	30	40	49	70	55	70	54	65
Northwest	51	70	<20	28	23	21	26	34	48	51	70	60	81	54	65
Southwest	57	77	52	64	43	<20	<20	26	34	58	77	62	82	54	65

[1] Predicted noise levels include the implementation of mitigation as outlined in this report (MM 3A – 7-foot tall noise barrier), shielding provided by intervening on-site buildings (where applicable), and a screening offset to account for the difference in elevations between the elevated project site and depressed sensitive areas of the adjacent residential uses.

[2] Applicable noise levels based upon measured ambient conditions from both the Salter and BAC ambient noise level surveys.

Source: Bollard Acoustical Consultants, Inc. (2020)

The Table 15 data indicate that cumulative unmitigated on-site project-related noise levels are predicted to exceed the City of Pinole General Plan daytime and nighttime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at a portion of the nearest residential property lines. However, after implementation of mitigation measure MM 3A (construction of a 7-foot tall solid noise barrier as indicated in Figure 2), cumulative mitigated on-site project noise levels are predicted to satisfy the applicable City of Pinole General Plan daytime hourly average (L_{eq}) and maximum (L_{max}) noise level standards at the property lines of the nearest existing residential uses (Table 16). The predicted mitigated cumulative noise levels shown in Table 16 are also below measured ambient daytime noise levels measured at the nearest existing residential uses (Table 6).

Although the cumulative mitigated noise levels from on-site project operations are predicted to satisfy the applicable City of Pinole General Plan daytime noise level criteria, they would still exceed the City's nighttime noise level criteria at the nearest residential uses (Table 16). In addition, it is possible that cumulative noise exposure could be above ambient nighttime noise levels at those existing sensitive uses. As a result, this impact is considered to be ***potentially significant.***

Mitigation Impact 8:

In order to avoid a potential exceedance of City of Pinole General Plan nighttime noise level criteria at the nearest adjacent existing residential uses, the following noise mitigation measure should be implemented by the project:

MM 8: The limitation of project truck deliveries to daytime hours only (7:00 a.m. to 10:00 p.m.).

Significance of Impact 8 after Mitigation: ***Less than Significant***

Noise Impacts Associated with Project Construction Activities

Impact 9: Project Construction Noise Levels at Existing Sensitive Uses

During project construction, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point. The property lines of the nearest existing residential uses are located approximately 30 feet away from where construction activities would occur on the project site.

Table 16 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet. Not all of these construction activities would be required of this project. The Table 16 data also include predicted maximum equipment noise levels at the property lines of the nearest sensitive uses located approximately 30 feet away, which assume a standard spherical spreading loss of 6 dB per doubling of distance.

Table 16
Construction Equipment Reference Noise Levels and Predicted Noise Levels 30 Feet

Equipment Description	Maximum Noise Level at 50 Feet, dBA	Predicted Maximum Noise Level at 30 feet, dBA
Air compressor	80	84
Backhoe	80	84
Ballast equalizer	82	86
Ballast tamper	83	87
Compactor	82	86
Concrete mixer	85	89
Concrete pump	82	86
Concrete vibrator	76	80
Crane, mobile	83	87
Dozer	85	89
Generator	82	86
Grader	85	89
Impact wrench	85	89
Jack hammer	88	92
Loader	80	84
Paver	85	89
Pneumatic tool	85	89
Pump	77	81
Rail saw	90	94
Saw	76	80
Scarifier	83	87
Scraper	85	89
Shovel	82	86
Spike driver	77	81
Tie cutter	84	88
Tie handler	80	84
Tie inserter	85	89
Truck	84	88

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 7-1 (2018)

Based on the equipment noise levels in Table 16, worst-case on-site project construction equipment noise levels at the property lines of the nearest existing residential uses located 30 feet away are expected to range from approximately 80 to 94 dB. Thus, it is possible that a portion of the project construction equipment could result in substantial short-term increases over ambient maximum noise levels at the nearest existing sensitive uses. Further, it is possible that those noise levels could exceed the applicable City of Pinole General Plan noise level limits. As a result, noise impacts associated with construction activities are identified as being ***potentially significant***.

Mitigation Impact 9: Construction Noise Control Measures

MM 9: To the maximum extent practical, the following measures should be incorporated into the project construction operations:

- Pursuant to City of Pinole General Plan Action HS.8.1.5, the project shall utilize temporary construction noise control measures including the use of temporary noise barriers, or other appropriate measures as mitigation for noise generated during construction of projects.
- Pursuant to Pinole Municipal Code Section 15.02.070(A), construction work is allowed from 7:00 a.m. to 5:00 p.m. on non-federal holidays. Construction work is allowed on holidays recognized by the City of Pinole, but not acknowledged federally which include Cesar Chavez's Birthday and the Day after Thanksgiving, but no inspections will be performed.
- Pursuant to Pinole Municipal Code Section 15.02.070(B), construction work on Saturdays is allowed in commercial zones only, from 9:00 a.m. to 6:00 p.m. as long as it is interior work and does not generate significant noise.
- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

Significance of Impact 9 after Mitigation: *Less than Significant*

Vibration Impacts Associated with Project Activities

Impact 10: Project Construction Vibration at Existing Sensitive Uses

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. The nearest existing sensitive uses are residential structures located approximately 50 feet from construction activities which would occur within the project site.

Table 17 includes the range of vibration levels for equipment commonly used in general construction projects at a distance of 25 feet. The Table 17 data also include predicted equipment vibration levels at the nearest existing residences to the project site located approximately 50 feet away.

Table 17
Vibration Source Levels for Construction Equipment and Predicted Levels at 50 Feet

Equipment	Maximum PPV (inches/second)[1]	
	Maximum PPV at 25 Feet[2]	Predicted PPV at 50 Feet
Hoe ram	0.089	0.032
Large bulldozer	0.089	0.032
Caisson drilling	0.089	0.032
Loaded trucks	0.076	0.027
Jackhammer	0.035	0.012
Small bulldozer	0.003	0.011

[1] PPV = Peak Particle Velocity
[2] Reference vibration level obtained from the Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (2018).

As indicated in Table 17, vibration levels generated from on-site construction activities at the nearest existing residences are predicted to be well below the strictest Caltrans thresholds for damage to residential structures of 0.30 in/sec PPV shown in Table 2. Further, the predicted vibration levels are also below the Caltrans thresholds for annoyance presented in Table 3. Therefore, on-site construction within the project area would not result in excessive groundborne vibration levels at nearby existing residential uses.

Because vibration levels due to the proposed project will satisfy the applicable Caltrans groundborne impact vibration criteria at the nearest existing sensitive uses, this impact is considered to be ***less than significant***.

Impact 11: Project Commercial Operations Vibration

The project proposes the redevelopment and operation of commercial uses would include on-site operations such as delivery truck circulation, loading and unloading activities, parking lot movements, and mechanical equipment. It is the experience of BAC that operations associated with limited loading dock operations do not typically have equipment that generates appreciable vibration. In addition, it is our understanding that the project does not propose on-site equipment that will produce appreciable vibration. Lastly, vibration levels from heavy trucks traveling on a roadway, such as those generated from project heavy truck traffic, rarely generate vibration amplitudes high enough to cause structural or cosmetic damage.

The Table 7 data indicate that measured average vibration levels at the project site were below the strictest Caltrans thresholds for damage to structures and thresholds for annoyance, which included heavy truck passbys within close proximity to the measurement equipment. Therefore, it is expected that the project would not result in the exposure of persons to excessive groundborne vibration levels at existing sensitive uses or proposed uses of the project.

Because vibration levels due to and upon the proposed project are expected to be below the strictest Caltrans thresholds for damage to structures and thresholds for annoyance at sensitive receptors, this impact is considered to be ***less than significant***.

This concludes BAC's noise and vibration assessment of the Pinole Square Redevelopment Phases 1-3 project in Pinole, California. Please contact BAC at (916) 663-0500 or dariog@bacnoise.com if you have any comments or questions regarding this report.

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the Maximum level, which is the highest RMS level.
RT_{60}	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
SEL	A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy of the event into a 1-s time period.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.

BOLLARD
Acoustical Consultants

Return to Agenda

Appendix A-1
FHWA Highway Traffic Noise Prediction Model Data Inputs
Pinole Square Redevelopment Phases 1-3
File Name: 2019-120 01 Existing
Model Run Date: 11/19/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	Project Driveway / Tara Hills Drive	North	2,100	80	20	2	1	25	50
2		South	3,220	80	20	2	1	25	50
3		East	12,290	80	20	2	1	30	50
4		West	9,640	80	20	2	1	30	50
5	Appian Way / Tara Hills Drive	North	14,880	80	20	2	1	25	50
6		South	24,625	80	20	2	1	35	50
7		East	2,360	80	20	2	1	25	50
8		West	12,525	80	20	2	1	30	50
9	Appian Way / I-80 WB Ramps	North	24,845	80	20	2	1	35	50
10		South	23,595	80	20	2	1	35	50
11		East	8,745	80	20	2	1	45	50
12		West	7,385	80	20	2	1	45	50
13	Appian Way / I-80 EB Ramps	North	23,870	80	20	2	1	35	50
14		South	27,260	80	20	2	1	35	50
15		East	8,400	80	20	2	1	45	50
16		West	7,330	80	20	2	1	45	50

Return to Agenda

Appendix B-2
FHWA Highway Traffic Noise Prediction Model Data Inputs
Pinole Square Redevelopment Phases 1-3
File Name: 2019-120 02 Existing Plus Project
Model Run Date: 11/19/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	Project Driveway / Tara Hills Drive	North	2,130	80	20	2	1	25	50
2		South	4,390	80	20	2	1	25	50
3		East	13,265	80	20	2	1	30	50
4		West	9,805	80	20	2	1	30	50
5	Appian Way / Tara Hills Drive	North	15,210	80	20	2	1	25	50
6		South	25,150	80	20	2	1	35	50
7		East	2,485	80	20	2	1	25	50
8		West	13,505	80	20	2	1	30	50
9	Appian Way / I-80 WB Ramps	North	25,370	80	20	2	1	35	50
10		South	23,915	80	20	2	1	35	50
11		East	8,850	80	20	2	1	45	50
12		West	7,485	80	20	2	1	45	50
13	Appian Way / I-80 EB Ramps	North	24,190	80	20	2	1	35	50
14		South	27,440	80	20	2	1	35	50
15		East	8,400	80	20	2	1	45	50
16		West	7,470	80	20	2	1	45	50

Return to Agenda

Appendix 1-3
FHWA Highway Traffic Noise Prediction Model Data Inputs
Pinole Square Redevelopment Phases 1-3
File Name: 2019-120 03 Cumulative
Model Run Date: 11/19/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	Project Driveway / Tara Hills Drive	North	2,280	80	20	2	1	25	50
2		South	3,495	80	20	2	1	25	50
3		East	13,355	80	20	2	1	30	50
4		West	10,480	80	20	2	1	30	50
5	Appian Way / Tara Hills Drive	North	16,170	80	20	2	1	25	50
6		South	26,765	80	20	2	1	35	50
7		East	2,565	80	20	2	1	25	50
8		West	13,620	80	20	2	1	30	50
9	Appian Way / I-80 WB Ramps	North	27,000	80	20	2	1	35	50
10		South	25,645	80	20	2	1	35	50
11		East	9,505	80	20	2	1	45	50
12		West	8,030	80	20	2	1	45	50
13	Appian Way / I-80 EB Ramps	North	25,945	80	20	2	1	35	50
14		South	29,630	80	20	2	1	35	50
15		East	9,130	80	20	2	1	45	50
16		West	7,965	80	20	2	1	45	50

Return to Agenda

Appendix 1-4
FHWA Highway Traffic Noise Prediction Model Data Inputs
Pinole Square Redevelopment Phases 1-3
File Name: 2019-120 04 Cumulative Plus Project
Model Run Date: 11/19/2019

BOLLARD Acoustical

Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	Project Driveway / Tara Hills Drive	North	2,310	80	20	2	1	25	50
2		South	4,680	80	20	2	1	25	50
3		East	14,330	80	20	2	1	30	50
4		West	10,660	80	20	2	1	30	50
5	Appian Way / Tara Hills Drive	North	16,500	80	20	2	1	25	50
6		South	27,275	80	20	2	1	35	50
7		East	2,690	80	20	2	1	25	50
8		West	14,585	80	20	2	1	30	50
9	Appian Way / I-80 WB Ramps	North	27,525	80	20	2	1	35	50
10		South	25,965	80	20	2	1	35	50
11		East	9,610	80	20	2	1	45	50
12		West	8,130	80	20	2	1	45	50
13	Appian Way / I-80 EB Ramps	North	26,265	80	20	2	1	35	50
14		South	29,810	80	20	2	1	35	50
15		East	9,130	80	20	2	1	45	50
16		West	8,105	80	20	2	1	45	50

Return to Agenda

Legend

A: ST-1: Noise survey equipment along west end of project area, looking north towards Tara Hills Drive (37°59'42.01" N, 122°18'20.76" W)
B: ST-1: Vibration survey equipment along west end of project area, looking north towards Tara Hills Drive (37°59'42.01" N, 122°18'20.76" W)
C: ST-2: Noise survey equipment along west end of project area, looking north towards Tara Hills Drive (37°59'43.60" N, 122°18'20.70" W)
D: ST-2: Vibration survey equipment along west end of project area, looking north towards Tara Hills Drive (37°59'43.60" N, 122°18'20.70" W)

Pinole Square Redevelopment
Phases 1-3
Pinole, California

Photographs of Noise & Vibration Survey Locations

Appendix C-1

BOLLARD
Acoustical Consultants

Return to Agenda

Legend

A: ST-3: Noise survey equipment along west end of project area, looking northwest towards residences (37°59'39.44" N, 122°18'20.95" W)
B: ST-3: Noise survey equipment along west end of project area, looking south towards Interstate 80 (37°59'39.44" N, 122°18'20.95" W)
C: ST-3: Vibration survey equipment along west end of project area (37°59'39.44" N, 122°18'20.95" W)
D: ST-4: Noise and vibration survey equipment at 1500 Tara Hills Drive facing west (37°59'44.27" N, 122°18'12.91" W)

Pinole Square Redevelopment
Phases 1-3
Pinole, California

Photographs of Noise & Vibration Survey Locations

Appendix C-2

BOLLARD
Acoustical Consultants

Appendix D-1

Charles M. Salter
ASSOCIATES INC.

Acoustics
Audiovisual
Telecommunications
Security

130 Sutter Street
Floor 5
San Francisco, CA
94104
T 415.397.0442
F 415.397.0454
www.cmsalter.com

Charles M. Salter, PE
Eric (Broadhurst) Mori, PE
Philip N. Sanders, LEED AP
Thomas A. Schindler, PE
Durand R. Begault, PhD, FAES
Ken Graven, PE, RCDD, CTS-D
Anthony P. Nash, PE
Jason R. Duty, PE
Eric A. Yee
Joshua M. Roper, PE, LEED AP
Ethan C. Salter, PE, LEED AP
Alexander K. Salter, PE
Jeremy L. Decker, PE
Heather A. Salter
Dylan B. Mills, CTS
David L. Buza
Andrew J. McKee
Valerie C. Smith, PE
Benjamin D. Piper
Ryan G. Raskop, AIA, RCDD
Michael L. Bolduc, CPP
Davis H. Keith, CTS-D
Felipe Tovera
Diego Hernandez
Brian C. Wourms
Greg R. Enenstein
Dennis R. Mill
Blake M. Wells, LEED GA
Sybille M. Roth
Justin P. Reidling
Adrian L. Lu, PE
Jordan L. Roberts
Katherine M. Moore
Lauren von Blohn
Wilson Shao
Winter R. Saeedi
Jake M. Schpero
Hester Ng
Matthew D. Hsiung
Nathan N. Sistek
Skyler Corrico
Aidan Nelson
Kenny Chong
Andrena Rodriguez
Michael Hoeft

18 July 2019

Todd Green
Hillsboro Properties, Inc.
1300 S. El Camino Real, Suite 525
San Mateo, CA 94402
Email: todd@hillsboroprop.com

Subject: **Appian 80 Shopping Center**
Project-Related Noise Assessment
Salter Project: 19-0261

Dear Todd:

As required by the project COA, we have analyzed noise emissions from the proposed shopping center update. An analysis was made with regards to expected noise levels at the property line of the nearest neighbors (to the west). This letter summarizes our assessment.

ACOUSTICAL CRITERIA

City of Pinole Health and Safety Element

The City's Health and Safety Element has noise criteria for "stationary noise sources". The criteria are average noise levels of 55 dBA during the day and 45 dBA at night, and maximum noise levels of 70 dBA during the day and 65 dBA at night. The allowable levels are adjusted up or down depending on whether the ambient noise level is above or below the criteria.

These criteria would apply to HVAC noise and amplification systems, but not truck or construction activity.

MEASURED NOISE LEVELS

We measured the current ambient noise environment at the project site from 3 to 6 May 2019. The lowest (i.e., quietest) hourly L_{eq}[1] was measured to be 54 dBA (at 2 am on two days). Since this noise level is above the "base" criterion of 45 dBA, the criterion is increased to 54 dBA.

See **Appendix A** for a summary of the hourly noise levels during the measurement period (the quietest hours are noted in **bold** text). See **Figure 1** for the measurement location.

[1] L_{eq} – The equivalent steady-state A-weighted sound level that, in a stated period of time, would contain the same acoustic energy as the time-varying sound level during the same period.

Appendix D-2

ANALYSIS

Based on the provided site plan and preliminary HVAC equipment selections (see **Figure 2**), we calculated the expected noise levels at the nearest residential property line. Published data for the amplification system at a typical drive-thru restaurant was not provided. However, we have measured these systems on other projects and have used that data for this analysis.

HVAC Equipment

The closest HVAC equipment to the western property line (a packaged air-conditioner unit) is approximately 100 feet away. The overall sound level when all equipment is operating is calculated to be up to 53 dBA at the property line.

Therefore, the calculated noise level is lower than the criterion (54 dBA) at the western property line and is expected to meet the criterion.

Drive-Thru

The project includes a proposed fast-food restaurant with a drive-thru lane. Based on our measured data, the amplification system from a typical drive-thru window can be up to 74 dBA at 25 feet. The project drive-thru speaker is approximately 450 feet from the western residential property line. Based on this information, we calculated noise levels to be approximately 50 dBA at the western property line, which meets the criterion.

Truck Activity and Construction Noise

We have not received information about typical trucking activity (e.g., number of deliveries per day, hours of deliveries) or a construction plan/schedule (e.g., type of equipment, duration, location). Once we receive this information, we can update our calculations and assessment of the project-related noise.

* * *

This concludes our assessment of the project-related noise for the Appian 80 project. Should you have any questions or comments, please give us a call.

Sincerely,

CHARLES M. SALTER ASSOCIATES, INC.

Blake M. Wells, LEED® Green Associate
Senior Consultant

Eric Mori, PE
Senior Vice President

Enclosures as noted

Acoustics
Audiovisual
Telecommunications
Security

130 Sutter Street
Floor 5
San Francisco, CA
94104
T 415.397.0442
F 415.397.0454
www.cmsalter.com

Appendix D-3

APPENDIX A: MEASURED HOURLY AVERAGE NOISE LEVELS

Date	Time	Duration	L_{eq} (dBA)
3-May-19	20:00:00	1:00:00	62
3-May-19	21:00:00	1:00:00	61
3-May-19	22:00:00	1:00:00	61
3-May-19	23:00:00	1:00:00	59
4-May-19	0:00:00	1:00:00	56
4-May-19	1:00:00	1:00:00	56
4-May-19	2:00:00	1:00:00	57
4-May-19	3:00:00	1:00:00	56
4-May-19	4:00:00	1:00:00	57
4-May-19	5:00:00	1:00:00	58
4-May-19	6:00:00	1:00:00	59
4-May-19	7:00:00	1:00:00	60
4-May-19	8:00:00	1:00:00	61
4-May-19	9:00:00	1:00:00	60
4-May-19	10:00:00	1:00:00	60
4-May-19	11:00:00	1:00:00	64
4-May-19	12:00:00	1:00:00	64
4-May-19	13:00:00	1:00:00	60
4-May-19	14:00:00	1:00:00	63
4-May-19	15:00:00	1:00:00	61
4-May-19	16:00:00	1:00:00	62
4-May-19	17:00:00	1:00:00	62
4-May-19	18:00:00	1:00:00	62
4-May-19	19:00:00	1:00:00	61
4-May-19	20:00:00	1:00:00	61
4-May-19	21:00:00	1:00:00	60
4-May-19	22:00:00	1:00:00	58
4-May-19	23:00:00	1:00:00	58

Acoustics
Audiovisual
Telecommunications
Security

130 Sutter Street
Floor 5
San Francisco, CA
94104
T 415.397.0442
F 415.397.0454
www.cmsalter.com

Charles M. Salter
ASSOCIATES INC.

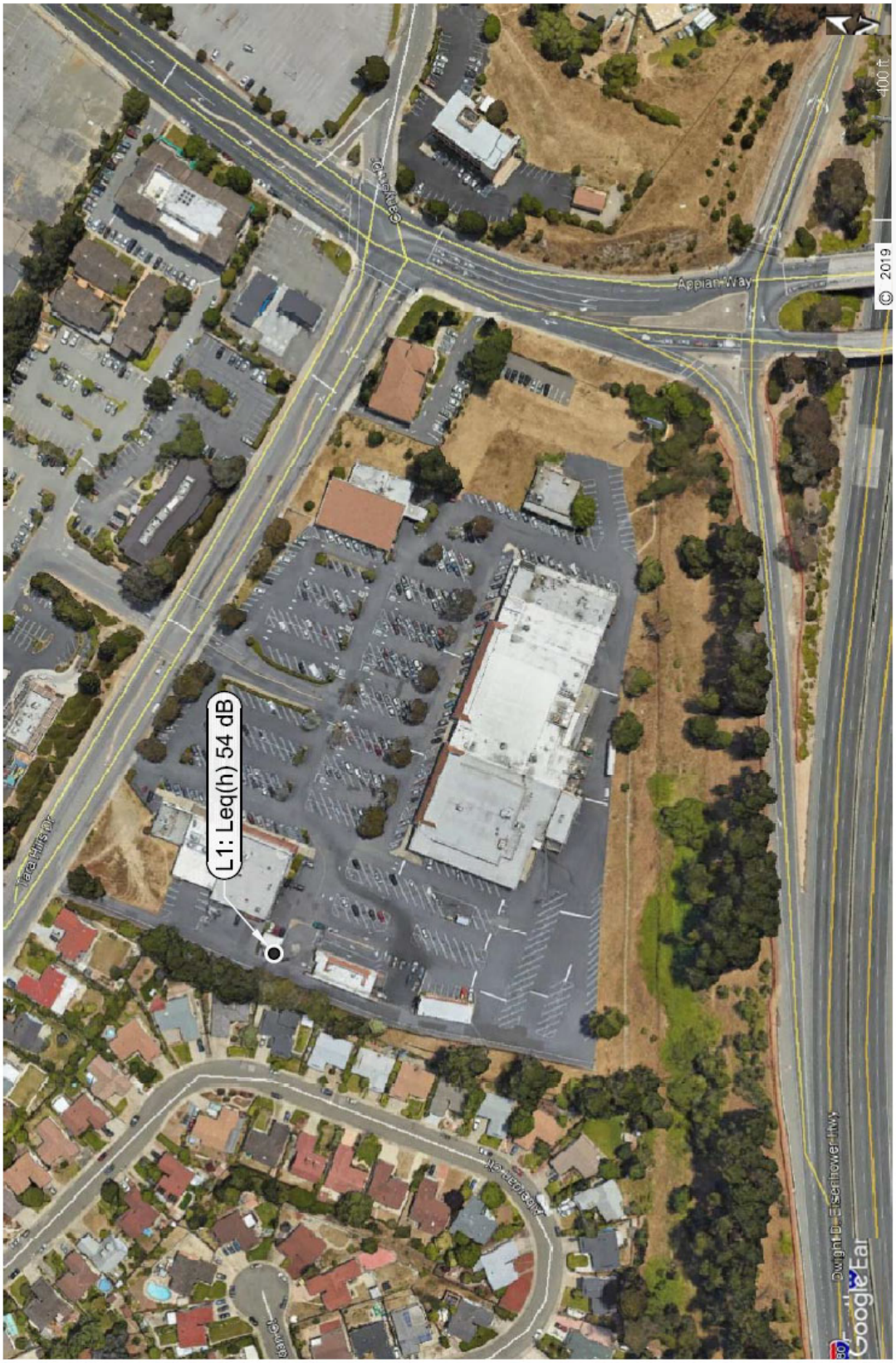
Appendix D-4

5-May-19	0:00:00	1:00:00	57
5-May-19	1:00:00	1:00:00	56
5-May-19	**2:00:00**	**1:00:00**	**54**
5-May-19	3:00:00	1:00:00	55
5-May-19	4:00:00	1:00:00	55
5-May-19	5:00:00	1:00:00	56
5-May-19	6:00:00	1:00:00	60
5-May-19	7:00:00	1:00:00	61
5-May-19	8:00:00	1:00:00	59
5-May-19	9:00:00	1:00:00	60
5-May-19	10:00:00	1:00:00	60
5-May-19	11:00:00	1:00:00	62
5-May-19	12:00:00	1:00:00	62
5-May-19	13:00:00	1:00:00	63
5-May-19	14:00:00	1:00:00	63
5-May-19	15:00:00	1:00:00	64
5-May-19	16:00:00	1:00:00	64
5-May-19	17:00:00	1:00:00	63
5-May-19	18:00:00	1:00:00	63
5-May-19	19:00:00	1:00:00	63
5-May-19	20:00:00	1:00:00	62
5-May-19	21:00:00	1:00:00	61
5-May-19	22:00:00	1:00:00	61
5-May-19	23:00:00	1:00:00	59
6-May-19	0:00:00	1:00:00	57
6-May-19	1:00:00	1:00:00	56
6-May-19	**2:00:00**	**1:00:00**	**54**
6-May-19	3:00:00	1:00:00	56
6-May-19	4:00:00	1:00:00	59
6-May-19	5:00:00	1:00:00	61

Acoustics
Audiovisual
Telecommunications
Security

130 Sutter Street
Floor 5
San Francisco, CA
94104
T 415.397.0442
F 415.397.0454
www.cmsalter.com

Appendix D-5



© 2019
CHARLES M. SALTER ASSOCIATES, INC.
FOR ACOUSTICAL DESIGN INFORMATION ONLY

APPIAN 80 SHOPPING CENTER
MEASUREMENT LOCATIONS AND MEASURED NOISE LEVELS

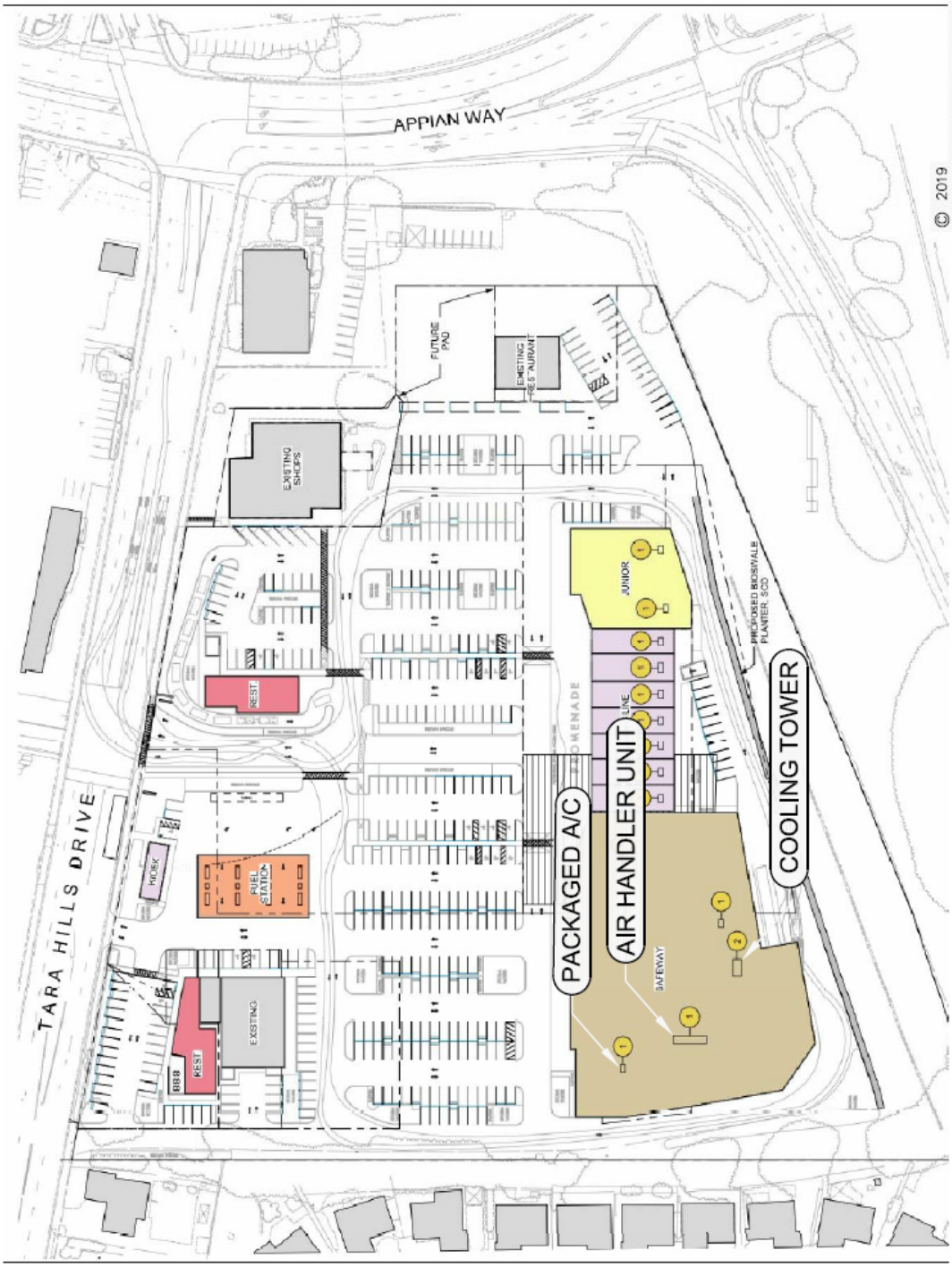
FIGURE 1

Salter # 19–0261

BMW/EBM
07.19.19

Charles M Salter Associates Inc 130 Sutter Street San Francisco California 94104 Tel 415 397 0442 www.cmsalter.com

Appendix D-6



© 2019
CHARLES M. SALTER ASSOCIATES, INC.
FOR ACOUSTICAL DESIGN INFORMATION ONLY

FIGURE 2

Salter # 19-0261

BMW/EBM
07.19.19

APPIAN 80 SHOPPING CENTER
SITE PLAN HVAC EQUIPMENT LOCATIONS

Charles M Salter Associates Inc 130 Sutter Street San Francisco California 94104 Tel: 415 397 0442 www.cmsalter.com

D ACOUSTICAL CONSULTANTS, INC.
Acoustics ▸ Vibration ▸ Noise Control Engineering

February 18, 2020

Angela DaRosa
Raney Planning & Management, Inc.
1501 Sports Drive Suite A
Sacramento, CA 95834

Transmitted via email: adarosa@raneymanagement.com

Subject: Changes in noise levels associated with revised building square footages for the proposed Pinole Square Redevelopment project in Pinole, California.

Dear Angela,

Bollard Acoustical Consultants, Inc. (BAC) previously prepared a noise and vibration assessment for the Pinole Square Redevelopment project in Pinole, California (dated January 13, 2020). On February 12, 2020, it was brought to the attention of BAC that the project had revised square footages for a portion of the proposed buildings. In response to those changes, the project traffic consultant (TJKM Transportation Consultants) identified that, although the changes in square footage would result in a slight increase in new net trips, the increase would not change the conclusions presented in the project traffic impact analysis. In other words, the changes in building square footage and associated trips did not warrant a revision to the project traffic impact analysis. Similarly, noise levels associated with a slight increase in net trips would not be appreciable and would not change the conclusions presented in the noise and vibration assessment previously prepared by BAC. Based the information above, a revision to the noise and vibration study prepared by BAC dated January 13, 2020 would not be warranted.

Please contact me at (916) 663-0500 or dariog@bacnoise.com if you have any questions or require additional information.

Sincerely,

Dario Gotchet
Consultant

APPENDIX G

TRANSPORTATION IMPACT STUDY

Return to Agenda

Pinole Square

Transportation Impact Study

City of Pinole, California

February 21, 2020

TJKM

Contents

Executive Summary **1**

1.0 Introduction **3**

1.1 Study Purpose 3

1.2 Study Intersections 3

1.4 Analysis Scenarios 3

2.0 Study Methodology **7**

2.1 Level of Service Analysis Methodology 7

2.2 Significant Impact Criteria 8

3.0 Existing Conditions **9**

3.1 Existing Setting and Roadway System 9

3.2 Existing Pedestrian Facilities 10

3.3 Existing Bicycle Facilities 10

3.4 Existing Transit Facilities 11

3.5 Existing Peak Hour Traffic Volumes And Lane Configurations 14

3.6 Intersection Level of Service Analysis – Existing Conditions 14

4.0 Project Conditions **18**

4.1 Project Vehicle Trip Generation 18

4.2 Project Vehicle Trip Distribution and Assignment 20

4.3 Traffic Impact Findings – Existing plus Project Conditions 20

4.4 Pedestrian, Bicycle, and Transit Impact Findings 25

5.0 Cumulative Conditions **26**

5.1 Cumulative Traffic Volumes with Growth Rate 26

5.2 Cumulative Impact Findings with Proposed Project 26

6.0 Additional Analysis **31**

6.1 Site Access and On-Site Circulation 31

6.2 Queuing Analysis at Study Intersections 31

6.3 Vehicles Miles Travelled 32

Tables

Table 1: Level of Service Definitions for Signalized Intersections 7

Table 2: Intersection Level of Service Analysis – Existing Conditions 15

Table 3: Project Vehicle Trip Generation Forecast 19

Table 4: Intersection Level of Service Analysis – Existing plus Project Conditions 21

Table 5: Intersection Level of Service Analysis – Cumulative Conditions 28

Table 6: 95th Percentile Queues at Turn Pockets Affected by Project Traffic 32

Figures

Figure 1: Study Area 5

Figure 2: Site Plan 6

Figure 3: Existing Pedestrian and Bicycle Facilities 12

Figure 4: Existing Transit Facilities 13

Table 2: Intersection Level of Service Analysis – Existing Conditions 15

Figure 5: Intersection Lane Configurations & Traffic Controls 16

Figure 6: Existing Peak Hour Traffic Volumes 17

Figure 7: Project Vehicle Trip Distribution 22

Figure 8: Project Vehicle Trip Assignment 23

Figure 9: Existing plus Project Conditions Peak Hour Traffic Volumes 24

Figure 10: Cumulative Conditions Peak Hour Traffic Volumes 29

Figure 11: Cumulative plus Project Conditions Peak Hour Traffic Volumes 30

Appendices

Appendix A – Turning Movement Counts

Appendix B – Existing Condition LOS

Appendix C – Existing Plus Project Condition LOS

Appendix D – Growth Rate Calculation

Appendix E – Cumulative Condition LOS

Appendix F – Cumulative Plus Project Condition LOS

EXECUTIVE SUMMARY

This report summarizes the results of the Transportation Impact Study (TIS) conducted for a proposed mixed use development at Pinole Square Shopping Center on Tara Hills Drive. The TIS evaluated potential transportation impacts resulting from the proposed project based on City of Pinole, Contra Costa Transportation Agency (CCTA) and Caltrans significance criteria. Traffic operations were evaluated at four study intersections during the weekday morning (a.m.) peak hour and evening (p.m.) peak hour under four study scenarios. The study intersections were evaluated under *No Project* and *plus Project* scenarios for Existing and Cumulative Conditions.

Project Trip Generation

The project consists of updating or replacing many of the stores in an existing 93,193 square feet shopping center. The new shopping center will have 105,149 square feet including a gasoline station and a drive through restaurant. A total of 11,854 square feet remains unaltered as a part of the new development. The proposed project is expected to generate a net increase of approximately 87 weekday a.m. peak hour trips (44 inbound trips, 43 outbound trips), and 150 weekday p.m. peak hour trips (76 inbound trips, 74 outbound trips), with a total of 2,919 additional daily trips.

It is noted that the existing and proposed project square footage was adjusted slightly after the traffic calculations in this report were completed. TJKM has verified that these changes do not change the levels of service or queuing calculations at any of the study intersections and do not change any of the conclusions of this report.

Existing Conditions

Under this scenario, all of the study intersections are operating within acceptable jurisdictional standards of level of service (LOS) D/C or better during the a.m. and p.m. peak hours.

Existing plus Project Conditions

Project-generated traffic was added to existing conditions volumes at the study intersections, under this scenario. With the addition of project traffic, all of the study intersections are operating within acceptable jurisdictional standards of level of service (LOS) D/C or better during the a.m. and p.m. peak hours.

Cumulative Conditions

Under this scenario, all of the study intersections are operating within acceptable jurisdictional standards of level of service (LOS) D/C or better during the a.m. and p.m. peak hours.

Cumulative plus Project Conditions

Project-generated traffic was added to cumulative conditions volumes at the study intersections, under this scenario. With the addition of project traffic, all of the study intersections are operating within acceptable jurisdictional standards of level of service (LOS) D/C or better during the a.m. and p.m. peak hours.

Pedestrian, Bicycle, and Transit Impacts

The proposed project does not conflict with any existing or planned pedestrian bicycle, or transit facilities in the vicinity of the project area.

Site Access and On-Site Circulation

Access to the site is provided via three locations on Tara Hills Drive, one through a signalized intersection, and the other two through right-in and right-out driveways. The site circulation works well for truck traffic with direct access to the back of Safeway and other stores on the site. Ample queue length is provided for vehicular traffic anticipated at the drive-through restaurant. The circulation around the gasoline station ensures no hindrance to the traffic approaching or exiting other stores and restaurants on the site in the event of a traffic back-up for fueling.

Queueing Analysis at Study Intersections

As per queueing analysis, sufficient storage length was observed for all study intersections.

Vehicle Miles Traveled (VMT)

Most of the trips for this project will be made by customers and shoppers. The project grows in daily and peak hour traffic but a commensurate reduction in traffic in similar locations such as other shopping centers in the region can be assumed. For these reasons State of California VMT guidelines indicate that locally serving neighborhood shopping centers produce impacts that are presumed to be not significant.

1.0 INTRODUCTION

This report summarizes the results of the Transportation Impact Study (TIS) for the proposed upgrade of a commercial and retail development at Pinole Square Shopping Center located on Tara Hills Drive in the City of Pinole.

1.1 Study Purpose

The purpose of the TIS is to evaluate the impacts on the transportation infrastructure due to the addition of the traffic from the proposed upgrade of the commercial and retail development, Pinole Shopping Center, located on Tara Hills Drive in the City of Pinole. The existing development totals an area of 93,193 square feet. Of the 93,193 square feet, two buildings comprising a total of 11,854 square feet (Shops 15E and Shop 16E) remain unaltered as a part of the new development. The proposed development upgrades the remaining 81,339 square feet of project area. The upgrade adds an additional 11,956 square feet of commercial/retail space post expansion resulting in a proposed total project area of 105,149 square feet.

The proposed development consists of 9,336 square feet of restaurant area (Shop 1, Drive-Through restaurant, and Shop 16E), 55,044 square feet of grocery store (Safeway), a gas station with 16 fueling positions, and 40,769 square feet of retail area (Shops 2E, 3E, and 15E, Junior Anchor, Shops 4-10, and Kiosk).

It should be noted that the existing project size and proposed project size were adjusted slightly (a decrease in 1,521 square feet for existing area, and an increase of 178 square feet for proposed area) after the traffic calculations in this report were completed. TJKM has verified that these changes do not change the levels of service or queuing calculations at any of the study intersections and do not change any of the conclusions of this report.

1.2 Study Intersections

TJKM evaluated traffic conditions at four study intersections during the a.m. and p.m. peak hours for a typical weekday. The peak periods observed were between 7:00-10:00 a.m. and 4:00-7:00 p.m. The highest single one hour recorded for each peak period was used in the analysis. The study intersections and associated traffic controls are as follows:

1. Tara Hills Drive at project entrance (Signalized)
2. Appian Way and Tara Hills Drive (Signalized)
3. Appian Way and I-80 WB Ramps (Signalized)
4. Appian Way and I-80 EB (Signalized)

Figure 1 illustrates the study intersections and the vicinity map of the proposed project. **Figure 2** shows the proposed project site plan.

1.4 Analysis Scenarios

This study assess potential impacts based on the following four scenarios:

- **Existing Conditions** – This scenario describes existing transportation conditions relevant to the study area, including characteristics of key roadways and transit service, and existing conditions for walking and bicycling.
- **Existing plus Project Conditions** – This scenario describes the anticipated effects of the proposed project on Existing Conditions, including the addition of traffic from the proposed project to study intersections.
- **Cumulative No Project Conditions** – This scenario describes anticipated transportation conditions in 2040 using a growth rate based on the volumes obtained from the CCTA 2040 travel demand model.
- **Cumulative Plus Project Conditions** – This scenario describes anticipated transportation conditions in 2040 that includes the proposed project. Cumulative impacts resulting from the project are assessed based on the net change from Cumulative No Project Conditions.

Figure 1. Vicinity Map

Return to Agenda

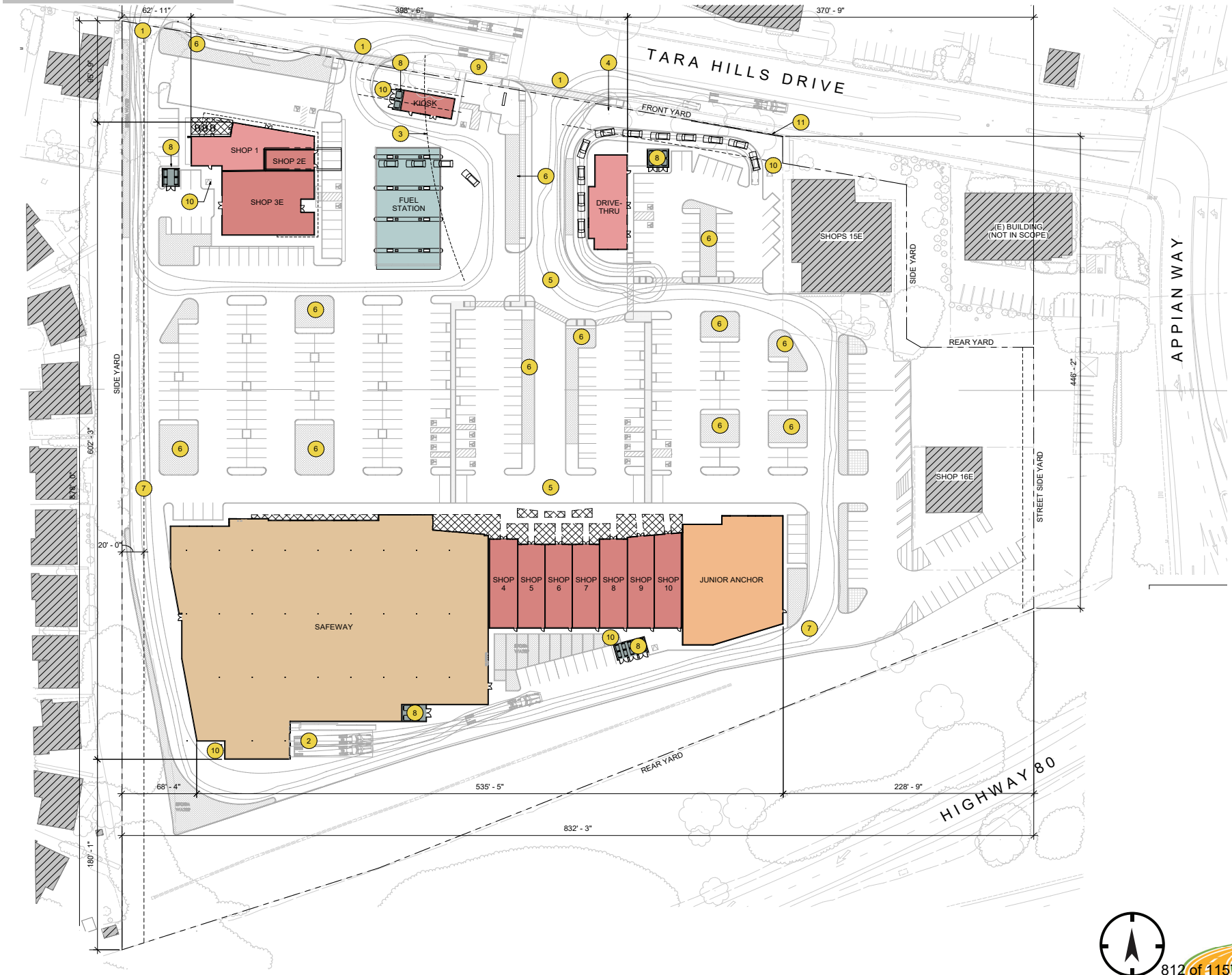
LEGEND

- Project Site
- Study Intersection

049-034

Figure 2: Site Plan

Return to Agenda



TJKM

049-034

Figure 2

2.0 STUDY METHODOLOGY

This chapter discusses the level of service analysis methodology for study intersections and criteria used to identify significant impacts.

2.1 Level of Service Analysis Methodology

LOS is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely-congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets. **Table 1** summarizes the relationship between the control delay and LOS for signalized intersections.

Table 1: Level of Service Definitions for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.

F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: Highway Capacity Manual

2.2 Significant Impact Criteria

City of Pinole Traffic Impact Criteria

City of Pinole LOS standard specify that the minimum acceptable operation for signalized intersections is LOS D or better. The Pinole General Plan mentions increase in daily volumes on San Pablo Avenue, Appian Way and Pinole Valley Road would slowly begin to exceed the capacity of roadway due to growth in adjacent areas.

Caltrans Traffic Impact Criteria

Per Caltrans guidelines, Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing Measure of Effectiveness should be maintained.

For the purposes of this report, LOS thresholds were considered to be LOS D for those within both the City and Caltrans jurisdiction.

Pedestrian & Bicycle Impact Criteria

Significant impacts to pedestrian and bicycle circulation would be considered potentially significant if the project would:

- Creates a hazardous condition that currently does not exist for pedestrians or bicyclists; or otherwise interferes with pedestrian accessibility to the project and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Pinole.

Transit Impact Criteria

Project impacts to transit would be considered potentially significant if:

- The project conflicts with existing or planned transit services; or
- The project creates demand for public transit services above the capacity that is provided or planned; or
- The project conflicts with transit policies adopted by the City of Pinole or CCTA.

3.0 EXISTING CONDITIONS

This section describes existing conditions in the immediate project site vicinity, including roadway facilities, bicycle and pedestrian facilities, and available transit service. In addition, existing traffic volumes and operations are presented for the study intersections, including the results of LOS calculations.

3.1 Existing Setting and Roadway System

Regional roadway access to the proposed mixed use development is provided via I-80. Access to the project site is provided via Tara Hills Drive, a four-lane arterial street that connects to regionally significant arterials of Appian Way on the east and San Pablo Avenue on the west. Descriptions of the existing roadways are as follows:

Tara Hills Drive is four lane east-west roadway parallel to I-80 that extends between Appian Way and San Pablo Avenue. No bicycle lanes are provided in the immediate vicinity of the project site. The sidewalk network on Tara Hills Drive provides good connection to the project site from nearby areas. Tara Hills Drive is a designated arterial in the City of Pinole with roughly 1,182 a.m. and 1,000 p.m. peak hour vehicle trips near the project site. Tara Hills Drive borders the project site to the north and connects the project site with several local streets such as Kilkenny Way, Shawn Drive, Canyon Drive, etc. apart from Appian Way and San Pablo Avenue. The speed limit on the road is 30 miles per hour.

Appian Way is four lane north-south roadway perpendicular to I-80 that extends between San Pablo Avenue to the north and San Pablo Dam Road in El Sobrante to the south beyond the southern border of Pinole City. The bicycle network on Appian Way begins from the intersection of Appian Way and Mann Drive and extends north but does not provide connections to the project site. The sidewalk network on Appian Way connects to Tara Hills Drive and provides good connection to the project site. Appian Way is designated as an arterial of regional significance in the City of Pinole. Appian Way lies to the east of the project site with a speed limit of 35 miles per hour. A speed limit of 25 miles per hour is also posted for a school zone on this roadway.

Canyon Drive is a two lane east-west local street which connects to several residences on the east of the project side. The sidewalk network on Canyon Drive connects to Tara Hills Drive and provides good connection to the project site. There are no bike lanes on this street. The speed limit on Canyon Drive is 25 miles per hour.

I-80 is an east-west, eight-lane freeway with four mixed-flow lanes in each direction in the vicinity of the project. I-80 is located to the south of the project site and provides regional freeway access between San Francisco on the west and Sacramento and beyond on the east. Nearby, it connects with SR-4 to the north. Access from I-80 to the project site is provided via eastbound and westbound on and off ramps at Appian Way.

3.2 Existing Pedestrian Facilities

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services. Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities.

The existing sidewalk network provides good connection to the project site from all nearby areas. All study intersections are signalized and are well equipped with marked crosswalks, push buttons, and pedestrian countdown heads. Existing pedestrian facilities in the study area are shown in **Figure 3**. Existing peak-hour pedestrian volumes at each study intersection are provided in **Appendix A**.

3.3 Existing Bicycle Facilities

The 2018 draft Bicycle and Pedestrian Plan Update by Contra Costa Transportation Authority describes the following classes of bicycle infrastructure described below-

- **Shared-Use Path (Class I Bikeway)**: Bike paths provide a completely separate right-of-way that is designated for the exclusive use of people riding bicycles and walking with minimal cross-flow traffic. Such paths are often located along creeks, canals, and rail lines. Class I Bikeways can also offer opportunities not provided by the road system by serving as both recreational areas and desirable commuter routes. This City of Pinole currently has approximately 1.8 miles of existing Class I bikeways with additional Class I bikeways proposed in the future as per the City of Pinole General Plan.
- **Bike Lane (Class II Bikeway)**: Using special lane markings, pavement legends, and signage, bike lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. This City of Pinole currently has approximately one mile of existing Class II bike lanes with additional Class II bike lanes proposed in the future as per the City of Pinole General Plan.
- **Buffered Bicycle Lane (Class II Bikeway)**: Buffered bike lanes increase separation through painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections). This increased separation is most often added along medium volume collectors or arterials. Buffered bike lanes are often used where full vertical separation is not feasible, for example, where on-street parking or frequent driveways would block the visibility of cyclists to motorists. There are currently no existing buffered Class II bikeways in the City of Pinole.
- **Bike Route (Class III Bikeway)**: Bike routes provide enhanced mixed-traffic conditions for bicyclists through signage, sharrow striping, and/or traffic calming treatments, and provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike

trails or bike lanes, or along low-volume, lowspeed streets. There are currently no existing Class III bike routes in the City of Pinole.

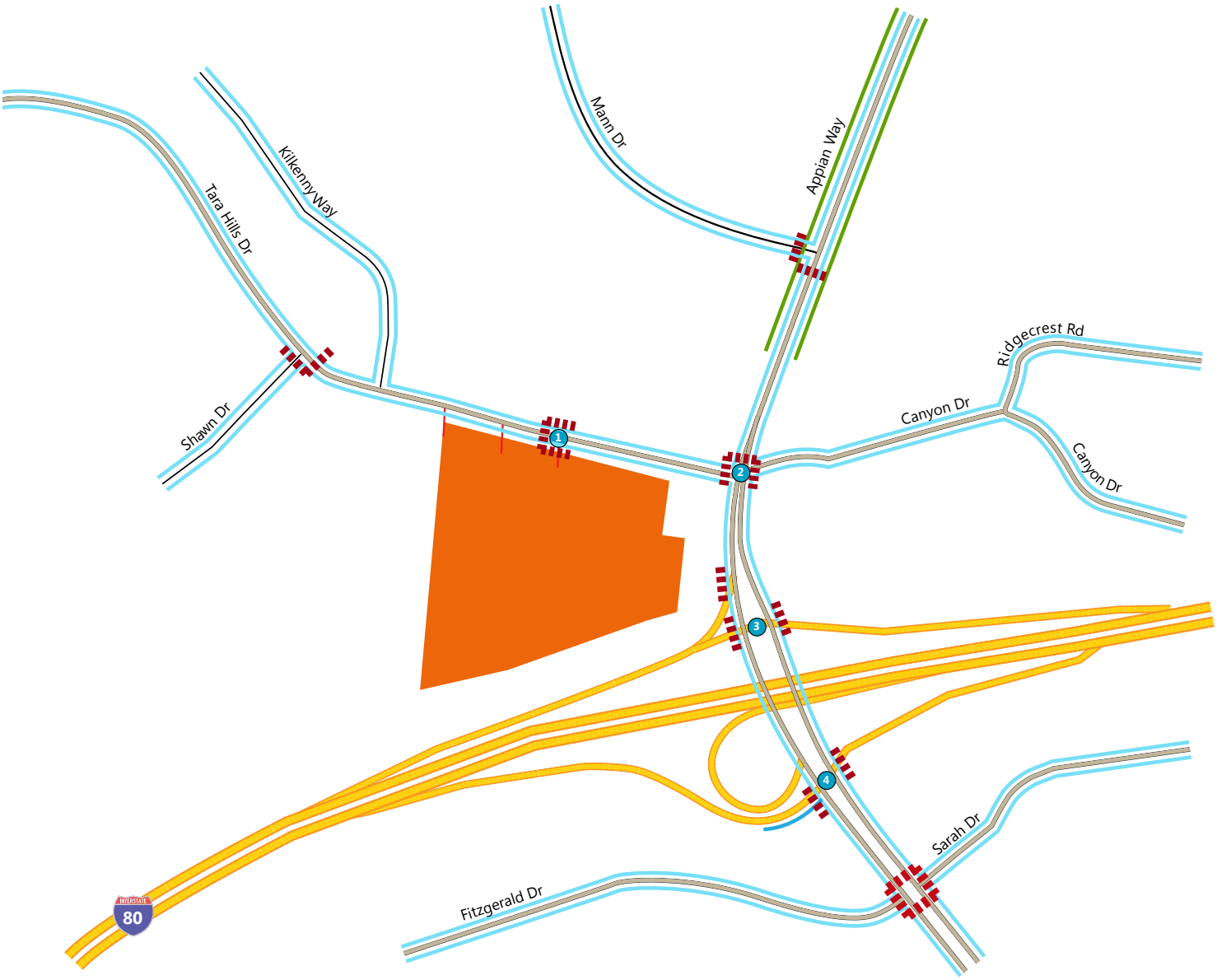
- **Bicycle Boulevards (Class III Bikeway)**: These bike routes are further enhanced by encouraging slower speeds and discouraging non-local vehicle traffic using traffic diverters, chicanes, traffic circles, and speed tables. They are always located on low auto volume and low speed residential streets. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways. They are an important element of the low-stress CBN and often provide important safe routes to school connections for children. There are currently no existing Class III bicycle boulevards in the City of Pinole.
- **Protected Bikeway (Class IV Bikeway)**: Also referred to as cycle tracks or separated bikeways, and are set aside for the exclusive use of bicycles and physically separated from vehicle traffic. Separated Bikeways were recently adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking. The City of Pinole currently has no existing Class IV bikeways.

There is no existing bicycle infrastructure in the immediate vicinity of the project site. The only bicycle infrastructure in the vicinity of the project site is a Class II bike lane which begins 200 feet south of Appian Way and Mann Drive and continues north without providing any connection to the project site. This bike lane lies about 0.25 miles away from the project entrance. The existing bicycle facilities in the study area are shown in **Figure 3**. Existing peak-hour traffic bicycle volumes at each study intersection are provided in **Appendix A**.

3.4 Existing Transit Facilities

Bus service in the City of Pinole is provided by WestCAT, which operates local fixed routes, Express and transbay routes, and Paratransit within its service area. Five local fixed routes, 16, 17, 18, 19, and C3-Connection serve the Pinole residential and commercial areas. The closest bus stop to the project entrance is about 0.2 miles away on Appian Way, serving bus route 17. At the present, there exists inactive WestCAT bus stops on Tara Hills drive at the project area which the agency will consider activating in the future based on ridership turnout. The existing transit facilities in the study area are shown in **Figure 4**.

Figure 3. Existing Pedestrian and Bicycle Facilities



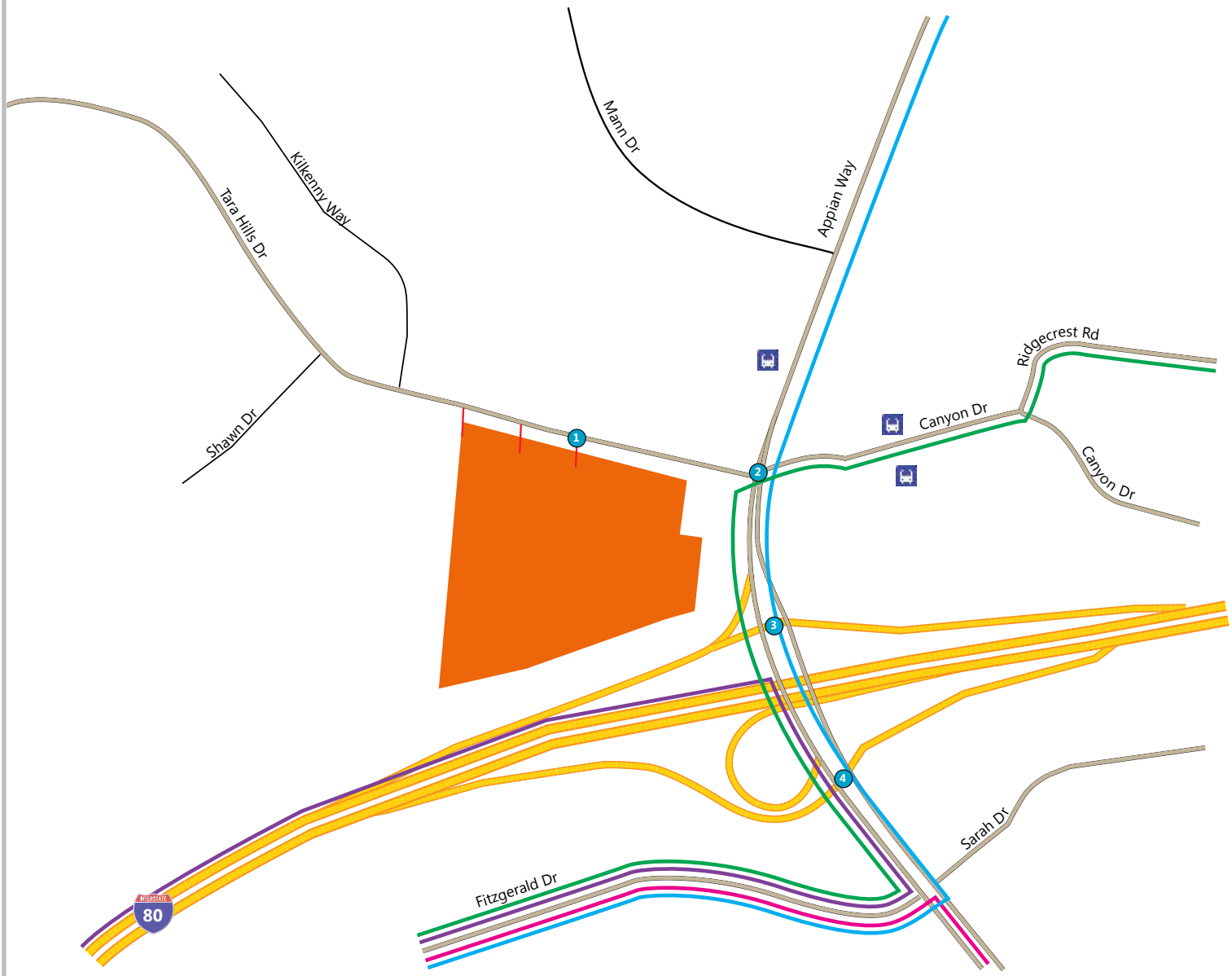
LEGEND

- Project Site
- Study Intersection
- Existing Sidewalks
- Crosswalks
- Existing Class II Bike Lane

049-034

Figure 4. Existing Transit Facilities

Return to Agenda



LEGEND

- Project Site
- Study Intersection
- Route 70
- Route 376
- Route 16
- Route 17

049-034

3.5 Existing Peak Hour Traffic Volumes And Lane Configurations

The existing operations of the study intersections were evaluated for the highest one-hour volumes during weekday morning and evening peak periods. Recent turning movement counts for vehicles, bicycles, and pedestrians were conducted during the weekday a.m. peak period (7:00-9:00 a.m.) and p.m. peak period (4:00-6:00 p.m.) at the study intersections on typical weekdays in June of 2019 when school was in session.

Figure 5 illustrates the existing lane geometry and traffic controls at each of the study intersections. **Figure 6** illustrates the existing a.m. and p.m. peak hour vehicle turning movement volumes at the study intersections. **Appendix A** includes all data sheets and count dates for the collected vehicle, bicycle, and pedestrian counts.

3.6 Intersection Level of Service Analysis – Existing Conditions

The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning and evening peak periods. The a.m. and p.m. peak hour turning movement counts were conducted on typical weekdays in June of 2019. The a.m. and p.m. peak periods observed were between 7:00-9:00 a.m. and 4:00-6:00 p.m. Turning movement count sheets are in **Appendix A.**

Existing intersection lane configurations and peak-hour turning movement volumes were used to calculate the level of service (LOS) at the study intersections during peak hours. **Figure 5** illustrates the existing lane geometry, traffic controls, and turning movement volumes at the study intersections. Existing Conditions intersection LOS worksheets are provided in **Appendix B**. The results of the LOS analysis for Existing Conditions are summarized in **Table 2**.

City Intersections

- The intersection of Tara Hills Drive at project entrance operates acceptably at LOS B in both the a.m. and p.m. peak hours.
- The intersection of Appian Way and Tara Hills Drive operates at LOS D in the a.m. peak hour and LOS C in the p.m. peak hour.

Caltrans Intersections

- The intersection of Appian Way and I-80 WB Ramps operates acceptably at LOS D in the a.m. peak hour and LOS C in the p.m. peak hour.
- The intersection of Appian Way and I-80 EB Ramps operates acceptably at LOS A in both the a.m. and p.m. peak hour.

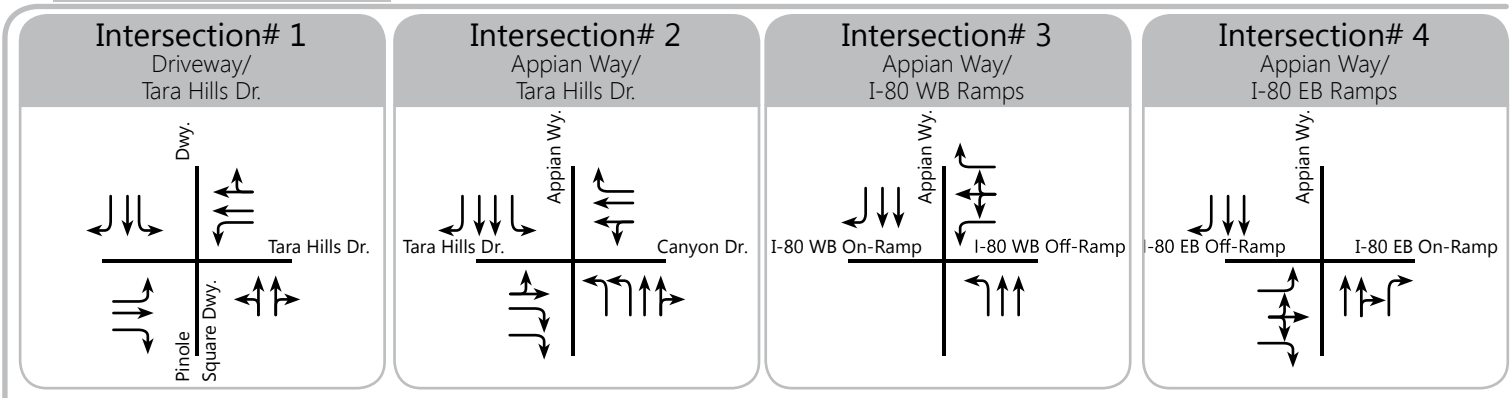
Table 2: Intersection Level of Service Analysis – Existing Conditions

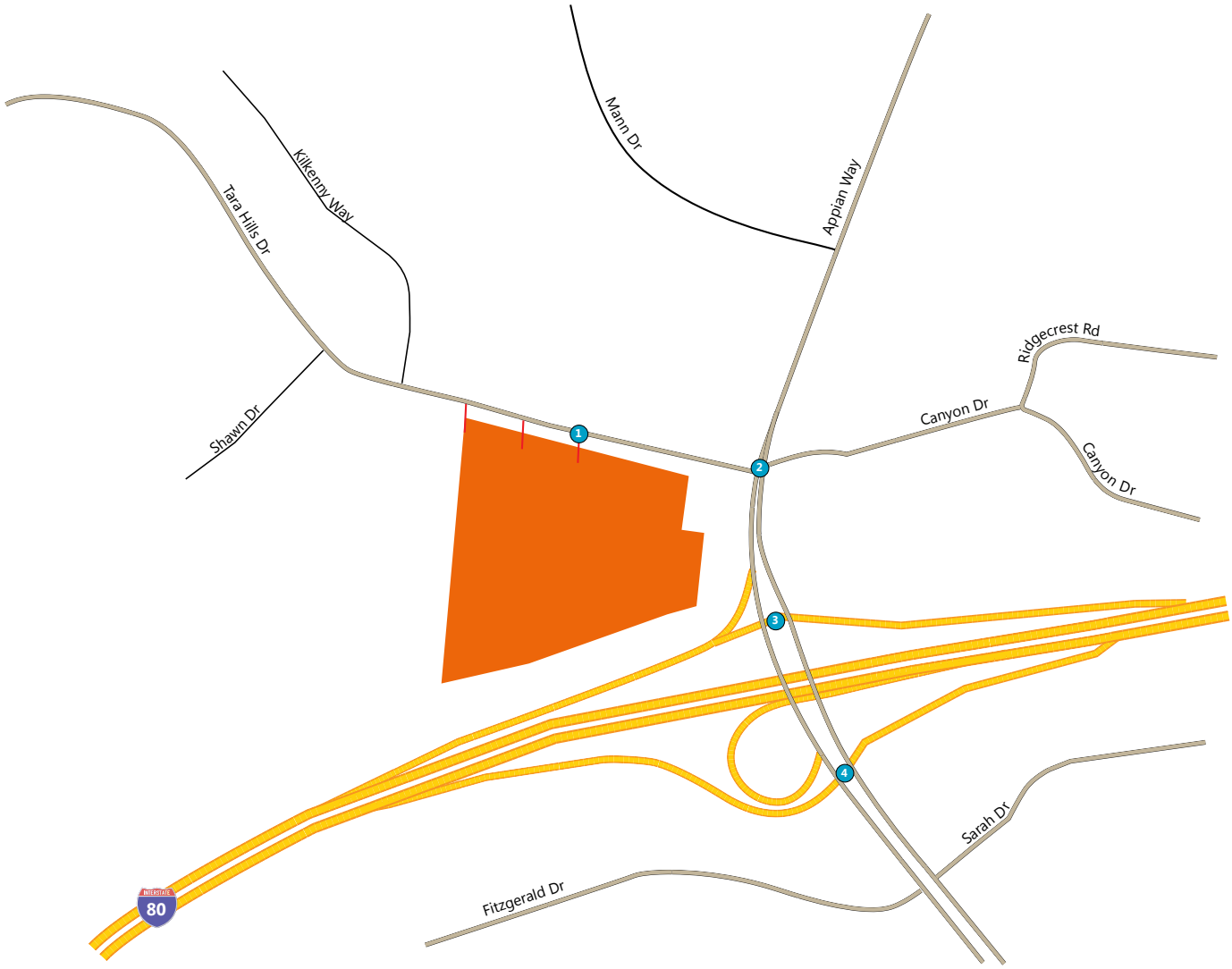
ID #	Intersection	Control	Peak Hour	Existing Conditions		
				LOS[1]	Average Delay[2]	V/C Ratio[3]
1	Tara Hills Drive at project entrance	Signal	A.M.	B	12.1	0.44
			P.M.	B	15.5	0.42
2	Appian Way and Tara Hills Drive	Signal	A.M.	D	37.5	0.61
			P.M.	C	34.4	0.57
3	Appian Way and I-80 WB Ramps	Signal	A.M.	D	36.6	0.87
			P.M.	C	31.4	0.74
4	Appian Way and I-80 EB Ramps	Signal	A.M.	A	8.6	0.54
			P.M.	A	7.8	0.63

Notes:
1. LOS – Level of Service
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections
3. V/C ratio- Volume to Capacity ratio

Fig[illegible] Geometry

Return to Agenda





LEGEND

Project Site

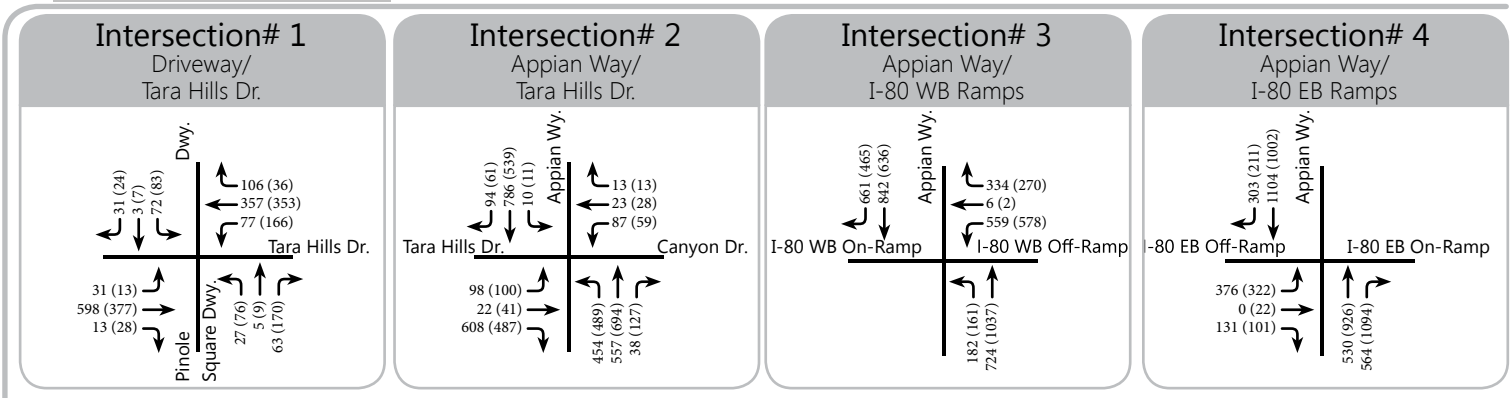
Study Intersection

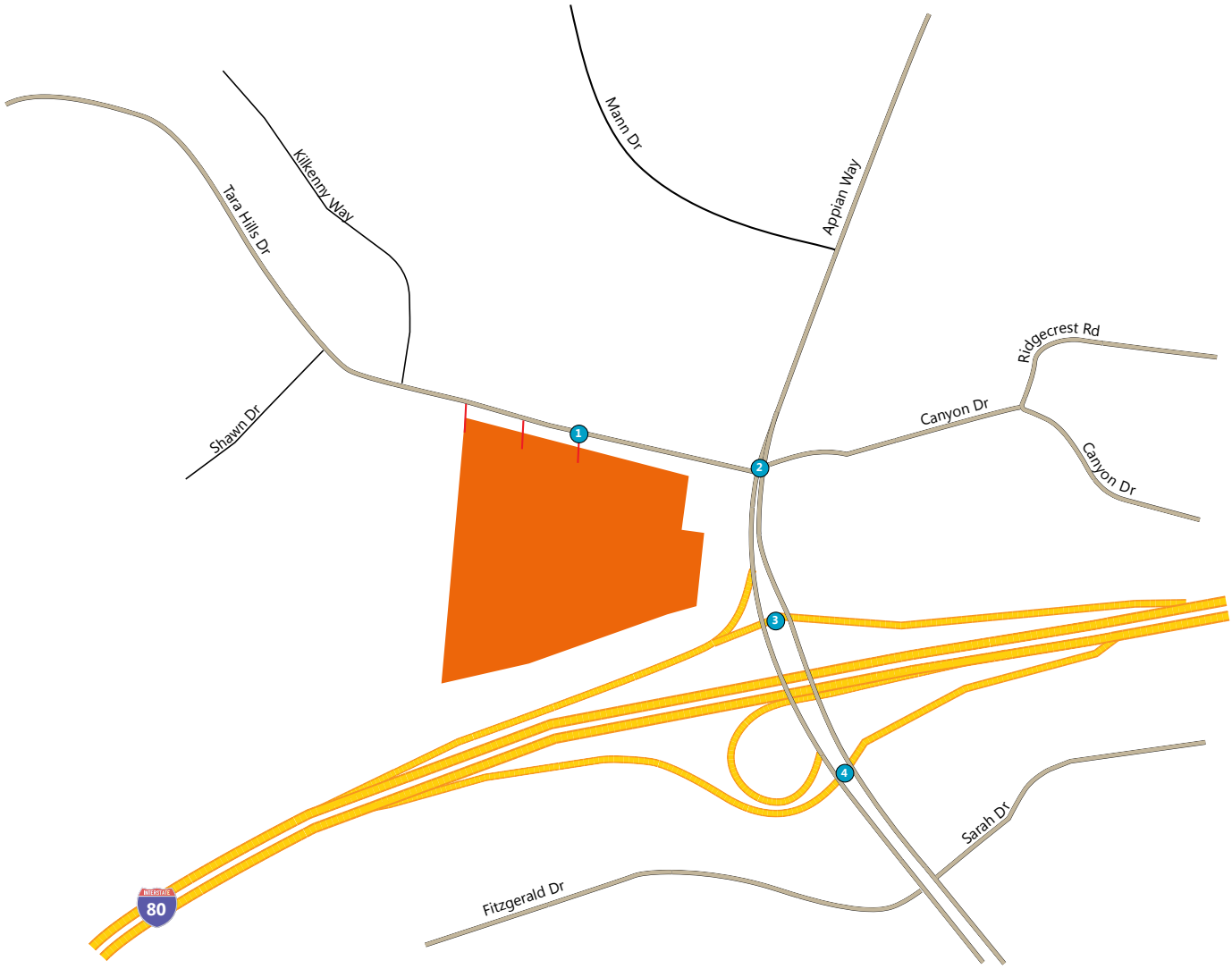
TJKM

049-034

Figure 6: Existing Conditions Volumes

Return to Agenda





LEGEND

- Project Site
- (X) Study Intersection
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips

049-034

4.0 PROJECT CONDITIONS

The impacts of the proposed project on the multi-modal transportation system are discussed in this chapter. Motor vehicle traffic impacts are assessed based on the volume of motor vehicle traffic generated by the project. A comparison of intersection LOS with and without the project is conducted to assess potential impacts.

The volume of peak-hour motor vehicle traffic added to the roadway system and study intersections is forecasted using a three-step process.

- Trip Generation – Forecasts the amount of traffic added to the roadway network,
- Trip Distribution – Predicts the direction of travel to and from the project site
- Trip Assignment – The new vehicle trips are assigned to specific street segments and intersection turning movements

4.1 Project Vehicle Trip Generation

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the *Institute of Transportation Engineers' (ITE) publication Trip Generation (10th Edition)*. TJKM used published trip rates for the ITE land use Shopping Center (ITE Code 820). Published trip rates from land use of Gasoline/Service Station (ITE Code 944) were utilized to obtain project trips for the proposed Safeway gasoline station, and the trip rate from land use of Fast-Food Restaurant with Drive-Through Window (ITE Code 934) were utilized to obtain project trips for drive-through restaurant.

It should be noted that trip generation calculations do not include Shops 15E and Shop 16E which remain unaltered as a part of the proposed project. Existing traffic volumes from these buildings do use the main driveway and are included in both the existing and future scenarios based on existing field counts. These two buildings total 11,854 square feet.

Table 3 shows the trip generation was based on the difference between the number of vehicle trips generated by the proposed building areas and the existing building areas. The proposed project is expected to generate a net increase of approximately 87 weekday a.m. peak hour trips (44 inbound trips, 43 outbound trips), and 150 weekday p.m. peak hour trips (76 inbound trips, 74 outbound trips), with a total of 2,919 additional daily trips.

Also, the existing project size and proposed project size were adjusted slightly (a decrease in 1,521 square feet for existing area, and an increase of 178 square feet for proposed area) after the traffic calculations in this report were completed. TJKM has verified that these changes do not change the levels of service or queuing calculations at any of the study intersections and do not change any of the conclusions of this report.

Table 3: Project Vehicle Trip Generation Forecast

Land Use	ITE Code	Size	Daily		AM Peak Hour						PM Peak Hour					
			Rate	Trips	Rate	In %	Out %	In	Out	Total	Rate	In %	Out %	In	Out	Total
EXISTING BUILDING AREAS																
Shopping Center[1] (Excludes parcel 15e+16e)	**820**	82,860	**63.85**	**5,290**	**2.33**	62	38	120	73	**193**	**5.71**	48	52	227	246	**473**
Pass-By Trip Reduction (PM Peak Hour-34%)[2]														-77	-84	-161
Total Vehicle Trips				**5,290**				120	73	**193**				150	162	**312**
Total Vehicle Trips				**5,290**				120	73	**193**				150	162	**312**
PROPOSED BUILDING AREAS																
Shopping Center[1] (See note 9)	**820**	89,190 sq. ft.	**62.36**	**5,562**	**2.20**	62	38	122.0	74.4	**196.4**	**5.6**	48.0	52.0	240	259	**499**
Pass-By Trip Reduction (PM Peak Hour-34%)[2]														-81	-89	-170
Total Trips for Shopping Center				**5,562**				122.0	74.4	**196.4**				159	170	**329**
Gasoline/Service Station[3]	**944**	16 Fueling Positions	**172.01**	**2,752**	**10.28**	50	50	82	82	**164**	**14.03**	50	50	112	112	**224**
Internal Trip Reduction (AM Peak Hour-50%, PM Peak Hour-50%)[4]				-1,376				-41	-41	-82				-56	-56	-112
Pass-by Trip Reduction (AM Peak Hour-58%, PM Peak Hour-42%)[5]								-24	-24	-48				-24	-23	-47
Total Trips for Gasoline Station				**1,376**				17	17	**34**				32	33	**65**
Drive Through Restaurant[6]	**934**	3,005 sq. ft.	**470.95**	**1,413**	40.2	51.0	49.0	62	59	**121**	33	52	48	51	47	**98**
Internal Trip Reduction (AM Peak Hour-10%, PM Peak Hour-10%)[7]				-141.3				-6	-6	-12				-5	-5	-10
Pass-by Trip Reduction (AM Peak Hour-49%, PM Peak Hour-21%)[8]								-31	-29	-59				-11	-9	-20
Total Trips for Drive Through Restaurant				**1,272**				25	24	**50**				35	33	**68**
Total Vehicle Trips				**8,210**				164	116	**280**				226	237	**462**
TRIP DIFFERENCE																
Total Vehicle Trips From Proposed Building Areas				**8,210**				164	116	**280**				226	237	**462**
Total Vehicle Trips From Existing Building Areas				**5,290**				120	73	**193**				150	162	**312**
Net New Vehicle Trips (Proposed-Existing)				**2,919**				44	43	**87**				76	74	**150**

Source - Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.

[1] Shoping Center (ITE Land Use Code 820) fitted curve equations are based upon number of thousand square feet gross leasable area. Fitted curve equation for Daily: Ln(T)=0.68 Ln(X)+5.57; AM Peak: T=0.50(X)+151.78; PM Peak: Ln(T)=0.74 Ln(X)+2.89. Where T=Average Vehicle Trip Ends; X=Land Use Size in ksf (One Thousand Square Feet).

[2] ITE Pass-By reduction rate of 34% in the PM peak hour for Retail Land Use.

[3] Gasoline/Service Station (ITE Land Use Code 944) vehicle trip rates are based upon number of fueling positions.

[4] Internal trip reduction of 50% applied to reflect internal trips between the Safeway Grocery Store and Safeway Gasoline Pump.

[5] ITE Pass-By reduction rate of 58% in the AM peak hour and 42% in the PM peak hour was applied to internal trips for From Safeway Grocery Store to Safeway Gasoline Pump.

[6] Drive Through Restaurant or Fast-Food Restaurant with Drive-Through Window (ITE Land Use Code 934) vehicle trip rates are based upon number of thousand square feet gross leasable area.

[7] Internal trip reduction of 10% applied to reflect internal trips between Shopping Center and Drive Through Restaurant.

[8] ITE Pass-By reduction rate of 49% in the AM peak hour and 21% in the PM peak hour for Drive Through Restaurant.

[9] Site Plan shows total of 105,149 square feet. Excluding sites 15e+16e (11,854 square feet), service station kiosk (1,100 square feet), and Drive-Through (3,005 square feet) yields 89,190 square feet.

[10] It should be noted that the existing project area was reduced by 1,521 square feet (resulting in 81,339 square feet of analysis area), and the proposed project area increased by 178 square feet (resulting in 89,368 square feet of analysis area) post completion of traffic analysis of this report. However, these changes do not change the conclusions of the Traffic Impact Analysis.

4.2 Project Vehicle Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would be expected to travel between the project site and various origins and destinations outside the project study area and also determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution. Trip distribution assumptions for the proposed project were developed based on existing travel patterns, and knowledge of the study area.

Figure 7 illustrates the predicted distribution of project vehicle trips and **Figure 8** illustrates the anticipated trip assignment at each study intersection, based on existing travel patterns in the area. The assigned project trips were then added to traffic volumes under Existing Conditions to generate Existing plus Project Conditions traffic volumes.

4.3 Traffic Impact Findings – Existing plus Project Conditions

The analysis of Existing plus Project LOS at study intersections is based on the addition of project vehicle trips to existing traffic volumes. The anticipated volume of motor vehicle traffic under Existing plus Project Conditions during the a.m. and p.m. peak hours at each study intersection is illustrated on **Figure 9**. The intersection LOS analysis results for Existing plus Project Conditions are summarized in **Table 4**. Detailed calculation sheets for Existing plus Project Conditions are contained in **Appendix C**.

City Intersections

- The intersection of Tara Hills Drive at the project entrance operates acceptably at LOS B during both the a.m. and p.m. peak hours. Traffic impacts resulting from the project would be considered ***less than significant***.
- The intersection of Appian Way and Tara Hills Drive operates at LOS D in both the a.m. and p.m. peak hour. Traffic impacts resulting from the project would be considered ***less than significant***.

Caltrans Intersections

- The intersection of Appian Way and I-80 WB Ramps operates acceptably at LOS D in the a.m. peak hour and LOS C in the p.m. peak hour. Traffic impacts resulting from the project would be considered ***less than significant***.
- The intersection of Appian Way and I-80 EB Ramps operates acceptably at LOS A in both the a.m. and p.m. peak hour. Traffic impacts resulting from the project would be considered ***less than significant***.

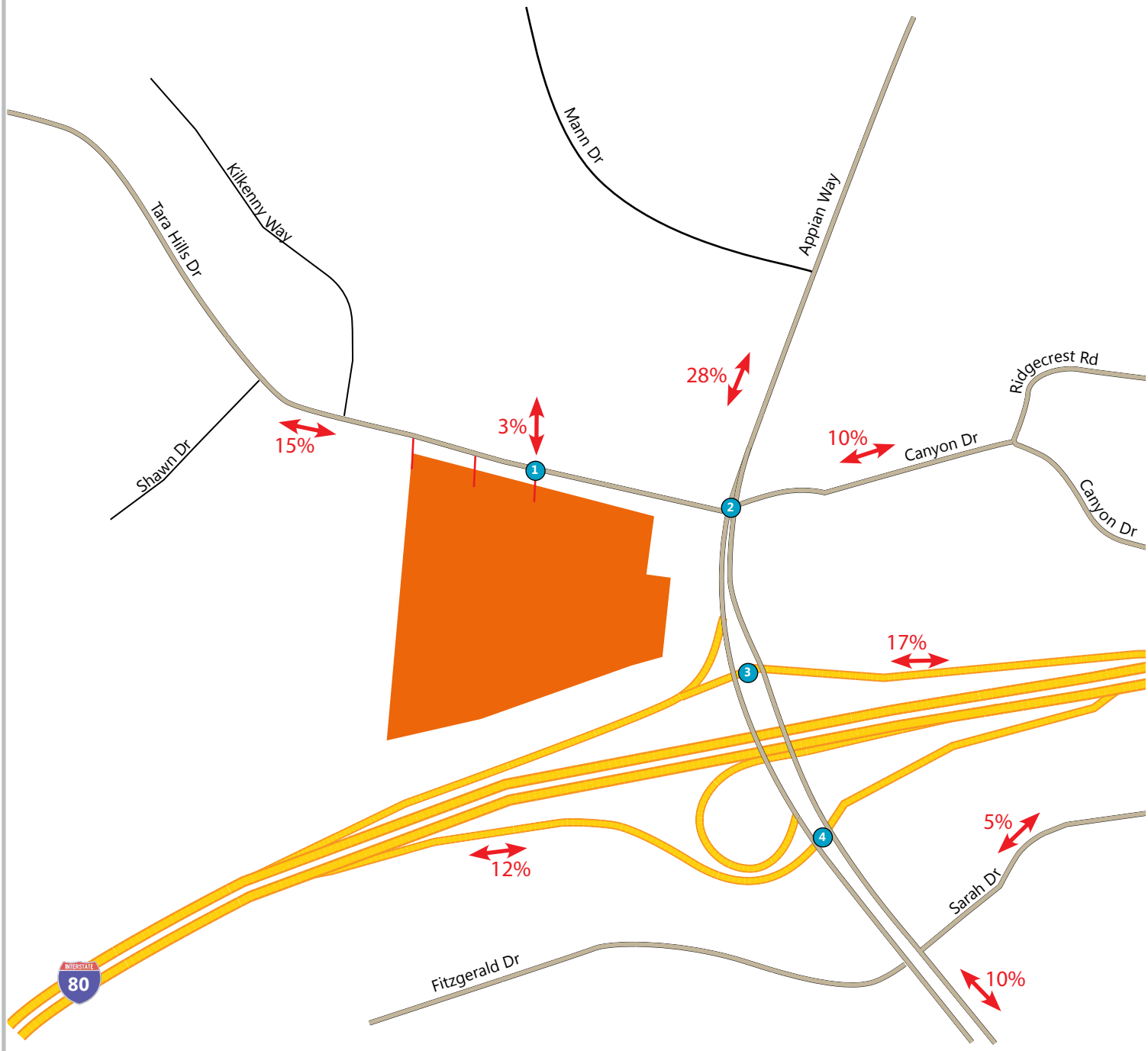
Table 4: Intersection Level of Service Analysis – Existing plus Project Conditions

	Intersection	*Control*	*Peak Hour*	*Existing Conditions*			*Existing Plus Project Conditions*		
				LOS[1]	*Average Delay[2]*	*V/C Ratio[3]*	*LOS[1]*	*Average Delay[2]*	*V/C Ratio[3]*
1	Tara Hills Drive at project entrance	Signal	A.M.	B	12.1	0.44	B	14.0	0.47
			P.M.	B	15.5	0.42	B	18.2	0.49
2	Appian Way and Tara Hills Drive	Signal	A.M.	D	37.5	0.61	D	38.4	0.63
			P.M.	C	34.4	0.57	D	35.8	0.60
3	Appian Way and I-80 WB Ramps	Signal	A.M.	D	36.6	0.87	D	37.4	0.88
			P.M.	C	31.4	0.74	C	31.8	0.75
4	Appian Way and I-80 EB Ramps	Signal	A.M.	A	8.6	0.54	A	8.7	0.54
			P.M.	A	7.8	0.63	A	8.0	0.63

Notes:
1. LOS – Level of Service
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections
3. V/C ratio- Volume to Capacity ratio

Figure 7: Trip Distribution

Return to Agenda



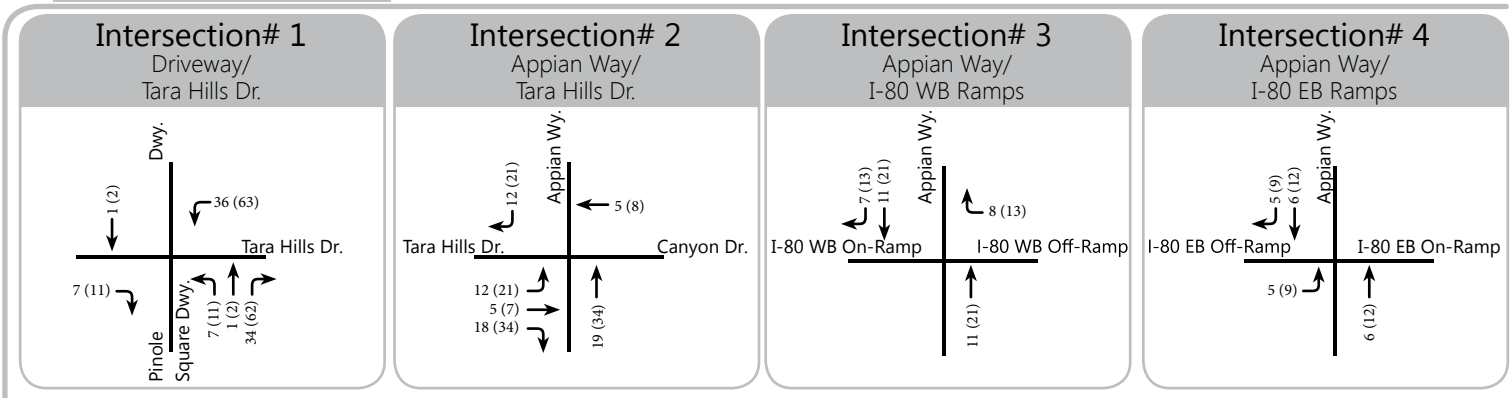
LEGEND

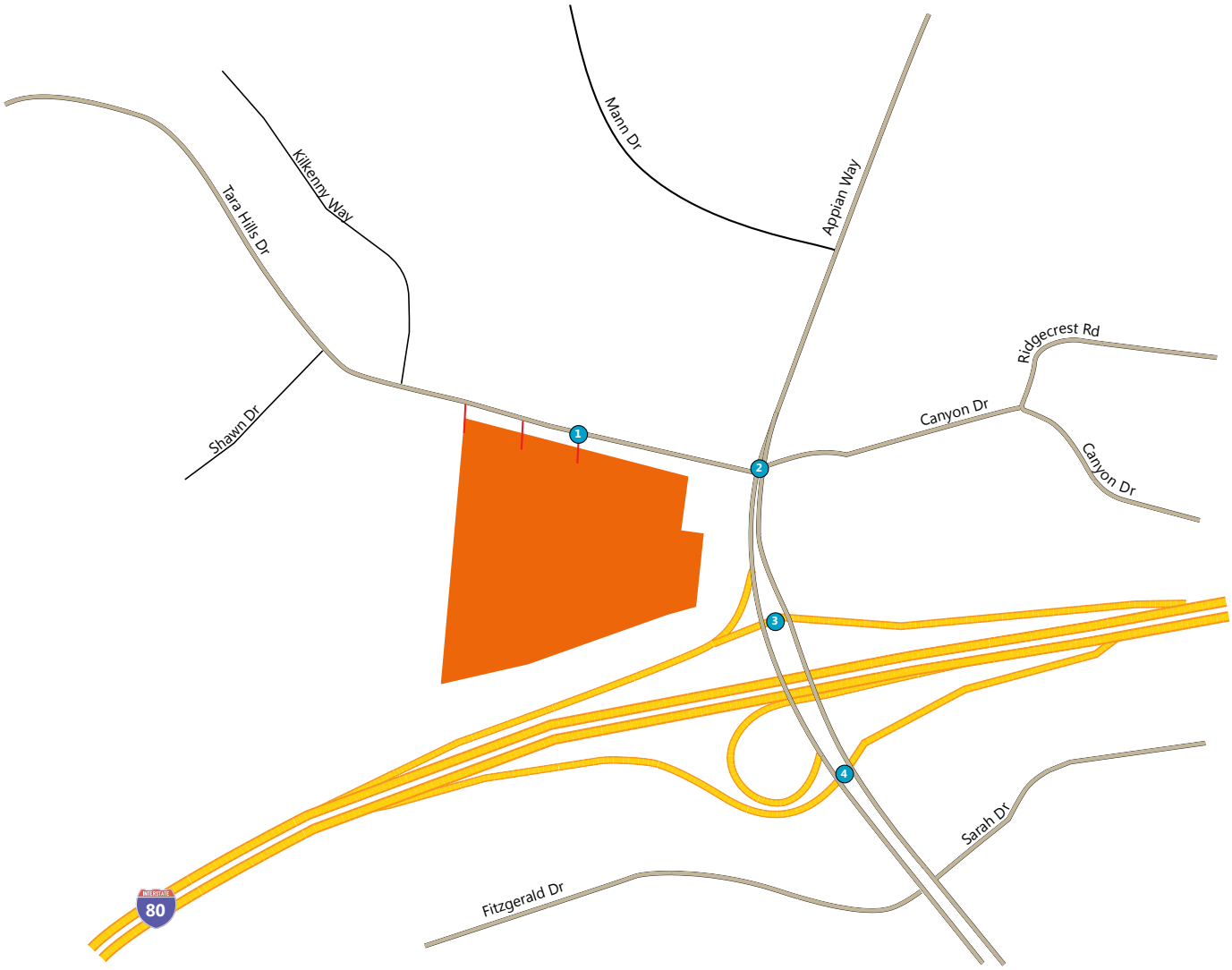
- Project Site
- Study Intersection
- Proposed Trip Distribution

049-034

Figure 8. Trip Assignment

Return to Agenda





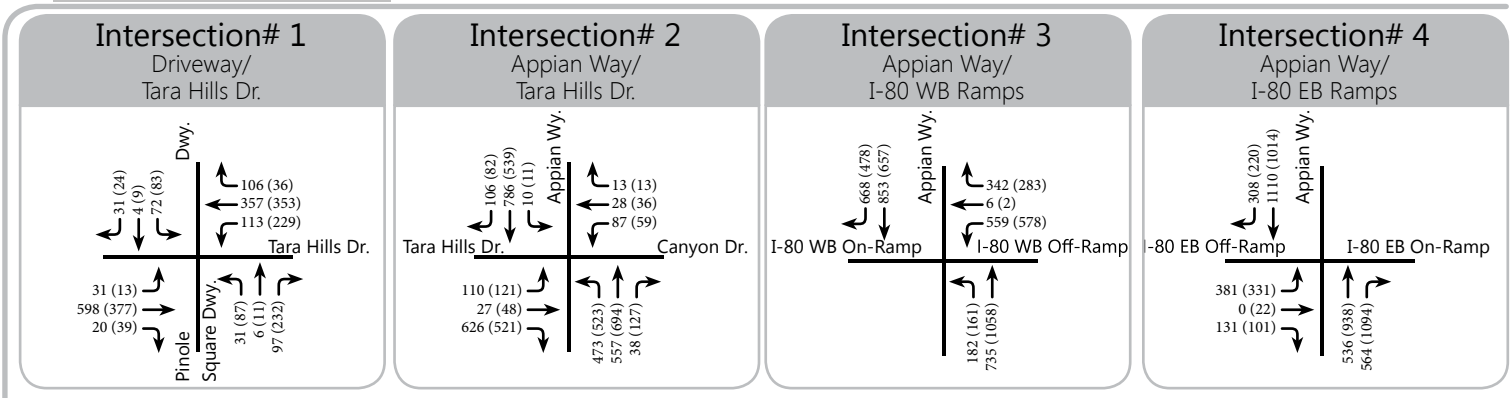
LEGEND

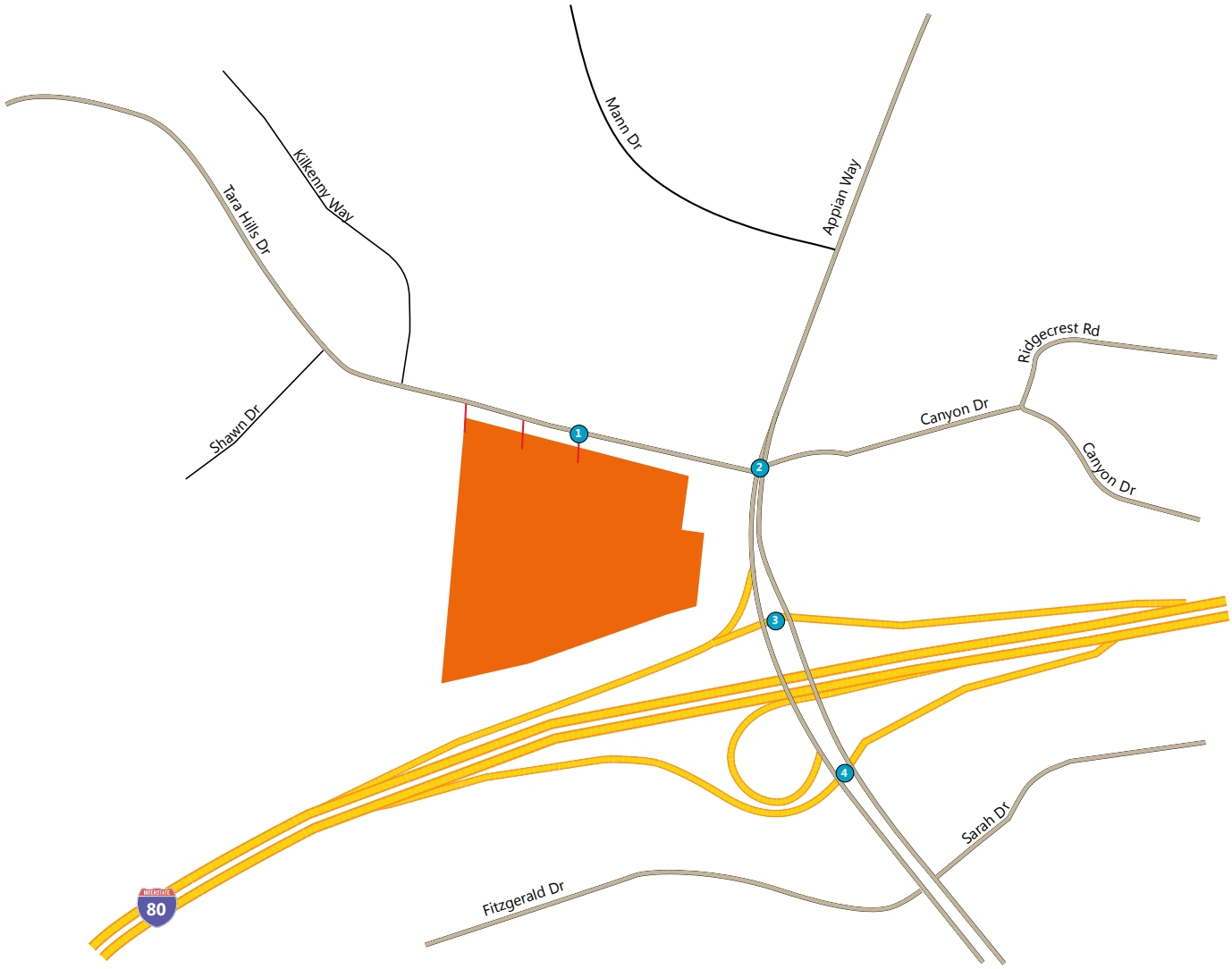
- Project Site
- (X) Study Intersection
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips

049-034

Fig[illegible]oject Condition Volumes

Return to Agenda





LEGEND

- Project Site
- (X) Study Intersection
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips

049-034

4.4 Pedestrian, Bicycle, and Transit Impact Findings

Pedestrian Impacts

There is a good sidewalk network which connects nearby locations to the project area. An impact to pedestrians occurs if the proposed project disrupts existing pedestrian facilities; or creates inconsistencies with planned facilities or adopted system plans, guidelines, policies, or standards. The proposed project would not conflict with an existing or planned pedestrian facility; nor would the project conflict with policies related to pedestrian travel adopted by the City of Pinole. The impact to pedestrian facilities is considered ***less than significant***.

Although there are no existing deficiencies in pedestrian connectivity and no significant impacts due to the proposed project, TJKM notes that the existing sidewalk fronting the Pinole Square is about six feet wide, which is less than the eight feet width recommended by authorities such as NACTO (National Association of City Transportation Officials).

Bicycle Impacts

There are no existing bike lanes in the immediate vicinity of the project area. As per the Circulation chapter in the Pinole General Plan, existing Class I and Class II bicycles facilities are planned in the vicinity of the project area on Appian Way. The addition of two right-in, right-out driveways offers bicyclists the opportunity to safely access the site. The shopping center also provides bike racks to encourage active transportation. The project is expected to add a few trips to the existing and planned facilities but is not anticipated to create a hazardous condition that currently does not exist for bicyclists; or otherwise interfere with bicycle accessibility to the project and adjoining areas; or conflict with an existing or planned bicycle facility; or conflict with policies related to bicycle activity adopted by the City of Pinole. Therefore, the project impact to bicycle facilities is ***less than significant***.

Transit Impacts

The closest bus stop is located approximately 0.2 miles away from the project entrance on Appian Way. This bus stop serves WestCAT route 16 and 17 which operate below capacity. Additional trips generated by the project can be accommodated by the existing transit service and is not anticipated to create significant demand for public transit services above the capacity that is provided or planned. WestCAT will consider activating the currently inactive bus stops on Tara Hills Drive near the project location in the future based on ridership turnout of the proposed project. The project would not conflict with transit policies adopted by the City of Pinole or WestCAT for their respective facilities in the study area. Therefore, impacts to transit service are expected to be ***less than significant***.

5.0 CUMULATIVE CONDITIONS

This section details provides an assessment of potential cumulative transportation impacts resulting from the project for the year 2040.

5.1 Cumulative Traffic Volumes with Growth Rate

TJKM forecasted cumulative volumes using an annual growth factor of 0.38 percent for the year 2040 based on the volumes obtained from the current version of the CCTA Travel Demand Model. The Cumulative plus Project traffic volumes were based on the trip generation, distribution and assignment as applied to the analysis of Existing plus Project Conditions.

The growth rate from 2018 to 2040 was calculated for four locations on Appian Way namely between Tara Hills Drive and I-80 WB Ramps, I-80 WB and EB Ramps, I-80 EB Ramps and Fitzgerald Drive, Fitzgerald Drive and Michael Drive. The average growth rate for the AM peak hour was found to be 0.38 percent and for PM peak hour was found to be 0.33 percent. The higher growth rate of 0.38 percent was assumed for both AM and PM peak hours for the project. The growth rate calculations are contained in **Appendix D**.

Figure 10 shows projected peak hour turning movement volumes at all of the study intersections for Cumulative No Project Conditions without the proposed project. **Figure 11** displays projected turning movement volumes at all the study intersections for Cumulative plus Project Conditions.

5.2 Cumulative Impact Findings with Proposed Project

The intersection LOS analysis results for Cumulative Conditions are summarized in **Table 5**. Detailed LOS reports for Cumulative No Project Conditions are contained in **Appendix E**. Detailed LOS reports for Cumulative plus Project Conditions are contained in **Appendix F**. The intersection LOS analysis results for Cumulative No Project and Cumulative plus Project Conditions are summarized in **Table 5**.

Based on the findings summarized above, cumulative traffic impacts resulting from the project would be considered ***less than significant***.

City Intersections

- The intersection of Tara Hills Drive at the project entrance operates acceptably at LOS B at both a.m. and p.m. peak hour. Traffic impacts resulting from the project would be considered ***less than significant***.
- The intersection of Appian Way and Tara Hills Drive operates at LOS D in both the a.m. and p.m. peak hour. Traffic impacts resulting from the project would be considered ***less than significant***.

Caltrans Intersections

- The intersection of Appian Way and I-80 WB Ramps at operates acceptably at LOS D in the a.m. and LOS C in the p.m. peak hour. Traffic impacts resulting from the project would be considered ***less than significant***.

- The intersection of Appian Way and I-80 EB Ramps operates acceptably at LOS A in both the a.m. and p.m. peak hour. Traffic impacts resulting from the project would be considered ***less than significant***.

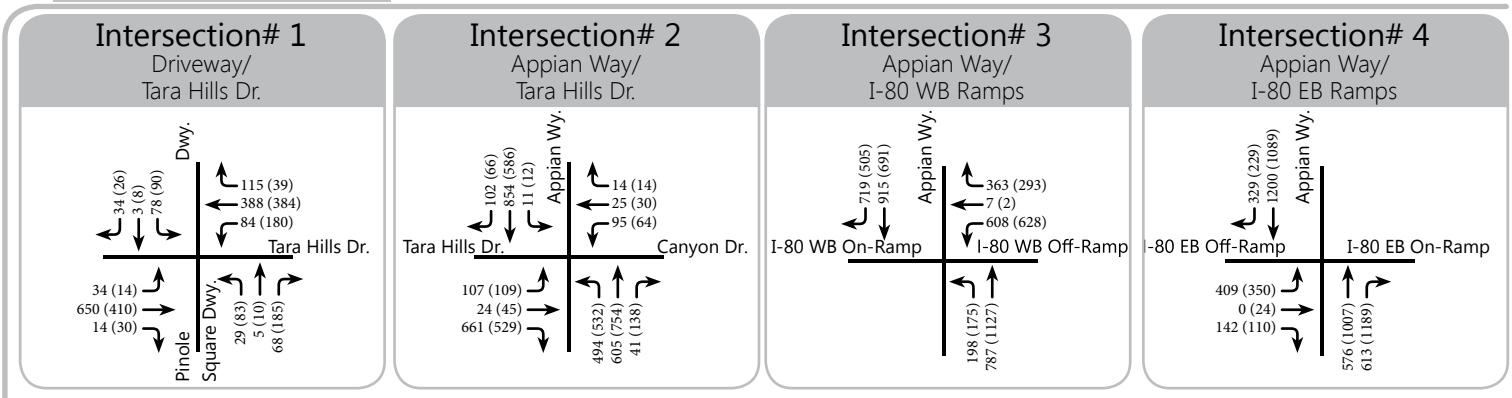
Table 5: Intersection Level of Service Analysis – Cumulative Conditions

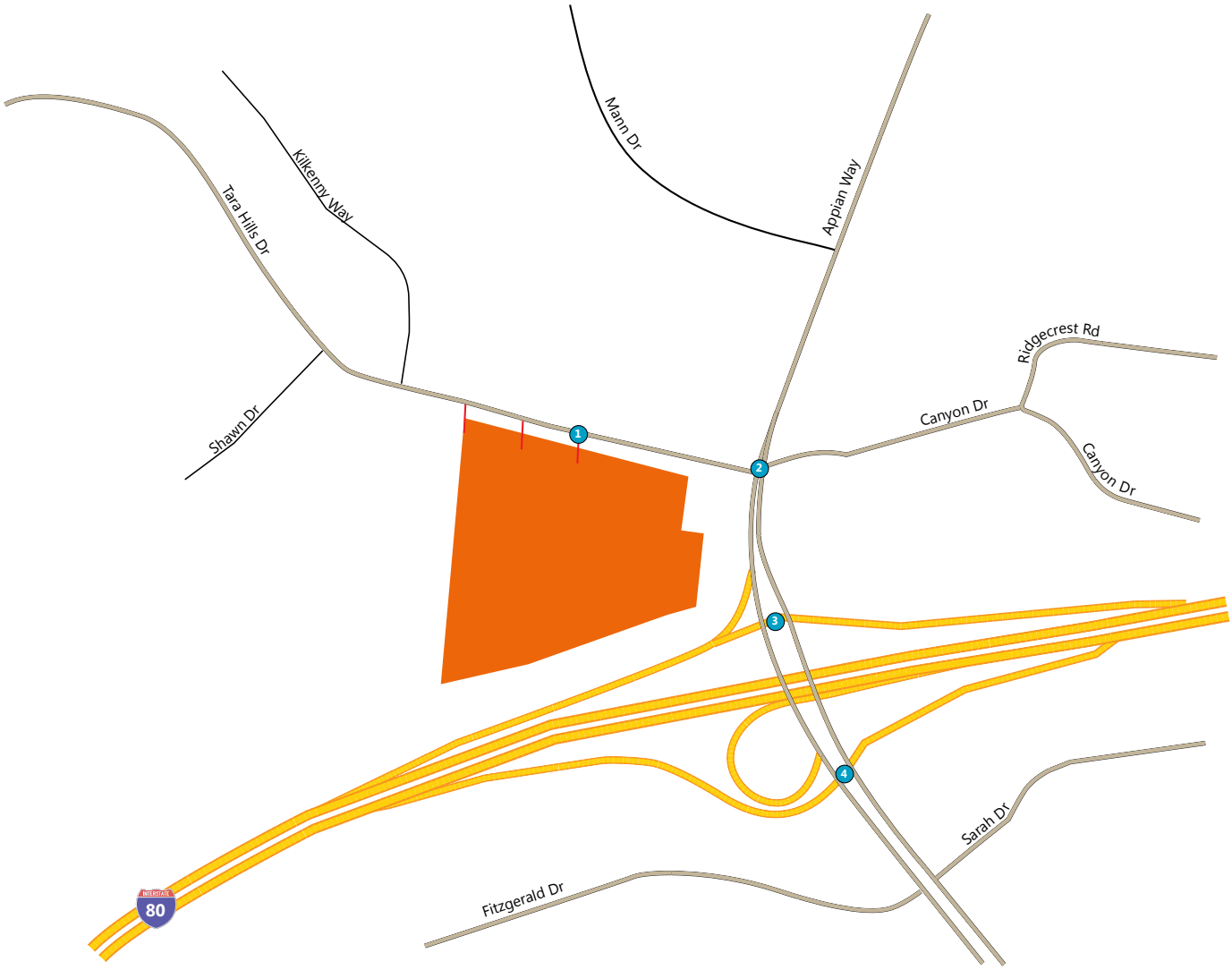
	Intersection	*Control*	*Peak Hour*	*Cumulative Conditions*			*Cumulative Plus Project Conditions*		
				LOS[1]	*Average Delay[2]*	*V/C Ratio[3]*	*LOS[1]*	*Average Delay[2]*	*V/C Ratio[3]*
1	Tara Hills Drive at project entrance	Signal	A.M.	B	12.9	0.47	B	14.9	0.50
			P.M.	B	16.6	0.45	B	19.4	0.52
2	Appian Way and Tara Hills Drive	Signal	A.M.	D	39.1	0.67	D	40.3	0.68
			P.M.	D	35.5	0.61	D	36.9	0.65
3	Appian Way and I-80 WB Ramps	Signal	A.M.	D	50.3	0.95	D	52.9	0.96
			P.M.	C	33.4	0.80	C	33.7	0.82
4	Appian Way and I-80 EB Ramps	Signal	A.M.	A	9.3	0.59	A	9.5	0.59
			P.M.	A	8.7	0.68	A	8.8	0.69

Notes:
1. LOS – Level of Service
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized intersections.
3. V/C ratio- Volume to Capacity ratio

Fig[illegible]ndition Volumes

Return to Agenda





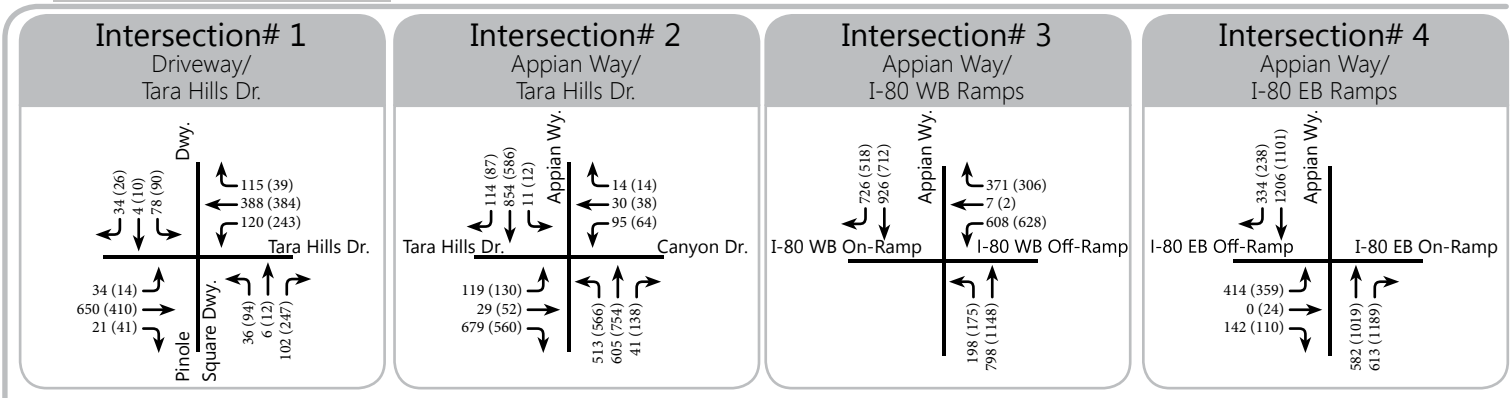
LEGEND

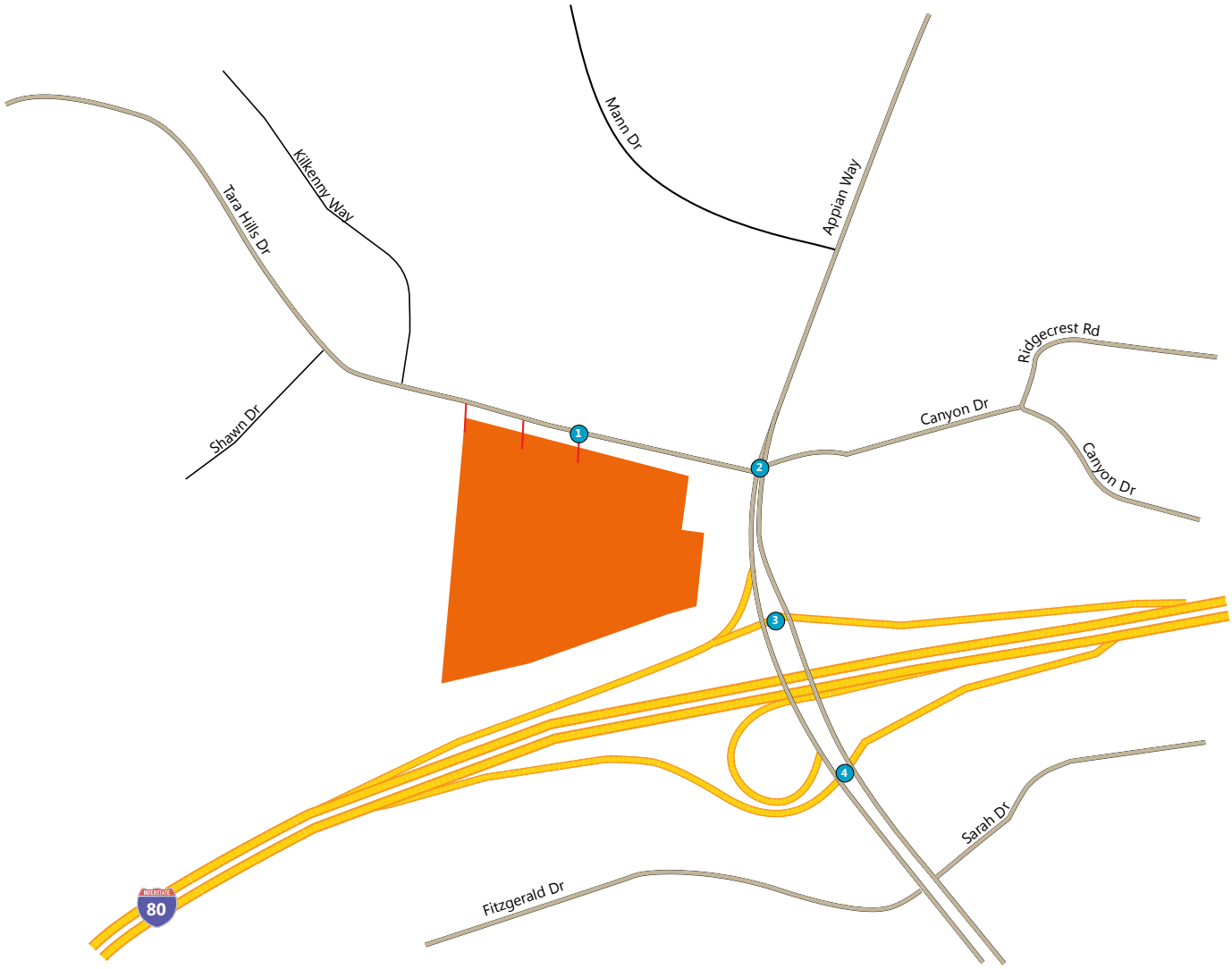
- Project Site
- (X) Study Intersection
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips

049-034

Fig[illegible]us Project Condition Volumes

Return to Agenda





LEGEND

- Project Site
- Study Intersection
- XX AM Peak Hour Project Trips
- (XX) PM Peak Hour Project Trips

049-034

6.0 ADDITIONAL ANALYSIS

The following sections provide additional analyses of other transportation issues associated with the project site, including:

- Site access and onsite circulation;
- Queueing analysis;
- Vehicle miles traveled.

The analyses in these sections are based on professional judgment in accordance with the standards and methods employed by traffic engineers. Although operational issues are not considered CEQA impacts, they do describe traffic conditions that are relevant to describing the project environment.

6.1 Site Access and On-Site Circulation

This section analyzes site access and internal circulation for vehicles, pedestrians, and bicycles, based on the site plan presented in **Figure 2** (dated August 30, 2019). TJKM reviewed internal and external access for the project site for vehicles, pedestrians, and bicycles and on-site vehicle circulation. The site is accessible via three locations on Tara Hills Drive, one through a signalized intersection which features the main entrance into the site, and the other two through driveways which provide right in and right out access to the site. The site circulation works well for truck traffic with direct access to the back of Safeway and other stores on the site. A convenient access to the Safeway gasoline station is provided directly from Tara Hills Drive. In the event that traffic might back-up to fuel at the gasoline station, the circulation around the gasoline station ensures no hindrance to traffic approaching or exiting other stores and restaurants on the site. Ample queue length is provided for vehicular traffic anticipated at the drive-through restaurant. As per the site plan, a queue length of twelve vehicles is provided at the restaurant with a provision to accommodate an additional of three more vehicles prior to blocking any internal circulation isles. As per TJKM's experience, the estimated maximum vehicular traffic that will queue up at most drive-through restaurants is 15 vehicles. Given this, the queue length provided for the drive-through restaurant is adequate. Pedestrian access is provided via adequate sidewalks on Tara Hills Drive and within the project site. There is separate existing bicycle access to the site, although the mixed flow vehicle lanes accommodate bicycles.

6.2 Queuing Analysis at Study Intersections

TJKM conducted a vehicle queuing and storage analysis for all exclusive left turn or right-turn pockets at the study intersections where project traffic is added under Existing and Existing plus Project scenarios. The 95th percentile (maximum) queues were analyzed using the HCM 2000 Queue methodology contained in Synchro software. Detailed calculations are included in the LOS appendices corresponding to each analysis scenario. **Table 6** summarizes the 95th percentile queue lengths at the study intersections under Existing and Existing plus Project scenarios. None of the queues were observed to exceed capacity under existing and existing plus project conditions at any of the study intersections.

Table 6: 95th Percentile Queues at Turn Pockets Affected by Project Traffic

	Study Intersections	Lane Group	Storage Length	Existing		Existing plus Project		Change	
				AM	PM	AM	PM	AM	PM
1	Tara Hills Drive at Project Entrance	EBL	95	40	25	40	25	0	0
		WBL	235	70	135	100	215	30	80
2	Appian Way and Tara Hills Drive	NBL	640	500	580	520	630	20	50
		SBL	170	30	30	30	30	0	0
		SBR	150	25	0	35	20	10	20
3	Appian Way and I-80 WB Ramps	WBL	480	375	405	375	405	0	0
		WBR	240	130	215	140	240	10	25
		NBL	310	220	230	220	230	0	0
4	Appian Way and I-80 EB Ramps	EBL	380	155	130	160	130	5	0
		EBR	185	45	35	45	35	0	0

Notes: Storage length and 95th percentile queue is expressed in feet per lane, **Bold** indicates overflow.

6.3 Vehicles Miles Travelled

The Technical Advisory on Evaluating Transportation Impacts in CEQA from the Office of Planning and Research (OPR) (December 2018) states, *"If the project leads to a net increase in provision of locally-serving retail, transportation impacts from the retail portion of the development should be presumed to be less than significant. If the project consists of regionally-serving retail, and increases overall VMT compared to with existing uses, then the project would lead to a significant transportation impact."* A neighborhood shopping center typically ranges from 30,000 square feet to 125,000 square feet. Larger neighborhood centers, also known as community centers range from 125,000 square feet to 400,000 square feet, whereas regional shopping centers range from 400,000 square feet to 800,000 square feet. The Pinole Shopping Center anchored by Safeway, with a total area of 105,149 square feet is a locally-serving retail facility for Pinole residents and the communities outside of but near the City of Pinole north of I-80 - Tara Hills, Bayview and Montalvin Manor.

Most of the trips for this project will be made by customers and shoppers in these communities To the extent that this project grows in daily and peak hour traffic, one can assume that there will be a commensurate reduction in traffic in other similar locations in the region. This could either result from Pinole Square being located closer for its new customers or because it has newer and more attractive facilities.. The only other shopping center as anchored by a major grocery store near the project area, is the Pinole Vista Shopping Center on Fitzgerald Drive south of I-80. With a total area of 245,002 square feet, Pinole Vista is a community shopping center anchored by Lucky. Making trips for groceries to Pinole Vista Shopping Center requires community members, especially in the community of Tara Hills, to traverse local streets in Tara Hills to San Pablo Avenue, connect to Richmond Parkway, and finally reach Fitzgerald

Drive. The revitalization of the Pinole Square Shopping Center with the convenience of a major grocery store, several restaurants and other retail facilities will discourage these extra miles travelled to access grocery stores and retail facilities far off, and help reduce the VMT in the area. Given these factors and the guideline for retail redevelopment project mentioned in the OPR, the impacts from the redevelopment of Pinole Square Shopping Center will be less than significant.

Return to Agenda

Appendix A

Turning Movement Counts

Return to Agenda

Prepared by National Data & Surveying Services

Pinole Square Shopping Center Main Dwy & Tara Hills Dr

Peak Hour Turning Movement Count

ID: 19-08334-001
City: Pinole

Day: Monday
Date: 06/03/2019

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	04:00 PM - 06:00 PM

Pinole Square Shopping Center Main Dwy — SOUTHBOUND

	↲	↓	↳	U	⇧
AM	31	3	72	0	142
NOON	0	0	0	0	0
PM	24	7	83	0	58
Lanes	0.5	0.5	1	0	

Tara Hills Dr — EASTBOUND

Movement	AM	NOON	PM	Lanes
⇦	415	0	453	
U	0	0	0	0
↰	31	0	13	0
→	598	0	377	3
↱	13	0	28	0

Tara Hills Dr — WESTBOUND

Movement	PM	NOON	AM	Lanes
↰	36	0	106	0
←	353	0	357	3
↱	166	0	77	0
U	0	0	0	0
⇨	630	0	733	

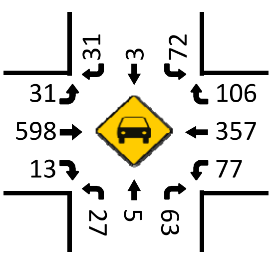
Safeway Shopping Center Main Dwy — NORTHBOUND

	⇩	U	↰	↑	↱
Lanes		0	0	2	0
PM	201	0	76	9	170
NOON	0	0	0	0	0
AM	93	0	27	5	63

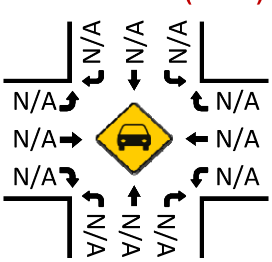
CONTROL: Signalized

	AM	NOON	PM
TEV	1383	0	1342
PHF	0.92		0.90

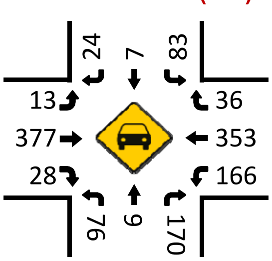
Total Vehicles (AM)



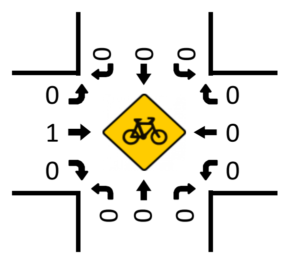
Total Vehicles (Noon)



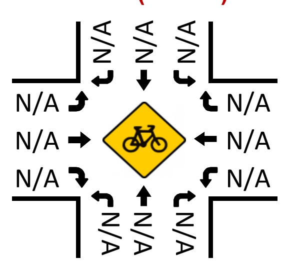
Total Vehicles (PM)



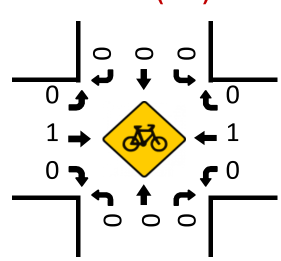
Bikes (AM)



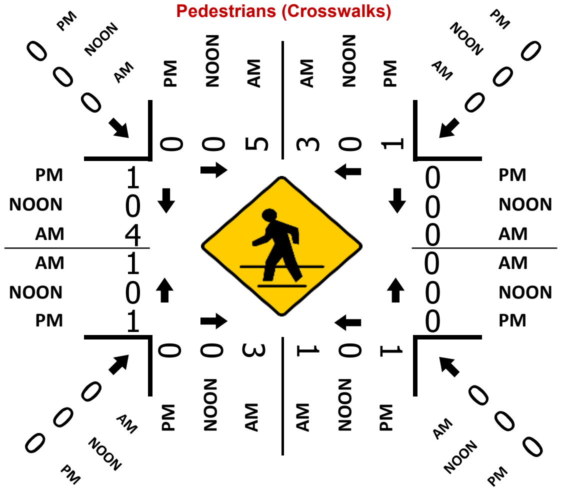
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



Note:
TEV- Total Entering Volume
PHF- Peak Hour Factor

Return to Agenda

Prepared by National Data & Surveying Services

Appian Way & Tara Hills Dr/Canyon Dr

Peak Hour Turning Movement Count

ID: 19-08334-002
City: Pinole

Day: Monday
Date: 06/03/2019

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
04:00 PM - 05:00 PM	PM	04:00 PM - 06:00 PM

Appian Way — SOUTHBOUND

AM	94	786	10	0	668	AM
NOON	0	0	0	0	0	NOON
PM	61	539	9	2	809	PM
	1	2	1	0		

Tara Hills Dr/Canyon Dr — EASTBOUND

AM	NOON	PM	
571	0	578	
0	0	0	0
98	0	100	0.5
22	0	41	0.5
608	0	487	2

Tara Hills Dr/Canyon Dr — WESTBOUND

	PM	NOON	AM
1	13	0	13
1.5	28	0	23
0.5	59	0	87
0	0	0	0
	177	0	70

CONTROL

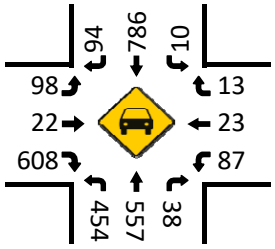
Signalized

	AM	NOON	PM
TEV	2790	0	2649
PHF	0.94		0.87

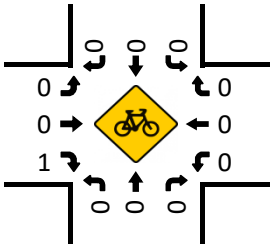
Appian Way — NORTHBOUND

	0	2	2	0		
PM	1085	0	489	694	127	PM
NOON	0	0	0	0	0	NOON
AM	1481	0	454	557	38	AM

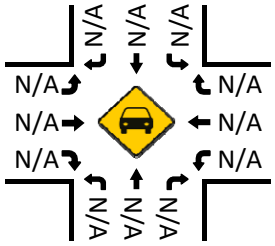
Total Vehicles (AM)



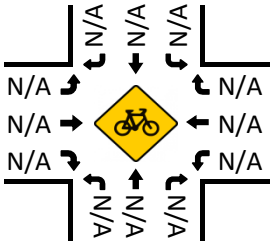
Bikes (AM)



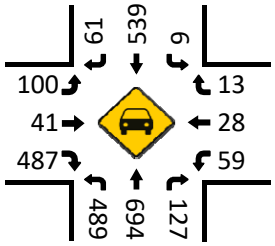
Total Vehicles (NOON)



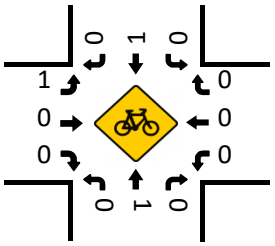
Bikes (NOON)



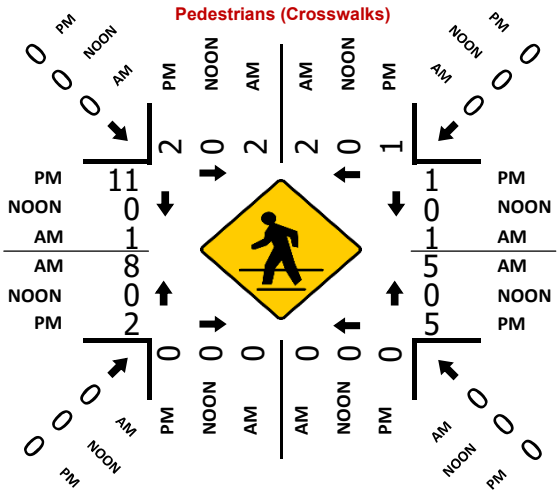
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)



Note:
TEV- Total Entering Volume
PHF- Peak Hour Factor

Return to Agenda

Prepared by National Data & Surveying Services

Appian Way & I-80 WB Ramps

Peak Hour Turning Movement Count

ID: 19-08334-003
City: Pinole

Day: Monday
Date: 06/03/2019

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
04:00 PM - 05:00 PM	PM	04:00 PM - 06:00 PM

Appian Way — SOUTHBOUND

AM	661	842	0	0	1058	AM
NOON	0	0	0	0	0	NOON
PM	465	636	0	0	1307	PM
	1	2	0	0		

I-80 WB Ramps — EASTBOUND

AM	NOON	PM	
847	0	625	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

I-80 WB Ramps — WESTBOUND

	PM	NOON	AM
1.3	270	0	334
0.3	2	0	6
1.3	578	0	559
0	0	0	0
	0	0	0

CONTROL

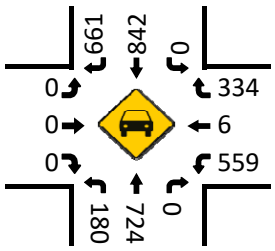
Signalized

	AM	NOON	PM
TEV	3308	0	3149
PHF	0.97		0.90

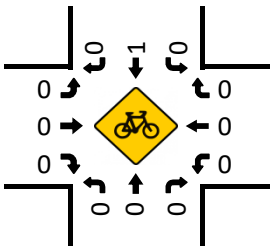
Appian Way — NORTHBOUND

	0	1	2	0		
PM	1217	3	158	1037	0	PM
NOON	0	0	0	0	0	NOON
AM	1403	2	180	724	0	AM

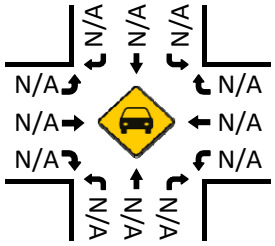
Total Vehicles (AM)



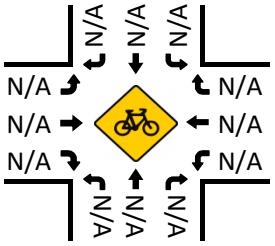
Bikes (AM)



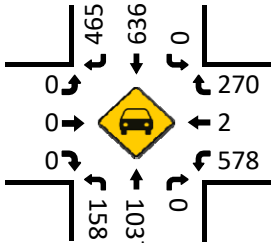
Total Vehicles (Noon)



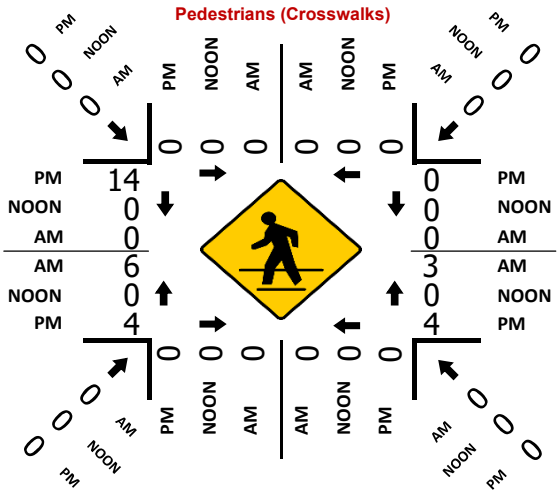
Bikes (NOON)



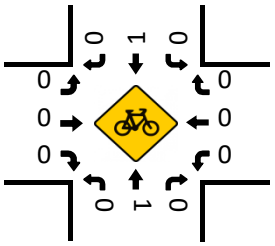
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Note:
TEV- Total Entering Volume
PHF- Peak Hour Factor

Return to Agenda

Prepared by National Data & Surveying Services

Appian Way & I-80 EB Ramps

Peak Hour Turning Movement Count

ID: 19-08334-004
City: Pinole

Day: Monday
Date: 06/03/2019

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
04:45 PM - 05:45 PM	PM	04:00 PM - 06:00 PM

Appian Way — SOUTHBOUND

AM	303	1104	0	0	906	AM
NOON	0	0	0	0	0	NOON
PM	211	1002	0	0	1248	PM
	1	2	0	0		

I-80 EB Ramps — EASTBOUND

AM	NOON	PM	
303	0	211	
0	0	0	0
376	0	322	1.3
0	0	22	0.3
131	0	101	1.3

WESTBOUND — I-80 EB Ramps

	PM	NOON	AM
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
	1116	0	564

CONTROL

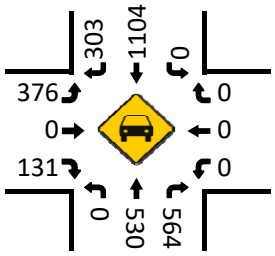
Signalized

	AM	NOON	PM
TEV	3008	0	3678
PHF	0.96		0.97

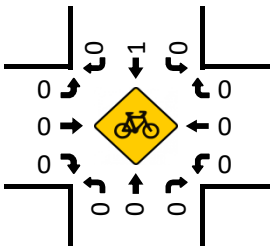
Appian Way — NORTHBOUND

PM	1103	0	0	926	1094	PM
NOON	0	0	0	0	0	NOON
AM	1235	0	0	530	564	AM
	0	0	0	1.5	1.5	

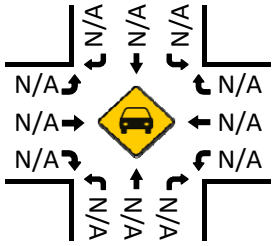
Total Vehicles (AM)



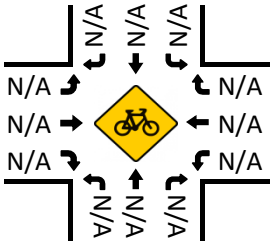
Bikes (AM)



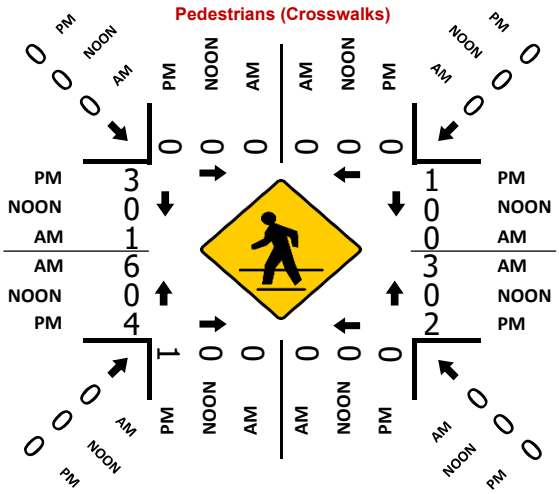
Total Vehicles (Noon)



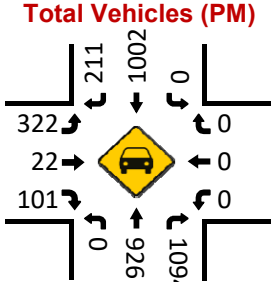
Bikes (NOON)



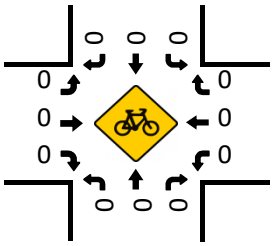
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Note:
TEV- Total Entering Volume
PHF- Peak Hour Factor

Return to Agenda

Appendix B

Existing Condition LOS

l Intersection Summary — Exisitng Plus Project Condition AM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

Timing Plan: A.M. Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	598	16	93	357	106	30	6	78	72	4	31
Future Volume (vph)	31	598	16	93	357	106	30	6	78	72	4	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.97			0.90		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3523		1770	3402			3132		1770	1594	
Flt Permitted	0.95	1.00		0.95	1.00			0.88		0.66	1.00	
Satd. Flow (perm)	1770	3523		1770	3402			2803		1229	1594	
Peak-hour factor, PHF	0.79	0.79	0.79	0.75	0.75	0.75	0.79	0.79	0.79	0.85	0.85	0.85
Adj. Flow (vph)	39	757	20	124	476	141	38	8	99	85	5	36
RTOR Reduction (vph)	0	2	0	0	18	0	0	79	0	0	29	0
Lane Group Flow (vph)	39	775	0	124	599	0	0	66	0	85	12	0
Confl. Peds. (#/hr)			4			8	5					5
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	3.7	25.8		8.3	30.4			11.7		11.7	11.7	
Effective Green, g (s)	3.7	25.8		8.3	30.4			11.7		11.7	11.7	
Actuated g/C Ratio	0.06	0.45		0.14	0.53			0.20		0.20	0.20	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.0		3.0	4.0			4.0		4.0	4.0	
Lane Grp Cap (vph)	113	1572		254	1789			567		248	322	
v/s Ratio Prot	0.02	c0.22		c0.07	0.18						0.01	
v/s Ratio Perm								0.02		c0.07		
v/c Ratio	0.35	0.49		0.49	0.33			0.12		0.34	0.04	
Uniform Delay, d1	25.9	11.4		22.8	7.9			18.8		19.8	18.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.3		1.5	0.2			0.1		1.1	0.1	
Delay (s)	26.6	11.7		24.3	8.0			19.0		20.9	18.6	
Level of Service	C	B		C	A			B		C	B	
Approach Delay (s)		12.4			10.8			19.0			20.1	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	57.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Summary

Existing Condition AM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/30/2019

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	39	773	103	617	120	85	40
v/c Ratio	0.20	0.49	0.34	0.32	0.19	0.33	0.11
Control Delay	29.4	13.9	26.9	8.0	10.3	25.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	13.9	26.9	8.0	10.3	25.0	10.1
Queue Length 50th (ft)	12	92	29	33	5	23	1
Queue Length 95th (ft)	39	157	70	93	22	66	22
Internal Link Dist (ft)		537		492	298		312
Turn Bay Length (ft)	95		235				
Base Capacity (vph)	1083	3415	541	2917	1536	674	862
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.19	0.21	0.08	0.13	0.05

Intersection Summary

Intersection Summary

Existing Condition PM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	377	28	166	353	36	76	9	170	83	7	24
Future Volume (vph)	13	377	28	166	353	36	76	9	170	83	7	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.90		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3497		1770	3486			3137		1770	1627	
Flt Permitted	0.95	1.00		0.95	1.00			0.86		0.55	1.00	
Satd. Flow (perm)	1770	3497		1770	3486			2726		1016	1627	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.85	0.85	0.85	0.86	0.86	0.86
Adj. Flow (vph)	16	454	34	184	392	40	89	11	200	97	8	28
RTOR Reduction (vph)	0	6	0	0	5	0	0	152	0	0	21	0
Lane Group Flow (vph)	16	482	0	184	427	0	0	148	0	97	15	0
Confl. Peds. (#/hr)			1			1	2					2
Confl. Bikes (#/hr)			1			1						
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	1.0	23.6		12.5	35.1			15.1		15.1	15.1	
Effective Green, g (s)	1.0	23.6		12.5	35.1			15.1		15.1	15.1	
Actuated g/C Ratio	0.02	0.37		0.20	0.56			0.24		0.24	0.24	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.0		3.0	4.0			4.0		4.0	4.0	
Lane Grp Cap (vph)	28	1305		350	1936			651		242	388	
v/s Ratio Prot	0.01	c0.14		c0.10	0.12						0.01	
v/s Ratio Perm								0.05		c0.10		
v/c Ratio	0.57	0.37		0.53	0.22			0.23		0.40	0.04	
Uniform Delay, d1	30.9	14.4		22.7	7.1			19.4		20.2	18.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	16.3	0.2		1.4	0.1			0.2		1.5	0.1	
Delay (s)	47.2	14.6		24.1	7.2			19.6		21.7	18.5	
Level of Service	D	B		C	A			B		C	B	
Approach Delay (s)		15.7			12.3			19.6			20.9	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Summary

Existing Condition PM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/30/2019

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	16	488	184	432	300	97	36
v/c Ratio	0.10	0.41	0.50	0.21	0.36	0.38	0.08
Control Delay	31.0	18.0	28.0	8.2	8.0	23.7	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	18.0	28.0	8.2	8.0	23.7	9.2
Queue Length 50th (ft)	5	67	58	30	14	29	2
Queue Length 95th (ft)	23	126	135	98	38	66	19
Internal Link Dist (ft)		537		492	298		312
Turn Bay Length (ft)	95		235				
Base Capacity (vph)	957	3382	478	2828	1394	480	783
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.14	0.38	0.15	0.22	0.20	0.05

Intersection Summary

l Intersection Summary

Exisitng Plus Project Condition AM

2: Appian Way & Tara Hills Drive/Canyon Drive

Timing Plan: A.M. Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	24	616	87	25	13	454	565	38	10	786	100
Future Volume (vph)	103	24	616	87	25	13	454	565	38	10	786	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6		5.1		4.7	5.0		4.0	5.1	5.1
Lane Util. Factor		1.00	0.88		0.95		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1790	2787		3361		3433	3497		1770	3539	1546
Flt Permitted		0.96	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1790	2787		3361		3433	3497		1770	3539	1546
Peak-hour factor, PHF	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	113	26	677	116	33	17	493	614	41	11	836	106
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	0	61
Lane Group Flow (vph)	0	139	677	0	158	0	493	655	0	11	836	45
Confl. Peds. (#/hr)						4			6			9
Turn Type	Split	NA	pt+ov	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)		14.0	38.1		17.8		24.1	77.7		1.8	54.6	54.6
Effective Green, g (s)		14.0	38.1		17.8		24.1	77.7		1.8	54.6	54.6
Actuated g/C Ratio		0.11	0.29		0.14		0.19	0.60		0.01	0.42	0.42
Clearance Time (s)		4.6			5.1		4.7	5.0		4.0	5.1	5.1
Vehicle Extension (s)		2.5			2.0		2.0	4.5		2.0	3.0	3.0
Lane Grp Cap (vph)		192	816		460		636	2090		24	1486	649
v/s Ratio Prot		0.08	c0.24		c0.05		0.14	0.19		0.01	c0.24	
v/s Ratio Perm												0.03
v/c Ratio		0.72	0.83		0.34		0.78	0.31		0.46	0.56	0.07
Uniform Delay, d1		56.1	42.9		50.8		50.4	12.9		63.6	28.6	22.5
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		11.9	6.9		0.2		5.4	0.4		5.0	1.5	0.2
Delay (s)		68.1	49.8		51.0		55.7	13.3		68.6	30.2	22.7
Level of Service		E	D		D		E	B		E	C	C
Approach Delay (s)		52.9			51.0			31.5			29.8	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Summary

Existing Condition AM

2: Appian Way & Tara Hills Drive/Canyon Drive

10/30/2019

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	132	668	164	493	646	11	836	100
v/c Ratio	0.71	0.83	0.35	0.78	0.30	0.09	0.56	0.14
Control Delay	76.8	40.6	48.8	59.0	13.7	58.5	32.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.8	40.6	48.8	59.0	13.7	58.5	32.3	3.2
Queue Length 50th (ft)	109	216	65	206	106	9	261	0
Queue Length 95th (ft)	#195	194	69	251	252	29	#491	25
Internal Link Dist (ft)	492		509		406		608	
Turn Bay Length (ft)				310		170		150
Base Capacity (vph)	192	973	869	842	2185	134	1499	729
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.69	0.19	0.59	0.30	0.08	0.56	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection Summary

2: Appian Way & Tara Hills Drive/Canyon Drive

Existing Condition PM
10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	41	487	59	28	13	489	694	127	11	539	61
Future Volume (vph)	100	41	487	59	28	13	489	694	127	11	539	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Lane Util. Factor		1.00	0.88		0.95		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	0.99		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1799	2787		3365		3433	3435		1770	3539	1534
Flt Permitted		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1799	2787		3365		3433	3435		1770	3539	1534
Peak-hour factor, PHF	0.89	0.89	0.89	0.86	0.86	0.86	0.92	0.92	0.92	0.72	0.72	0.72
Adj. Flow (vph)	112	46	547	69	33	15	532	754	138	15	749	85
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	158	547	0	107	0	532	892	0	15	749	36
Confl. Peds. (#/hr)						3			6			13
Confl. Bikes (#/hr)									1			1
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4	5	3	3		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		16.8	43.4		17.8		26.6	83.2		3.5	59.3	59.3
Effective Green, g (s)		16.8	43.4		17.8		26.6	83.2		3.5	59.3	59.3
Actuated g/C Ratio		0.12	0.31		0.13		0.19	0.59		0.02	0.42	0.42
Clearance Time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Vehicle Extension (s)		2.5	2.0		2.0		2.0	4.5		2.0	3.0	3.0
Lane Grp Cap (vph)		215	863		427		652	2041		44	1499	649
v/s Ratio Prot		c0.09	0.12		c0.03		c0.15	0.26		0.01	c0.21	
v/s Ratio Perm			0.08									0.02
v/c Ratio		0.73	0.63		0.25		0.82	0.44		0.34	0.50	0.06
Uniform Delay, d1		59.5	41.5		55.1		54.4	15.6		67.1	29.5	23.8
Progression Factor		1.00	1.00		1.00		0.86	0.74		1.00	1.00	1.00
Incremental Delay, d2		11.6	1.1		0.1		6.7	0.6		1.7	1.2	0.2
Delay (s)		71.0	42.6		55.2		53.6	12.1		68.8	30.7	24.0
Level of Service		E	D		E		D	B		E	C	C
Approach Delay (s)		49.0			55.2			27.6			30.7	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Summary

Existing Condition PM

2: Appian Way & Tara Hills Drive/Canyon Drive

10/30/2019

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	158	547	117	532	892	15	749	85
v/c Ratio	0.73	0.63	0.27	0.82	0.42	0.14	0.50	0.12
Control Delay	78.7	28.7	49.9	56.3	13.2	65.1	33.7	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	78.7	28.7	49.9	56.3	13.4	65.1	33.7	2.7
Queue Length 50th (ft)	141	177	47	173	93	13	248	0
Queue Length 95th (ft)	213	131	64	291	394	30	318	0
Internal Link Dist (ft)	492		509		406		608	
Turn Bay Length (ft)				310		170		150
Base Capacity (vph)	257	1045	810	877	2100	111	1497	718
Starvation Cap Reductn	0	0	0	0	468	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	10	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.52	0.14	0.61	0.55	0.14	0.50	0.12

Intersection Summary

l Intersection Summary

Exisitng Plus Project Condition AM

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

Timing Plan: A.M. Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	559	6	337	182	729	0	0	847	664
Future Volume (vph)	0	0	0	559	6	337	182	729	0	0	847	664
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	0.97	0.85	1.00	1.00			0.93	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1585	1504	1770	3539			3270	
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1585	1504	1770	3539			3270	
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.98	0.98	0.98	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	628	7	379	186	744	0	0	931	730
RTOR Reduction (vph)	0	0	0	0	7	182	0	0	0	0	99	0
Lane Group Flow (vph)	0	0	0	352	340	133	186	744	0	0	1562	0
Confl. Peds. (#/hr)									3			6
Confl. Bikes (#/hr)												1
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				29.6	29.6	29.6	17.4	82.4			62.0	
Effective Green, g (s)				29.6	29.6	29.6	17.4	82.4			62.0	
Actuated g/C Ratio				0.25	0.25	0.25	0.14	0.69			0.52	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				2.0	2.0	2.0	2.5	4.0			4.0	
Lane Grp Cap (vph)				414	390	370	256	2430			1689	
v/s Ratio Prot							c0.11	0.21			c0.48	
v/s Ratio Perm				0.21	0.21	0.09						
v/c Ratio				0.85	0.87	0.36	0.73	0.31			0.92	
Uniform Delay, d1				43.1	43.4	37.4	49.0	7.5			26.8	
Progression Factor				1.00	1.00	1.00	1.12	1.21			1.00	
Incremental Delay, d2				14.8	18.3	0.2	8.3	0.3			10.1	
Delay (s)				57.9	61.7	37.6	63.4	9.3			36.9	
Level of Service				E	E	D	E	A			D	
Approach Delay (s)		0.0			52.9			20.1			36.9	
Approach LOS		A			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Summary

Existing Condition AM

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

10/30/2019

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	352	343	315	186	739	1651
v/c Ratio	0.86	0.87	0.57	0.73	0.30	0.92
Control Delay	62.8	63.8	13.3	69.0	9.9	34.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	42.4
Total Delay	62.8	63.8	13.3	69.0	9.9	76.7
Queue Length 50th (ft)	268	268	44	147	141	566
Queue Length 95th (ft)	374	380	130	219	175	#850
Internal Link Dist (ft)		673			371	406
Turn Bay Length (ft)	230		230	310		
Base Capacity (vph)	476	456	601	354	2436	1794
Starvation Cap Reductn	0	0	0	0	0	283
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.75	0.52	0.53	0.30	1.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection Summary

Existing Condition PM

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	578	2	270	161	1037	0	0	636	465
Future Volume (vph)	0	0	0	578	2	270	161	1037	0	0	636	465
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.98	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	0.99	0.85	1.00	1.00			0.94	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1600	1504	1770	3539			3237	
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1600	1504	1770	3539			3237	
Peak-hour factor, PHF	0.25	0.25	0.25	0.88	0.88	0.88	0.95	0.95	0.95	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	657	2	307	169	1092	0	0	740	541
RTOR Reduction (vph)	0	0	0	0	3	85	0	0	0	0	69	0
Lane Group Flow (vph)	0	0	0	348	339	191	169	1092	0	0	1212	0
Confl. Peds. (#/hr)									4			18
Confl. Bikes (#/hr)									1			1
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				34.6	34.6	34.6	18.3	97.4			76.1	
Effective Green, g (s)				34.6	34.6	34.6	18.3	97.4			76.1	
Actuated g/C Ratio				0.25	0.25	0.25	0.13	0.70			0.54	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				2.0	2.0	2.0	2.5	4.0			4.0	
Lane Grp Cap (vph)				415	395	371	231	2462			1759	
v/s Ratio Prot							c0.10	0.31			c0.37	
v/s Ratio Perm				0.21	0.21	0.13						
v/c Ratio				0.84	0.86	0.51	0.73	0.44			0.69	
Uniform Delay, d1				50.0	50.4	45.5	58.5	9.4			23.3	
Progression Factor				1.00	1.00	1.00	1.04	1.11			0.89	
Incremental Delay, d2				13.2	16.1	0.5	9.1	0.5			2.0	
Delay (s)				63.3	66.4	46.0	69.8	10.9			22.7	
Level of Service				E	E	D	E	B			C	
Approach Delay (s)		0.0			59.4			18.8			22.7	
Approach LOS		A			E			B			C	

Intersection Summary			
HCM 2000 Control Delay	31.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Summary

Existing Condition PM

10/30/2019

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	348	342	276	169	1092	1281
v/c Ratio	0.84	0.86	0.61	0.73	0.44	0.70
Control Delay	67.4	70.0	31.7	75.9	11.9	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.3	0.1
Total Delay	67.4	70.0	31.7	75.9	12.2	22.3
Queue Length 50th (ft)	315	321	136	153	237	286
Queue Length 95th (ft)	406	417	216	230	307	263
Internal Link Dist (ft)		673			371	406
Turn Bay Length (ft)	230		230	310		
Base Capacity (vph)	504	482	530	429	2462	1830
Starvation Cap Reductn	0	0	0	0	717	59
Spillback Cap Reductn	0	0	1	0	59	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.71	0.52	0.39	0.63	0.72

Intersection Summary

l Intersection Summary

Exisitng Plus Project Condition AM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

Timing Plan: A.M. Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	378	0	131	0	0	0	0	533	564	0	1107	0
Future Volume (vph)	378	0	131	0	0	0	0	533	564	0	1107	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	0.95	0.91	0.95					0.91	0.91		0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00		1.00	
Frt	1.00	0.99	0.85					0.96	0.85		1.00	
Flt Protected	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1681	1603	1504					3225	1419		3539	
Flt Permitted	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1681	1603	1504					3225	1419		3539	
Peak-hour factor, PHF	0.83	0.83	0.83	0.25	0.25	0.25	0.98	0.98	0.98	0.95	0.95	0.95
Adj. Flow (vph)	455	0	158	0	0	0	0	544	576	0	1165	0
RTOR Reduction (vph)	0	14	84	0	0	0	0	71	115	0	0	0
Lane Group Flow (vph)	237	220	58	0	0	0	0	703	231	0	1165	0
Confl. Peds. (#/hr)									3			7
Confl. Bikes (#/hr)												1
Turn Type	Perm	NA	Perm					NA	Perm		NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	12.0	12.0	12.0					40.0	40.0		40.0	
Effective Green, g (s)	12.0	12.0	12.0					40.0	40.0		40.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.67	0.67		0.67	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	2.0	2.0	2.0					4.0	4.0		4.0	
Lane Grp Cap (vph)	336	320	300					2150	946		2359	
v/s Ratio Prot								0.22			c0.33	
v/s Ratio Perm	c0.14	0.14	0.04						0.16			
v/c Ratio	0.71	0.69	0.19					0.33	0.24		0.49	
Uniform Delay, d1	22.4	22.3	20.0					4.3	4.0		5.0	
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.63	
Incremental Delay, d2	5.4	4.8	0.1					0.4	0.6		0.4	
Delay (s)	27.8	27.1	20.1					4.7	4.6		3.5	
Level of Service	C	C	C					A	A		A	
Approach Delay (s)		25.7			0.0			4.6			3.5	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Summary

Existing Condition AM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/30/2019

Lane Group	EBL	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	236	233	142	771	346	1162
v/c Ratio	0.70	0.70	0.37	0.35	0.33	0.49
Control Delay	35.3	33.1	10.4	3.7	1.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	33.1	10.4	3.7	1.5	3.7
Queue Length 50th (ft)	82	78	11	39	0	106
Queue Length 95th (ft)	#153	#150	46	57	21	m137
Internal Link Dist (ft)		752		715		57
Turn Bay Length (ft)	380		185			
Base Capacity (vph)	365	362	408	2272	1080	2422
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.64	0.35	0.34	0.32	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection Summary

Existing Condition PM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	322	22	101	0	0	0	0	926	1094	0	1002	0
Future Volume (vph)	322	22	101	0	0	0	0	926	1094	0	1002	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	0.95	0.91	0.95					0.91	0.91		0.95	
Frpb, ped/bikes	1.00	1.00	0.99					0.99	0.98		1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00		1.00	
Frt	1.00	0.99	0.85					0.95	0.85		1.00	
Flt Protected	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1681	1613	1484					3202	1418		3539	
Flt Permitted	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1681	1613	1484					3202	1418		3539	
Peak-hour factor, PHF	0.98	0.98	0.98	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	329	22	103	0	0	0	0	985	1164	0	1089	0
RTOR Reduction (vph)	0	3	74	0	0	0	0	56	189	0	0	0
Lane Group Flow (vph)	181	177	19	0	0	0	0	1430	474	0	1089	0
Confl. Peds. (#/hr)			1						3			7
Turn Type	Perm	NA	Perm					NA	Perm		NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	12.0	12.0	12.0					50.0	50.0		50.0	
Effective Green, g (s)	12.0	12.0	12.0					50.0	50.0		50.0	
Actuated g/C Ratio	0.17	0.17	0.17					0.71	0.71		0.71	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	2.0	2.0	2.0					4.0	4.0		4.0	
Lane Grp Cap (vph)	288	276	254					2287	1012		2527	
v/s Ratio Prot								c0.45			0.31	
v/s Ratio Perm	0.11	0.11	0.01						0.33			
v/c Ratio	0.63	0.64	0.08					0.63	0.47		0.43	
Uniform Delay, d1	26.9	27.0	24.3					5.2	4.3		4.1	
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.41	
Incremental Delay, d2	3.1	3.8	0.0					1.3	1.6		0.4	
Delay (s)	30.0	30.8	24.4					6.5	5.8		2.1	
Level of Service	C	C	C					A	A		A	
Approach Delay (s)		29.2			0.0			6.3			2.1	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Summary

Existing Condition PM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/30/2019

Lane Group	EBL	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	181	180	93	1486	663	1089
v/c Ratio	0.63	0.64	0.28	0.63	0.55	0.43
Control Delay	36.0	36.3	8.6	6.6	2.4	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	36.3	8.6	6.6	2.4	2.3
Queue Length 50th (ft)	76	79	1	120	0	20
Queue Length 95th (ft)	128	131	35	241	36	147
Internal Link Dist (ft)		752		715		57
Turn Bay Length (ft)	380		185			
Base Capacity (vph)	504	487	507	2341	1202	2526
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.37	0.18	0.63	0.55	0.43

Intersection Summary

Return to Agenda

Appendix C

Existing Plus Project Condition LOS

l Intersection Summary

Exisitng Plus Project Condition AM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	598	20	113	357	106	31	6	97	72	4	31
Future Volume (vph)	31	598	20	113	357	106	31	6	97	72	4	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.97			0.89		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3519		1770	3401			3116		1770	1593	
Flt Permitted	0.95	1.00		0.95	1.00			0.89		0.64	1.00	
Satd. Flow (perm)	1770	3519		1770	3401			2805		1200	1593	
Peak-hour factor, PHF	0.79	0.79	0.79	0.75	0.75	0.75	0.79	0.79	0.79	0.85	0.85	0.85
Adj. Flow (vph)	39	757	25	151	476	141	39	8	123	85	5	36
RTOR Reduction (vph)	0	2	0	0	17	0	0	99	0	0	29	0
Lane Group Flow (vph)	39	780	0	151	600	0	0	71	0	85	12	0
Confl. Peds. (#/hr)			4			8	5					5
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	3.8	26.6		11.3	34.1			12.4		12.4	12.4	
Effective Green, g (s)	3.8	26.6		11.3	34.1			12.4		12.4	12.4	
Actuated g/C Ratio	0.06	0.43		0.18	0.55			0.20		0.20	0.20	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.0		3.0	4.0			4.0		4.0	4.0	
Lane Grp Cap (vph)	107	1502		321	1861			558		238	317	
v/s Ratio Prot	0.02	c0.22		c0.09	0.18						0.01	
v/s Ratio Perm								0.03		c0.07		
v/c Ratio	0.36	0.52		0.47	0.32			0.13		0.36	0.04	
Uniform Delay, d1	28.1	13.1		22.8	7.7			20.5		21.5	20.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.4		1.1	0.1			0.1		1.3	0.1	
Delay (s)	28.9	13.5		23.9	7.9			20.6		22.8	20.2	
Level of Service	C	B		C	A			C		C	C	
Approach Delay (s)		14.3			11.0			20.6			21.9	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	62.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Summary

Exisitng Plus Project Condition AM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/30/2019

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	39	782	151	617	170	85	41
v/c Ratio	0.22	0.54	0.46	0.32	0.26	0.35	0.12
Control Delay	32.5	16.2	29.7	9.0	9.4	27.2	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	16.2	29.7	9.0	9.4	27.2	10.7
Queue Length 50th (ft)	13	107	48	62	6	26	1
Queue Length 95th (ft)	42	174	102	98	26	70	24
Internal Link Dist (ft)		537		492	298		312
Turn Bay Length (ft)	95		235				
Base Capacity (vph)	967	3331	484	2770	1403	574	777
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.31	0.22	0.12	0.15	0.05

Intersection Summary

l Intersection Summary — Existing Plus Project Condition PM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	377	39	229	353	36	87	11	232	83	9	24
Future Volume (vph)	13	377	39	229	353	36	87	11	232	83	9	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.89		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3482		1770	3486			3123		1770	1639	
Flt Permitted	0.95	1.00		0.95	1.00			0.86		0.44	1.00	
Satd. Flow (perm)	1770	3482		1770	3486			2725		829	1639	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.85	0.85	0.85	0.86	0.86	0.86
Adj. Flow (vph)	16	454	47	254	392	40	102	13	273	97	10	28
RTOR Reduction (vph)	0	9	0	0	5	0	0	203	0	0	21	0
Lane Group Flow (vph)	16	492	0	254	427	0	0	185	0	97	17	0
Confl. Peds. (#/hr)			1			1	2					2
Confl. Bikes (#/hr)			1			1						
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	1.1	23.7		16.2	38.8			17.8		17.8	17.8	
Effective Green, g (s)	1.1	23.7		16.2	38.8			17.8		17.8	17.8	
Actuated g/C Ratio	0.02	0.34		0.23	0.56			0.26		0.26	0.26	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.0		3.0	4.0			4.0		4.0	4.0	
Lane Grp Cap (vph)	27	1183		411	1940			695		211	418	
v/s Ratio Prot	0.01	c0.14		c0.14	0.12						0.01	
v/s Ratio Perm								0.07		c0.12		
v/c Ratio	0.59	0.42		0.62	0.22			0.27		0.46	0.04	
Uniform Delay, d1	34.1	17.7		24.0	7.8			20.7		21.9	19.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	21.0	0.3		2.8	0.1			0.3		2.2	0.1	
Delay (s)	55.1	18.0		26.7	7.9			21.0		24.1	19.6	
Level of Service	E	B		C	A			C		C	B	
Approach Delay (s)		19.2			14.9			21.0			22.8	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	69.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Summary

Existing Plus Project Condition PM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/30/2019

Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	16	501	254	432	388	97	38
v/c Ratio	0.12	0.46	0.59	0.21	0.42	0.44	0.08
Control Delay	33.8	20.9	31.7	9.0	7.4	26.4	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	20.9	31.7	9.0	7.4	26.4	9.2
Queue Length 50th (ft)	6	82	90	35	18	32	3
Queue Length 95th (ft)	24	135	#217	104	43	71	21
Internal Link Dist (ft)		537		492	298		312
Turn Bay Length (ft)	95		235				
Base Capacity (vph)	857	3264	429	2536	1311	351	710
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.15	0.59	0.17	0.30	0.28	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection Summary

Exisitng Plus Project Condition AM

2: Appian Way & Tara Hills Drive/Canyon Drive

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	27	626	87	28	13	473	557	38	10	786	106
Future Volume (vph)	110	27	626	87	28	13	473	557	38	10	786	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6		5.1		4.7	5.0		4.0	5.1	5.1
Lane Util. Factor		1.00	0.88		0.95		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1791	2787		3366		3433	3497		1770	3539	1546
Flt Permitted		0.96	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1791	2787		3366		3433	3497		1770	3539	1546
Peak-hour factor, PHF	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	121	30	688	116	37	17	514	605	41	11	836	113
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	0	66
Lane Group Flow (vph)	0	151	688	0	162	0	514	646	0	11	836	47
Confl. Peds. (#/hr)						4			6			9
Turn Type	Split	NA	pt+ov	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4	4 5	3	3		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)		14.0	38.8		17.8		24.8	77.7		1.8	53.9	53.9
Effective Green, g (s)		14.0	38.8		17.8		24.8	77.7		1.8	53.9	53.9
Actuated g/C Ratio		0.11	0.30		0.14		0.19	0.60		0.01	0.41	0.41
Clearance Time (s)		4.6			5.1		4.7	5.0		4.0	5.1	5.1
Vehicle Extension (s)		2.5			2.0		2.0	4.5		2.0	3.0	3.0
Lane Grp Cap (vph)		192	831		460		654	2090		24	1467	640
v/s Ratio Prot		0.08	c0.25		c0.05		0.15	0.18		0.01	c0.24	
v/s Ratio Perm												0.03
v/c Ratio		0.79	0.83		0.35		0.79	0.31		0.46	0.57	0.07
Uniform Delay, d1		56.5	42.5		50.9		50.1	12.9		63.6	29.2	23.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		18.2	6.7		0.2		5.7	0.4		5.0	1.6	0.2
Delay (s)		74.8	49.2		51.0		55.8	13.3		68.6	30.8	23.2
Level of Service		E	D		D		E	B		E	C	C
Approach Delay (s)		53.8			51.0			32.1			30.3	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Summary

Exisitng Plus Project Condition AM

2: Appian Way & Tara Hills Drive/Canyon Drive

10/30/2019

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	151	688	170	514	646	11	836	113
v/c Ratio	0.79	0.83	0.36	0.79	0.30	0.09	0.57	0.16
Control Delay	83.9	39.3	49.1	58.8	13.8	58.5	33.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.9	39.3	49.1	58.8	13.8	58.5	33.1	4.8
Queue Length 50th (ft)	126	221	67	214	106	9	265	0
Queue Length 95th (ft)	#236	202	72	259	252	29	#500	37
Internal Link Dist (ft)	492		509		406		608	
Turn Bay Length (ft)				310		170		150
Base Capacity (vph)	192	986	871	842	2175	134	1468	716
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.70	0.20	0.61	0.30	0.08	0.57	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection Summary

Existing Plus Project Condition PM

2: Appian Way & Tara Hills Drive/Canyon Drive

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	48	521	59	36	13	523	694	127	11	539	82
Future Volume (vph)	121	48	521	59	36	13	523	694	127	11	539	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Lane Util. Factor		1.00	0.88		0.95		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	0.99		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1798	2787		3377		3433	3435		1770	3539	1534
Flt Permitted		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1798	2787		3377		3433	3435		1770	3539	1534
Peak-hour factor, PHF	0.89	0.89	0.89	0.86	0.86	0.86	0.92	0.92	0.92	0.72	0.72	0.72
Adj. Flow (vph)	136	54	585	69	42	15	568	754	138	15	749	114
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	0	68
Lane Group Flow (vph)	0	190	585	0	117	0	568	892	0	15	749	46
Confl. Peds. (#/hr)						3			6			13
Confl. Bikes (#/hr)									1			1
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4	5	3	3		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		18.0	46.3		17.8		28.3	82.0		3.5	56.4	56.4
Effective Green, g (s)		18.0	46.3		17.8		28.3	82.0		3.5	56.4	56.4
Actuated g/C Ratio		0.13	0.33		0.13		0.20	0.59		0.02	0.40	0.40
Clearance Time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Vehicle Extension (s)		2.5	2.0		2.0		2.0	4.5		2.0	3.0	3.0
Lane Grp Cap (vph)		231	921		429		693	2011		44	1425	617
v/s Ratio Prot		c0.11	0.13		c0.03		c0.17	0.26		0.01	c0.21	
v/s Ratio Perm			0.08									0.03
v/c Ratio		0.82	0.64		0.27		0.82	0.44		0.34	0.53	0.07
Uniform Delay, d1		59.4	39.7		55.3		53.4	16.2		67.1	31.7	25.7
Progression Factor		1.00	1.00		1.00		0.86	0.76		1.00	1.00	1.00
Incremental Delay, d2		20.1	1.1		0.1		6.5	0.6		1.7	1.4	0.2
Delay (s)		79.5	40.8		55.4		52.6	12.9		68.8	33.1	26.0
Level of Service		E	D		E		D	B		E	C	C
Approach Delay (s)		50.3			55.4			28.4			32.7	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Summary

Existing Plus Project Condition PM

2: Appian Way & Tara Hills Drive/Canyon Drive

10/30/2019

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	190	585	126	568	892	15	749	114
v/c Ratio	0.82	0.64	0.29	0.82	0.43	0.14	0.53	0.17
Control Delay	86.1	26.9	51.0	55.1	13.9	65.1	35.9	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	86.1	26.9	51.0	55.1	14.1	65.1	35.9	6.3
Queue Length 50th (ft)	168	180	52	210	98	13	263	0
Queue Length 95th (ft)	#269	135	70	315	395	30	325	19
Internal Link Dist (ft)	492		509		406		608	
Turn Bay Length (ft)				310		170		150
Base Capacity (vph)	256	1069	812	877	2071	111	1423	688
Starvation Cap Reductn	0	0	0	0	454	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.55	0.16	0.65	0.55	0.14	0.53	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

l Intersection Summary

Exisitng Plus Project Condition AM

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	559	6	342	182	735	0	0	853	668
Future Volume (vph)	0	0	0	559	6	342	182	735	0	0	853	668
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	0.97	0.85	1.00	1.00			0.93	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1585	1504	1770	3539			3270	
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1585	1504	1770	3539			3270	
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.98	0.98	0.98	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	628	7	384	186	750	0	0	937	734
RTOR Reduction (vph)	0	0	0	0	8	180	0	0	0	0	99	0
Lane Group Flow (vph)	0	0	0	352	340	139	186	750	0	0	1572	0
Confl. Peds. (#/hr)									3			6
Confl. Bikes (#/hr)												1
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				29.6	29.6	29.6	17.4	82.4			62.0	
Effective Green, g (s)				29.6	29.6	29.6	17.4	82.4			62.0	
Actuated g/C Ratio				0.25	0.25	0.25	0.14	0.69			0.52	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				2.0	2.0	2.0	2.5	4.0			4.0	
Lane Grp Cap (vph)				414	390	370	256	2430			1689	
v/s Ratio Prot							c0.11	0.21			c0.48	
v/s Ratio Perm				0.21	0.21	0.09						
v/c Ratio				0.85	0.87	0.38	0.73	0.31			0.93	
Uniform Delay, d1				43.1	43.4	37.5	49.0	7.5			27.0	
Progression Factor				1.00	1.00	1.00	1.12	1.20			1.00	
Incremental Delay, d2				14.8	18.4	0.2	8.3	0.3			10.7	
Delay (s)				57.9	61.8	37.8	63.2	9.3			37.7	
Level of Service				E	E	D	E	A			D	
Approach Delay (s)		0.0			52.9			20.0			37.7	
Approach LOS		A			D			B			D	

Intersection Summary			
HCM 2000 Control Delay	37.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Summary

Exisitng Plus Project Condition AM

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

10/30/2019

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	352	348	319	186	750	1671
v/c Ratio	0.85	0.87	0.58	0.73	0.31	0.93
Control Delay	61.8	64.2	14.3	68.9	10.0	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	44.8
Total Delay	61.8	64.2	14.3	68.9	10.0	80.9
Queue Length 50th (ft)	267	270	50	147	143	587
Queue Length 95th (ft)	374	#389	138	219	178	#867
Internal Link Dist (ft)		673			371	406
Turn Bay Length (ft)	230		230	310		
Base Capacity (vph)	476	456	597	354	2430	1788
Starvation Cap Reductn	0	0	0	0	0	275
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.76	0.53	0.53	0.31	1.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection Summary

Existing Plus Project Condition PM

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	578	2	283	161	1058	0	0	657	478
Future Volume (vph)	0	0	0	578	2	283	161	1058	0	0	657	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.98	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	0.99	0.85	1.00	1.00			0.94	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1599	1504	1770	3539			3237	
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1599	1504	1770	3539			3237	
Peak-hour factor, PHF	0.25	0.25	0.25	0.88	0.88	0.88	0.95	0.95	0.95	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	657	2	322	169	1114	0	0	764	556
RTOR Reduction (vph)	0	0	0	0	3	81	0	0	0	0	69	0
Lane Group Flow (vph)	0	0	0	348	340	209	169	1114	0	0	1251	0
Confl. Peds. (#/hr)									4			18
Confl. Bikes (#/hr)									1			1
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				34.6	34.6	34.6	18.3	97.4			76.1	
Effective Green, g (s)				34.6	34.6	34.6	18.3	97.4			76.1	
Actuated g/C Ratio				0.25	0.25	0.25	0.13	0.70			0.54	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				2.0	2.0	2.0	2.5	4.0			4.0	
Lane Grp Cap (vph)				415	395	371	231	2462			1759	
v/s Ratio Prot							c0.10	0.31			c0.39	
v/s Ratio Perm				0.21	0.21	0.14						
v/c Ratio				0.84	0.86	0.56	0.73	0.45			0.71	
Uniform Delay, d1				50.0	50.4	46.1	58.5	9.5			23.8	
Progression Factor				1.00	1.00	1.00	1.04	1.11			0.91	
Incremental Delay, d2				13.2	16.6	1.2	9.1	0.5			2.2	
Delay (s)				63.3	67.0	47.2	69.8	11.0			23.7	
Level of Service				E	E	D	E	B			C	
Approach Delay (s)		0.0			59.9			18.7			23.7	
Approach LOS		A			E			B			C	

Intersection Summary			
HCM 2000 Control Delay	31.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Summary

Existing Plus Project Condition PM

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

10/30/2019

Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	348	343	290	169	1114	1320
v/c Ratio	0.84	0.86	0.64	0.73	0.45	0.72
Control Delay	67.3	70.1	34.7	75.8	12.0	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.1
Total Delay	67.3	70.1	34.7	75.8	12.3	23.5
Queue Length 50th (ft)	315	323	155	153	244	298
Queue Length 95th (ft)	406	417	238	230	315	276
Internal Link Dist (ft)		673			371	406
Turn Bay Length (ft)	230		230	310		
Base Capacity (vph)	504	482	526	429	2461	1829
Starvation Cap Reductn	0	0	0	0	705	56
Spillback Cap Reductn	0	0	1	0	61	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.71	0.55	0.39	0.63	0.74

Intersection Summary

Intersection Summary

Exisitng Plus Project Condition AM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	381	0	131	0	0	0	0	536	564	0	1110	0
Future Volume (vph)	381	0	131	0	0	0	0	536	564	0	1110	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	0.95	0.91	0.95					0.91	0.91		0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00		1.00	
Frt	1.00	0.99	0.85					0.96	0.85		1.00	
Flt Protected	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1681	1603	1504					3225	1419		3539	
Flt Permitted	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1681	1603	1504					3225	1419		3539	
Peak-hour factor, PHF	0.83	0.83	0.83	0.25	0.25	0.25	0.98	0.98	0.98	0.95	0.95	0.95
Adj. Flow (vph)	459	0	158	0	0	0	0	547	576	0	1168	0
RTOR Reduction (vph)	0	14	83	0	0	0	0	70	115	0	0	0
Lane Group Flow (vph)	239	222	59	0	0	0	0	707	231	0	1168	0
Confl. Peds. (#/hr)									3			7
Confl. Bikes (#/hr)												1
Turn Type	Perm	NA	Perm					NA	Perm		NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	12.0	12.0	12.0					40.0	40.0		40.0	
Effective Green, g (s)	12.0	12.0	12.0					40.0	40.0		40.0	
Actuated g/C Ratio	0.20	0.20	0.20					0.67	0.67		0.67	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	2.0	2.0	2.0					4.0	4.0		4.0	
Lane Grp Cap (vph)	336	320	300					2150	946		2359	
v/s Ratio Prot								0.22			c0.33	
v/s Ratio Perm	c0.14	0.14	0.04						0.16			
v/c Ratio	0.71	0.69	0.20					0.33	0.24		0.50	
Uniform Delay, d1	22.4	22.3	20.0					4.3	4.0		5.0	
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.63	
Incremental Delay, d2	5.8	5.2	0.1					0.4	0.6		0.4	
Delay (s)	28.2	27.4	20.1					4.7	4.6		3.5	
Level of Service	C	C	C					A	A		A	
Approach Delay (s)		26.0			0.0			4.7			3.5	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Summary

Exisitng Plus Project Condition AM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/30/2019

Lane Group	EBL	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	239	236	142	777	346	1168
v/c Ratio	0.71	0.70	0.37	0.35	0.33	0.50
Control Delay	35.8	33.6	10.5	3.8	1.5	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	33.6	10.5	3.8	1.5	3.7
Queue Length 50th (ft)	83	79	11	40	0	110
Queue Length 95th (ft)	#158	#158	47	57	21	m133
Internal Link Dist (ft)		752		715		57
Turn Bay Length (ft)	380		185			
Base Capacity (vph)	365	362	408	2271	1079	2418
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.65	0.35	0.34	0.32	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection Summary

Existing Plus Project Condition PM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	331	22	101	0	0	0	0	938	1094	0	1014	0
Future Volume (vph)	331	22	101	0	0	0	0	938	1094	0	1014	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	0.95	0.91	0.95					0.91	0.91		0.95	
Frpb, ped/bikes	1.00	1.00	1.00					0.99	0.98		1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00		1.00	
Frt	1.00	0.99	0.85					0.95	0.85		1.00	
Flt Protected	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1681	1615	1504					3206	1418		3539	
Flt Permitted	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1681	1615	1504					3206	1418		3539	
Peak-hour factor, PHF	0.98	0.98	0.98	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	338	22	103	0	0	0	0	998	1164	0	1102	0
RTOR Reduction (vph)	0	3	72	0	0	0	0	53	195	0	0	0
Lane Group Flow (vph)	186	181	21	0	0	0	0	1434	480	0	1102	0
Confl. Peds. (#/hr)									3			7
Turn Type	Perm	NA	Perm					NA	Perm		NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	12.2	12.2	12.2					49.8	49.8		49.8	
Effective Green, g (s)	12.2	12.2	12.2					49.8	49.8		49.8	
Actuated g/C Ratio	0.17	0.17	0.17					0.71	0.71		0.71	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	2.0	2.0	2.0					4.0	4.0		4.0	
Lane Grp Cap (vph)	292	281	262					2280	1008		2517	
v/s Ratio Prot								c0.45			0.31	
v/s Ratio Perm	0.11	0.11	0.01						0.34			
v/c Ratio	0.64	0.64	0.08					0.63	0.48		0.44	
Uniform Delay, d1	26.8	26.9	24.2					5.3	4.4		4.2	
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.42	
Incremental Delay, d2	3.3	3.7	0.0					1.3	1.6		0.4	
Delay (s)	30.2	30.6	24.3					6.6	6.0		2.2	
Level of Service	C	C	C					A	A		A	
Approach Delay (s)		29.2			0.0			6.4			2.2	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Summary

Existing Plus Project Condition PM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/30/2019

Lane Group	EBL	EBT	EBR	NBT	NBR	SBT
Lane Group Flow (vph)	186	184	93	1487	675	1102
v/c Ratio	0.64	0.65	0.28	0.64	0.56	0.44
Control Delay	36.1	36.3	8.7	6.7	2.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	36.3	8.7	6.7	2.5	2.4
Queue Length 50th (ft)	78	80	2	124	0	20
Queue Length 95th (ft)	130	134	35	246	36	157
Internal Link Dist (ft)		752		715		57
Turn Bay Length (ft)	380		185			
Base Capacity (vph)	504	487	512	2335	1203	2517
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.38	0.18	0.64	0.56	0.44

Intersection Summary

Return to Agenda

Appendix D

Growth Rate Calculation

Return to Agenda

Volume on Appian Way between	Year	AM	PM	AM Growth Rate	PM Growth Rate
Tara Hills Drive and I-80 WB Ramps	2018 2040	3221 3421	3548 3658	0.3%	0.1%
I-80 WB Ramps and I-80 EB Ramps	2018 2040	3064 3264	3217 3509	0.3%	0.4%
I-80 EB Ramps and Fitzegerald Way	2018 2040	3110 3408	3284 3552	0.4%	0.4%
Fitzgerald Drive and Michael Drive	2018 2040	2754 3108	2866 3159	0.6%	0.4%
Average Growth Rate				**0.38%**	**0.33%**

Return to Agenda

Appendix E

Cumulative Condition LOS

Intersection Summary

Cumulative Condition AM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	650	14	84	388	115	29	5	68	78	3	34
Future Volume (vph)	34	650	14	84	388	115	29	5	68	78	3	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.97			0.90		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3526		1770	3402			3136		1770	1584	
Flt Permitted	0.95	1.00		0.95	1.00			0.88		0.67	1.00	
Satd. Flow (perm)	1770	3526		1770	3402			2794		1248	1584	
Peak-hour factor, PHF	0.79	0.79	0.79	0.75	0.75	0.75	0.79	0.79	0.79	0.85	0.85	0.85
Adj. Flow (vph)	43	823	18	112	517	153	37	6	86	92	4	40
RTOR Reduction (vph)	0	2	0	0	18	0	0	68	0	0	32	0
Lane Group Flow (vph)	43	839	0	112	652	0	0	61	0	92	12	0
Confl. Peds. (#/hr)			4			8	5					5
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	3.8	27.3		8.1	31.6			12.3		12.3	12.3	
Effective Green, g (s)	3.8	27.3		8.1	31.6			12.3		12.3	12.3	
Actuated g/C Ratio	0.06	0.46		0.14	0.53			0.21		0.21	0.21	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.0		3.0	4.0			4.0		4.0	4.0	
Lane Grp Cap (vph)	112	1612		240	1800			575		257	326	
v/s Ratio Prot	0.02	c0.24		c0.06	0.19						0.01	
v/s Ratio Perm								0.02		c0.07		
v/c Ratio	0.38	0.52		0.47	0.36			0.11		0.36	0.04	
Uniform Delay, d1	26.8	11.5		23.8	8.2			19.2		20.3	19.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.4		1.4	0.2			0.1		1.2	0.1	
Delay (s)	27.6	11.9		25.2	8.4			19.3		21.5	19.0	
Level of Service	C	B		C	A			B		C	B	
Approach Delay (s)		12.7			10.8			19.3			20.7	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	59.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection Summary

Cumulative Condition PM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	410	30	180	384	39	83	10	185	90	8	26
Future Volume (vph)	14	410	30	180	384	39	83	10	185	90	8	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.90		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3498		1770	3486			3137		1770	1630	
Flt Permitted	0.95	1.00		0.95	1.00			0.85		0.51	1.00	
Satd. Flow (perm)	1770	3498		1770	3486			2714		952	1630	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.85	0.85	0.85	0.86	0.86	0.86
Adj. Flow (vph)	17	494	36	200	427	43	98	12	218	105	9	30
RTOR Reduction (vph)	0	6	0	0	5	0	0	163	0	0	22	0
Lane Group Flow (vph)	17	524	0	200	465	0	0	165	0	105	17	0
Confl. Peds. (#/hr)			1			1	2					2
Confl. Bikes (#/hr)			1			1						
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	1.1	24.2		13.7	36.8			16.8		16.8	16.8	
Effective Green, g (s)	1.1	24.2		13.7	36.8			16.8		16.8	16.8	
Actuated g/C Ratio	0.02	0.36		0.21	0.55			0.25		0.25	0.25	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.0		3.0	4.0			4.0		4.0	4.0	
Lane Grp Cap (vph)	29	1269		363	1923			683		239	410	
v/s Ratio Prot	0.01	c0.15		c0.11	0.13						0.01	
v/s Ratio Perm								0.06		c0.11		
v/c Ratio	0.59	0.41		0.55	0.24			0.24		0.44	0.04	
Uniform Delay, d1	32.6	15.9		23.7	7.7			19.9		21.0	18.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	18.0	0.3		1.8	0.1			0.3		1.8	0.1	
Delay (s)	50.5	16.2		25.6	7.8			20.1		22.7	18.9	
Level of Service	D	B		C	A			C		C	B	
Approach Delay (s)		17.3			13.1			20.1			21.7	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	66.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection Summary

2: Appian Way & Tara Hills Drive/Canyon Drive

Cumulative Condition AM
10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	24	661	95	25	14	494	605	41	11	854	102
Future Volume (vph)	107	24	661	95	25	14	494	605	41	11	854	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Lane Util. Factor		1.00	0.88		0.95		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1789	2787		3358		3433	3496		1770	3539	1546
Flt Permitted		0.96	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1789	2787		3358		3433	3496		1770	3539	1546
Peak-hour factor, PHF	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	118	26	726	127	33	19	537	658	45	12	909	109
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	0	64
Lane Group Flow (vph)	0	144	726	0	171	0	537	703	0	12	909	45
Confl. Peds. (#/hr)						4			6			9
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4	5	3	3		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		13.7	39.4		17.8		25.7	76.2		3.6	53.3	53.3
Effective Green, g (s)		13.7	39.4		17.8		25.7	76.2		3.6	53.3	53.3
Actuated g/C Ratio		0.11	0.30		0.14		0.20	0.59		0.03	0.41	0.41
Clearance Time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Vehicle Extension (s)		2.5	2.0		2.0		2.0	4.5		2.0	3.0	3.0
Lane Grp Cap (vph)		188	844		459		678	2049		49	1450	633
v/s Ratio Prot		0.08	c0.17		c0.05		0.16	0.20		0.01	c0.26	
v/s Ratio Perm			0.09									0.03
v/c Ratio		0.77	0.86		0.37		0.79	0.34		0.24	0.63	0.07
Uniform Delay, d1		56.6	42.7		51.0		49.6	13.9		61.9	30.5	23.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		16.2	8.6		0.2		5.9	0.5		1.0	2.1	0.2
Delay (s)		72.8	51.3		51.2		55.5	14.4		62.8	32.5	23.5
Level of Service		E	D		D		E	B		E	C	C
Approach Delay (s)		54.9			51.2			32.2			31.9	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Summary

Cumulative Condition PM

2: Appian Way & Tara Hills Drive/Canyon Drive

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	45	529	64	30	14	532	754	138	12	586	66
Future Volume (vph)	109	45	529	64	30	14	532	754	138	12	586	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Lane Util. Factor		1.00	0.88		0.95		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	0.99		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1799	2787		3365		3433	3435		1770	3539	1534
Flt Permitted		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1799	2787		3365		3433	3435		1770	3539	1534
Peak-hour factor, PHF	0.89	0.89	0.89	0.86	0.86	0.86	0.92	0.92	0.92	0.72	0.72	0.72
Adj. Flow (vph)	122	51	594	74	35	16	578	820	150	17	814	92
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	0	55
Lane Group Flow (vph)	0	173	594	0	115	0	578	970	0	17	814	37
Confl. Peds. (#/hr)						3			6			13
Confl. Bikes (#/hr)									1			1
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4	5	3	3		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		17.4	46.1		17.8		28.7	82.6		3.5	56.6	56.6
Effective Green, g (s)		17.4	46.1		17.8		28.7	82.6		3.5	56.6	56.6
Actuated g/C Ratio		0.12	0.33		0.13		0.20	0.59		0.02	0.40	0.40
Clearance Time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Vehicle Extension (s)		2.5	2.0		2.0		2.0	4.5		2.0	3.0	3.0
Lane Grp Cap (vph)		223	917		427		703	2026		44	1430	620
v/s Ratio Prot		c0.10	0.13		c0.03		c0.17	0.28		0.01	c0.23	
v/s Ratio Perm			0.08									0.02
v/c Ratio		0.78	0.65		0.27		0.82	0.48		0.39	0.57	0.06
Uniform Delay, d1		59.4	40.0		55.2		53.2	16.4		67.2	32.3	25.5
Progression Factor		1.00	1.00		1.00		0.88	0.77		1.00	1.00	1.00
Incremental Delay, d2		14.9	1.2		0.1		6.5	0.7		2.0	1.6	0.2
Delay (s)		74.3	41.2		55.4		53.4	13.4		69.2	33.9	25.6
Level of Service		E	D		E		D	B		E	C	C
Approach Delay (s)		48.7			55.4			28.3			33.7	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	35.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection Summary

Cumulative Condition AM

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	608	7	363	198	787	0	0	915	719
Future Volume (vph)	0	0	0	608	7	363	198	787	0	0	915	719
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	0.97	0.85	1.00	1.00			0.93	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1587	1504	1770	3539			3269	
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1587	1504	1770	3539			3269	
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.98	0.98	0.98	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	683	8	408	202	803	0	0	1005	790
RTOR Reduction (vph)	0	0	0	0	7	158	0	0	0	0	103	0
Lane Group Flow (vph)	0	0	0	382	367	185	202	803	0	0	1692	0
Confl. Peds. (#/hr)									3			6
Confl. Bikes (#/hr)												1
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				31.2	31.2	31.2	18.2	80.8			59.6	
Effective Green, g (s)				31.2	31.2	31.2	18.2	80.8			59.6	
Actuated g/C Ratio				0.26	0.26	0.26	0.15	0.67			0.50	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				2.0	2.0	2.0	2.5	4.0			4.0	
Lane Grp Cap (vph)				437	412	391	268	2382			1623	
v/s Ratio Prot							c0.11	0.23			c0.52	
v/s Ratio Perm				0.23	0.23	0.12						
v/c Ratio				0.87	0.89	0.47	0.75	0.34			1.04	
Uniform Delay, d1				42.5	42.8	37.5	48.8	8.3			30.2	
Progression Factor				1.00	1.00	1.00	1.11	1.21			1.00	
Incremental Delay, d2				16.9	20.3	0.3	9.5	0.3			34.3	
Delay (s)				59.4	63.1	37.8	63.7	10.4			64.5	
Level of Service				E	E	D	E	B			E	
Approach Delay (s)		0.0			53.9			21.1			64.5	
Approach LOS		A			D			C			E	

Intersection Summary			
HCM 2000 Control Delay	50.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection Summary

Cumulative Condition PM

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	628	2	293	175	1127	0	0	691	505
Future Volume (vph)	0	0	0	628	2	293	175	1127	0	0	691	505
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.98	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	0.99	0.85	1.00	1.00			0.94	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1600	1504	1770	3539			3237	
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1600	1504	1770	3539			3237	
Peak-hour factor, PHF	0.25	0.25	0.25	0.88	0.88	0.88	0.95	0.95	0.95	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	714	2	333	184	1186	0	0	803	587
RTOR Reduction (vph)	0	0	0	0	3	69	0	0	0	0	73	0
Lane Group Flow (vph)	0	0	0	378	368	231	184	1186	0	0	1317	0
Confl. Peds. (#/hr)									4			18
Confl. Bikes (#/hr)									1			1
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				36.7	36.7	36.7	19.4	95.3			72.9	
Effective Green, g (s)				36.7	36.7	36.7	19.4	95.3			72.9	
Actuated g/C Ratio				0.26	0.26	0.26	0.14	0.68			0.52	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				2.0	2.0	2.0	2.5	4.0			4.0	
Lane Grp Cap (vph)				440	419	394	245	2409			1685	
v/s Ratio Prot							c0.10	0.34			c0.41	
v/s Ratio Perm				0.22	0.23	0.15						
v/c Ratio				0.86	0.88	0.59	0.75	0.49			0.78	
Uniform Delay, d1				49.2	49.5	45.0	58.0	10.7			27.1	
Progression Factor				1.00	1.00	1.00	1.03	1.03			0.88	
Incremental Delay, d2				14.8	17.9	1.4	9.5	0.6			3.1	
Delay (s)				64.0	67.4	46.5	69.2	11.7			27.1	
Level of Service				E	E	D	E	B			C	
Approach Delay (s)		0.0			60.2			19.4			27.1	
Approach LOS		A			E			B			C	

Intersection Summary			
HCM 2000 Control Delay	33.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection Summary

Cumulative Condition AM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	409	0	142	0	0	0	0	576	613	0	1200	0
Future Volume (vph)	409	0	142	0	0	0	0	576	613	0	1200	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	0.95	0.91	0.95					0.91	0.91		0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00		1.00	
Frt	1.00	0.99	0.85					0.96	0.85		1.00	
Flt Protected	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1681	1603	1504					3224	1419		3539	
Flt Permitted	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1681	1603	1504					3224	1419		3539	
Peak-hour factor, PHF	0.83	0.83	0.83	0.25	0.25	0.25	0.98	0.98	0.98	0.95	0.95	0.95
Adj. Flow (vph)	493	0	171	0	0	0	0	588	626	0	1263	0
RTOR Reduction (vph)	0	14	68	0	0	0	0	72	127	0	0	0
Lane Group Flow (vph)	256	240	86	0	0	0	0	766	249	0	1263	0
Confl. Peds. (#/hr)									3			7
Confl. Bikes (#/hr)												1
Turn Type	Perm	NA	Perm					NA	Perm		NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	12.2	12.2	12.2					39.8	39.8		39.8	
Effective Green, g (s)	12.2	12.2	12.2					39.8	39.8		39.8	
Actuated g/C Ratio	0.20	0.20	0.20					0.66	0.66		0.66	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	2.0	2.0	2.0					4.0	4.0		4.0	
Lane Grp Cap (vph)	341	325	305					2138	941		2347	
v/s Ratio Prot								0.24			c0.36	
v/s Ratio Perm	c0.15	0.15	0.06						0.18			
v/c Ratio	0.75	0.74	0.28					0.36	0.27		0.54	
Uniform Delay, d1	22.5	22.4	20.2					4.5	4.1		5.3	
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.68	
Incremental Delay, d2	8.0	7.3	0.2					0.5	0.7		0.3	
Delay (s)	30.5	29.7	20.4					4.9	4.8		3.9	
Level of Service	C	C	C					A	A		A	
Approach Delay (s)		27.9			0.0			4.9			3.9	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection Summary

Cumulative Condition PM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/21/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	24	110	0	0	0	0	1007	1189	0	1089	0
Future Volume (vph)	350	24	110	0	0	0	0	1007	1189	0	1089	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	0.95	0.91	0.95					0.91	0.91		0.95	
Frpb, ped/bikes	1.00	1.00	0.99					0.99	0.98		1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00		1.00	
Frt	1.00	0.99	0.85					0.95	0.85		1.00	
Flt Protected	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1681	1613	1484					3202	1418		3539	
Flt Permitted	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1681	1613	1484					3202	1418		3539	
Peak-hour factor, PHF	0.98	0.98	0.98	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	357	24	112	0	0	0	0	1071	1265	0	1184	0
RTOR Reduction (vph)	0	3	58	0	0	0	0	58	213	0	0	0
Lane Group Flow (vph)	196	193	43	0	0	0	0	1557	508	0	1184	0
Confl. Peds. (#/hr)			1						3			7
Turn Type	Perm	NA	Perm					NA	Perm		NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	12.7	12.7	12.7					49.3	49.3		49.3	
Effective Green, g (s)	12.7	12.7	12.7					49.3	49.3		49.3	
Actuated g/C Ratio	0.18	0.18	0.18					0.70	0.70		0.70	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	2.0	2.0	2.0					4.0	4.0		4.0	
Lane Grp Cap (vph)	304	292	269					2255	998		2492	
v/s Ratio Prot								c0.49			0.33	
v/s Ratio Perm	0.12	0.12	0.03						0.36			
v/c Ratio	0.64	0.66	0.16					0.69	0.51		0.48	
Uniform Delay, d1	26.6	26.6	24.2					6.0	4.8		4.6	
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.48	
Incremental Delay, d2	3.5	4.3	0.1					1.8	1.9		0.4	
Delay (s)	30.1	30.9	24.3					7.7	6.6		2.6	
Level of Service	C	C	C					A	A		A	
Approach Delay (s)		29.2			0.0			7.4			2.6	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Return to Agenda

Appendix F

Cumulative Plus Project Condition LOS

l Intersection Summary — Cumulative Plus Project Condition AM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	650	21	120	388	115	36	6	102	78	4	34
Future Volume (vph)	34	650	21	120	388	115	36	6	102	78	4	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.97			0.89		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3519		1770	3401			3122		1770	1589	
Flt Permitted	0.95	1.00		0.95	1.00			0.88		0.64	1.00	
Satd. Flow (perm)	1770	3519		1770	3401			2782		1186	1589	
Peak-hour factor, PHF	0.79	0.79	0.79	0.75	0.75	0.75	0.79	0.79	0.79	0.85	0.85	0.85
Adj. Flow (vph)	43	823	27	160	517	153	46	8	129	92	5	40
RTOR Reduction (vph)	0	2	0	0	17	0	0	103	0	0	32	0
Lane Group Flow (vph)	43	848	0	160	653	0	0	80	0	92	13	0
Confl. Peds. (#/hr)			4			8	5					5
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	4.0	29.0		12.1	37.1			13.5		13.5	13.5	
Effective Green, g (s)	4.0	29.0		12.1	37.1			13.5		13.5	13.5	
Actuated g/C Ratio	0.06	0.44		0.18	0.56			0.20		0.20	0.20	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.0		3.0	4.0			4.0		4.0	4.0	
Lane Grp Cap (vph)	106	1532		321	1894			563		240	322	
v/s Ratio Prot	0.02	c0.24		c0.09	0.19						0.01	
v/s Ratio Perm								0.03		c0.08		
v/c Ratio	0.41	0.55		0.50	0.34			0.14		0.38	0.04	
Uniform Delay, d1	30.2	14.0		24.5	8.1			21.8		23.0	21.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.5		1.2	0.2			0.2		1.4	0.1	
Delay (s)	31.1	14.5		25.7	8.2			22.0		24.3	21.4	
Level of Service	C	B		C	A			C		C	C	
Approach Delay (s)		15.3			11.6			22.0			23.4	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	66.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

l Intersection Summary — Cumulative Plus Project Comdition PM

1: Safeway Driveway/Parking Lot Driveway & Tara Hills Drive

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	410	41	243	384	39	94	12	247	90	10	26
Future Volume (vph)	14	410	41	243	384	39	94	12	247	90	10	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.90		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3484		1770	3486			3124		1770	1646	
Flt Permitted	0.95	1.00		0.95	1.00			0.86		0.43	1.00	
Satd. Flow (perm)	1770	3484		1770	3486			2715		799	1646	
Peak-hour factor, PHF	0.83	0.83	0.83	0.90	0.90	0.90	0.85	0.85	0.85	0.86	0.86	0.86
Adj. Flow (vph)	17	494	49	270	427	43	111	14	291	105	12	30
RTOR Reduction (vph)	0	9	0	0	5	0	0	208	0	0	21	0
Lane Group Flow (vph)	17	534	0	270	465	0	0	208	0	105	21	0
Confl. Peds. (#/hr)			1			1	2					2
Confl. Bikes (#/hr)			1			1						
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	1.2	24.0		16.2	39.0			20.7		20.7	20.7	
Effective Green, g (s)	1.2	24.0		16.2	39.0			20.7		20.7	20.7	
Actuated g/C Ratio	0.02	0.33		0.22	0.53			0.28		0.28	0.28	
Clearance Time (s)	3.5	4.5		3.5	4.5			4.0		4.0	4.0	
Vehicle Extension (s)	2.0	4.0		3.0	4.0			4.0		4.0	4.0	
Lane Grp Cap (vph)	29	1146		393	1864			770		226	467	
v/s Ratio Prot	0.01	c0.15		c0.15	0.13						0.01	
v/s Ratio Perm								0.08		c0.13		
v/c Ratio	0.59	0.47		0.69	0.25			0.27		0.46	0.04	
Uniform Delay, d1	35.6	19.4		26.0	9.1			20.2		21.5	18.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	18.0	0.4		4.9	0.1			0.3		2.1	0.1	
Delay (s)	53.6	19.8		31.0	9.2			20.5		23.6	19.0	
Level of Service	D	B		C	A			C		C	B	
Approach Delay (s)		20.8			17.1			20.5			22.3	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection Summary

2: Appian Way & Tara Hills Drive/Canyon Drive

Cumulative Plus Project Condition AM
10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	29	679	95	30	14	513	605	41	11	854	114
Future Volume (vph)	119	29	679	95	30	14	513	605	41	11	854	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Lane Util. Factor		1.00	0.88		0.95		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1791	2787		3364		3433	3496		1770	3539	1546
Flt Permitted		0.96	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1791	2787		3364		3433	3496		1770	3539	1546
Peak-hour factor, PHF	0.91	0.91	0.91	0.75	0.75	0.75	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	131	32	746	127	40	19	558	658	45	12	909	121
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	0	72
Lane Group Flow (vph)	0	163	746	0	178	0	558	703	0	12	909	49
Confl. Peds. (#/hr)						4			6			9
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4	5	3	3		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		13.8	40.2		17.8		26.4	76.1		3.6	52.5	52.5
Effective Green, g (s)		13.8	40.2		17.8		26.4	76.1		3.6	52.5	52.5
Actuated g/C Ratio		0.11	0.31		0.14		0.20	0.59		0.03	0.40	0.40
Clearance Time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Vehicle Extension (s)		2.5	2.0		2.0		2.0	4.5		2.0	3.0	3.0
Lane Grp Cap (vph)		190	861		460		697	2046		49	1429	624
v/s Ratio Prot		0.09	c0.18		c0.05		0.16	0.20		0.01	c0.26	
v/s Ratio Perm			0.09									0.03
v/c Ratio		0.86	0.87		0.39		0.80	0.34		0.24	0.64	0.08
Uniform Delay, d1		57.1	42.4		51.1		49.3	14.0		61.9	31.1	23.9
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		29.4	8.8		0.2		6.2	0.5		1.0	2.2	0.2
Delay (s)		86.5	51.2		51.3		55.5	14.4		62.8	33.3	24.1
Level of Service		F	D		D		E	B		E	C	C
Approach Delay (s)		57.5			51.3			32.6			32.5	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	40.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Summary

Cumulative Plus Project Comdition PM

2: Appian Way & Tara Hills Drive/Canyon Drive

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	52	560	64	38	14	566	754	138	12	586	87
Future Volume (vph)	130	52	560	64	38	14	566	754	138	12	586	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Lane Util. Factor		1.00	0.88		0.95		0.97	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	0.99		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.98		1.00	0.98		1.00	1.00	0.85
Flt Protected		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1798	2787		3376		3433	3435		1770	3539	1534
Flt Permitted		0.97	1.00		0.97		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1798	2787		3376		3433	3435		1770	3539	1534
Peak-hour factor, PHF	0.89	0.89	0.89	0.86	0.86	0.86	0.92	0.92	0.92	0.72	0.72	0.72
Adj. Flow (vph)	146	58	629	74	44	16	615	820	150	17	814	121
RTOR Reduction (vph)	0	0	0	0	9	0	0	0	0	0	0	74
Lane Group Flow (vph)	0	204	629	0	125	0	615	970	0	17	814	47
Confl. Peds. (#/hr)						3			6			13
Confl. Bikes (#/hr)									1			1
Turn Type	Split	NA	pm+ov	Split	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4	5	3	3		5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)		18.6	48.6		17.8		30.0	81.4		3.5	54.1	54.1
Effective Green, g (s)		18.6	48.6		17.8		30.0	81.4		3.5	54.1	54.1
Actuated g/C Ratio		0.13	0.35		0.13		0.21	0.58		0.02	0.39	0.39
Clearance Time (s)		4.6	4.7		5.1		4.7	5.0		4.0	5.1	5.1
Vehicle Extension (s)		2.5	2.0		2.0		2.0	4.5		2.0	3.0	3.0
Lane Grp Cap (vph)		238	967		429		735	1997		44	1367	592
v/s Ratio Prot		c0.11	0.14		c0.04		c0.18	0.28		0.01	c0.23	
v/s Ratio Perm			0.09									0.03
v/c Ratio		0.86	0.65		0.29		0.84	0.49		0.39	0.60	0.08
Uniform Delay, d1		59.4	38.5		55.4		52.7	17.1		67.2	34.2	27.2
Progression Factor		1.00	1.00		1.00		0.87	0.78		1.00	1.00	1.00
Incremental Delay, d2		24.6	1.2		0.1		6.9	0.7		2.0	1.9	0.3
Delay (s)		84.0	39.7		55.5		52.4	14.1		69.2	36.1	27.5
Level of Service		F	D		E		D	B		E	D	C
Approach Delay (s)		50.6			55.5			29.0			35.6	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	608	7	371	198	798	0	0	926	726
Future Volume (vph)	0	0	0	608	7	371	198	798	0	0	926	726
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.99	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	0.97	0.85	1.00	1.00			0.93	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1585	1504	1770	3539			3270	
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1585	1504	1770	3539			3270	
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.98	0.98	0.98	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	683	8	417	202	814	0	0	1018	798
RTOR Reduction (vph)	0	0	0	0	7	154	0	0	0	0	104	0
Lane Group Flow (vph)	0	0	0	382	373	192	202	814	0	0	1712	0
Confl. Peds. (#/hr)									3			6
Confl. Bikes (#/hr)												1
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				31.4	31.4	31.4	18.2	80.6			59.4	
Effective Green, g (s)				31.4	31.4	31.4	18.2	80.6			59.4	
Actuated g/C Ratio				0.26	0.26	0.26	0.15	0.67			0.49	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				2.0	2.0	2.0	2.5	4.0			4.0	
Lane Grp Cap (vph)				439	414	393	268	2377			1618	
v/s Ratio Prot							c0.11	0.23			c0.52	
v/s Ratio Perm				0.23	0.24	0.13						
v/c Ratio				0.87	0.90	0.49	0.75	0.34			1.06	
Uniform Delay, d1				42.4	42.8	37.5	48.8	8.4			30.3	
Progression Factor				1.00	1.00	1.00	1.11	1.21			1.00	
Incremental Delay, d2				16.4	21.7	0.3	9.4	0.3			39.6	
Delay (s)				58.8	64.5	37.8	63.6	10.5			69.9	
Level of Service				E	E	D	E	B			E	
Approach Delay (s)		0.0			54.2			21.0			69.9	
Approach LOS		A			D			C			E	

Intersection Summary			
HCM 2000 Control Delay	52.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

3: Appian Way & I-80 WB On-Ramp/I-80 WB Off-Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	628	2	306	175	1148	0	0	712	518
Future Volume (vph)	0	0	0	628	2	306	175	1148	0	0	712	518
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Lane Util. Factor				0.95	0.91	0.95	1.00	0.95			0.95	
Frpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			0.98	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	0.99	0.85	1.00	1.00			0.94	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1681	1599	1504	1770	3539			3238	
Flt Permitted				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (perm)				1681	1599	1504	1770	3539			3238	
Peak-hour factor, PHF	0.25	0.25	0.25	0.88	0.88	0.88	0.95	0.95	0.95	0.86	0.86	0.86
Adj. Flow (vph)	0	0	0	714	2	348	184	1208	0	0	828	602
RTOR Reduction (vph)	0	0	0	0	3	65	0	0	0	0	73	0
Lane Group Flow (vph)	0	0	0	378	370	248	184	1208	0	0	1357	0
Confl. Peds. (#/hr)									4			18
Confl. Bikes (#/hr)									1			1
Turn Type				Perm	NA	Perm	Prot	NA			NA	
Protected Phases					8		5	2			6	
Permitted Phases				8		8						
Actuated Green, G (s)				36.9	36.9	36.9	19.4	95.1			72.7	
Effective Green, g (s)				36.9	36.9	36.9	19.4	95.1			72.7	
Actuated g/C Ratio				0.26	0.26	0.26	0.14	0.68			0.52	
Clearance Time (s)				4.0	4.0	4.0	3.0	4.0			4.0	
Vehicle Extension (s)				2.0	2.0	2.0	2.5	4.0			4.0	
Lane Grp Cap (vph)				443	421	396	245	2403			1681	
v/s Ratio Prot							c0.10	0.34			c0.42	
v/s Ratio Perm				0.22	0.23	0.17						
v/c Ratio				0.85	0.88	0.63	0.75	0.50			0.81	
Uniform Delay, d1				49.0	49.4	45.5	58.0	10.9			27.9	
Progression Factor				1.00	1.00	1.00	1.03	1.03			0.87	
Incremental Delay, d2				14.2	17.9	2.2	9.5	0.6			3.6	
Delay (s)				63.2	67.3	47.7	69.3	11.9			27.9	
Level of Service				E	E	D	E	B			C	
Approach Delay (s)		0.0			60.1			19.5			27.9	
Approach LOS		A			E			B			C	

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection Summary

Cumulative Plus Project Condition AM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	414	0	142	0	0	0	0	582	613	0	1206	0
Future Volume (vph)	414	0	142	0	0	0	0	582	613	0	1206	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	0.95	0.91	0.95					0.91	0.91		0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00		1.00	
Frt	1.00	0.99	0.85					0.96	0.85		1.00	
Flt Protected	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1681	1603	1504					3225	1419		3539	
Flt Permitted	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1681	1603	1504					3225	1419		3539	
Peak-hour factor, PHF	0.83	0.83	0.83	0.25	0.25	0.25	0.98	0.98	0.98	0.95	0.95	0.95
Adj. Flow (vph)	499	0	171	0	0	0	0	594	626	0	1269	0
RTOR Reduction (vph)	0	14	67	0	0	0	0	71	127	0	0	0
Lane Group Flow (vph)	259	243	87	0	0	0	0	773	249	0	1269	0
Confl. Peds. (#/hr)									3			7
Confl. Bikes (#/hr)												1
Turn Type	Perm	NA	Perm					NA	Perm		NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	12.2	12.2	12.2					39.8	39.8		39.8	
Effective Green, g (s)	12.2	12.2	12.2					39.8	39.8		39.8	
Actuated g/C Ratio	0.20	0.20	0.20					0.66	0.66		0.66	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	2.0	2.0	2.0					4.0	4.0		4.0	
Lane Grp Cap (vph)	341	325	305					2139	941		2347	
v/s Ratio Prot								0.24			c0.36	
v/s Ratio Perm	c0.15	0.15	0.06						0.18			
v/c Ratio	0.76	0.75	0.29					0.36	0.27		0.54	
Uniform Delay, d1	22.5	22.4	20.2					4.5	4.1		5.3	
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.68	
Incremental Delay, d2	8.4	7.9	0.2					0.5	0.7		0.3	
Delay (s)	30.9	30.4	20.4					4.9	4.8		3.9	
Level of Service	C	C	C					A	A		A	
Approach Delay (s)		28.3			0.0			4.9			3.9	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection Summary

Cumulative Plus Project Comdition PM

4: Appian Way & I-80 EB Off-Ramp/I-80 EB On-Ramp

10/30/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	24	110	0	0	0	0	1019	1189	0	1101	0
Future Volume (vph)	359	24	110	0	0	0	0	1019	1189	0	1101	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Lane Util. Factor	0.95	0.91	0.95					0.91	0.91		0.95	
Frpb, ped/bikes	1.00	1.00	0.99					0.99	0.98		1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00		1.00	
Frt	1.00	0.99	0.85					0.95	0.85		1.00	
Flt Protected	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (prot)	1681	1613	1484					3206	1418		3539	
Flt Permitted	0.95	0.96	1.00					1.00	1.00		1.00	
Satd. Flow (perm)	1681	1613	1484					3206	1418		3539	
Peak-hour factor, PHF	0.98	0.98	0.98	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	366	24	112	0	0	0	0	1084	1265	0	1197	0
RTOR Reduction (vph)	0	3	56	0	0	0	0	55	219	0	0	0
Lane Group Flow (vph)	201	197	45	0	0	0	0	1560	515	0	1197	0
Confl. Peds. (#/hr)			1						3			7
Turn Type	Perm	NA	Perm					NA	Perm		NA	
Protected Phases		4						2			6	
Permitted Phases	4		4						2			
Actuated Green, G (s)	12.9	12.9	12.9					49.1	49.1		49.1	
Effective Green, g (s)	12.9	12.9	12.9					49.1	49.1		49.1	
Actuated g/C Ratio	0.18	0.18	0.18					0.70	0.70		0.70	
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0		4.0	
Vehicle Extension (s)	2.0	2.0	2.0					4.0	4.0		4.0	
Lane Grp Cap (vph)	309	297	273					2248	994		2482	
v/s Ratio Prot								c0.49			0.34	
v/s Ratio Perm	0.12	0.12	0.03						0.36			
v/c Ratio	0.65	0.66	0.16					0.69	0.52		0.48	
Uniform Delay, d1	26.5	26.5	24.0					6.1	4.9		4.7	
Progression Factor	1.00	1.00	1.00					1.00	1.00		0.51	
Incremental Delay, d2	3.7	4.3	0.1					1.8	1.9		0.4	
Delay (s)	30.2	30.8	24.1					7.9	6.8		2.8	
Level of Service	C	C	C					A	A		A	
Approach Delay (s)		29.2			0.0			7.5			2.8	
Approach LOS		C			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Return to Agenda

ATTACHMENT E

RESOLUTION NO. _____
WITH EXHIBIT A: INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE ADOPTING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITIORING AND REPORTING PROGRAM FOR NEW DEVELOPMENT AT PINOLE SQUARE, APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19

WHEREAS, Lowey Architecture on behalf of Hillsboro Properties, Inc. (Applicant) proposes to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc (the "Project"); and

WHEREAS, the Planning Commission of the City of Pinole is the appropriate authority to hear and recommend action on this request; and

WHEREAS, an Initial Study/Mitigated Negative Declaration has been prepared to analyze the project pursuant to the California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, the project has been determined to have less than significant impacts through the implementation of mitigation measures contained in the Initial Study/Mitigated Negative Declaration and incorporated into a Mitigation Monitoring and Reporting Program; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared and circulated a Mitigated Negative Declaration (MND). The City received several comments on the draft MND and prepared written responses to those comments as well as an accompanying Mitigation Monitoring and Reporting Program (MMRP) which is attached hereto as Exhibit A and is hereby incorporated by reference, and is available for review at Pinole City Hall or upon request to the City Clerk; and

WHEREAS, a notice of public hearing was distributed to all property owners within 1,000 feet of the project site and a notice was published in the June 5, 2020 edition of the West County Times; and

WHEREAS, the City Council has held a duly noticed public hearing considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request; and

WHEREAS, the Planning Commission held a public hearing on May 27, 2020 and voted to recommend approval of this item to the City Council;

WHEREAS, the Initial Study/Mitigated Negative Declaration represents the City's independent judgment and analysis on the potential for environmental impacts from the Project;

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the City Council hereby finds as follows:

1. The Initial Study/Mitigated Negative Declaration adequately describe the impacts of the

ATTACHMENT E

Project.

2. There is no substantial evidence in light of the whole record before the City (including the IS/MND and comments received) that the Project, as mitigated, will have a significant effect on the environment beyond those identified in the IS/MND.

3. The Initial Study/Mitigated Negative Declaration reflects the City's independent judgment and analysis as to the potential environmental effects of the Project.

BE IT FURTHER RESOLVED THAT the Pinole City Council has reviewed and considered the Initial Study/Mitigated Negative Declaration prior to taking action on the Project applications.

BE IT FURTHER RESOLVED that the City Council hereby adopts the Initial Study/Mitigated Negative Declaration and adopts the Mitigation Monitoring and Reporting Program, which are attached as Exhibit A.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

3541358.1

ATTACHMENT F

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING A THREE CORRIDORS SPECIFIC PLAN AMENDMENT MODIFYING THE APPIAN WAY SERVICE SUB-AREA COMMERCIAL MIXED USE ZONE (SPA 18-01)

WHEREAS, the General Plan Land Use and Economic Development Element includes policy support for land use diversity along the Appian Way corridor and ensure that a variety of commercial and industrial goods, services, and employment opportunities are available; and

WHEREAS, Chapter 17.18 of the Pinole Municipal Code currently establishes the framework for zoning districts within the City of Pinole and their relationship to the City's General Plan land use categories; and

WHEREAS, Chapter 17.18 establishes special purpose zoning districts through a Specific Plan intended to master plan development of land within the plan area; and

WHEREAS, the City adopted a Three Corridors Specific Plan on November 16, 2010 to plan development within portions of San Pablo Avenue, Pinole Valley Road, and Appian Way corridors; and

WHEREAS, the City established sub-areas for each of the three corridors within the Three Corridors Specific Plan including a Service Sub-Area, Mixed Use Sub-Area, and Corridor Sub-Area within the Appian Way Specific Plan corridor; and

WHEREAS, the Specific Plan intends for the Service Sub-Area to serve as the regional gateway into Pinole and to capitalize on its reputation as a regional shopping center by upgrading existing development and attracting increasingly desirable commercial tenants; and

WHEREAS, the purpose of Commercial Mixed Use (CMU) District within the Service Sub-Area is to designate property for vibrant commercial and mixed use development; and

WHEREAS, a Service Station use is not currently permitted in the CMU District with the Service Sub-Area of the Appian Way Corridor; and

WHEREAS, the Project proposes a gas station which falls under the Service Station use classification, and requires amendment of the Specific Plan to permit the proposed uses; and

WHEREAS, a Conditional Use Permit is the type of permit generally required for a Service Station use in districts where they are allowed, as provided in the Pinole Municipal Code and Three Corridors Specific Plan; and

WHEREAS, The Zoning Code (Title 17 of the Municipal Code) and the Three Corridors Specific Plan are intended to serve as tools for implementing the City's General Plan in a manner that protects the public health, safety, and welfare of residents and businesses of Pinole; and is intended to facilitate prompt review of development proposals and provide for public information,

review, and comment on development proposals that influence the community's quality of life; and is also intended to ensure compatibility between residential and non-residential development and adjacent land uses; and

WHEREAS, the Planning Commission is authorized through Municipal Code Chapter 2.40 to review and make recommendations to the City Council on all proposed ordinances to amend the Zoning Code including special use zoning districts within a Specific Plan;

WHEREAS, the Planning Commission held a duly noticed public hearing related to the proposed Three Corridors Specific Plan amendment on May 27, 2020; and

WHEREAS, after close of the public hearing, the Planning Commission considered all comments received both before and during the public hearing, the presentation by city staff, the staff report, and all other pertinent documents regarding the proposed Specific Plan Amendment 20-01 and recommended that the City Council amend Table 6.14 of the Three Corridors Specific Plan to allow a Service Station use in the Commercial Mixed Use land use district within the Service Sub-Area of the Appian Way corridor of the Three Corridors Specific Plan; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared and circulated a Mitigated Negative Declaration (MND). The City received several comments on the draft MND and prepared written responses to those comments as well as an accompanying Mitigation Monitoring and Reporting Program (MMRP) which is hereby incorporated by reference; and

WHEREAS: the Planning Commission at its regular meeting on May 27, 2020 voted to recommend approval of this item to the City Council; and

WHEREAS, the City Council has adopted an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program regarding the proposed project.

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made a part of this resolution.

BE IT FURTHER RESOLVED, that the City Council hereby amends Table 6.14 of the Three Corridors Specific Plan as described in Exhibit A, attached to this resolution and incorporated by reference, and determines that the specific plan amendment is consistent with the following findings, provided in the Staff Report to Planning Commission dated May 27, 2020 and hereby incorporated by reference:

1. The proposed specific plan is consistent with the general plan goals, policies, and implementation programs.

2. The land use and development regulations within the specific plan are comparable in breadth and depth to similar zoning regulations contained in this title.

3. The administration and permit processes within the specific plan are consistent with the administration and permit processes of the Zoning Code.

ATTACHMENT F

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

3541359.1

Return to Agenda

ATTACHMENT G

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING OF THE DESIGN REVIEW (DR_17-23) FOR THE CONSTRUCTION OF NEW COMMERCIAL STRUCTURES AND MAKE SITE MODIFICATIONS IN PINOLE SQUARE AT APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19

WHEREAS, Lowey Architecture on behalf of Hillsboro Properties, Inc (Applicant) proposes to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc; and

WHEREAS, the Project site is located north of Interstate Highway 80, south of Tara Hills Drive, west of Appian Way, and east of single family residential properties, APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19; and

WHEREAS, the site is located in the Commercial Mixed Use (CMU) District within the Service Sub-Area of the Three Corridors Specific Plan, which provides for a variety of commercial uses and development; and

WHEREAS, the Pinole Housing element identifies housing opportunity sites, and the Project site is part of the Housing Element's housing opportunity site number 33; and

WHEREAS, the Housing Element identifies site number 33 as being able to accommodate 125 residential units; and

WHEREAS, even with development of the Project, site number 33 will still be able to accommodate 125 residential units elsewhere within site number 33 and therefore it is not necessary to remove or relocate those units within the Housing Element; and

WHEREAS, the applicant proposes to construct a new Safeway store building, joining shops, a junior anchor retail space, a new fuel station with associated kiosk, and a drive-through facility with an integrated landscape and parking area; and

WHEREAS, the development of new nonresidential structures and structural modifications of nonresidential structures over 500 square feet requires Comprehensive Design Review approval; and

WHEREAS, the Planning Commission of the City of Pinole is the appropriate authority to hear and recommend action on this request; and

WHEREAS, the City Council shall serve as the authority to approve the entitlements requests, as at least one entitlement request associated with Pinole Square requires City Council approval and project permits processed concurrently shall be taken by the highest-level designated approving authority under Section 17.10.060 of the Pinole Municipal Code; and

ATTACHMENT G

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared and circulated a Mitigated Negative Declaration (MND). The City received several comments on the draft MND and prepared written responses to those comments as well as an accompanying Mitigation Monitoring and Reporting Program (MMRP) which is hereby incorporated by reference; and

WHEREAS, a notice of public hearing was distributed to all property owners within 1,000 feet of the project site and a notice was published in the June 5, 2020 edition of the West County Times; and

WHEREAS, the City Council has held a duly noticed public hearing considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request; and

WHEREAS, the Planning Commission held a public hearing on May 27, 2020 and voted to recommend approval of this item to the City Council; and

WHEREAS, the City Council has adopted an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program regarding the proposed project.

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the City Council of the City of Pinole approves DR 17-23 (comprehensive design review for the proposed project) subject to the Conditions of Approval, applicable to the entire Pinole Square project, attached as Exhibit A to this Resolution, and determines that the project is consistent with the following findings, as provided in the Staff Report to Planning Commission dated May 27, 2020 and hereby incorporated by reference:

1. The proposed project is consistent with the objectives of the general plan and complies with applicable zoning regulations, planned development, master plan or specific plan provisions, improvement standards, and other applicable standards and regulations adopted by the city;

2. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation;

3. The site layout (orientation and placement of buildings and parking areas), as well as the landscaping, lighting, and other development features, are compatible with and complement the existing surrounding environment and ultimate character of the area under the general plan and applicable specific plans; and

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ATTACHMENT G

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

3541227.1

ATTACHMENT H

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING USE PERMITS FOR A 75 FOOT PYLON SIGN AT PINOLE SQUARE AT APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19

WHEREAS, Lowey Architecture on behalf of Hillsboro Properties, Inc (Applicant) proposes to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc; and

WHEREAS, the Project site is located north of Interstate Highway 80, south of Tara Hills Drive, west of Appian Way, and east of single family residential properties, APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19; and

WHEREAS, the site is located in the Commercial Mixed Use (CMU) District within the Service Sub-Area of the Three Corridors Specific Plan, which provides for a variety of commercial uses and development; and

WHEREAS, the applicant proposes the development of signage and signage design criteria on site, which include a 75 foot pylon sign with a sign area that will be limited to 750 square feet per side and a sign program that provides site-specific signage requirements intended to provide for integrated signage design for tenants at Pinole Square; and

WHEREAS, a pylon sign would be part of a sign program at the site, and pylon signs along Highway I-80 may have a maximum height of seventy-five feet with a maximum sign area of seven hundred and fifty square feet as part of a sign program; and

WHEREAS, the Planning Commission of the City of Pinole is the appropriate authority to hear and recommend action on this request; and

WHEREAS, the City Council shall serve as the authority to approve the entitlements requests, as at least one entitlement request associated with Pinole Square requires City Council approval and project permits processed concurrently shall be taken by the highest-level designated approving authority under Section 17.10.060 of the Pinole Municipal Code; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared and circulated a Mitigated Negative Declaration (MND). The City received several comments on the draft MND and prepared written responses to those comments as well as an accompanying Mitigation Monitoring and Reporting Program (MMRP) which is hereby incorporated by reference; and

Return to Agenda

WHEREAS, a notice of public hearing was distributed to all property owners within 1,000 feet of the project site and a notice was published in the June 5, 2020 edition of the West County Times; and

WHEREAS, the Planning Commission has held a duly noticed public hearing considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request;

WHEREAS, the Planning Commission at its regular meeting of May 27, 2020 recommended approval of this item to the City Council; and

WHEREAS, the City Council has adopted an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program regarding the proposed project.

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the City Council of the City of Pinole approves CUP 17-14 allowing a 75 foot pylon sign subject to the Conditions of Approval, applicable to the entire Pinole Square project, attached as Exhibit A to this Resolution, and determines that the project is consistent with the following findings, as provided in the Staff Report to Planning Commission dated May 27, 2020 and hereby incorporated by reference:

1. The proposed use is consistent with the General Plan, the Three Corridors Specific Plan, and all applicable provisions of the zoning code.

2. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.

3. The site of the proposed use is physically suitable for the type, density and intensity of the use and related structures being proposed.

4. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation and service facilities in the vicinity.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

Return to Agenda

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

3541252.1

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING OF A PUBLIC CONVENIENCE OR NECESITY DETERMINATION REQUEST TO ALLOW BEER AND WINE SALES FOR OFF-SITE CONSUMPTION FOR THE SAFEWAY MARKET AND THE SAFEWAY FUEL CENTER KIOSK OF PINOLE SQUARE AT APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19

WHEREAS, Lowey Architecture on behalf of Hillsboro Properties, Inc (Applicant) proposes to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc; and

WHEREAS, the proposed project includes a grocery store and fuel center that will be operated by Safeway; and

WHEREAS, Safeway proposes the sale of alcohol under a Type 20 alcohol license on site at the Safeway Market and the Safeway Fuel Center kiosk; and

WHEREAS, alcohol sales at the proposed new fuel center kiosk are subject to a public convenience or necessity determination; and

WHEREAS, the proposed development and use will conform to the land use designation of the Pinole General Plan and the Appian Way portion of the Three Corridors Specific Plan pending a Specific Plan Amendment and to the related policies and standards of those respective plans; and

WHEREAS, the PCN determination does not cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment and therefore is not defined as a project by the California Environmental Quality Act (CEQA) under Section 21065; and

WHEREAS, the Planning Commission has considered the alcohol sales request; and

WHEREAS, the alcohol sales request requires City Council to make a PCN determination in order to permit the sale of alcohol under the entitlements request; and

WHEREAS, the City Council of the City of Pinole is the appropriate authority to hear and take action on this project; and

WHEREAS, a notice of public hearing was distributed to all property owners within 1,000 feet of the project site and a notice was published in the June 5, 2020 edition of the West County Times; and

WHEREAS, the Planning Commission at its regular meeting on May 27, 2020 recommended approval to City Council.

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

Return to Agenda

BE IT FURTHER RESOLVED, that the City Council does hereby approve a determination of Public Convenience and Necessity for the sale of alcohol as described herein and makes the following findings, as provided in the Staff Report to Planning Commission dated May 27, 2020 and hereby incorporated by reference:

1. The proposed establishment will promote the city's economic health, consistent with the General Plan and any applicable Specific Plan policies to further district purposes;

2. The economic benefits associated with the establishment could not reasonably be achieved without the proposed alcohol sales;

3. The applicant has not operated a licensed establishment, which has been the subject of verified, complaints, or violations regarding alcohol, public safety or nuisance statutes or regulations;

4. The Police Department has reported that the proposed establishment would not be

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

3541263.1

ATTACHMENT J

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING OF USE PERMITS TO ALLOW FOR OUTDOOR DINING AND OUTDOOR MERCHANDIZE SALES AT PINOLE SQUARE AT APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19

WHEREAS, Lowey Architecture on behalf of Hillsboro Properties, Inc (Applicant) proposes to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc; and

WHEREAS, the Project site is located north of Interstate Highway 80, south of Tara Hills Drive, west of Appian Way, and east of single family residential properties, APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19; and

WHEREAS, the site is located in the Commercial Mixed Use (CMU) District within the Service Sub-Area of the Three Corridors Specific Plan, which provides for a variety of commercial uses and development; and

WHEREAS, the applicant proposes outdoor merchandize display at Safeway and two areas of outdoor dining spaces in the project; and

WHEREAS, outdoor dining requires the approval of an Administrative Use Permit and outdoor displays and sales requires approval of Plan Check; and

WHEREAS, the Community Development Director may act on Administrative Use Permits and Plan Checks; however, the requests have been submitted concurrently and together with other entitlements requests requiring Planning Commission and City Council review and all entitlements requests need to be considered together; and

WHEREAS, Planning Commission of the City of Pinole is the appropriate authority to hear and recommend action on this request; and

WHEREAS, the City Council shall serve as the authority to approve the entitlements requests, as at least one entitlement request associated with Pinole Square requires City Council approval and project permits processed concurrently shall be taken by the highest-level designated approving authority under Section 17.10.060 of the Pinole Municipal Code; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared and circulated a Mitigated Negative Declaration (MND). The City received several comments on the draft MND and prepared written responses to those comments as well as an accompanying Mitigation Monitoring and Reporting Program (MMRP) which is hereby incorporated by reference; and

WHEREAS, a notice of public hearing was distributed to all property owners within 1,000 feet of the project site and a notice was published in the June 5, 2020 edition of the West County

Times; and

WHEREAS, the Planning Commission has held a duly noticed public hearing considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request;

WHEREAS, the Planning Commission at its regular meeting May 27, 2020 recommended that the City Council approve this project; and

WHEREAS, the City Council has adopted an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program regarding the proposed project.

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the City Council of the City of Pinole hereby approves CUP 17-15, CUP 17-17, and CUP 17-18 for outdoor dining and merchandizing subject to the Conditions of Approval, applicable to the entire Pinole Square project, attached as Exhibit A to this Resolution, and determines that the project is consistent with the following findings, as provided in the Staff Report to Planning Commission dated May 27, 2020 and hereby incorporated by reference:

1. The proposed use is consistent with the General Plan, the Three Corridors Specific Plan, and all applicable provisions of the zoning code.

2. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.

3. The site of the proposed use is physically suitable for the type, density and intensity of the use and related structures being proposed.

4. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation and service facilities in the vicinity.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

Return to Agenda

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

3541270.1

ATTACHMENT K

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING VARIANCES TO ALLOW FOR A GAS STATION USE IN PROXIMITY TO AN EXISTING GAS STATION AND FOR A WOOD FENCE IN PLACE OF A MASONRY WALL AT PINOLE SQUARE AT APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19

WHEREAS, Lowey Architecture on behalf of Hillsboro Properties, Inc (Applicant) proposes to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc; and

WHEREAS, the Project site is located north of Interstate Highway 80, south of Tara Hills Drive, west of Appian Way, and east of single family residential properties, APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19; and

WHEREAS, the site is located in the Commercial Mixed Use (CMU) District within the Service Sub-Area of the Three Corridors Specific Plan, which provides for a variety of commercial uses and development; and

WHEREAS, the applicant proposes to continue providing a wood fence along the western property line between the site and single family residential properties adjacent to the site; and

WHEREAS, the Pinole Municipal Code Section 17.42.050 establishes a development standard to screen commercial uses from adjacent residential zoning districts by plant materials and a solid, decorative masonry wall with a minimum height of six feet; and

WHEREAS, the applicant proposes to develop a Safeway gas station on the project site; and

WHEREAS, the proposed Safeway gas station is within the minimum 500 foot distance from an existing gas station at the corner of Tara Hills Drive and Appian Way; and

WHEREAS, the Pinole Municipal Code Section 17.12.130 establishes a variance process to provide relief from the strict application of development standards with review and approval of the designated authority; and

WHEREAS, the Planning Commission of the City of Pinole is the appropriate authority to hear and recommend action on this request; and

WHEREAS, the City Council shall serve as the authority to approve the entitlements requests, as at least one entitlement request associated with Pinole Square requires City Council approval and project permits processed concurrently shall be taken by the highest-level designated approving authority under Section 17.10.060 of the Pinole Municipal Code; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared and circulated a Mitigated Negative Declaration (MND). The City received several comments on the draft MND and prepared written responses to those comments as well as an accompanying Mitigation Monitoring and Reporting Program (MMRP) which is hereby incorporated by reference; and

WHEREAS, a notice of public hearing was distributed to all property owners within 1,000 feet of the project site and a notice was published in the June 5, 2020 edition of the West County Times; and

WHEREAS, the Planning Commission has held a duly noticed public hearing considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request;

WHEREAS, the Planning Commission at its regularly held meeting on May 27, 2020 recommended to City Council approval of this item; and

WHEREAS, the City Council has adopted an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program regarding the proposed project.

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the City Council approves VAR 20-01 to allow for a wood fence along the property line and VAR 20-02 to allow a gas station within 500 feet of an existing gas station subject to the Conditions of Approval, applicable to the entire Pinole Square project, attached as Exhibit A to this Resolution, and determines that the project is consistent with the following findings, as provided in the Staff Report to Planning Commission dated May 27, 2020 and hereby incorporated by reference:

1. There are special circumstances applicable to the property (e.g., location, shape, size, surroundings, topography, or other conditions), so that the strict application of this Zoning Code denies the property owner privileges enjoyed by other property owners in the vicinity and within the same zoning district.

2. Granting the variance is necessary for the preservation and enjoyment of substantial property rights enjoyed by other property owners in the same vicinity and zoning district and denied to the property owner for which the variance is sought.

3. Granting the variance will not adversely affect the interests of the public or the interests of residents and property owners in the vicinity of the premises in question.

4. The variance is consistent with the general plan, any applicable specific plan or development

agreement and the intent of the zoning code.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

3541321.1

ATTACHMENT L

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING OF USE PERMITS TO ALLOW FOR A PARKING REDUCTION AND TO CREATE A NEW DRIVE-THROUGH FACILITY FOR PINOLE SQUARE AT APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19

WHEREAS, Lowey Architecture on behalf of Hillsboro Properties, Inc (Applicant) proposes to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc; and

WHEREAS, the Project site is located north of Interstate Highway 80, south of Tara Hills Drive, west of Appian Way, and east of single family residential properties, APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19; and

WHEREAS, the site is located in the Commercial Mixed Use (CMU) District within the Service Sub-Area of the Three Corridors Specific Plan, which provides for a variety of commercial uses and development; and

WHEREAS, the applicant requests consideration of reduction in the number of required parking spaces from 436 spaces to 383 spaces; and

WHEREAS, the applicant proposes the development of a drive-through on site to serve a new commercial pad building; and

WHEREAS, a reduction in the number of required parking spaces established by standard parking ratio in the Pinole Municipal Code Chapter 17.48 and a new drive-through sale and service facility require review and approval of a Conditional Use Permit; and

WHEREAS, the Planning Commission of the City of Pinole is the appropriate authority to hear and recommend action on this request; and

WHEREAS, the City Council shall serve as the authority to approve the entitlements requests, as at least one entitlement request associated with Pinole Square requires City Council approval and project permits processed concurrently shall be taken by the highest-level designated approving authority under Section 17.10.060 of the Pinole Municipal Code; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared and circulated a Mitigated Negative Declaration (MND). The City received several comments on the draft MND and prepared written responses to those comments as well as an accompanying Mitigation Monitoring and Reporting Program (MMRP) which is hereby incorporated by reference; and

WHEREAS, a notice of public hearing was distributed to all property owners within 1,000 feet of the project site and a notice was published in the June 5, 2020 edition of the West County Times; and

WHEREAS, the Planning Commission has held a duly noticed public hearing considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request;

WHEREAS, the Planning Commission at its regularly scheduled meeting on May 27, 2020 recommended approval of this project; and

WHEREAS, the City Council has adopted an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program regarding the proposed project..

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the City Council approves CUP 17-16 allowing for reduced parking and CUP 20-02 allowing for a drive-through facility subject to the Conditions of Approval, applicable to the entire Pinole Square project, attached as Exhibit A to this Resolution, and determines that the project is consistent with the following findings, as provided in the Staff Report dated May 27, 2020 to the Planning Commission and hereby incorporated by reference:

Use Permit Findings

1. The proposed use is consistent with the General Plan, the Three Corridors Specific Plan, and all applicable provisions of the zoning code in that the proposed site modifications contribute to enhancing the site as a shopping center that attracts commercial tenants.

2. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.

3. The site of the proposed use is physically suitable for the type, density and intensity of the use and related structures being proposed.

4. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation and service facilities in the vicinity.

Additional Parking Reduction Findings:

The project is consistent with the three (3) circumstances listed below per Pinole Municipal Code Section 17.48.060:

1. The use will be adequately served by the proposed parking due to the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site; or because the applicant has undertaken a travel demand management program that will reduce parking demand at the site.

2. Parking demand generated by the project will not exceed the capacity of or have a detrimental

impact on the supply of on-street parking in the surrounding area.

4. The applicant has provided on-site parking for car share vehicles via a recorded written agreement between the landowner and the city that runs with the land. Agreement shall provide for at least one (1) car share vehicle on-site.

Additional Drive Through Findings
The project is consistent with the findings for drive throughs under Pinole Municipal Code Section 17.40.030:

1. The design and location of the facility and lane will not contribute to increased congestion on public or private streets adjacent to the subject property.

2. The design and location of the facility and lane will not impede access to or exit from the parking lot serving the facility nor impair normal circulation within the parking lot.

3. The design and location of the facility will not create a nuisance for adjoining properties.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____
Heather Iopu, CMC
City Clerk

3541324.1

ATTACHMENT M

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING USE PERMITS TO ALLOW FOR A FUELING KIOSK AND CANOPY AT PINOLE SQUARE AT APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19

WHEREAS, Lowey Architecture on behalf of Hillsboro Properties, Inc (Applicant) proposes to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc; and

WHEREAS, the Project site is located north of Interstate Highway 80, south of Tara Hills Drive, west of Appian Way, and east of single family residential properties, APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19; and

WHEREAS, the site is located in the Commercial Mixed Use (CMU) District within the Service Sub-Area of the Three Corridors Specific Plan, which provides for a variety of commercial uses and development; and

WHEREAS, Eric Price, Lowey Architecture on behalf of Hillsboro Properties, intends to file an application for a Type 20 off-sale alcohol license with the State Department of Alcohol Beverage Control (ABC) and has filed an application for conditional use permits with the City of Pinole to allow the Safeway market and the Safeway Fuel Center kiosk to conduct sale of beer and wine for off-site consumption; and

WHEREAS, Chapter 17.59 of the Pinole Municipal Code allows alcohol sales within the City of Pinole subject to securing a use permit, and Alcoholic Beverage Sales is a use within the CMU district that requires approval of a Conditional Use Permit; and

WHEREAS, Alcoholic Beverage Sales is a use that requires approval of a Conditional Use Permit within the CMU district; and

WHEREAS, the Planning Commission of the City of Pinole is the appropriate authority to hear and recommend action on this request; and

WHEREAS, the City Council shall serve as the authority to approve the entitlements requests, as at least one entitlement request associated with Pinole Square requires City Council approval and project permits processed concurrently shall be taken by the highest-level designated approving authority under Section 17.10.060 of the Pinole Municipal Code; and

WHEREAS, the State Department of Alcohol Beverage Control notified the City of Pinole that there is an undue concentration of off-sale alcohol sales licenses within Census Tract 3591.03; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared and circulated a Mitigated Negative Declaration (MND). The City received several

comments on the draft MND and prepared written responses to those comments as well as an accompanying Mitigation Monitoring and Reporting Program (MMRP) which is hereby incorporated by reference; and

WHEREAS, a notice of public hearing was distributed to all property owners within 1,000 feet of the project site and a notice was published in the June 5, 2020 edition of the West County Times; and

WHEREAS, the Planning Commission has held a duly noticed public hearing considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request;

WHEREAS, the Planning Commission at its regular meeting on May 27, 2020 recommended approval to the City Council for this project; and

WHEREAS, the City Council has adopted an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program regarding the proposed project.

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the City Council approves CUP 17-13 and CUP20-01 allowing alcohol sales at the Safeway Market and Safeway fuel market kiosk subject to the Conditions of Approval attached as Exhibit A to this Resolution, and determines that the project is consistent with the following findings, as provided in the Staff Report to Planning Commission and hereby incorporated by reference:

1. The proposed use is consistent with the General Plan, the Three Corridors Specific Plan, and all applicable provisions of the zoning code.

2. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.

3. The site of the proposed use is physically suitable for the type, density and intensity of the use and related structures being proposed.

4. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation and service facilities in the vicinity.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

Return to Agenda

ABSTAIN: COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

3541327.1

ATTACHMENT N

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING USE PERMITS TO ALLOW FOR A FUELING KIOSK AND CANOPY AT PINOLE SQUARE AT APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19

WHEREAS, Lowey Architecture on behalf of Hillsboro Properties, Inc (Applicant) proposes to re-develop the Appian 80 shopping center on properties owned by Hillsboro Properties, Inc; and

WHEREAS, the Project site is located north of Interstate Highway 80, south of Tara Hills Drive, west of Appian Way, and east of single family residential properties, APN: 402-282-002, 06, 07, 08, 09, 10, 14, 19; and

WHEREAS, the site is located in the Commercial Mixed Use (CMU) District within the Service Sub-Area of the Three Corridors Specific Plan, which provides for a variety of commercial uses and development; and

WHEREAS, the entitlements request for the Pinole Square project includes a proposed Specific Plan Amendment to allow for a Service Station use in the CMU district of the Service Sub Area of Three Corridors Specific Plan with approval of a Conditional Use Permit; and

WHEREAS, the applicant proposes a new Safeway Fuel Station kiosk and canopy; and

WHEREAS, a service station use, which include gas stations, requires approval of a Conditional Use Permit; and

WHEREAS, the Planning Commission of the City of Pinole is the appropriate authority to hear and recommend action on this request; and

WHEREAS, the City Council shall serve as the authority to approve the entitlements requests, as at least one entitlement request associated with Pinole Square requires City Council approval and project permits processed concurrently shall be taken by the highest-level designated approving authority under Section 17.10.060 of the Pinole Municipal Code; and

WHEREAS, in compliance with California Environmental Quality Act (CEQA), the City prepared and circulated a Mitigated Negative Declaration (MND). The City received several comments on the draft MND and prepared written responses to those comments as well as an accompanying Mitigation Monitoring and Reporting Program (MMRP) which is hereby incorporated by reference; and

WHEREAS, a notice of public hearing was distributed to all property owners within 1,000 feet of the project site and a notice was published in the June 5, 2020 edition of the West County Times; and

WHEREAS, the Planning Commission has held a duly noticed public hearing considered all public comments received, the presentation by City staff, the staff report, and all other pertinent documents regarding the proposed request;

WHEREAS, the Planning Commission at its regular meeting on May 27, 2020 recommend approval to the City for this project; and

WHEREAS, the City Council has adopted an Initial Study/Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Program regarding the proposed project. .

NOW THEREFORE, BE IT RESOLVED, that the above recitals are true and correct and made part of this resolution.

BE IT FURTHER RESOLVED that the City Council approves CUP 17-12 allowing a fuel station kiosk and canopy subject to the Conditions of Approval, applicable to the entire Pinole Square project, attached as Exhibit A to this Resolution, and determines that the project is consistent with the following findings, as provided in the Staff Report to Planning Commission dated May 27, 2020 and hereby incorporated by reference:

1. The proposed use is consistent with the General Plan, the Three Corridors Specific Plan, and all applicable provisions of the zoning code in that the proposed site modifications contribute to enhancing the site as a shopping center that attracts commercial tenants.

2. The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use or to the general welfare of the city.

3. The site of the proposed use is physically suitable for the type, density and intensity of the use and related structures being proposed.

4. It will not be contrary to the specific intent clauses, development regulations, or performance standards established for the zoning district in which it is located. The proposed use and related structures are compatible with other land uses, transportation and service facilities in the vicinity.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **16th** day of **June 2020** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

Return to Agenda

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **16th day of June 2020**

_____

Heather Iopu, CMC
City Clerk

3541329.1

ATTACHMENT O

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
ONGOING				
1.	The project shall be constructed in substantial compliance with the approved Design Review, Conditional Use Permit, and Variance Package, DR-17-23, CUPs 17-12, 17-13, 17-14, 17-15, 17-16, 17-17, 17-18, 20-01, 20-02 VAR 20-01, 20-02, unless otherwise conditioned.	Ongoing	Development Services Department	
2.	The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to any plaintiff in an action challenging the validity of this permit or any environmental or other documentation related to approval of this permit. Applicant further agrees to provide a defense for the City in any such action.	Ongoing	City Attorney and Development Services Department	
3.	All development permit drawings and subsequent construction shall substantially conform to the planning application design information and drawings submitted for Planning Commission consideration and as recommended for approval. Any modifications must be reviewed by the City Engineer and Planning Manager who shall determine whether the modification requires additional approval of the Planning Commission or City Council.	Ongoing	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
4.	Failure to obtain prior approval to material modify the construction plans may result in having to repay the original development application permit fees and/or withholding of the occupancy permit/final building inspection approval until such time as the modification(s) to the plans has been reviewed and approved by the City Engineer and Planning Manager and /or the Planning Commission.	Ongoing	Planning Division	
5.	Implementation of elements directly associated with the use and development of the fueling kiosk and canopy within the design review, conditional use permit, and variance approval is contingent upon approval of the Specific Plan Amendment SPA 20-01, which establishes service stations as an allowable use in the CMU district of the Service Sub Area of the Appian Way Corridor in the Three Corridors Specific Plan.	Ongoing	Development Services Department	
6.	**EXTERIOR MATERIAL AND COLORS** All exterior materials and colors are to be consistent with approved project color / material boards. Once installed, all improvements are to be maintained in accordance with the approved plans. Any changes which materially affect the exterior character shall be resubmitted to the Development Services Department for review and approval. Minor changes may be approved by the Planning Manager. Any changes determined by the Development Services Department to be non-minor may be referred to the Planning Commission after conferring with the Chair of the Planning Commission.	Ongoing	Development Services Department	
7.	**PARKING DEMAND MANAGEMENT PLAN** Copies of the City-approved Parking Demand Management Plan shall be placed within each leasable space and shall be provided upon request.	Ongoing	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
8.	**GRAFFITI AND VANDALISM CONTROL** The owner shall keep the site clear of graffiti and signs of vandalism at all times. Graffiti-resistant materials shall be used when feasible. All graffiti shall be removed within 72 hours.	Ongoing	Police Department	
9.	**VIDEO SURVEILLANCE** Video surveillance cameras shall be required for all commercial buildings. A. Placement of the video surveillance cameras will be established by the Police Department after review of the plans and intended use of the project. B. Building cameras shall be compatible with Police Department play back equipment prior to building final occupancy approval.	Ongoing	Police Department	
10.	**SIGNS** All project signage shall be developed in accordance with existing Sign Ordinance (Chapter 17.52 of the Pinole Municipal Code) and/or an approved sign program for the project.	Ongoing	Development Services Department	
11.	**SIGN PROGRAM ENFORCEMENT** The property owner or designee shall be provided with a copy of an approved signage program for the Pinole Square Shopping Center. The property owner and any subsequent owners shall ensure that all signage installed on their property within the Pinole Square Shopping Center shall be consistent with the approved master sign program as well as the City's sign requirements. The property owner or designee shall ensure that any	Ongoing	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
	illegal signage installed by tenants shall be removed within 72 hours upon notification by the City of Pinole and shall furnish the name and contact information for the property manager responsible for adherence to this condition of approval and update the contact information in the future as needed.			
12.	**LANDSCAPING** A. All landscaping shall be of a variety and type that upon reaching maturity will not provide concealment for a human being and will not grow to cover windows, doors, light fixtures or addresses. B. All trees shall be planted a sufficient distance from the buildings so that upon reaching maturity they will not provide roof access.	Ongoing	Development Services and Police Departments	
13.	**ALCOHOL LICENSING** Applicant shall obtain the applicable State Alcohol Beverage Control license and ensure no alcohol shall be sold for on-site consumption. A copy of the license shall be submitted to the Development Services and Police Departments prior to commencement of alcohol sales.	Ongoing	Development Services and Police Departments	
14.	**ALCOHOL SALES** The following requirements apply to the Conditional Use Permit request for the alcohol sales at the Safeway market and Safeway fueling kiosk: There shall be no sale of alcohol for on-site consumption. A sign concerning the California Law Prohibiting Minors to Drink Alcohol and signage prohibiting loitering or public drinking must be posted inside	Ongoing	Development Services and Police Departments	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
	and outside the establishment in clear public view to the satisfaction of the Police Department. A copy of these conditions of approval shall be kept on premises and made available upon request. All staff within 90 days of employment shall receive "responsible beverage service training." Applicant shall include these training details as part of the "complaint response/community relations." The applicant shall ensure that employee training documentation is provided to the Police Chief and retained on premises and made available upon request. Proposed modification of the hours or other aspects, including location within the store of alcoholic beverages and security measures of the business shall be submitted for review and approval by staff. Staff will determine if changes are substantial and require further review by the Planning Commission.			
15.	**OUTDOOR DISPLAY** All outdoor display and sales activities shall be associated with the primary use of the property. Only those goods and services associated with the primary use may be stored, sold, or displayed. The maximum permanent outdoor display area shall be included in a precise outdoor merchandise sales plan. However, the maximum square footage shall under no circumstances exceed ~~200 square feet based on the market's exterior configuration~~ **the square footage identified in the approved plan set**.	Ongoing	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
	The maximum height of any outdoor display merchandise except plant materials shall be 5.5 feet. All outdoor display merchandise, regardless of height, shall be adequately secured and/or anchored to ensure that it does not hinder the traffic flow on the property or pose a safety hazard. The outdoor display of merchandise shall not be placed in a manner which blocks the store entrance or required paths of travel. ***(Updated: outdoor display square foot reference is corrected to match approved plans)***			
16.	**OUTDOOR EATING AREA** The outdoor eating area shall be monitored and cleaned as needed by restaurant staff during operating hours to ensure that it remains neat, clean and free of trash. Any outdoor seating area damage or graffiti shall be repaired and/or cleaned promptly to return the area to its original condition within 72 hours. No tables and chairs shall be located within six (6) feet of the disabled person access ramp closest to the outdoor seating area or placed within a six foot path of travel. The applicant and operator shall ensure the outdoor seating area operates in a manner consistent with the Pinole Municipal Code.	Ongoing	Development Services	
17.	**COMPLIANCE WITH CODES AND REGULATIONS** The Pinole Square Shopping Center shall be constructed and operated in compliance with all applicable federal, State, and local regulations, including all applicable Building Codes and Fire Codes.	Ongoing	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
Prior To Issuance of Any Construction Permits				
18.	**APPROVAL CONDITIONS ON CONSTRUCTION PLANS** These conditions of approval and the project Mitigation Measures shall be included or referenced on the cover sheet of the project improvement and building construction plans.	Prior to Issuance of any Building Permits	Development Services	
19.	**ENVIRONMENTAL MITIGATION MEASURE MONITORING** All mitigation measures included in the Initial Study/Mitigated Negative Declaration for the Pinole Square Shopping Center project and included in the Mitigation Monitoring and Reporting Program (MMRP) are hereby incorporated by reference as project conditions of approval and shall be included in project construction plans.	Prior to Issuance of Any Construction Permit	Development Services Department	
20.	**PYLON SIGN** The pylon sign design shall include the ability to remotely control the brightness of the pylon sign to the satisfaction of the Development Services Department with the capability to automatically reduce sign brightness at dusk.	Prior to Issuance of any Building Permit for the Pylon Sign	Development Services Department	
21.	**STORE FLOOR PLAN & OUTDOOR MERCHANDISE DISPLAY PLAN** The Applicant shall provide a precise store floor plan and outdoor merchandise display plan for review and approval. The plan shall include the location where alcohol will be stored and displayed. The plan shall include the location and square footage of merchandise display area.	Prior to Issuance of Any Construction Permit	Development Services and Police Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
22.	**OUTDOOR SEATING PLAN** The applicant shall submit for review and approval a precise outdoor seating plan that includes the number, location, and design of all proposed tables, chairs, and shade features. Tables and chairs permanently stored outside shall be durable, graffiti-resistant and secured to prevent damage or theft.	Prior to Issuance of Any Construction Permit	Development Services and Police	
23.	**INCORPORATION INTO THE LANDSCAPE AND LIGHTING DISTRICT** As a result of this project, the Landscape and Lighting District Number One will be modified to include a new zone to provide additional reasonable and necessary maintenance. Prior to the recordation of any parcel map, or the issuance of any construction permit, the applicant shall agree to annex into the amended Landscape and Lighting District Number One as directed by the City Engineer.	Prior to the Recordation of the final map or Issuance of Any Construction Permit	Development Services Department	
24.	**PERMITS, BONDS, AND INSURANCE** The applicant shall obtain an encroachment permit, posting the required bonds and insurance, for all work to be done in the City's right-of-way. This encroachment permit shall be obtained prior to the issuance of any construction permit for construction in the right of way.	Prior to Issuance of Any Construction Permit	Development Services Department	
25.	**DEPOSITS TO THE DEVELOPMENT SERVICES DEPARTMENT** The applicant is responsible for all engineering review and inspection and survey services that may be required.	Prior to Issuance of Any Construction Permit	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
26.	**TRASH CAPTURE DEVICES** The applicant shall ensure the site is installed with trash capture devices at inlets or points where stormwater may enter the stormwater drainage system, to the satisfaction of the City Engineer. All proposed and existing trash capture device locations shall be identified in a plan sheet, which is reviewed by the City Engineer.	Prior to Issuance of Any Construction Permit	Development Services Department	
27.	**CLEAN WATER COMPLIANCE** The applicant shall demonstrate plan compliance with local, state, and federal clean water regulations to the satisfaction of the City Engineer.	Prior to Issuance of Any Construction Permit	Development Services Department	
28.	**PERMITS REQUIRED BY OTHER AGENCIES** The applicant shall obtain all permits and pay all applicable fees that may be required by one or more of the public service or utility providers including, but not limited to, State Department of Fish and Wildlife, Caltrans, Western Contra Costa Transit Authority, WCCUSD, EBMUD, PG&E, Contra Costa County Flood Control and Water Conservation District, and Contra Costa Environmental Health as applicable. If a project component is within the jurisdiction of any of these agencies, verification of permit or waiver of permit must be given to the Development Services Department prior to issuance of any City permits. A Notice of Intent must be issued by the Regional Water Quality Control Board before any construction permit can be issued and a Notice of Termination must be issued at the end of the project by the Regional Water Quality Control Board before a Certificate of Occupancy is issued.	Prior to Issuance of Any Construction Permit	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
29.	**BUS TURNOUT DESIGN** The Applicant shall prepare a precise design plan for the bus turnout area including the provision of amenities such as a rider shelter, trash receptacles, seat benches, and electrical power from the abutting proposed market to allow for electronic updates about upcoming bus arrivals. The design shall reflect input from Western Contra Costa Transit Authority prior to submittal to the City.	Prior to Issuance of Any Construction Permit	Development Services Department	
30.	**SOILS REPORT** A soils report containing all design recommendations of footings, pier holes, retaining walls, and any other information pertinent to the soil condition shall be submitted. The Soils Report shall be prepared by a licensed soils engineer or geologist.	Prior to Issuance of Any Construction Permit	Development Services Department	
31.	**GENERAL LANDSCAPING REQUIREMENTS** The Applicant shall prepare a detailed final landscape plan. The final landscaping plan shall be prepared by a landscape architect, registered in California, and shall be submitted to the Development Services Department for review and approval prior to the issuance of a building permit. The landscape plan shall comply with Chapter 15.54 and Chapter 17.38 of the Municipal Code and shall include the following: A. Sizes, species, locations of all plant materials. B. Location and size of all existing trees proposed for removal or retention (2 inches in diameter or greater). C. Location and size of all new proposed trees, shrubs, vines, and ground cover.	Prior to Issuance of Any Construction Permit	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
	D. Irrigation plan indicating all components of the irrigation system including sprinklers and other outlets, valves, backflow prevention devices, controllers and piping. E. All proposed trees shall be a minimum of 15 gallon size, double-staked and all proposed shrubs on the site shall be a minimum of 5 gallon size. F. Twenty-five percent (25%) of all new trees on a project site shall be a minimum of 24" box size. G. All landscaped areas not improved with lawn shall be protected with a two-inch deep bark mulch as a temporary measure until the ground cover is established.			
32.	**TREE LOCATION AND TREE REMOVAL** The applicant shall note the location of trees 4 inches in diameter at breast height (measured 4.5 feet above natural grade) or greater in size to be removed from the project site. Refer to Chapter 17.96 of the Pinole Municipal Code for species and sizes of trees classified as protected trees. A Tree Removal Permit is required for removal of protected trees. Any required Tree Removal Permit application must be submitted with an arborist report to the Development Services Department.	Prior to Issuance of Any Construction Permit	Development Services Department	
33.	**PUBLIC IMPROVEMENT PLAN** Prior to the issuance of any construction permit at the Pinole Square Shopping Center, the applicant shall prepare a public improvement plan, obtain an encroachment permit, and post the required bonds and insurance for any improvements within the public right-of-way:	Prior to Issuance of Any Construction Permit	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
34.	**STANDARD DRAWINGS FOR PUBLIC IMPROVEMENT** All public improvements shall be made in accordance with the latest adopted Contra Costa County Standard Drawings and Specifications. All work shall conform to the applicable City ordinances. Best Construction Management practices shall be observed at all times during the course of construction. ***(Updated: Moved up from below, and timing is updated)***	**Prior to Issuance of Any Construction Permit; and** During Construction	Development Services Department	
35.	**SITE DEVELOPMENT** The applicant shall submit a site grading and drainage plan with all supporting data, including hydraulic calculations. The plan shall be prepared by a registered Civil Engineer and be approved by the Development Services Department prior to the issuance of any City permits (as per Chapter 15.36 of the Municipal Code).	Prior to Issuance of Any Construction Permit	Development Services Department	
36.	**EROSION CONTROL PLAN** The applicant shall submit an erosion control plan in accordance with the City's Grading Ordinance (Section 15.36.190 of the Municipal Code) when grading is performed during winter season (October 1 through April 15). For all sites over one acre, in accordance with the City's Erosion Control Ordinance (Chapter 8.20 of the Pinole Municipal Code) the applicant shall submit: a. An Erosion Control Plan; b. A Storm water Pollution Prevention Plan (SWPPP); c. A Storm water Control Plan (SCP) Certified by an Architect or Engineer; and d. An Operation and Maintenance Plan	Prior to Issuance of Any Construction Permit	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
37.	**PARKING DEMAND MANAGEMENT PLAN (PDMP)** The applicant shall submit a parking demand management plan (PDMP) to the Development Services Department for review and approval. The PDMP shall include lease requirements identifying non-employee parking areas based on business operating hours. The PDMP shall require that local rideshare and transit information be continuously provided within each leasable space for review by employees and customers. The PDMP may include posted, privately enforced time limits for parking in high parking demand areas during peak parking demand hours to ensure parking spaces serve multiple customers throughout each day. Copies of the City-approved PDMP shall be placed within each leasable space and shall be provided upon request.	Prior to Issuance of Any Construction Permit	Development Services Department	
38.	**ELECTRIC VEHICLE CHARGING STATIONS** The applicant shall include electric charging stations at a location to the satisfaction of the Development Services Department.	Prior to Issuance of Any Construction Permit	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
39.	**MATERIAL HAULING** The applicant shall submit a proposed material hauling route and schedule. Said submittal shall be approved by the City Engineer prior to issuance of any construction permit. All material hauling activities must adhere to the approved route and hours of operation. Dust control and street maintenance shall be the responsibility of the applicant.	Prior to Issuance of Any Construction Permit	Development Services Department	
40.	**UNDERGROUND UTILITIES** The applicant must agree to install all utility service, including telephone, electric power, and other communications lines underground as per Chapter 13.16 of the Municipal Code.	Prior to Issuance of Any Construction Permit	Development Services Department	
41.	**RECIPROCAL ACCESS AND PARKING AGREEMENT** Prior to the recordation of a Final the applicant shall record a Reciprocal Access and Parking Agreement, in a form acceptable to the City Attorney, over and between the all properties with access to Tara Hills Drive through the Pinole Square parking lot. ***(Updated: timing description correction)***	Prior to Issuance of any **Construction** ~~Building~~ Permit or recordation of a final map	City Attorney and Development Services Department	
42.	**BUSINESS SITE EMERGENCY RESPONSE FORM** The applicant shall require building contractors to complete a Police Department "Business Site Emergency Response Form" and shall ensure delivery to the Police Department prior to issuance of a building permit.	Prior to Issuance of Any Permit	Police and Development Services	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
43.	**PRE-CONSTRUCTION MEETINGS** The applicant's construction contractor(s) shall attend pre-construction meetings as needed with City staff to coordinate satisfaction of mitigation measures and other permit conditions of approval during construction.	Prior to Issuance of Any Construction Permit	Development Services	
44.	**STREET ADDRESS ASSIGNMENT** An address assignment plan for the project shall be submitted for review and approval and shall be reflected on the submitted building plans.	Prior to Issuance of Any Construction Permit	Development Services Department	
45.	**APPROVAL CONDITIONS ON CONSTRUCTION PLANS** These conditions of approval and the project Mitigation Measures shall be included or referenced on the cover sheet of the project improvement and building construction plans.	Prior to Issuance of any Building Permits	Development Services	
46.	**CONSTRUCTION WASTE MANAGEMENT PLAN** The Applicant shall submit to the Development Service Department a pre-construction waste management plan prior to the issuance of any construction permit to satisfy the CALGreen Building Code requirements.	Prior to Issuance of Any Construction Permit	Development Services Department	
Prior To Issuance of Building Permits				
47.	**PLAN CHECK FEES** A plan check fee shall be paid to the Building Division at time of submission of plans as per Section 15.02.060 of the Municipal Code.	Prior to Issuance of a Building Permit	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
48.	**DEVELOPMENT IMPACT FEES AND SCHOOL FEES** Prior to issuance of a building permit, the applicant shall pay all applicable development impacts fees and school fees and provide evidence of payment.	Prior to Issuance of a Building Permit	Development Services Department	
49.	**CONTRACTORS** Contractors must identify all subcontractors prior to issuance of a building permit. Each subcontractor must obtain a City business license prior to issuance of a building permit or commencing work as per Section 5.04.020 of the Municipal Code.	Prior to Issuance of a Building Permit	Development Services Department	
50.	**PYLON SIGN DESIGN** The Applicant shall modify the pylon sign to ensure that the sign area does not exceed 750 square feet per side to be consistent with City's Sign Ordinance requirements.	Prior to Issuance of a Building Permit	Development Services Department	
51.	**LIGHTING PLAN** The applicant shall prepare a detailed lighting plan for Development Services and Police Department Review and approval to ensure that proposed light levels satisfy Chapter 17.46 of the Pinole Municipal Code. The lighting plan shall be coordinated with the preparation of the detailed landscape plan and include a photometric plan and light fixtures specifications and height levels for onsite lighting. All proposed light fixtures shall include shields to illuminate only the intended area. Separate photometric plans shall be submitted for review in conjunction with proposed phased development submittal to ensure adequate lighting is provided for each of the proposed buildings and the overall project site.	Prior to Issuance of a Building Permit	Development Services and Police Departments	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
52.	**CONSTRUCTION PLANS FOR FIRE PREVENTION** Prior to issuance of a building permit, building plans and plans for fire extinguishing system shall be submitted for Fire Code plan check.	Prior to Issuance of a Building Permit	Development Services and Fire Departments	
53.	**FIRE ACCESS** Prior to issuance of a building permit, paved fire apparatus roads shall be installed for every building or stockpile of combustible materials located more than 150 feet from fire department vehicle access. Said access roads are to be posted "No Parking Fire Lane" and shall not be used for storage of materials.	Prior to Issuance of a Building Permit	Development Services and Fire Departments	
54.	**WATER SUPPLY SYSTEM** Prior to issuance of a building permit for vertical construction, there shall be an approved and tested water supply system capable of supplying the required fire flow as determined by the Fire Chief or Fire Marshall. Water supply system for staged construction shall provide required fire flows.	Prior to Issuance of a Building Permit	Development Services and Fire Departments	
55.	**SCREENING OF ROOF-MOUNTED EQUIPMENT** The applicant shall ensure that all roof-mounted mechanical equipment for each commercial building is fully screened from public view to the satisfaction of the Development Services Department.	Prior to Issuance of Building Permit	Development Services	
During Construction				
56.	**MODIFICATION OF APPROVED PLANS** Failure to obtain prior approval to materially modify the approved plans may result in having to pay double the original planning application permit fee and/or withholding of the occupancy permit until such time as the	During Construction	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
	modification(s) to the plans has been reviewed by the Planning Commission or City Council.			
57.	**DEBRIS BOX** The Applicant shall ensure that prior to commencing construction a contractor shall place on-site a minimum 10 cubic yard "debris box" for receiving and holding of all construction debris.	During Construction	Development Services Department	
58.	**TREE PROTECTION** The applicant shall protect all major vegetation not indicated to be removed or demolished from damage during construction. Tree protection shall comply with the arborist's report and shall include the following measures: A. Protection fencing or existing major vegetation to remain. B. Oil, gas, chemical, or other hazardous construction material shall not be stored within the drip line of trees to remain. C. Signs, wires, or other types of obstructions shall not be attached to trees, and D. Trenching under the drip line of trees is to be avoided if possible. If trenching is necessary, trenches are to be hand dug and major roots retained.	During Construction	Development Services Department	
59.	**CONSTRUCTION NUISANCE PREVENTION** The following provisions shall be followed during all construction activities for the project:	During Construction	Development Services and Police Departments	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
	A. Construction activities are restricted to between 7:00A.M. and 5:00 P.M., Monday through Friday and 9:00 A.M. to 6:00 P.M. on Saturday unless a modification of construction hours is requested and granted by the City as allowed under Chapter 15.02 of the City Municipal Code. B. Prior to any earth hauling operations the applicant shall submit a hauling plan for approval by the City Engineer ~~Construction-related traffic on Henry Avenue shall be prohibited during the hours of 7:00 – 9:00 A.M. and 2:00 – 4:00 P.M. when Collins Elementary School is in session.~~ C. All construction vehicles shall be properly maintained and equipped with exhaust mufflers and meet State and Federal standards. D. Newly disturbed soil surfaces shall be watered down regularly by a water truck maintained on site during all day light hours. and construction grading activity shall be discontinued in wind conditions greater than 10 miles per hour. E. All excavated materials and construction debris shall be covered with a tarp during transit to and from the site. The site shall be cleaned on a daily basis and construction material shall be screened from view whenever feasible. F. Active construction sites shall be fenced and all equipment and materials shall be secured consistent with an approved Security Plan. ***(Updated: deleted inapplicable reference)***			

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
60.	**CONSTRUCTION MANAGEMENT** The storing of goods and materials on the sidewalk and/or street will not be allowed unless a special permit is issued. The project site shall be kept free of litter and all construction equipment and materials will be secured at the end of each construction day. The applicant's representative in charge shall be at the job site during all working hours. The public streets adjacent to construction activity shall be maintained in a clean and orderly condition to the satisfaction of the City Engineer.	During Construction	Development Services Department	
61.	**INSPECTIONS** The applicant shall notify the Development Services Department at least forty-eight (48) hours prior to starting any work pertaining to on-site drainage facilities, grading, or paving, as well as all work in the City's right-of-way as per Section 15.36.230 of the Municipal Code. The applicant shall arrange all inspections with the Building Division, Fire Department, and Public Works Division. All Building Division inspection requests shall be made at least 24 hours in advance.	During Construction	Development Services Department	
62.	**SEWERS** The applicant shall install as a minimum a six (6) inch City standard sewer lateral connection to the sewer main, complete with property line clean out, and in accordance with the latest West County Sanitation District Standard Specification.	During Construction	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
Prior to Final Building Occupancy				
63.	**OCCUPANCY PERMITS** Occupancy permits shall not be granted until all construction is completed and finaled in accordance with the approved plans and conditions of approval required by the City, or a bond has been posted to cover all costs of the unfinished work as agreed to by the Development Services Department.	Prior to Building Occupancy	Development Services Department	
64.	**FIRE EXTINGUISHING SYSTEM** Automatic fire extinguishing / sprinkler systems shall be required for all four buildings.	Prior to Building Occupancy	Development Services and Fire Departments	
65.	**CONSTRUCTION WASTE MANAGEMENT REPORT - DEBRIS REMOVAL** The applicant shall complete post-construction waste management report for review and approval by the Development Services Department prior to final inspection to satisfy CALGreen Building Code Requirements. All building debris shall be properly disposed of outside the City of Pinole.	Prior to Building Occupancy	Development Services Department	
66.	**SIDEWALK, CURB AND GUTTER REPAIR INSPECTION** The applicant shall repair and replace to existing City standards, any sidewalk, curb and gutter that is damaged during construction of this project. A field visit shall be scheduled with Development Services Department staff prior to the issuance of any construction permits to document pre-construction conditions in the field. ***(Updated: moved from above, timing is updated)***	Prior to **Building Occupancy** ~~Issuance of Any Construction Permit~~	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
67.	**TREE REPLACEMENT** All trees that are removed from the site shall be replaced as determined by the Development Services Department and in accordance with the replacement table for existing trees. Any tree, which is removed, that was shown to be preserved on the final landscaping plan shall be replaced at twice the rate indicated on the replacement table. STANDARD REPLACEMENT TABLE FOR EXISTING TREES Size of Tree to be removed (Trunk Diameter) — 36 Inch Box — 24 Inch Box — 15 Gallon 2" or less — 1 4" — 1 6" or greater — 1 Numbers in replacement table refers to quantities to be used to replace each tree. Each tree container size number in the vertical column represents a 100% replacement value for an existing tree removed (size as noted). These numbers (columns) may be mixed as long as proportionate totals will equal 100%. For example: one 24" DBH tree may be replaced with twelve 15 gallon trees or six 24" box trees or three 24" box trees plus six 15-gallon trees or four 36" box trees, etc.	Prior to Building Occupancy	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
68.	**LANDSCAPE MAINTENANCE** Prior to issuance of a Certificate of Occupancy, the applicant shall enter into a landscape maintenance agreement for on-site landscape with the City for a minimum of two years (maximum of five years). If, after two years, the landscaping is found to be in satisfactory condition, the amount of the bond shall be returned. If, however, the landscaping is not found to be satisfactory, the City will extend the time of the agreement in one-year increments with a maximum of five years. A security bond shall be posted which equals 20 percent of the costs of landscaping, but shall not exceed $10,000. For large projects, the amount of the bond shall be determined on a case-by-case basis and may exceed $10,000. The applicant shall submit a cost estimate of all the required landscape improvements. All landscaping shall be maintained free of weeds, debris and litter at all times.	Prior to Building Occupancy	Development Services Department	
69.	**VENTS, GUTTERS, AND FLASHING, ETC.** All vents, gutters, downspout, flashings, electrical conduits, etc., shall be painted to match the color of the adjacent surface.	Prior to Building Occupancy	Development Services Department	
70.	**TRASH ENCLOSURES** All trash enclosures shall be constructed of sturdy, opaque materials, which are in harmony with the architecture of the nearest building and shall meet applicable Contra Costa County Health Department and City requirements.	Prior to Building Occupancy	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
71.	**PUBLIC AREA LIGHTING** All exterior doorways, stairwells, pathways, walkways, hallways, and courtyards for commercial and industrial buildings shall be lighted to a minimum of 2-foot candles, minimum maintained, measured at 5 feet above ground. Parking areas for commercial and industrial buildings shall be lighted to a standard of 2 foot candles, minimum measured at ground level where beams overlap. Except as otherwise noted, all security light fixtures shall be mounted a minimum of 10 feet above ground. All required lighting shall be equipped with a photoelectric cell or equivalent technology to turn it on at sunset and off at daybreak. All areas where video camera surveillance is required shall meet the standards for the camera selected and approved by the Police Department.	Prior to Building Occupancy	Development Services and Police Departments	
72.	**MECHANICAL EQUIPMENT** All mechanical devices and their component parts, such as air conditioners, evaporative coolers, exhaust fans, or similar equipment located wholly or partially on the roof or wall shall be fully screened from view. All wall mounted heating units or air conditioners shall be flush-mounted.	Prior to Building Occupancy	Development Services Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
73.	**ADDRESSING** Prior to issuance of a "Certificate of Occupancy" or final building inspection approved numbers and addresses shall be installed on the building and at tenant spaces in compliance with Title 15 of the Municipal Code. A. Specific mounting location shall be determined at the time of plan review. B. Address shall be internally or externally lighted during the hours of darkness. C. Each building shall have an address on it. If there is more than one tenant space per address, each tenant space shall have an address that is unique from the other tenant spaces. D. Addressing plans for multiple family, commercial and industrial complexes shall be submitted for review.	Prior to Building Occupancy	Building Division and Fire Department	
74.	**KEY VAULT** In order to facilitate emergency access to the structure, a key vault shall be installed as approved by the Fire Department.	Prior to Building Occupancy	Development Services and Fire Departments	
75.	**FIRE EXTINGUISHERS** Prior to issuance of a "Certificate of Occupancy" or final building inspection, approved fire extinguishers shall be installed as required by the Fire Department.	Prior to Building Occupancy	Development Services and Fire Departments	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
76.	**SECURITY PLAN DURING OPERATIONS** The applicant shall prepare a detailed security plan for review and approval by the Police Department to help prevent crime during operations. The security plan shall include emergency contact information and ongoing crime prevention measures to the satisfaction of the Police Chief.	Prior to Building Occupancy	Police Department	
77.	**ALARM SYSTEM** Each individual commercial space shall be equipped with a burglar alarm system, installed by state licensed contractor. The system shall include: 1. Full perimeter coverage to include all doors requiring locks, windows, skylights and roof hatches. 2. Interior backup protection such as motion detectors, contacts on key interior doors or glass breakage detection. 3. Battery backup power system with charging system. System shall be hardwired. 4. Silent robbery alarm, employee activated. Activation devices shall be placed in locations that are easily accessible to employees during normal business hours to the satisfaction of the Police Department Separate alarm system plans shall be submitted for review during review of each proposed tenant space improvements.	Prior to Building Occupancy	Development Services and Police Department	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
78.	**DOORS AND ROOF HATCHES** All exterior doors (including storage and utility room doors) that exit to the outside, to a common hallway or separate units shall be of solid core wood or metal construction. Sliding and storefront doors may be of glass construction if the glass is designed to be laminated safety glass or equivalent as allowed under the Building Code. All doors described above shall be equipped with the following locking mechanisms: 1.Dead Bolt Locks: a. A minimum of ¾ inch diameter by 1-inch throw. b. High security case hardened bezel around the locking mechanism. c. Made of case hardened steel. d. High security striker plate (4-screw type, screws a minimum of 1½ inches long). e. Where there is glass in a door that would allow a person to operate lock from the outside if the glass were broken a double cylinder dead bolt is required. (Commercial only. Must meet fire Code requirements).	Prior to Building Occupancy	Development Services and Police Departments	

CITY COUNCIL RESOLUTION ____TO ____ EXHIBIT A
CONDITIONS OF APPROVAL: PINOLE SQUARE DESIGN REVIEW, CONDITIONAL USE PERMIT, VARIANCE

		Timing/ Implementation	Department Monitoring	Verification
	2. All double doors shall have a dead bolt lock, as described in B.1, in the primary door. The secondary door shall have lock mechanisms that secure the top of the door to the door head and the bottom of the door to the floor. Where the double doors are separated by a mullion both doors shall have dead bolts as described in B-1. On doors with locks which open outward, all hinges shall be pinned or have hinges of a type that prevents the hinge pins from being removed from the outside. All entry doors, except those with glass, shall be equipped with a door viewer that has the capabilities of viewing a minimum of 180 degrees. Fire blocks shall be placed at a minimum of two (2) studs spaces on each side of an exterior door, where locks are required, at the same height as the locks. The design and materials used shall aide in preventing the doorjamb from spreading when a pry tool is used to separate the door from the doorjamb at the lock. All roof hatches (access to roof) shall be securely locked from the inside. Dead bolt or similar locking mechanism is recommended.			

3541332.1

7801 Folsom Blvd. Ste 214
Sacramento, CA 95826
Ph: (916)226-3506
jessica@liquorlicensenetwork.com

February 13, 2020

City of Pinole Planning Division
2131 Pear Street
Pinole, CA 94564

RE: Public Convenience or Necessity – Safeway's Fuel Center Kiosk

Safeway's Fuel Center Kiosk will operate as a fuel service center serving the immediate neighborhood and surrounding area(s). The establishment will give the public a convenience by offering goods and services that no other business within a 1,000 foot radius offers.

The Fuel Center Kiosk will be located in Census Tract 3640.02. The Department of Alcoholic Beverages Control (ABC) allows three off- sale liquor licenses as defined by the ABC Act. There are currently three issued licenses in the Census Tract and applying for a type 20 off-sale license will bring an overconcentration of licenses (see page 3).

The proposed project for the Fuel Center Kiosk will justify a Public Convenience or Necessity (PCN) approval by the following findings:

- The Fuel Center Kiosk will be located in Appian Way Corridor and will consist with the General Plan. The Kiosk will contribute and promote to the fiscal and economic health of Pinole.
- The Fuel Center Kiosk can attract future residential development in Appian 80 Shopping Center. The economic benefits associated with the project could not be reasonably achieved without alcohol sales since there are no other service stations in the area that will give current and future residents the convenience of services and products combined in one location.

- The Kiosk center will be part of Safeway that is currently licenses with a type 21 off-sale general liquor license. This licensed location has not been subject of verified complaints or violations regarding alcohol, public safety or nuisance statues or regulations with ABC.
- The alcoholic beverages will be incidental to other products and goods offered at the Fuel Center Kiosk. The public will be able to choose from a variety of convenient goods including but not limited to soft drinks, snacks, fuel transactions, etc.
- Due to the incidental nature of the service, and the size and location of the Kiosk Center, alcohol sales will not have a significant detrimental impact on public health, safety, and peace. The establishment will comply with all laws and regulations including but limited to City Ordinance, Police Departments, and ABC to ensure the PCN is met to standards.

To follow is a complete list of retail businesses with similar licenses that was obtained directly from the ABC database. Please let me know if additional information is required or if an official form is to be submitted to support this statement.

Sincerely,

Jessica Harris
Senior License Director & Sales Associate

List of Retailers Operating Off-Sale Licenses
Census Track 3640.02

194533-21
Status: Active
Owner: Safeway Inc
DBA: Safeway Inc #1714
Premise Address: 1421 Tara Hill Dr., Pinole, CA, 94564

477673-21
Status: Surrendered
Owner: Garfield Beach CVS LLC
DBA: CVS Pharmacy Store 9299
Premise Address: 1401 Tara Hills Dr., Pinole, CA, 94564-2518

487143-20
Status: Active
Owner: Walgreen Co
DBA: Walgreens 04491
Premise Address: 15650 San Pablo Ave., San Pablo, CA, 94806-1240

7801 Folsom Blvd. Ste 214
Sacramento, CA 95826
Ph: (916)226-3506
jessica@liquorlicensenetwork.com

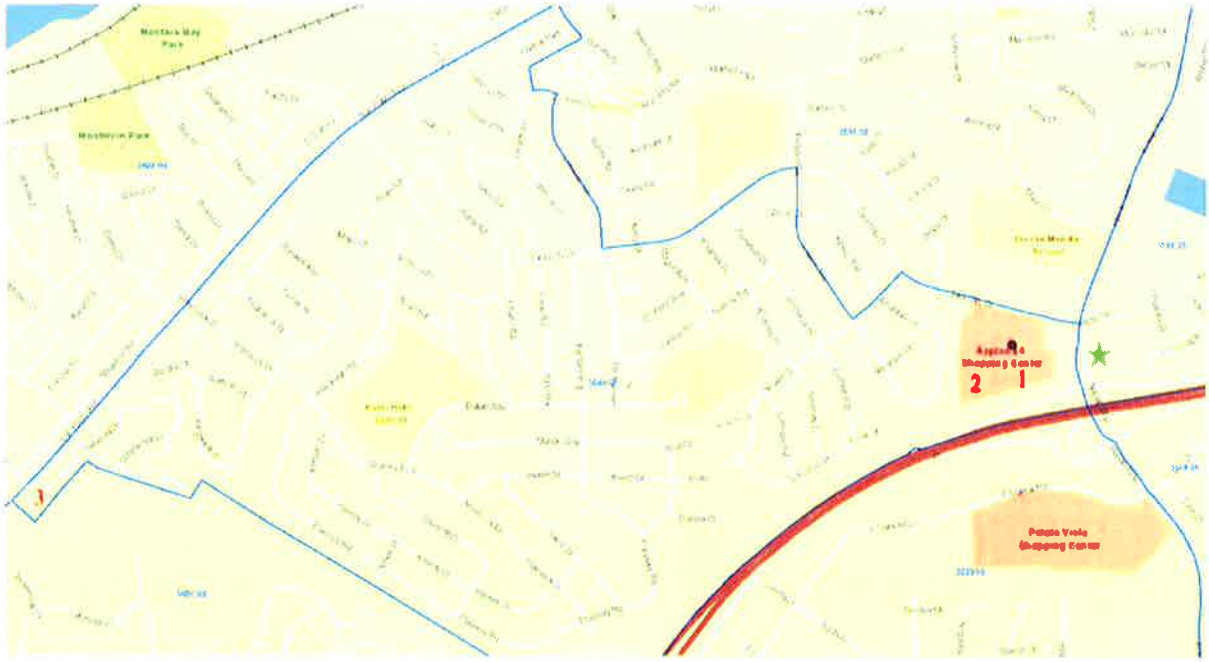
March 4, 2020

City of Pinole Planning Division
2131 Pear Street
Pinole, CA 94564

RE: 17.59.030, A. Conditional Use Permit Alcohol Sales – 1421 Tara Hills Dr (New Safeway Store & New Safeway Fuel Center Kiosk)

This list of establishments and retailers similar to the New Safeway Store and New Safeway Fuel Center Kiosk is in response to the Pinole Municipal Code 17.59.030 Section A.

Aerial measurements where used to measure a straight line from the closest exterior wall of 1421 Tara Hill Drive to other structure(s) within 1,000-foot radius. All establishments listed currently operate and/or own similar off-sale licenses as defined by the Department of Alcoholic Beverage Control of California (ABC).



- **List of Retailers Operating Off-Sale Licenses in the Same Census Tract 3640.02**
  1. 194533-21
     Status: Active
     Owner: Safeway Inc
     DBA: Safeway Inc #1714
     Premise Address: 1421 Tara Hill Dr., Pinole, CA, 94564
  2. 477673-21
     Status: Surrendered
     Owner: Garfield Beach CVS LLC
     DBA: CVS Pharmacy Store 9299
     Premise Address: 1401 Tara Hills Dr., Pinole, CA, 94564-2518
  3. 487143-20
     Status: Active
     Owner: Walgreen Co
     DBA: Walgreens 04491
     Premise Address: 15650 San Pablo Ave., San Pablo, CA, 94806-1240

- **List of Retailers Operating Active Off-Sale Licenses within 1,000-Foot Radius:**
  ★ 575210-21
  Owner: Garfield Beach CVS LLC
  DBA: CVS Pharmacy Store 9299
  Premise Address: 1617 Canyon Dr., Pinole, CA, 94564-2151
  Census Tract: 3591.03

Please contact me if additional information is needed to support 17.59.030, A. of the Conditional Use Permit for the New Safeway Store and New Safeway Fuel Center Kiosk.

Sincerely,

Jessica Harris
Senior Licensing Director & Sales Associate

7801 Folsom Blvd. Ste 214
Sacramento, CA 95826
Ph: (916)226-3506
jessica@liquorlicensenetwork.com

March 6, 2020

City of Pinole Planning Division
2131 Pear Street
Pinole, CA 94564

RE: 17.59.030 A Part 4, Conditional Use Permit Alcohol Sales – 1421 Tara Hills Dr.

Below please find a list of schools, parks, playgroups, recreational centers, day cares, or similar facilities in response to the Pinole Municipal Code 17.59.030 Section A Part 4.

Aerial measurements where used to measure a straight line from the closest exterior wall of 1421 Tara Hill Drive to the closest edge of the facility structure. All facilities listed are within a 1,000-foot radius.

- Pinole Middle School
  1575 Mann Dr., Pinole, CA 94564

Please contact me if additional information is needed to support 17.59.030, A. of the Conditional Use Permit for the New Safeway Store and New Safeway Fuel Center Kiosk.

Sincerely,

Jessica Harris
Senior Licensing Director & Sales Associate

Pinole Police Department

Neil H. Gang, Chief of Police

MEMORANDUM

TO: Amalia Merino, Project Planner

FROM: Lieutenant Matt Avery

SUBJECT: PCN Determination, Alcohol Sales CUPs-Pinole Square Project

DATE: March 10, 2020

In reviewing the PCN Determinations for the alcohol sales CUP for the Pinole Square Project specific to the new Safeway Fuel Center Kiosk in reference to PMC 17.59.030 sections (A)(3) and (C)(4):

- (A)(3) The extent to which the crime reporting district in which subject site is located exceeds the average for crime reporting districts subject to the jurisdiction of the Police Department
    - The Police Department does not use reporting districts.

- (C)(4) The Police Department has reported that the proposed establishment would not be expected to add to crime in the area
    - Due to a lack of similar businesses within the City of Pinole, there is no statistical data to show how this business will affect crime to the area. Surrounding cities have experienced an increase in public intoxication and public alcohol consumption with sale of single alcoholic beverages larger than 16 ounces, which is not addressed in PMC 17.59.040(A)(1).

Please let me know if you need anything else or have any questions.

Return to Agenda

CITY COUNCIL REPORT

9A

DATE: JUNE 16, 2020

TO: MAYOR AND COUNCIL MEMBERS

FROM: ANDREW MURRAY, CITY MANAGER
ANDREA MILLER, FINANCE DIRECTOR

SUBJECT: ADOPT THE CITY OF PINOLE PROPOSED FY 2020-21 OPERATING BUDGET

RECOMMENDATION

It is recommended that the City Council adopt the resolution approving the Proposed FY 2020-21 Operating Budget.

BACKGROUND

Per Section 2.04.150 of Title 2 of the Pinole Municipal Code, the City Manager, in collaboration with the Finance Director, has prepared a Proposed Budget for the upcoming fiscal year (FY). The Proposed FY 2020-21 Operating Budget is status quo for the most part, with exceptions highlighted in the Review and Analysis section below.

REVIEW AND ANALYSIS

The Finance Subcommittee reviewed the preliminary Proposed FY 2020-21 Budget at its meeting on May 13, 2020. The City Council reviewed the revised Proposed FY 2020-21 Budget at a Budget Workshop held on May 26, 2020. The Pinole-Hercules Wastewater Subcommittee reviewed the Water Pollution Control Plant operations portion of the Proposed FY 2020-21 Budget at its meeting on June 4, 2020. The Successor Agency's proposed administrative budget was reviewed by the Countywide Oversight Board at their regularly scheduled meeting of January 27, 2020.

A detailed analysis of the major changes in revenue and expenditures for the primary operating funds is provided in the Budget Overview section (pages A-5 through A-20) of the Proposed FY 2020-21 Budget and complemented by the City Manager's Transmittal Letter (pages iv through vii). Below are the highlights.

General Fund

General Fund revenues are projected to be sufficient to meet anticipated expenditures in FY 2020-21 with a $2,002,578 use of fund balance at fiscal year end. This amount includes a $975,000 carryover from prior year fund balance for the fire engine and a net $1,027,578 use of fund balance for FY 2020-21 expenditures. It should be noted that FY 2019-20 is projected to end the fiscal year with a positive net $1,856,711. This is

largely the result of $975,000 carryover of the $1 million budgeted for the new fire engine, receipt of $500,000 loan repayment from PALC, and higher-than budgeted Redevelopment Property Tax Trust Funds (RPTTF). Revenue projections have been analyzed to account for impacts resulting from the COVID-19 shelter-in-place heath order.

Property Tax is the second largest General Fund revenue source, with a projected growth from the prior year of 3%, based on information from the Contra Costa County Assessor's Office and our property tax consultant, HdL. Property Tax is comprised of secured, unsecured, supplemental, and property transfer tax. In addition, Redevelopment Property Tax Trust Funds (RPTTF) is included in this category and represents the City's 19% share of the 1% assessments falling within the boundaries of the former redevelopment project areas. Sales Tax is projected to be the largest General Fund revenue source with a net 8% decrease from current year budget. The City budgets 95% of our sales tax consultant HdL's projections. Sales Tax revenue is anticipated to decrease due to the COVID-19 shelter-in-place order that significantly impacted retail and dining businesses in Pinole. Utility Users Tax is the third largest General Fund revenue source and projects a minimal decrease from the current year. Franchise Tax is projecting a modest 1% increase, while Other Taxes, which includes Transient Occupancy Tax (TOT) and Business Licenses, is projecting a 9% decrease. While Pinole does not have a large tourism economy, TOT taxes have been impacted by the COVID-19 shelter-in-place order. Intergovernmental Taxes, which includes Motor Vehicle License Fees, increased 10%. Each of these increases were calculated based on an evaluation of historical actual receipts, and anticipated impacts from the COVID-19 shelter-in-place order.

Although the Proposed FY 2020-21 Budget is projecting a $2 million use of fund balance, as noted earlier, staff is projecting a current year $1.8 million surplus. In addition, the General Fund is projected to begin FY 2020-21 with a $9 million fund balance. This is in addition to the $7 million General Reserve the Council established for economic uncertainties. Staff will continue to monitor the revenue and expenditures monthly and provide quarterly financial reports to Council.

Included as part of the budget document is a five-year (FY 2019-20 through FY 2023-24) forecast of the projected General Fund and Measure S Funds to provide a better understanding of the potential impacts of the change in PERS rates and the impacts to the overall year-end net results.

The City's General Fund Balance is projected to be $7.1 million as of June 30, 2021 (inclusive of $2 million PALC loan repayments). These funds can be utilized to address a variety of known obligations such as escalating pension cost, Other Post-Employment Benefits (OPEB), compensated absences, potential claims against the City, and providing operating contributions to funds with deficit balances at year end. It can also be allocated to newer items of interest identified by some Council Members, such as replacing depreciated vehicles and equipment, addressing deferred maintenance on City facilities, or other one-time expenditures.

Measure S 2006

The Measure S 2006 FY 2020-21 budget is projecting a $25,297 use of fund balance. These funds continue to support Police and Fire operations. The use of fund balance is the result of a carryover of one-time allocations for the Fire Department of $68,000 for equipment. The remaining fund balance is projected to be $2,359,526 at June 30, 2021.

Measure S 2014

FY 2020-21 marks the sixth full year the City receives the Use Taxes from Measure S 2014. The City Council approved a new Five-Year Plan on September 17, 2019 for the use of these funds, which has been incorporated into the Proposed FY 2020-21 Budget. The money is used to address some of the City's operational and capital improvement needs. The Measure S 2014 budget is projecting a $255,476 use of fund balance for FY 2020-21. This is the result of budget carry forward from the current year for capital projects. Estimated fund balance is projected to be $3,439,720 at June 30, 2021. Given the number of other high priority tasks staff has undertaken over the last couple of years, several of the planned CIP projects funded from Measure S 2014 have not been completed, leading to this higher-than-anticipated fund balance. Those allocations will be carried forward into the FY 2020-21 Capital Improvement Plan (CIP) when it is brought forward for Council consideration later this year. Those allocations will reduce the projected fund balance.

Wastewater Fund

The FY 2020-21 Sewer Enterprise and Wastewater is projecting a $78,138 use of fund balance. This is the result of a $1.2 million allocation for the Hazel Street Pump Station upgrade project that is being carried forward. Revenues will continue to exceed expenditures as rates increase under the long-term rate plan, which is to fund the debt service on the State Revolving Fund loan required to fund the Water Pollution Control Plant Upgrade Project. The estimated fund balance is projected to be $14,477,805 at June 30, 2021.

Other Funds

Budget summaries for all funds are provided in the budget document on pages B-1 through B-7. Funds that are projecting a use of fund balance are provided on page A-14 of the Budget Overview.

Capital Funds

The City Council adopted a Five-Year Capital Improvement Plan on September 17, 2019. Staff anticipates returning to the Finance Subcommittee on July 22, 2020 with a Proposed FY 2020-25 Five-Year Capital Improvement Plan, and to City Council for adoption on August 18, 2020.

Salary Forecasts

Included in the FY 2020-21 budget are projected wage increases for all represented and unrepresented employees per negotiated union agreements as well as step and merit increases for employees who are not at the top of their salary range.

FISCAL IMPACT

The Proposed Budget is balanced for most funds with anticipated revenues projected to equal or exceed recommended expenditures. In some cases, fund balances are proposed to be used and additional information is provided.

ATTACHMENTS

The Proposed Budget is posted on the City's website at:

https://www.ci.pinole.ca.us/city_government/finance/budget

A – Resolution Adopting the Proposed FY 2020-21 Budget
B – Revised Proposed FY 2020-21 Budget

ATTACHMENT A

RESOLUTION NO. 2020-__

A RESOLUTION OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, ADOPTING THE PROPOSED FISCAL YEAR 2020-21 OPERATING BUDGET

WHEREAS, the City Manager has presented a Proposed Fiscal Year (FY) 2020-21 Operations Budget for the City of Pinole for; and

WHEREAS, the City Council has held a public meeting on the matter of the Proposed Fiscal Year 2020-21 Budget and has discussed the individual department and fund budgets with City staff members; and

WHEREAS, the City Council has solicited public input on the Proposed FY 2020-21 Budget.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pinole as follows:

Section 1. The operations budget for the City of Pinole for Fiscal Year 2020-21 commencing July 1, 2020 and ending June 30, 2021 is hereby approved and adopted.

Section 2. That appropriations are established by fund as follows:

100	General Fund	$17,608,928
105	Measure S 2006	2,165,524
106	Measure S 2014	2,208,032
160	Equipment Reserve	85,000
200	Gas Tax	514,175
201	Restricted Real Estate Maintenance	37,175
203	Public Safety Augmentation Fund	189,512
204	Police Grants	152,305
205	Traffic Safety Fund	19,719
206	Supplemental Law Enforcement Services Fund	97,897
207	NPDES Storm Water Fund	377,717
209	Recreation Fund	1,298,524
212	Building and Planning Fund	1,311,338
213	Refuse Management Fund	126,417
214	Solid Waste Fund	20,000
215	Measure J Fund	194,598
285	Housing Fund	174,903
310	Lighting and Landscape Districts Fund	42,780
317	Pinole Valley Caretaker Fund	14,867
324	Public Facilities Fund	70,000
325	City Street Improvements	1,779,103
377	Arterial Street Rehabilitation	796,000
500	Sewer Enterprise Fund	7,806,981
505	Cable Access TV Fund	539,309
750	Recognized Obligation Retirement Fund	250,000

TOTAL OPERATIONS BUDGET $37,880,804

Section 3. That the appropriations established for FY 2020-21 by fund shall be allocated to individual departments as presented in Exhibit A (Budget Summaries). In addition, the unspent balance of capital projects authorized in the prior fiscal year are authorized to be carried over to fiscal year 2020-21.

Section 4. That the control point for expenditures is herein established at the department level as set forth in Exhibit A (Budget Summaries).

Section 5. That authority is granted to each department manager under the direction of the City Manager to allocate appropriations within the department control limits among specific line items in the most cost-effective manner that maintains or enhances the delivery of programs and services to the residents of the City of Pinole.

Section 6. That the Finance Director will prepare Quarterly Reports to the City Council reporting the budget performance to the control limits herein established.

Section 7. Estimated revenues and transfers anticipated to fund appropriations for expenditures for the 2020-21 Fiscal Year are presented in Exhibit A (Budget Summaries). Any changes to the established control limits will be subject to approval by resolution of the City Council.

Section 8. All positions listed in the "City of Pinole Position Listing" (Exhibit B) are hereby authorized positions.

PASSED AND ADOPTED this **16th** day **June 2020,** by the following vote:

AYES: COUNCILMEMBERS:

NOES: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was introduced, passed and adopted on this **16th** day of **June, 2020.**

_____

Heather Iopu, CMC

City Clerk

Return to Agenda

ATTACHMENT B

CITY OF PINOLE, CALIFORNIA

Fiscal Year 2020-21 Proposed Budget

Return to Agenda

CITY OF PINOLE
FY 2020-21 PROPOSED BUDGET
(Revised June 16, 2020)

TABLE OF CONTENTS **Page**

INTRODUCTION

Transmittal Letter iv
Citywide Officials A-1
Citywide Organizational Chart A-3
Budget Overview A-5
  Budget Process A-6
  Budget Calendar A-7
  Major General Fund Revenue Sources A-8
  Financial Analysis A-10
Budget Award A-20

FINANCIAL SUMMARIES

Summary of Revenue and Expenditures by Department B-1
Five-Year Forecast (General Fund & Measure S Funds) B-8
Summary of Debt Obligations B-11
Schedule of Transfers B-12

Return to Agenda

GENERAL GOVERNMENT

City Council C-1
City Manager C-4
City Clerk C-7
City Treasurer C-11
City Attorney C-13
Finance C-15
Human Resources C-18
General Government C-21
Information Systems C-25
Cable Access TV C-29

POLICE

Police Operations D-1
Police Support Services D-9
Police Dispatch (WBCC) D-13
Police Grants D-16

FIRE

Fire Operations E-1

PUBLIC WORKS

Administration & Engineering F-1
Road Maintenance F-5
Facility Maintenance F-8
NPDES Storm Water F-12
Park Maintenance F-15
Waste Reduction F-20
Lighting & Landscape Districts F-22
Water Pollution Control Plant F-25

Return to Agenda

COMMUNITY DEVELOPMENT

Planning G1
Building Inspection G-4
Successor Agency Administration G-7
Housing Administration G-9
Code Enforcement G-11

RECREATION

Recreation Administration H-1
Senior Center H-4
Tiny Tots Child Care H-8
Youth Center H-11
Swim Center H-17
Memorial Center H-19
Tennis H-21

CAPITAL PROJECTS

Capital Improvement Program Summary (*not incl*) I-1
Capital Project Revenue and Expense Summary (*not incl*) I-2
Capital Project Description Sheets (*not incl*) I-5

APPENDIX

Glossary of Terms J-1
Glossary of Acronyms J-5
Financial Policies J-7
Accounting Basis J-10
Fund Structure J-10
Jurisdictional Comparison J-15
Personnel Position Listing J-16
Labor Cost Allocations J-19
Resolution Adopting FY 2020-21 Budget (*not incl*) J-21
Resolution Adopting FY 2020-21 Appropriation (GANN) Limit (*not incl*) J-23
Resolution Adopting FY 2020-21 Capital Budget (*not incl*) J-25

CITY OF PINOLE

Office of the City Manager

June 16, 2020

City Council and Pinole Community Members -

Attached please find the Final Proposed Fiscal Year (FY) 2020-21 Operating Budget. This proposed budget was created under extraordinary circumstances, both related to the COVID-19 pandemic and the national protests related to discrimination and inequality. The City of Pinole is fortunate to have the financial resources to maintain normal service levels and programs in the coming year, despite these challenging times, which will provide the community with stability. In addition to maintaining normal service levels and programs, the City will be implementing some of the key strategies from the City of Pinole Strategic Plan 2020 – 2025, such as the creation of a public engagement plan, comprehensive economic development strategy, organizational assessment, long-term financial plan (LTFP), and assessment of capital assets. Implementation of these strategies will result in improved services and programs for the community. Although Pinole, like all communities across the nation, is weathering a storm, it has achieved and is positioned to build upon the City Council's vision for the City, which is a "safe, vibrant, and innovative community with small town charm and a high quality of life" for all.

Budget Development Process

The annual process of developing and finally adopting the City budget for the upcoming fiscal year involves many steps. City staff first creates a preliminary budget (also referred to as a "baseline budget"), which is the current year budget updated with known or forecasted inflationary cost and revenue increases, as well as the removal of any one-time revenues and expenditures that were included in the current year budget. Based on the preliminary budget, staff then creates a proposed budget, which incorporates new items or changes requested by City departments that are approved by the City Manager. The proposed budget is presented to the Finance Subcommittee. Based on feedback from the Finance Subcommittee and additional staff analysis, staff creates a revised proposed budget, which is presented to the City Council at the Budget Workshop. Feedback from the Budget Workshop is incorporated into a final proposed budget that staff recommends to Council for adoption. The final document, which incorporates any final modifications by the Council and to format, is referred to as the adopted budget.

COVID-19 Impact

City staff prepared the Proposed Fiscal Year (FY) 2020-21 Operating Budget under very unusual circumstances. Beginning in March 2020, the COVID-19 pandemic has dramatically changed the City's operating environment. Although the vast majority of City services and functions, including police, fire, public works, and wastewater treatment, have continued much

as normal since the onset of COVID-19 and the stay-at-home health orders, some City services and functions, particularly recreation, have been significantly reduced or postponed altogether. All City staff needed to modify their work procedures to comply with health requirements. Some of the City's major revenue sources, particularly general sales tax and local sales taxes (Measures S 2006 and 2014), will be significantly reduced due to the stay-at-home health orders and the related disruption of normal economic activity. However, on a positive note, online sales (pooled revenues) have increased during this time. The online sales have resulting in a lessening of the impact from the loss of sales tax.

COVID-19 will have significant health, economic, and societal impacts, the full extent of which will not be clearly understood for some time. In order to manage the current fiscal year budget as well as propose a budget for next fiscal year, City budget staff have had the challenging task of needing to precisely estimate the impact of COVID-19 on FY 2019-20 (July 1, 2019 – June 30, 2020) and FY 2020-21 (July 1, 2020 – June 30, 2021) revenues and expenditures at the same time.

Fortunately, there are a number of municipal finance experts upon whom the City can rely for guidance on COVID-19's likely budget impact. Although no one, not even experts, knows exactly what impact COVID-19 will have, the municipal finance experts with which the City is engaged are the best available source of guidance. Although these experts are facing uncharted territory, they are still able to use their experience and analytical tools to provide fairly precise estimates based on Pinole's specific characteristics. There is consensus among experts that revenues from property tax, utility user tax (UUT), and franchise fees are not expected to be significantly impacted by COVID-19, whereas revenues from sales tax (particularly those derived from travel, restaurants, and entertainment) and transient occupancy (hotel) tax (TOT) will be significantly impacted. Fortunately, Pinole has some characteristics that should help moderate its revenue losses due to COVID-19. It has a strong housing market, does not have significant tourism nor receive significant revenue from TOT, and much of its sales tax is of routine consumer goods. Additionally, the City's conservative approach when budgeting annual sales tax and property tax revenues is projected to result in a positive net income at fiscal year-end. Based on the guidance of experts, City staff does have estimates in which it is confident of the impact of COVID-19 to FY 2019-20 and FY 2020-21 revenue, which staff has integrated into its FY 2019-20 year-end projection and FY 2020-21 proposed budget.

City of Pinole Strategic Plan 2020 – 2025

Completely separate from COVID-19, the City is in the midst of several major evaluation and planning efforts that will result in improvements to City services and programs. Just prior to the onset of COVID-19, in February 2020, the City Council adopted a new Strategic Plan 2020 – 2025, which expresses the City's vision, mission, goals, and strategies (deliverables) for the next five years. The plan identified four goals for the City (safe and resilient, financially stable, vibrant and beautiful, and high performance), as well as 22 specific strategies to help achieve those goals. As noted above, the strategies include items such as the creation of a public engagement plan, comprehensive economic development strategy, organizational assessment, long-term financial plan (LTFP), and capital asset assessment. Although COVID-

19 has made simply providing some basic services more challenging, the City will nonetheless take the ambitious step of moving forward with some of the Strategic Plan strategies in the coming year, which will result in improved services and programs. Note that the City has deferred some investment in core capital assets, business systems, and human capital over the years, which has led to the deterioration of some assets and systems. The City should invest in these areas, despite limited resources and competing needs, because they will provide significant return on investment in the long run.

Final Proposed Fiscal Year (FY) 2020-21 Operating Budget

As noted above, this has been a particularly turbulent period during which to develop a new proposed budget. It was not possible for City finance staff to create a final proposed budget that completely considered and incorporated 1) the evolving operational and budgetary impact of COVID-19; 2) resources required to complete high-priority Strategic Plan deliverables; 3) revenue and expenditure changes resulting from the implementation of Strategic Plan strategies; and 4) new budget best practices that staff would like to implement. Rather, staff has created a final proposed budget that generally continues the programs and service levels of the current budget, FY 2019-20, and addresses the budget impact of COVID-19. Staff intends to present a revised FY 2020-21 budget to the City Council sometime early in the new fiscal year to request resources for high-priority Strategic Plan deliverables as well as incorporate new budget best practices.

Note that the Final Proposed Fiscal Year (FY) 2020-21 Operating Budget does not include any use of the City's $7 million General Reserve, and only includes routine use of the City's Section 115 pension reserve. It does propose the use of approximately $2 million of General Fund balance, much of which is related to the carryforward of unexpended funds in the current year for continuing projects. (Note that the City is projecting to end the current fiscal year much better than budgeted, due to higher-than-budgeted actual revenues and lower-than-budgeted actual expenditures.) This illustrates the City's financial strength, that it will be able to endure the currently challenging financial circumstances without relying on reserves.

Potential Mid-Year Budget Revisions

Staff intends to return to the City Council early in the new fiscal year to provide an update on the budget impact of COVID-19 and propose any appropriate budget revisions, including reducing expenditures if needed to maintain a balanced budget. Note that the City already has the standard practice of analyzing revenues and expenditures on a quarterly basis. These quarterly reports will be very important this coming fiscal year due to the uncertainty created by COVID-19. If staff identifies, through the quarterly review process, that the FY 2020-21 budget is heading out of balance due to COVID-19 or any other reason, staff will alert the City Council, provide recommendations, and seek Council direction on balancing measures. The City will have ample time to make any necessary adjustments to keep the budget in balance.

As noted above, staff will be completing some of the Strategic Plan strategies in FY 2020-21. The development, and implementation, of some of the strategies, such as the creation of a comprehensive economic development strategy and a capital asset assessment, will require

resources, which staff will request of the City Council. The creation of a long-term financial plan, in particular, will position the City to more easily navigate COVID-19 and other future shocks because it will provide guidance on service priorities and weighing near-term and long-term issues. It will also provide an opportunity for the City to continue dialog on some big-picture revenue, expenditure, and service level issues that were put on hold due to COVID-19.

When returning to Council early in the new fiscal year, staff also intends to propose revisions to the budget to incorporate some new budget best practices, particularly regarding overhead cost allocation and labor cost allocation. Those changes are not expected to have any impact on overall revenues or expenditures, but will shift some expenditures among funds and departments to provide more precise and clear cost accounting. Prior to COVID-19, City staff had been planning to incorporate some format and content changes into the FY 2020-21 budget document to make it easier for a lay reader to digest and to provide more detailed information on the City's many services and activities. Due to COVID-19, the proposed FY 2020-21 budget does not contain many of those changes. Staff expects to implement the remaining changes to future years' budget documents.

Staff will provide a proposed updated master fee schedule and Proposed Fiscal Year (FY) 2020-21 Capital Budget early in the new fiscal year.

Conclusion

Our community, like all others across the nation, is weathering a storm. The City is fortunate to have the financial resources to maintain normal service levels and programs in the coming year despite these challenging times. We will maintain and build upon the City Council's vision for the City, which is a "safe, vibrant, and innovative community with small town charm and a high quality of life" for all.

I would like to thank all of the members of the community that participated in this year's budget development process, as well as the City's Finance Department for preparing the budget. I, and the rest of the City staff, are grateful to serve this great community. We look forward to collaborating with you to provide great services and programs in the coming year.

Sincerely,

Andrew Murray
City Manager

Return to Agenda

CITY OF PINOLE

ELECTED OFFICIALS AND ADMINISTRATIVE PERSONNEL

JUNE 30, 2020

ELECTED OFFICIALS

Mayor	Roy Swearingen
Mayor Pro Tem	Norma Martinez-Rubin
Council Member	Vincent Salimi
Council Member	Anthony Tave
Council Member	Peter Murray
City Treasurer	Debbie Long

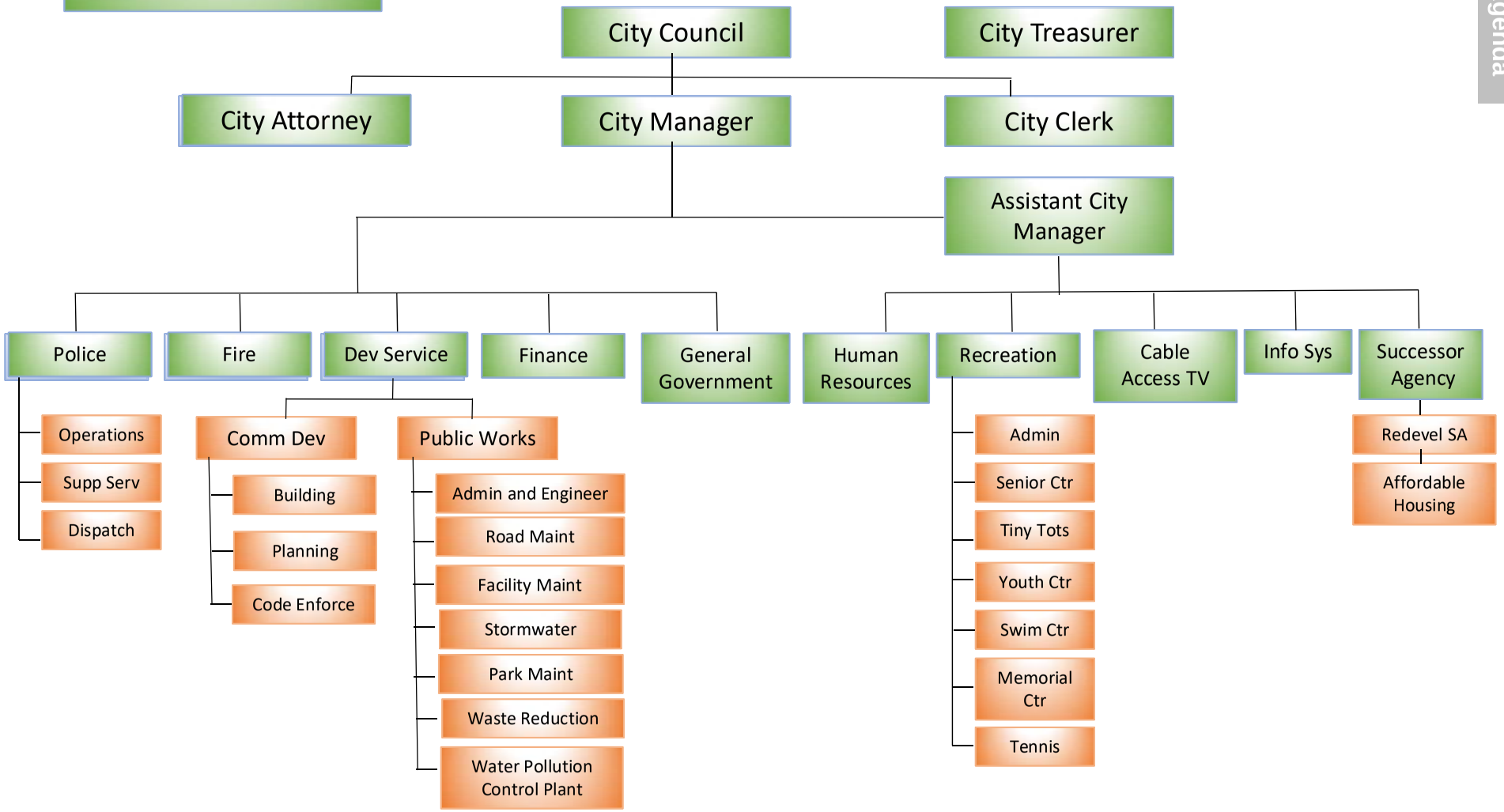
ADMINISTRATIVE PERSONNEL

City Manager	Andrew Murray
Assistant City Manager	Hector De La Rosa
City Attorney (Contract)	Eric Casher
Development Services Director	Tamara Miller
Finance Director	Andrea Miller
Police Chief	Neil Gang
Fire Chief	Chris Wynkoop
City Clerk	Heather Iopu

Return to Agenda

This page is intentionally left blank

City of Pinole Organizational Chart FY 2020-21



Return to Agenda

This page is intentionally left blank

City Overview

The City of Pinole is a general law city which was incorporated on June 25, 1903. The City is primarily a residential community located in the San Francisco Bay Area on the shores of San Pablo Bay in West Contra Costa County. Interstate-80, which traverses Pinole, connects the San Francisco/Oakland metropolitan area with Sacramento and points east. Pinole is linked to central Contra Costa County which includes the cities of Martinez, Concord, and Pleasant Hill by State Route 4 which begins just north of Pinole and connects with Interstate-680. There are approximately four square miles of land included in Pinole's boundary. The City's population at January 1, 2020 was 19,505, according to the California Department of Finance.

Municipal Government

The City operates under a Council-Manager form of government, whereby policies of the City Council are administered by a City Manager who is appointed by the City Council. All municipal departments operate under the supervision of the City Manager. The Council consists of five members who are elected at large for 4-year overlapping terms. The Council elects one of the Council members to serve as Mayor each year.

The City provides the following services: public safety (police and fire), public works, parks and recreation, community development, and general administration services.

The Budget Process

The preparation and submission of the Annual Proposed City Budget is the statutory responsibility of the City Manager. Each department is responsible for preparing the program and capital projects for their area of responsibility. The Finance Department provides the departments with projected salary and benefit costs and performs the first level of review of each budget. Finance personnel also prepare the revenue forecasts and anticipated fund balances.

In April, department managers attend meetings with the City Manager, Assistant City Manager and Finance Director in which analysis of current and projected expenditures takes place and requests are discussed with the City Manager for approval.

The Finance Subcommittee reviews the preliminary budget in May, and departments proposed operating budgets are presented to the City Council for further review at the Budget Workshop also held in May.

A budget Public Hearing is held in June where the budget for the upcoming fiscal year is considered by the City Council. Additional meetings may be held during June to discuss the budget if necessary. Active public participation is encouraged following the presentation of the Proposed Budget. Appropriate recommended changes are incorporated into the Adopted Budget document by the Finance Department after follow up discussions. The budget is presented for adoption by the City Council on or before June 30th of each fiscal year.

Monitoring the Budget

Once adopted, the operating budget becomes the main internal control document used to monitor and manage the City's financial position. The City's budget level of control is executed at the fund level set by the City's governing body. Necessary changes to the budget are recommended by department managers and approved by the City Manager before it is presented to the City Council for enactment. Budget amendments deemed necessary are presented to the City Council and are enacted by resolution. Managers can transfer funds within their respective departments with the approval of the City Manager. Financial reports that highlight variances and proposed adjustments to the budget are presented to City Council for consideration and adoption on a quarterly basis.

Budget Calendar

March 6, 2020

- Department FY 2020-21 Budget requests are due to Finance

April 23, 2020

- Preliminary FY 2020-21 budget submitted to City Manager and distributed to Department Managers

April 27 - 30, 2020

- Budget Meetings
- City Manager, Asst. City Manager, and Finance Director meet with Department Managers

May 13, 2020

- Finance Subcommittee Meeting
- FY 2020-21 Proposed Budget

May 26, 2020

- Special City Council Meeting
- Workshop on Proposed FY 2020-21 Budget

June 16, 2020

- Adoption of FY 2020-21 Budget and Appropriations Limit

Major General Fund Revenue Sources

Property Tax is an ad valorem tax imposed on real property (land and permanently attached improvements such as buildings) and tangible personal property (movable property) located within the state. The fixed statutory rate is 1% of assessed valuation. Assessed value is based on the 1975 property values with subsequent increases limited to 2% or CPI growth, whichever is less. However, when there is a change in property ownership, property renovation or new construction, property is reappraised at its full current market value. Proposition 8 allows the County Assessor to decrease these assessed values when property values decline and recapture these valuations back to the original amounts in the following years if property values increase.

The General Fund receives on average 19% of the total ad valorem property taxes levied (excluding voter approved tax overrides pledged for the retirement of bonded debt) on property located within its boundaries (exclusive of the Redevelopment Project Areas). In 2019-20 local secured and unsecured property taxes are forecast to be $2,856,109 which comprises 18% of the General Fund revenues. Property Tax settlements are received in December, April and June.

It is anticipated that the City's Redevelopment Successor Agency will also receive approximately $1.3 million in property taxes "pledged" from assessments falling within the boundaries of the former Redevelopment Project Areas, as may be required to liquidate all remaining *Enforceable Obligations* of the now dissolved Pinole Redevelopment Agency. The remainder of the "pledged" revenues will be allocated by the County Auditor-Controller to all local taxing entities, pursuant to the provisions of the Redevelopment Dissolution Legislation (ABx1-26 and AB-1484).

This tax is imposed and collected by the County. Contra Costa County is on a Teeter Plan which dictates payment of 100% of all taxes levied; the County absorbs the delinquencies under this plan, which are offset by delinquency penalties (flat 10%) and late payment interest charges (1.5% compounded monthly).

Supplemental Property Tax includes property taxes apportioned to the City by the County from the 1% Tax Rate of the Supplemental Roll Allocation in accordance with Revenue and Taxation Code 75.50.

Property Transfer Tax is levied at $0.55 for each $1,000 value of real property transferred in the City; the County Recorder imposes these fees and remits them to the City. Estimates are based on historical experience.

Sales Tax is the General Fund's single largest revenue source. The City's 9.25% Sales Tax is levied on all merchandise and includes the 1% Bradley Burns Sales Tax, .5% Measure S 2006 Sales and Use Tax, and .5% Measure S 2014 Sales and Use Tax. These

funds are received directly from the State on a monthly basis. Sales taxes represent approximately 23% of the General Fund revenues at $3.3 million.

The City uses HdL to estimate sales taxes which are based on economic indicators, historical data and projections for gross sales from newly opened stores and restaurants. The Proposed Budget is based on a conservative 95% of the HdL projection. The 2020-21 estimates are 2% greater than the estimate of projected collections for 2019-20.

Utility User Taxes (UUT) are levied in accordance with Chapter 3.26 of the Municipal Code, amended in 2018 which levies an 8% tax on the value public utilities services consumed within the City limits for electricity, natural gas, and telecommunications. Low income households are eligible for exemption from payment. The Electorate ratified renewal of the taxing authority in November 2018. UUT is estimated to be $1.89 million, 13%, of the General Fund revenues in fiscal year 2020-21.

Franchise Tax is levied at 5% on public utilities and other corporations who furnish gas, electric, water, Cable TV, refuse or similar services to citizens living within city boundaries. The various fees are delineated in franchise agreements and are paid directly to the city by these franchisees. Estimates are based on historical experience considering contract amendments which impact future years. Franchise Taxes are estimated to be approximately $750 thousand, 5% of the General Fund revenue.

Business License Tax is assessed on all businesses doing business within City limits in accordance with Municipal Code Title 5. The City charges business license tax in accordance with the provisions of Government Code 37101. Pinole's tax is computed based on a flat tax of $145 per year combined with a variable tax component based on number of employees engaged in each business. Business License taxes are estimated to be approximately $375 thousand, 3% of the General Fund revenues.

Transient Occupancy Tax (Motel or Bed Tax) is a 10% tax levied by the City for the privilege of occupying quarters on a transient basis (Chapter 3.24 of Municipal Code). This tax is imposed upon persons staying 30 days or less in a motel or lodging facility. The tax rate is set at the discretion of the City Council, subject to ratification by the City's electorate. Transient Occupancy taxes are estimated to be approximately $410 thousand, 3% of the General Fund revenues.

Motor Vehicle In-lieu is the City's share of motor vehicle license fees levied, collected and apportioned by the State. The Vehicle License Fee (VLF), also called the "motor vehicle in-lieu tax" is a tax on the ownership of registered motor vehicles which takes the place of taxation of this personal property. The VLF is paid annually at the time vehicle licenses are renewed based on current value adjusted for depreciation. Estimated FY 2020-21 revenue is $2 million, 13% of General Fund revenues.

Homeowner's Property Tax Rebates (HOPTR) The City is reimbursed for property taxes lost due to the homeowner's property tax exemption. Estimates are based on historical experience and county estimates. Payments are routed through the county from the State to the City and are usually received in April and July. No increase over the amount projected for 2019-20 is expected in 2020-21.

Dispatch Services are provided to the cities of Hercules and San Pablo under an Intergovernmental Service Sharing agreement. A portion of the costs of this activity are reimbursed by the City of Hercules and City of San Pablo. The current reimbursement commitment of $1,272,567 covers approximately 68% of the activity's budget.

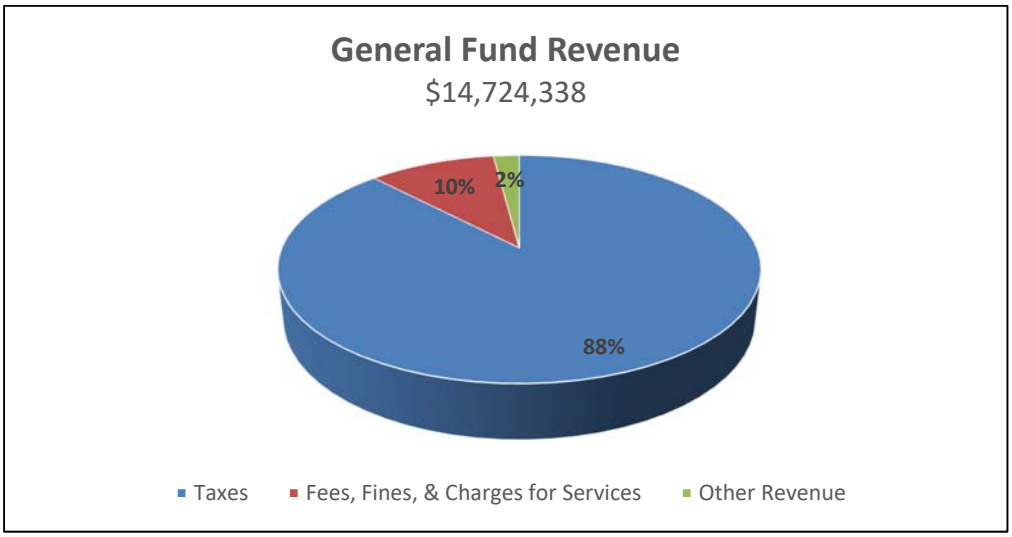
Rent is received on leased property owned by the City. The principal City facility rental is a long-term (15-year) lease of the Pinole Post Office building with the United States Postal Service, which includes cost escalators at five-year intervals. The third and final renewal/extension period began on September 1, 2010. Current annual lease payments are $81,450.

Financial Analysis

The City finances its Operating Activities to the public with revenue derived from a variety of sources. City staff uses information obtained from historical data, actual costs, long and short-term trends, estimates from professional consultants and County and State agencies to update the projected revenues for the current fiscal year and for the proposed fiscal year.

Revenues are estimated conservatively based upon staff's best judgment. Estimates are not increased without solid evidence that the individual revenues are likely to be received.

Revenue



BUDGET OVERVIEW

The Proposed FY 2020-21 Budget continues to follow a conservative approach to the City's finances while considering the impacts resulting from COVID-19. Revenue estimates for sales and property taxes are currently projected at 95% of the total revenue projected by our property and sales tax consultant, HdL. Assuming revenue is realized at or above our consultants estimate, it is possible that by fiscal year end they will be adjusted.

Property Tax is the second largest General Fund revenue stream. The true number for FY 2020-21 property taxes will not be apparent until the tax roll is established. HdL has carefully analyzed the three most important factors involved in projecting property taxes:

1) the Consumer Price Index on parcels, which did not decrease in value (due to the application of Proposition 8) during the recession;

2) the valuation increases due to change of ownership, and the most volatile factor;

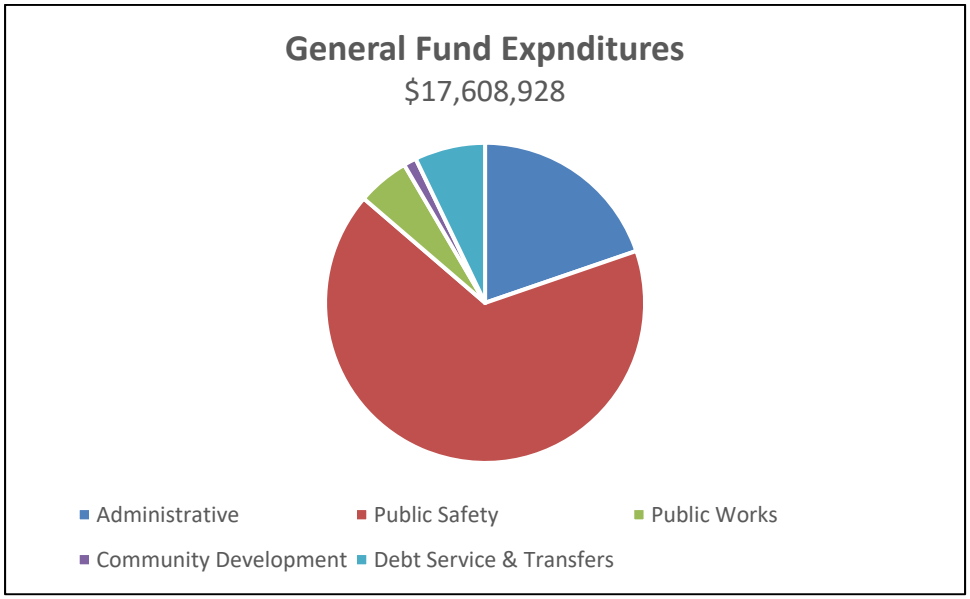
3) the recapture of valuation (per Proposition 8) due to increases in the market value of properties.

The County Assessor determines which properties have increased in valuation and which properties under Proposition 8 should be restored to the pre-recession valuation. Thus, it is possible that property taxes could turn out to be anywhere from a few thousand to as much as $200,000 more than projected.

Sales Taxes are the City's largest source of revenues in the General Fund and here too a conservative approach has been taken in estimating the projected revenues.

Sales tax revenues will be impacted the most significantly due to the Shelter-in-Place order issued by the Governor in March 2020 as a result of COVID-19. It is anticipated to have a 5% to 10% impact on sales tax revenue. Prior to the onset of COVID-19, sales tax was anticipated to be negatively impacted beginning in FY 2019-20 due to the closure of three large retailers.

General Fund



The General Fund is the City's primary operating fund. In FY 2020-21, it is projecting a use of fund balance in the amount of $2,002,578. This is primarily attributed to $975 thousand authorized by City Council for the purchase of a new fire engine in FY 2018-19 that is being carried forward to FY 2020-21 from fund balance.

The proposed budget reflects changes in the California Public Employees' Retirement System (CalPERS). Staff has included five-year projections for the General Fund and Measure S 2006 and 2014 funds that take the projected change in PERS rates into consideration.

General Fund revenue is projected at $820,997 less than current year projected revenue. This is largely due to sales tax revenue anticipated in FY 2020-21 to be less than current year projections as a result of COVID-19 shelter-in-place order, additional RPTTF revenue received in FY 2019-20, and one-time loan proceeds of $500,000 received in FY 2019-20.

Department expenditure budgets are mostly status quo with increases built in to reflect MOU increases for contracts that extend through FY 2020-21 and increases in employee benefit costs.

Measure S 2006

Measure S 2006 FY 2020-21 revenue estimates are $36,627 less than current year projected revenue, $147,631 less than revised budget as of mid-year. This is due to COVID-19 shelter-in-place impacts on the retail and dining economy. Expenditures are projected at $334,613 less than current year projections. This is primarily the result one-time expenditures authorized and spent for the dorm room separation project in Fire in the current fiscal year that are not reflected in the FY 2020-21 budget. Measure S 2006 funds are used primarily to fund personnel in the Police and Fire departments.

Measure S 2014

Measure S 2014 FY 2020-21 revenue estimates are $59,127 less than current year projected revenue, $170,131 less than revised budget as of mid-year. This is also due to COVID-19 shelter-in-place impacts on the retail and dining economy. Expenditures are projected at $80,686 higher than current year estimates. This is primarily the result of the difference in benefit costs of the current and prior Fire personnel offset by one-time project expenditures that were completed in the current fiscal year and not being carried forward to FY 2020-21.

Measure S 2014 funds are used to fund major arterial and residential street work, purchase new equipment, vehicles and computers, address some of the deferred maintenance on City facilities, add staff, other community-oriented projects, and to build General Fund reserves.

Fund Balance

Fund balance is defined as the net position of a governmental fund (difference between assets, liabilities, deferred outflows of resources, and deferred inflows of resources). As a practical matter, the City prepares its budget using *working capital*, resources (cash) available to fund day-to-day operations (calculated as current assets minus current liabilities).

Deficit Funds

Some of the City's operating funds have long standing deficits as the result of expenditures exceeding budgeted revenues during the early years of the recession. Staff continues to analyze funds cost recovery ability and provides quarterly updates to the City Council. In addition, a nexus fee study is planned in the current fiscal year to review all City fees. With the unwinding of the Successor Agency, it can be anticipated that current salary costs funded by the Successor Agency in the amount of $250,000 will terminate with the General Fund absorbing the costs.

Use of Fund Balance

The operating budget includes using fund balance and carryover funds accumulated from prior years in the following funds, in order to offset anticipated deficit spending and/or to appropriate fund balances for one-time expenditures in FY 2020-21:

General Fund - 100	-2,002,578
Measure S 2006 - 105	-25,297
Measure S 2014 - 106	-255,476
Public Safety Augmentation Fund - 203	-9,637
Police Grants - 204	-2,305
NPDES Storm Water - 207	-111,097
Building and Planning - 212	-425,792
Refuse Management - 213	-60,357
Housing Fund - 285	-69,903
Public Facilities Fund - 324	-70,000
City Street Improvements - 325	-1,529,103
Arterial Streets Rehabilitation Fund - 377	-546,000
Sewer Enterprise - 500	-78,138

The deficits in some of these funds are not “structural” in nature. For example, the fee revenues received by the Building and Planning Fund can only be used to cover the costs for the services performed. Often inspection fees are collected in the fiscal year before the inspections are performed.

Major Non-General Fund Revenue Sources

Gas Tax Fund

Revenues are projected at $866,465, $28,220 above current year revenue estimates. Expenditures are projected at $514,175 for FY 2020-21, an increase of $74,310 compared to the current fiscal year. The capital budget which allocates funding for streets and road repair is under development and will be presented to Council on August 18, 2020.

Police Grant Funds

The Police Department receives a variety of grants and funding from federal and state governments. Funding is received from the Supplemental Law Enforcement Services Fund (SLESF) in the amount of $100,000 per year to provide funding for a portion of a Police Officer and a Canine Officer’s salary. Funding is also received from the West Contra Costa County School District in the amount of $150,000 to fund one School Resource Officers (SRO). Fines and forfeitures received under Section 1463 of the Penal Code go into the Traffic Safety Fund to fund School Crossing Guards. Lastly, funding is received from the Public Safety Augmentation Fund under Proposition 172 to fund public safety services. These funds are being used to offset the costs of one SRO previously funded from WCCUSD.

Recreation Funds

For all Recreation Services, the fiscal policy direction of the City Council is that the goal of Recreation Programs is to be fully funded through their own user fees and community donations generated through on-going fundraising efforts. This continues to be a struggle each year.

Revenue in FY 2020-21, not including the operating contribution from General Fund is projected to be $108,351 more than the current year projected revenue. This is largely the result of programs closing due to the COVID-19 shelter-in-place health order issued in March of 2020. Expenditures are projected to be $284,645 higher than current year expenditure projections. This is also the result of the COVID-19 shelter-in-place order and projecting current year expenditures to be less than planned due to program closures, coupled with an increase benefits and cost-of-living increases. Expenditures are projected to exceed revenue by $663,535; as a result, staff is proposing an operating contribution from the General Fund of $651,831 and from the Section 115 Pension Fund of $11,704.

Building and Planning Fund

FY 2020-21 revenues of $820,700 are projected to be $490,638 less than proposed expenditures of $1,311,338. As noted earlier this does not necessarily mean that the fund is not balanced. Fees are often received for development services in the fiscal year prior to when they are rendered; this results in a mismatch of revenues to expenditures since accounting for governmental funds is on a modified accrual basis. Also, development fees are conservatively estimated and may very well increase by the end of the fiscal year.

The need for Development Services fluctuates from year to year and it is expected that in some years the fund balance will be used to cover some of the costs from fees received in prior years. Fees are set for the services with the expectation that over the period of several years the total fees collected will not exceed the cost of services plus enough working capital to cover operations.

Cable Television Fund

It is the direction of the City Council that the Pinole Community Television (PCTV) activity becomes self-sustaining through the development of a full cost recovery fiscal plan. This means that the Cable Services will have to generate enough revenues from contracts, user fees, sponsorships and donations to cover all operating, maintenance and capital equipment costs.

FY 2020-21 revenue is projected to be $352,295, $187,014 less than expenditures of $539,309. Accordingly, a continued $55,000 operating contribution funded by Measure S 2014 is proposed to cover program revenue deficiencies. In addition, staff is recommending an operating contribution of $105,124 allocation from General Fund to cover the balance of the projected deficit.

Efforts are underway to fully analyze all the services provided by PCTV and the costs associated to provide the services. Fees for PCTV will be reviewed as part of the nexus fee study planned this fiscal year. Once that analysis has been completed, Staff will present the finding to the City Council outlining those services, which are profitable, and those which are not.

Sewer Enterprise Fund

REVENUE

The Sewer Enterprise Fund remains the City's most stable operation in the City's budget and is consistent with the City's Rate Analysis model which projects a positive fund balance of $14.6 million, at fiscal year ending June 30, 2020. For FY 2020-21, "Pinole Only" operating revenues are projected at $5,440,607. These annual revenues will continue to fund operations, which are shared on a percentage basis of flow with the City of Hercules. It should be noted, that the current rate structure was designed to achieve a large fund balance until 2017-18 at which point the fund balance would be reduced by $600,000 annually to pay a portion of the debt service attributed to the State loan of $26.6 million.

The City of Pinole is financing the entire portion of our share ($26.7 million) of the Water Pollution Control Plant Upgrade Project through a low interest loan from the State Revolving Fund (SRF) Loan. Construction of the upgrade project began in May of 2016 with an estimated completion date of Summer 2020.

EXPENDITURES

Expenditures for the Sewer Enterprise Fund include three components; plant operations, the collection system and capital improvements at the treatment plant. Operational costs at the plant are shared with the City of Hercules based on wastewater inflows for treatment. The budget also includes funding for the rehabilitation and improvement of the Sewer Pump Station which is funded 100% by Pinole ratepayers. For capital improvements at the plant, the cities of Pinole and Hercules share costs equally on a 50/50 basis.

OPERATIONAL COSTS

The total operations budget for FY 2020-21 is $4,756,727. Of this amount and based on the flow formula, the City of Pinole's share of the "treatment activities" varies monthly from 47% to 51% (50% is $2,378,364). The City of Pinole bills the City of Hercules on a monthly basis for their share of the costs.

EQUIPMENT REPLACEMENT FUND ESTABLISHED

Through the rate structure, the City has included for the eighth year in a row, a budget to establish reserves for replacement of its assets at the plant. The equipment replacement reserve will provide for a "pay-as-you-go" method for the long-term replacement of

physical capital equipment, infrastructure and buildings, which are obsolete, or at the end of their useful life. The depreciation schedule is based on the total value of the current assets and the long-term economic life of those assets.

In FY 2013-14, based on the then depreciated amount of existing assets, a total of $580,000 was necessary to establish replacement funds for anticipated outdated equipment. With the agreement in place with the City of Hercules, which states they will pay for 50% of equipment at the Plant, their share of the depreciation was $290,000. The proposed budget includes $340,000 for the equipment replacement allocation as was the case in the current year's budget.

COLLECTION SYSTEM

The FY 2020-21 proposed budget for the Collection System is $2,531,388. In FY 2013-14, City crews began an inflow and infiltration detection program utilizing smoke testing and flow monitoring. This is an effort to reduce the amount of extraneous flow entering into the City's sewer collection system. These activities are mandated by the Regional Water Quality Control Board operating permit for the plant. Included in the amount listed above, is an appropriation of $395,000 funding sewer main-line collection system renovations, and $1.2 million funding upgrades to the Hazel Street Pump Station.

Capital Improvement Projects

The City Council adopted a Five-Year Capital Improvement Plan on September 17, 2019. Staff anticipates returning to City Council on August 18, 2020 with a Proposed FY 2020-25 Five-Year Capital Improvement Plan for adoption.

Staff is in the final stages of completing the Water Pollution Control Plant Upgrade Project with estimated project completion in June of 2020.

Compensation and Benefits

Salaries and benefits make up the largest component of General Fund expenditures and represent all personnel-related costs. Current salary and benefit schedules are available online at:
https://www.ci.pinole.ca.us/city_government/human_resources/salary__benefits.

There are currently four union-represented groups in the City: Pinole Police Employees Association, International Association of Firefighters Local 1230, Public Employees Union – Local 1, and AFSCME Local 512.

Pension Plans

The City contributes to the California Public Employees' Retirement System ("PERS"), a cost-sharing, multiple-employer, public employee, defined benefit, pension plan. PERS provides retirement and disability benefits, annual cost-of-living adjustments, and death

benefits to plan members and beneficiaries. PERS acts as a common investment and administrative agent for participating public entities within the State of California. Benefit provisions and all other requirements are established by state statute and City ordinance. Copies of PERS' annual financial report may be obtained from their executive office: 400 P Street, Sacramento, CA 95814.

Funding Policy: Miscellaneous Plan participants are required to contribute 8% of their annual covered salary, while Safety Plan participants are required to contribute 9% of their annual covered salary. The City as employer is required to contribute for the period July 1, 2020 to June 30, 2021 at an actuarially determined rate of 47.886% and 71.870% of annual covered payroll for miscellaneous and safety employees respectively.

The City entered into cost-sharing agreements with its union-represented and unrepresented employees whereby miscellaneous and safety employees total CalPERS contribution (combined Employee Contribution and Employee's Share of the City's contribution) are capped at 16% (8% employee portion and 8% employer portion) and 20% (9% employee portion and 11% employer portion) respectively. In the event the annual CalPERS Employer Contribution increase exceeds 4.0% of the prior years' contribution rate, the additional amount above the 4.0% shall be shared equally between the City and the employee, and the cap will be adjusted accordingly for miscellaneous employees. Similarly, in the event the annual CalPERS Employer Contribution increase exceeds 5.0% of the prior years' contribution rate, the additional amount above the 5.0% shall be shared equally between the City and the employee, and the cap will be adjusted accordingly for safety employees. The City pays the employer contribution above employee share of 39.496% (47.886% – 8.388%) and 58.935% (71.870% – 12.935%) for its miscellaneous and safety employees respectively.

The City established the City of Pinole Employee Benefit Pension Plan (the "Plan"), a Section 115 Trust in July of 2018. The goal of the Plan's investment program is to provide a reasonable level of growth which will result in sufficient assets to offset a portion of the present and future obligations of retirement benefits provided by the California Public Employees Retirement System ("CalPERS") for those eligible employees who meet the specified age and service requirements. Assets in the Plan will seek to mitigate the impact of future rate increases from CalPERS.

Other Post-Employment Benefits

In addition to the retirement pension benefits described above, the City sponsors and administers a single-employer healthcare plan for its employees. The plan includes healthcare coverage to long-service retirees. At retirement, employees can elect Blue Shield, Kaiser, PERS Care, or PERS Choice medical coverage through the City at the City's expense.

Employees hired before July 1, 2010 receive a City contribution toward their health premium equal that provided to current active employees. Employees hired after July 1, 2010 receive a City contribution toward their retiree health premium in an amount

described by Government Code Section 22893 (the PERS vesting schedule) as shown below:

Credited Years of Service	Percentage of Employer Contribution
10	50%
11	55%
12	60%
13	65%
14	70%
15	75%
16	80%
17	85%
18	90%
19	95%
20 or more	100%

Funding Policy: The City's contribution for each retiree is capped at the Kaiser BayArea/Sacramento family premium. The premium as of July 1, 2019 is $2,027.64 per month. The City is currently funding the benefits on a pay-as-you-go basis.

Risk Management

The City manages risk of loss related to torts, theft of, damage to, and destruction of assets, errors and omissions, injuries to employees, and natural disasters by participating in a public entity risk pool established under the Joint Exercise of Powers Act of the State of California. The City is a member of the Municipal Pooling Authority (MPA) of Northern California.

MPA provides coverage against the following types of risk of loss under the terms of the joint-powers agreement:

Type of Coverage (Deductible)	Coverage Limits
Liability ($25,000) including errors and omissions for public officials	$29,000,000
All Risk Fire and Property ($5,000)	$1,000,000,000
Workers' Compensation (no deductible)	$50,000,000
Vehicle Physical Damage ($3,000 for Police, $2,000 all others)	$250,000

California Society of
Municipal Finance Officers

Certificate of Award

Operating Budget Excellence Award
Fiscal Year 2019-2020

Presented to the

City of Pinole

For meeting the criteria established to achieve the CSMFO Excellence Award in Budgeting.

January 31, 2020

Steve Heide
CSMFO President

Yolanda Rodriguez, Chair
Recognition Committee

Dedicated Excellence in Municipal Financial Reporting

For the sixth consecutive year, the City of Pinole has received the Operating Budget Excellence Award from the California Society of Municipal Finance Officers (CSMFO) for its annual Operating Budget. The City previously received the Meritorious Award for its fiscal years 2006 through 2011 Operating Budgets, and Outstanding Financial Reporting for its fiscal years 1996 through 2001 operating Budget.

The award represents a significant achievement by the City. It reflects the commitment of the City Council and the City staff in meeting the highest principles of government budgeting. To receive this award, the City had to satisfy nationally recognized guidelines for effective budget presentation.

Return to Agenda

CITY OF PINOLE
BUDGET SUMMARIES

	2017-18 Actual	2018-19 Actual	2019-20 Original Budget	2019-20 Revised Budget	2019-20 Actual Thru Mar-20	2019-20 Projected Year-end	2020-21 Proposed	Percent Change
Fund: 100 - General Fund								
Revenue								
311 - Property Taxes	4,615,198	3,837,167	4,033,892	4,033,892	2,634,929	4,518,655	4,146,109	3%
Basic 1% Property Tax	*2,300,253*	*2,461,344*	*2,743,021*	*2,743,021*	*1,465,191*	*2,732,321*	*2,856,109*	*4%*
RPTTF and Passthrough Payments	*2,314,944*	*1,375,823*	*1,290,871*	*1,290,871*	*1,169,738*	*1,786,334*	*1,290,000*	*0%*
312 - Sales and Use Taxes	3,875,926	3,994,720	3,629,286	3,629,286	2,577,713	3,430,305	3,345,879	-8%
313 - Utility Users Tax	1,926,796	1,812,844	1,898,000	1,898,000	1,420,101	1,890,580	1,896,000	0%
314 - Franchise Taxes	747,625	735,311	744,000	744,000	603,857	753,257	750,000	1%
315 - Other Taxes	880,271	884,902	858,900	858,900	721,274	797,793	785,000	-9%
Other Tax/Transient Occupancy Tax	*513,368*	*485,499*	*483,900*	*483,900*	*357,793*	*432,793*	*410,000*	*-15%*
Other Tax/Business License	*366,903*	*399,403*	*375,000*	*375,000*	*363,480*	*365,000*	*375,000*	*0%*
321 - Intergovernmental Taxes	1,732,370	1,836,501	1,819,484	1,819,484	969,156	1,952,881	2,006,163	10%
323 - State Grants	32,401	109,993	35,000	35,000	24,090	35,804	45,000	29%
324 - Other Grants	47,026	57,026	57,026	57,026	-	47,026	47,026	-18%
332 - Permits	98,312	57,354	73,700	73,700	60,438	69,000	66,700	-9%
341 - Review Fees	41,002	44,484	34,000	34,000	8,227	9,720	27,000	-21%
342 - Other Fees	73,632	69,934	12,750	19,750	27,559	28,775	39,500	100%
343 - Abatement Fees	720	15,893	3,300	12,150	10,243	11,425	13,800	14%
351 - Fines and Forfeiture	41,279	51,741	41,550	41,550	13,255	17,683	36,050	-13%
361 - Public Safety Charges	60,812	42,563	32,600	32,600	3,063	28,492	33,548	3%
361 - Public Safety Charges/Dispatch	*910,437*	*924,755*	*1,197,373*	*1,197,373*	*825,567*	*1,197,373*	*1,272,567*	*6%*
370 - Interest and Investment Income	34,244	209,773	200,000	200,000	115,874	136,000	100,000	-50%
381 - Rental Income	97,027	89,500	81,450	81,450	69,298	89,661	89,896	10%
383 - Reimbursements	63,306	92,767	9,500	20,356	17,766	19,725	15,000	-26%
384 - Other Revenue	148,062	7,077	9,000	9,000	9,535	9,780	8,100	-10%
392 - Proceeds from Sale of Property	10,017,210	1290.03	11,000	11,000	1,386	1,400	1,000	-91%
393 - Loan/Bond Proceeds	-	1,500,000	-	-	-	500,000	-	0%
Revenue Total	**25,443,655**	**16,375,596**	**14,781,811**	**14,808,517**	**10,113,332**	**15,545,335**	**14,724,338**	**-1%**
399 - Transfers In	-	6,290,688	-	-	-	-	-	
399 - Transfers In from Section 115 Pension Fund	-	-	708,615	708,615	-	708,615	882,013	24%
Sources Total	**25,443,655**	**22,666,285**	**15,490,426**	**15,517,132**	**10,113,332**	**16,253,950**	**15,606,351**	**1%**
Expenditures								
Division: 110 - City Council Total:	143,788	141,626	161,125	163,015	102,246	124,693	145,482	-11%
Division: 111 - City Manager Total:	118,949	163,510	171,439	217,949	174,098	204,449	437,043	101%
Division: 112 - City Clerk Total:	189,036	235,966	246,659	246,659	138,547	202,450	250,145	1%
Division: 113 - City Treasurer Total:	10,560	10,866	11,332	11,332	6,346	8,403	6,779	-40%
Division: 114 - City Attorney Total:	269,917	308,240	110,919	110,919	117,919	263,573	149,136	34%
114 - City Attorney Services	*480,746*	*509,176*	*416,919*	*416,919*	*325,185*	*594,939*	*464,010*	*11%*
114 - City Attorney Indirect Cost Allocations	*(210,829)*	*(200,935)*	*(306,000)*	*(306,000)*	*(207,266)*	*(331,366)*	*(314,874)*	*3%*
Division: 115 - Finance Department Total:	425,502	482,018	478,572	478,572	369,712	485,771	510,212	7%
Division: 116 - Human Resources Total:	325,655	392,207	471,607	494,907	329,567	434,500	276,434	-44%
Division: 117 - General Government Total:	1,298,657	1,544,324	1,651,460	1,717,973	1,094,708	1,717,422	1,701,069	-1%
Administrative Total	**2,782,063**	**3,278,757**	**3,303,114**	**3,441,327**	**2,333,142**	**3,441,261**	**3,476,300**	**1%**
Division: 221 - Police Operations Total:	3,061,895	3,624,605	3,489,536	3,483,043	2,481,536	3,185,016	4,219,201	21%
Division: 222 - Police Support Services Total:	855,587	902,310	1,180,510	1,199,946	455,475	815,294	1,109,191	-8%
Division: 223 - Dispatch WBCC Total:	1,641,573	1,718,128	1,741,454	1,747,406	1,388,556	1,861,327	1,920,952	10%
Division: 231 - Fire Total:	2,441,039	2,716,433	4,453,035	4,456,426	2,112,748	2,911,680	4,471,322	0%
Public Safety Total	**8,000,094**	**8,961,475**	**10,864,535**	**10,886,822**	**6,438,315**	**8,773,317**	**11,720,666**	**8%**
Division: 341 - Administration/Engineering Total:	143,054	183,755	145,554	171,303	145,267	232,779	161,065	-6%
Division: 342 - Road Maintenance Total:	35,943	50,173	55,619	55,619	22,208	27,763	64,283	16%
Division: 343 - Facility Maintenance Total:	419,159	480,771	404,526	404,526	319,710	434,728	416,636	3%
Division: 345 - Park Maintenance Total:	185,510	226,290	255,720	255,720	168,077	219,290	284,823	11%
Public Works Total	**783,666**	**940,988**	**861,419**	**887,168**	**655,261**	**914,560**	**926,807**	**4%**
Division: 461 - Planning Total:	8,206	9,072	11,857	11,857	2,391	4,401	10,021	-15%
Division: 465 - Code Enforcement Total:	-	70,924	269,032	224,152	119,452	165,022	217,180	-3%
Community Development Total	**8,206**	**79,996**	**280,889**	**236,009**	**121,842**	**169,423**	**227,201**	**-4%**
Division: 554 - Youth Center Total:	132	-	-	-	-	-	-	0%
Division: 557 - Swim Center Total:	196	-	-	-	-	-	-	0%
Recreation Total	**328**	**-**	**-**	**-**	**-**	**-**	**-**	0%
481 - Debt Service	572,923	523,631	535,000	535,000	536,120	536,120	555,000	4%
Sub-Total	**12,147,280**	**13,784,846**	**15,844,957**	**15,986,326**	**10,084,681**	**13,834,681**	**16,905,973**	**6%**
499 - Transfers Out	34,095	21,225,833	642,637	642,637	-	562,558	702,955	9%
Expenditure Total:	**12,181,375**	**35,010,680**	**16,487,594**	**16,628,963**	**10,084,681**	**14,397,239**	**17,608,928**	**6%**
Fund: 100 - General Fund Net Results	**13,262,279**	**(12,344,395)**	**(997,168)**	**(1,111,831)**	**28,651**	**1,856,711**	**(2,002,578)**	
Fund Balance, July 1	**6,319,750**	**19,582,029**		**7,237,635**		**7,237,635**	**9,094,346**	
Fund Balance, June 30	**19,582,029**	**7,237,635**		**6,125,804**		**9,094,346**	**7,091,768**	

Return to Agenda

CITY OF PINOLE
BUDGET SUMMARIES

	2017-18 Actual	2018-19 Actual	2019-20 Original Budget	2019-20 Revised Budget	2019-20 Actual Thru Mar-20	2019-20 Projected Year-end	2020-21 Proposed	Percent Change
Fund: 105 - Measure S -2006								
Revenue								
312 - Sales and Use Taxes	2,165,664	2,146,708	1,960,800	1,960,800	1,226,000	1,853,296	1,825,669	-7%
370 - Interest and Investment Income	12,796	24,151	20,000	32,500	24,086	29,000	20,000	-38%
383 - Reimbursements	49,765	-	-	-	-	-	-	0%
Revenue Total:	**2,228,225**	**2,170,860**	**1,980,800**	**1,993,300**	**1,250,086**	**1,882,296**	**1,845,669**	**-7%**
399 - Transfers In from Section 115 Pension Fund	-	-	184,117	184,117	-	184,117	294,558	60%
Sources Total	**2,228,225**	**2,170,860**	**2,164,917**	**2,177,417**	**1,250,086**	**2,066,413**	**2,140,227**	**-2%**
Expenditures								
Division: 115 - Finance Department Total:	1,392	616	2,433	2,433	1,333	1,333	2,433	0%
Division: 221 - Police Operstions Total:	1,216,568	1,428,127	1,513,954	1,529,954	1,078,805	1,462,461	1,402,432	-8%
Division: 223 - Dispatch WBCC Total:	143,088	-	-	-	1,955	1,955	-	0%
Division: 231 - Fire Total:	714,030	743,819	786,830	942,551	834,457	1,034,388	760,659	-19%
Expenditure Total:	**2,075,079**	**2,172,561**	**2,303,217**	**2,474,938**	**1,916,549**	**2,500,137**	**2,165,524**	**-13%**
Fund: 105 - Measure S -2006 Net Results	**153,146**	**(1,702)**	**(138,300)**	**(297,521)**	**(666,464)**	**(433,724)**	**(25,297)**	
Fund Balance, July 1	**2,667,103**	**2,820,249**		**2,818,547**		**2,818,547**	**2,384,823**	
Fund Balance, June 30	**2,820,249**	**2,818,547**		**2,521,026**		**2,384,823**	**2,359,526**	
Fund: 106 - MEASURE S-2014								
Revenue								
312 - Sales and Use Taxes	2,121,226	2,139,620	1,960,800	1,960,800	1,349,804	1,853,296	1,825,669	-7%
370 - Interest and Investment Income	15,527	35,583	30,000	65,000	51,530	61,500	30,000	-54%
383 - Reimbursements	-	600	-	-	-	-	-	0%
Revenue Total:	**2,136,753**	**2,175,803**	**1,990,800**	**2,025,800**	**1,401,334**	**1,914,796**	**1,855,669**	**-8%**
399 - Transfers In from Section 115 Pension Fund	-	-	8,206	8,206	-	8,206	96,887	1081%
Sources Total	**2,136,753**	**2,175,803**	**1,999,006**	**2,034,006**	**1,401,334**	**1,923,002**	**1,952,556**	**-4%**
Expenditures								
Division: 110 - City Council Total:	-	12,800	57,200	60,200	33,900	60,200	-	-100%
Division: 114 - City Attorney Total:	77,078	25,282	35,000	35,000	19,839	35,000	-	-100%
Division: 115 - Finance Department Total:	4,192	1,450	2,433	2,433	1,333	1,333	2,433	0%
Division: 117 - General Government Total:	763,888	544,918	692,500	692,500	592,500	692,500	693,000	0%
Division: 118 - Information Systems Total:	81,334	54,964	64,600	64,600	7,140	7,140	42,600	-34%
Administrative Total	**926,492**	**639,414**	**851,733**	**854,733**	**654,712**	**796,173**	**738,033**	**-14%**
Division: 221 - Police Operations Total:	38,254	15,695	205,000	469,050	260,277	364,050	110,000	-77%
Division: 222 - Police Support Services Total:	-	-	103,087	103,087	47,052	65,211	83,641	-19%
Division: 223 - Dispatch WBCC Total:	-	-	25,000	25,000	25,000	25,000	-	-100%
Division: 231 - Fire Total:	199,863	298,801	306,128	306,128	236,107	295,412	444,489	45%
Public Safety Total	**238,117**	**314,497**	**639,215**	**903,265**	**568,437**	**749,673**	**638,130**	**-29%**
Division: 341 - Administration/Engineering Total:	47,073	15,147	77,810	77,810	-	38,905	64,255	-17%
Division: 342 - Road Maintenance Total:	-	-	140,000	140,000	9,210	9,210	140,000	0%
Division: 343 - Facility Maintenance Total:	59,727	227,101	338,991	538,991	103,303	128,657	344,064	-36%
Division: 344 - NPDES Storm Drain Total:	-	7,061	175,000	217,000	7,473	12,472	175,000	-19%
Division: 345 - Park Maintenance Total:	4,223	74,897	367,618	885,799	341,698	368,208	85,000	-90%
Public Works Total	**111,023**	**324,207**	**1,099,419**	**1,859,600**	**461,684**	**557,452**	**808,319**	**-57%**
Division: 461 - Planning Total:	-	-	100,000	100,000	14,030	14,030	-	-100%
Division: 465 - Code Enforcement Total:	-	-	30,000	30,000	-	-	-	-100%
Community Development Total	**-**	**-**	**130,000**	**130,000**	**14,030**	**14,030**	**-**	**-100%**
Division: 551 - Recreation Administration Total:	8,130	-		-	-	-	-	0%
Division: 552 - Senior Center Total:	-	-	7,000	7,000	-	-	23,000	229%
Division: 553 - Tiny Tots Total:	-	-	14,800	14,800	10,018	10,018	550	-96%
Division: 554 - Youth Center Total:	-	-	8,200	8,200	-	-	-	-100%
Recreation Total	**8,130**	**-**	**30,000**	**30,000**	**10,018**	**10,018**	**23,550**	**-22%**
Expenditure Total:	**1,283,762**	**1,278,117**	**2,750,367**	**3,777,598**	**1,708,880**	**2,127,346**	**2,208,032**	**-42%**
Fund: 106 - MEASURE S-2014 Net Results	**852,991**	**897,686**	**(751,361)**	**(1,743,592)**	**(307,546)**	**(204,344)**	**(255,476)**	
Fund Balance, July 1	**2,148,863**	**3,001,854**		**3,899,540**		**3,899,540**	**3,695,196**	
Fund Balance, June 30	**3,001,854**	**3,899,540**		**2,155,948**		**3,695,196**	**3,439,720**	
Fund: 160 - EQUIPMENT RESERVE								
Revenue								
399 - Transfers In	-	-	85,000	85,000	85,000	85,000	85,000	0%
Revenue Total:	**-**	**-**	**85,000**	**85,000**	**85,000**	**85,000**	**85,000**	**0%**
Expenditures								
Division: 221 - Police Operations Total:	-	33,936	-	-	-	-	-	
Division: 345 - Park Maintenance Total:	-	82,303	80,000	80,000	-	-	80,000	0%
Division: 461 - Planning Total:	-	-	5,000	5,000	-	-	5,000	0%
Expenditure Total:	**-**	**116,239**	**85,000**	**85,000**	**-**	**-**	**85,000**	**0%**
Fund: 160 - EQUIPMENT RESERVE Net Results	**-**	**(116,239)**	**-**	**-**	**85,000**	**85,000**	**-**	
Fund Balance, July 1	**146,188**	**146,188**		**29,949**		**29,949**	**114,949**	
Fund Balance, June 30	**146,188**	**29,949**		**29,949**		**114,949**	**114,949**	

CITY OF PINOLE
BUDGET SUMMARIES

	2017-18 Actual	2018-19 Actual	2019-20 Original Budget	2019-20 Revised Budget	2019-20 Actual Thru Mar-20	2019-20 Projected Year-end	2020-21 Proposed	Percent Change
Fund: 200 - Gas Tax Fund								
Revenue								
321 - Intergovernmental Taxes	519,757	754,674	827,289	827,289	588,828	825,545	861,465	4%
370 - Interest and Investment Income	1,973	5,879	5,000	12,700	10,782	12,700	5,000	-61%
Revenue Total:	**521,730**	**760,554**	**832,289**	**839,989**	**599,609**	**838,245**	**866,465**	**3%**
Expenditures								
Division: 342 - Road Maintenance Total:	-	403,967	502,547	502,547	335,662	439,865	514,175	2%
Expenditure Total:	**-**	**403,967**	**502,547**	**502,547**	**335,662**	**439,865**	**514,175**	**2%**
Fund: 200 - Gas Tax Fund Net Results	**521,730**	**356,586**	**329,742**	**337,442**	**263,948**	**398,380**	**352,290**	
Fund Balance, July 1	**276,470**	**798,200**		**1,154,787**		**1,154,787**	**1,553,167**	
Fund Balance, June 30	**798,200**	**1,154,787**		**1,492,229**		**1,553,167**	**1,905,457**	
Fund: 201 - Restricted Real Estate Maintenance Fund								
Revenue								
342 - Other Fees	3,625	1,825	3,175	3,175	475	3,175	3,175	0%
381 - Rental Income	5,784	70,833	34,000	34,000	3,187	37,187	36,816	8%
Revenue Total:	**9,409**	**72,658**	**37,175**	**37,175**	**3,662**	**40,362**	**39,991**	**8%**
Expenditures								
Division: 343 - Facility Maintenance Total:	28,681	19,413	37,175	37,175	18,456	24,476	37,175	0%
Expenditure Total:	**28,681**	**19,413**	**37,175**	**37,175**	**18,456**	**24,476**	**37,175**	**0%**
Fund: 201 - Restricted RE Maintenance Fund Net Results	**(19,272)**	**53,245**	**-**	**-**	**(14,794)**	**15,887**	**2,816**	
Fund Balance, July 1	**152,858**	**133,586**		**186,832**		**186,832**	**202,718**	
Fund Balance, June 30	**133,586**	**186,832**		**186,832**		**202,718**	**205,534**	
Fund: 203 - Public Safety Augmentation Fund								
Revenue								
321 - Intergovernmental Taxes	164,543	202,489	177,375	177,375	127,791	170,863	170,266	-4%
370 - Interest and Investment Income	1,442	3,201	2,500	5,700	4,535	5,300	2,500	-56%
Revenue Total:	**165,985**	**205,691**	**179,875**	**183,075**	**132,326**	**176,163**	**179,875**	**-2%**
Expenditures								
Division: 221 - Police Operations Total:	149,159	131,658	177,310	177,310	125,375	166,119	189,512	7%
Expenditure Total:	**149,159**	**131,658**	**177,310**	**177,310**	**125,375**	**166,119**	**189,512**	**7%**
Fund: 203 - Public Safety Augmentation Fund Net Results	**16,826**	**74,032**	**2,565**	**5,765**	**6,951**	**10,044**	**(9,637)**	
Fund Balance, July 1	**262,300**	**279,126**		**353,158**		**353,158**	**363,202**	
Fund Balance, June 30	**279,126**	**353,158**		**358,923**		**363,202**	**353,565**	
Fund: 204 - Police Grants								
Revenue								
323 - State Grants	-	-	-	25,796	7,482	9,197	-	-100%
324 - Other Grants	328,000	328,000	300,000	300,000	225,500	300,500	150,000	-50%
384 - Other Revenue	-	120	-	-	-	-	-	0%
Revenue Total:	**328,000**	**328,120**	**300,000**	**325,796**	**232,982**	**309,697**	**150,000**	**-54%**
399 - Transfers In from Section 115 Pension Fund	-	-		44,722	-	44,722	-	-100%
Sources Total	**328,000**	**328,120**	**300,000**	**370,518**	**232,982**	**354,419**	**150,000**	**-60%**
Expenditures								
Division: 227 - Police Grants Total:	324,671	255,638	343,679	369,475	247,741	297,773	152,305	-59%
Expenditure Total:	**324,671**	**255,638**	**343,679**	**369,475**	**247,741**	**297,773**	**152,305**	**-59%**
Fund: 204 - Police Grants Net Results	**3,329**	**72,482**	**(43,679)**	**(43,679)**	**(14,759)**	**56,646**	**(2,305)**	
Fund Balance, July 1	**44,013**	**47,342**		**119,824**		**119,824**	**176,470**	
Fund Balance, June 30	**47,342**	**119,824**		**76,145**		**176,470**	**174,165**	
Fund: 205 - Traffic Safety Fund								
Revenue								
351 - Fines and Forfeiture	32,107	35,181	42,330	42,330	32,138	40,000	45,000	6%
370 - Interest and Investment Income	673	1,541	1,500	2,800	2,346	2,800	1,500	-46%
Revenue Total:	**32,780**	**36,722**	**43,830**	**45,130**	**34,484**	**42,800**	**46,500**	**3%**
Expenditures								
Division: 227 - Police Grants Total:	9,579	7,674	19,168	19,168	5,736	5,736	19,719	3%
Expenditure Total:	**9,579**	**7,674**	**19,168**	**19,168**	**5,736**	**5,736**	**19,719**	**3%**
Fund: 205 - Traffic Safety Fund Net Results	**23,201**	**29,048**	**24,662**	**25,962**	**28,749**	**37,064**	**26,781**	
Fund Balance, July 1	**110,991**	**134,192**		**163,240**		**163,240**	**200,304**	
Fund Balance, June 30	**134,192**	**163,240**		**189,202**		**200,304**	**227,085**	
Fund: 206 - Supplemental Law Enforcement Svc Fund								
Revenue								
323 - State Grants	100,000	148,747	100,000	155,948	155,948	155,948	100,000	-36%
370 - Interest and Investment Income	622	1,769	1,600	3,400	2,888	3,400	1,600	-53%
Revenue Total:	**100,622**	**150,515**	**101,600**	**159,348**	**158,835**	**159,348**	**101,600**	**-36%**
Expenditures								
Division: 227 - Police Grants Total:	92,612	101,008	129,359	129,359	53,433	56,796	97,897	-24%
Expenditure Total:	**92,612**	**101,008**	**129,359**	**129,359**	**53,433**	**56,796**	**97,897**	**-24%**
Fund: 206 - Supplemental Law Enforcement Svc Fund Net Resu	**8,009**	**49,507**	**(27,759)**	**29,989**	**105,403**	**102,552**	**3,703**	
Fund Balance, July 1	**111,087**	**119,096**		**168,604**		**168,604**	**271,156**	
Fund Balance, June 30	**119,096**	**168,604**		**198,593**		**271,156**	**274,859**	

Return to Agenda

CITY OF PINOLE
BUDGET SUMMARIES

	2017-18 Actual	2018-19 Actual	2019-20 Original Budget	2019-20 Revised Budget	2019-20 Actual Thru Mar-20	2019-20 Projected Year-end	2020-21 Proposed	Percent Change
Fund: 207 - NPDES Storm Water Fund								
Revenue								
321 - Intergovernmental Taxes	295,916	251,004	266,470	266,470	167,899	272,000	273,132	3%
370 - Interest and Investment Income	151	29	150	150	(137)	150	150	0%
384 - Other Revenue	378	-	-	-	-		-	0%
Revenue Total:	**296,445**	**251,032**	**266,620**	**266,620**	**167,763**	**272,150**	**266,620**	**0%**
Expenditures								
Division: 344 - NPDES Storm Drain Total:	273,919	304,913	367,444	367,444	223,269	286,912	377,717	3%
Expenditure Total:	**273,919**	**304,913**	**367,444**	**367,444**	**223,269**	**286,912**	**377,717**	**3%**
Fund: 207 - NPDES Storm Water Fund Net Results	**22,526**	**(53,881)**	**(100,824)**	**(100,824)**	**(55,506)**	**(14,762)**	**(111,097)**	
Fund Balance, July 1	**77,976**	**100,502**		**46,622**		**46,622**	**31,860**	
Fund Balance, June 30	**100,502**	**46,622**		**(54,202)**		**31,860**	**(79,237)**	
Fund: 209 - Recreation Fund								
Revenue								
Division: 551 - Recreation Administration Total:	25,530	17,950	19,761	28,761	7,500	14,679	18,550	-36%
Division: 552 - Senior Center Total:	372,734	384,153	328,300	338,300	274,770	268,075	339,200	0%
Division: 553 - Tiny Tots Total:	195,505	200,673	193,368	155,128	123,034	109,731	164,722	6%
Division: 554 - Youth Center Total:	54,157	36,277	27,310	24,910	28,460	24,990	34,065	37%
Division: 555 - Day Camp Total:	37,419	25,551	20,500	20,500	14,406	20,500	17,820	-13%
Division: 556 - Performing Arts Total:	49,794	46,784	-	-	2,630	-	-	0%
Division: 557 - Swim Center Total:	47,556	57,208	46,920	48,420	27,657	80,157	52,300	8%
Division: 558 - Memorial Hall Total:	5,000	1,250	5,600	12,832	8,988	7,832	7,832	-39%
Division: 559 - Tennis Total:	410	370	400	700	674	674	500	-29%
Revenue Total:	**788,106**	**770,216**	**642,159**	**629,551**	**488,118**	**526,638**	**634,989**	1%
399 - Transfers In	33,888	307,214	545,012	545,012	7,500	480,288	651,831	20%
399 - Transfers In from Section 115 Pension Fund	-	-	6,952	6,952	-	6,952	11,704	68%
Sources Total	**821,994**	**1,077,430**	**1,194,123**	**1,181,515**	**495,618**	**1,013,878**	**1,298,524**	**10%**
Expenditures								
Division: 551 - Recreation Administration Total:	151,958	179,931	202,081	205,638	110,811	126,982	275,691	34%
Division: 552 - Senior Center Total:	428,472	467,615	497,141	540,901	369,082	424,251	497,560	-8%
Division: 553 - Tiny Tots Total:	110,816	131,602	137,296	137,378	103,180	123,077	141,281	3%
Division: 554 - Youth Center Total:	146,125	149,165	196,635	154,077	109,689	184,728	215,255	40%
Division: 555 - Day Camp Total:	4,438	3,195	60,640	60,640	2,063	60,640	57,407	-5%
Division: 556 - Performing Arts Total:	39,624	46,868	-	221	221	-	-	-100%
Division: 557 - Swim Center Total:	81,201	92,194	91,368	95,265	73,463	78,803	99,950	5%
Division: 558 - Memorial Hall Total:	3,869	5,092	4,961	7,200	9,122	10,521	7,380	3%
Division: 559 - Tennis Total:	3,100	2,310	4,000	4,000	1,944	4,877	4,000	0%
Expenditure Total:	**969,602**	**1,077,973**	**1,194,123**	**1,205,321**	**779,574**	**1,013,879**	**1,298,524**	**8%**
Fund: 209 - Recreation Fund Net Results	**(147,608)**	**(543)**	**0**	**(23,806)**	**(283,956)**	**(1)**	**-**	
Fund Balance, July 1	**192,778**	**45,170**		**44,627**		**44,627**	**44,626**	
Fund Balance, June 30	**45,170**	**44,627**		**20,821**		**44,626**	**44,626**	
Fund: 212 - Building & Planning								
Revenue								
315 - Other Taxes	159	21	1,800	-	2	2	-	0%
323 - State Grants	-	-	-	-	-	-	160,000	100%
332 - Permits	762,459	386,019	512,750	512,750	255,711	308,700	342,000	-33%
341 - Review Fees	262,891	226,729	192,500	317,500	275,382	309,700	255,000	-20%
342 - Other Fees	81,516	85,479	62,500	62,500	55,368	59,550	50,700	-19%
343 - Abatement Fees	6,500	-	-	-	-		-	0%
344 - Impact Fees	-	3,524	-	-	-		-	0%
370 - Interest and Investment Income	5,445	8,569	7,000	12,000	9,183	10,200	7,000	-42%
383 - Reimbursements	-	-	-	7,360	7,360	7,360	-	-100%
384 - Other Revenue	19,857	3,998	21,000	21,000	(449)	-	6,000	-71%
Revenue Total:	**1,138,827**	**714,339**	**797,550**	**933,110**	**602,558**	**695,512**	**820,700**	**-12%**
399 - Transfers In from Section 115 Pension Fund	-	-	58,937	58,937	-	58,937	64,846	10%
Sources Total	**1,138,827**	**714,339**	**856,487**	**992,047**	**602,558**	**754,449**	**885,546**	**-11%**
Expenditures								
Division: 461 - Planning Total:	276,037	423,288	409,515	389,091	287,226	196,072	499,903	28%
Division: 462 - Building Inspection Total:	754,848	565,775	742,257	807,972	390,938	587,971	811,435	0%
Division: 465 - Code Enforcement Total:	-	31	-	-	-	-	-	0%
Expenditure Total:	**1,030,885**	**989,094**	**1,151,772**	**1,197,063**	**678,164**	**784,043**	**1,311,338**	**10%**
Fund: 212 - Building & Planning Net Results	**107,942**	**(274,755)**	**(295,285)**	**(263,953)**	**(75,606)**	**(29,594)**	**(425,792)**	
Fund Balance, July 1	**653,652**	**761,594**		**486,839**		**486,839**	**457,245**	
Fund Balance, June 30	**761,594**	**486,839**		**222,886**		**457,245**	**31,454**	

Return to Agenda

CITY OF PINOLE
BUDGET SUMMARIES

	2017-18 Actual	2018-19 Actual	2019-20 Original Budget	2019-20 Revised Budget	2019-20 Actual Thru Mar-20	2019-20 Projected Year-end	2020-21 Proposed	Percent Change
Fund: 213 - Refuse Management Fund								
Revenue								
323 - State Grants	66,513	66,161	60,060	105,662	91,446	111,899	60,060	-43%
370 - Interest and Investment Income	4,071	6,383	6,000	6,000	4,645	5,650	6,000	0%
392 - Proceeds from Sale of Property	-	700	-	-	-	-	-	0%
Revenue Total:	**70,584**	**73,244**	**66,060**	**111,662**	**96,091**	**117,549**	**66,060**	**-41%**
Expenditures								
Division: 344 - NPDES Storm Drain Total:	-	307,432	-	-	-		-	
Division: 346 - Waste Reduction Total:	99,211	103,347	125,347	125,347	68,047	91,925	126,417	1%
Expenditure Total:	**99,211**	**410,778**	**125,347**	**125,347**	**68,047**	**91,925**	**126,417**	**1%**
Fund: 213 - Refuse Management Fund Net Results	**(28,628)**	**(337,535)**	**(59,287)**	**(13,685)**	**28,044**	**25,624**	**(60,357)**	
Fund Balance, July 1	**713,366**	**684,738**		**347,204**		**347,204**	**372,828**	
Fund Balance, June 30	**684,738**	**347,204**		**333,519**		**372,828**	**312,471**	
Fund: 214 - Solid Waste Fund								
Revenue								
370 - Interest and Investment Income	3,876	10,164	8,000	20,300	16,782	20,300	8,000	-61%
383 - Reimbursements	247,457	314,229	240,000	240,000	283,776	373,776	360,000	50%
Revenue Total:	**251,333**	**324,392**	**248,000**	**260,300**	**300,557**	**394,076**	**368,000**	**41%**
Expenditures								
Division: 343 - Facility Maintenance Total:	-	3,003	42,000	42,000	-	-	20,000	-52%
Expenditure Total:	**-**	**3,003**	**42,000**	**42,000**	**-**	**-**	**20,000**	**-52%**
Fund: 214 - Solid Waste Fund Net Results	**251,333**	**321,390**	**206,000**	**218,300**	**300,557**	**394,076**	**348,000**	
Fund Balance, July 1	**582,031**	**833,364**		**1,154,754**		**1,154,754**	**1,548,830**	
Fund Balance, June 30	**833,364**	**1,154,754**		**1,373,054**		**1,548,830**	**1,896,830**	
Fund: 215 - Measure C and J Fund								
Revenue								
324 - Other Grants	366,959	379,583	360,000	360,000	4,567	365,000	380,000	6%
370 - Interest and Investment Income	5,004	9,353	8,000	19,200	15,328	19,200	8,000	-58%
Revenue Total:	**371,963**	**388,936**	**368,000**	**379,200**	**19,895**	**384,200**	**388,000**	**2%**
Expenditures								
Division: 117 - General Government Total:	-	47,049	48,930	48,930	-	48,930	48,930	0%
Division: 341 - Administration/Engineering Total:	127,060	77,280	119,668	119,668	59,044	81,086	113,668	-5%
Division: 342 - Road Maintenance Total:	-	-	30,000	30,000	5,930	15,000	30,000	0%
Division: 343 - Facility Maintenance Total:	6,947	25,542	2,000	2,000	-	-	2,000	0%
Expenditure Total:	**134,006**	**149,871**	**200,598**	**200,598**	**64,974**	**145,016**	**194,598**	**-3%**
Fund: 215 - Measure C and J Fund Net Results	**237,957**	**239,065**	**167,402**	**178,602**	**(45,079)**	**239,184**	**193,402**	
Fund Balance, July 1	**1,016,913**	**1,254,870**		**1,493,935**		**1,493,935**	**1,733,119**	
Fund Balance, June 30	**1,254,870**	**1,493,935**		**1,672,537**		**1,733,119**	**1,926,521**	
Fund: 285 - Housing Land Held for Resale								
Revenue								
342 - Other Fees	4,700	-	-	-	-	-	-	0%
370 - Interest and Investment Income	13,610	128,942	135,000	65,100	49,618	64,600	50,000	-23%
381 - Rental Income	72,253	-	72,253	-	-	-	-	0%
384 - Other Revenue	5,500	5,795	-	750	750	750	-	-100%
392 - Proceeds from Sale of Property	-	1,150	-	-	-	-	-	0%
393 - Loan/Bond Proceeds	15,024	156,645	55,000	55,000	137	30,200	55,000	0%
Revenue Total:	**111,086**	**292,531**	**262,253**	**120,850**	**50,506**	**95,550**	**105,000**	**-13%**
Expenditures								
Division: 464 - Housing Administration Total:	563,889	170,110	211,107	211,107	65,793	63,176	174,903	-17%
Expenditure Total:	**563,889**	**170,110**	**211,107**	**211,107**	**65,793**	**63,176**	**174,903**	**-17%**
Fund: 285 - Housing Land Held for Resale Net Results	**(452,803)**	**122,421**	**51,146**	**(90,257)**	**(15,287)**	**32,374**	**(69,903)**	
Fund Balance, July 1	**1,220,745**	**767,942**		**890,363**		**890,363**	**922,737**	
Fund Balance, June 30	**767,942**	**890,363**		**800,106**		**922,737**	**852,834**	
Fund: 310 - Lighting & Landscape Districts								
Revenue								
321 - Intergovernmental Taxes	34,798	36,854	42,780	42,780	23,804	39,250	42,780	0%
399 - Transfers In	5,000	5,000	-	-	-	-	-	0%
Revenue Total:	**39,798**	**41,854**	**42,780**	**42,780**	**23,804**	**39,250**	**42,780**	**0%**
Expenditures								
Division: 347 - Landscape & Lighting PVR North Total:	17,784	17,776	21,380	21,380	10,831	18,996	21,380	0%
Division: 348 - Landscape & Lighting PVR South Total:	12,838	17,668	21,400	21,400	9,130	20,469	21,400	0%
Expenditure Total:	**30,622**	**35,444**	**42,780**	**42,780**	**19,961**	**39,465**	**42,780**	**0%**
Fund: 310 - Lighting & Landscape Districts Net Results	**9,176**	**6,410**	**-**	**-**	**3,843**	**(215)**	**-**	
Fund Balance, July 1	**10,302**	**19,478**		**25,887**		**25,887**	**25,672**	
Fund Balance, June 30	**19,478**	**25,887**		**25,887**		**25,672**	**25,672**	

Return to Agenda

CITY OF PINOLE
BUDGET SUMMARIES

	2017-18 Actual	2018-19 Actual	2019-20 Original Budget	2019-20 Revised Budget	2019-20 Actual Thru Mar-20	2019-20 Projected Year-end	2020-21 Proposed	Percent Change
Fund: 317 - Pinole Valley Caretaker Fund								
Revenue								
381 - Rental Income	15,000	15,000	15,000	15,000	11,250	15,000	15,000	0%
Revenue Total:	**15,000**	**15,000**	**15,000**	**15,000**	**11,250**	**15,000**	**15,000**	**0%**
Expenditures								
Division: 345 - Park Maintenance Total:	15,546	14,589	14,982	14,982	11,221	15,000	14,867	-1%
Expenditure Total:	**15,546**	**14,589**	**14,982**	**14,982**	**11,221**	**15,000**	**14,867**	**-1%**
Fund: 317 - Pinole Valley Caretaker Fund Net Results	**(546)**	**411**	**18**	**18**	**29**	**(0)**	**133**	
Fund Balance, July 1	**185**	**(361)**		**51**		**51**	**50**	
Fund Balance, June 30	**(361)**	**51**		**69**		**50**	**183**	
Fund: 324 - Public Facilities Fund								
Expenditures								
Division: 343 - Facility Maintenance Total:	22,738	39,230	60,000	60,000	50	50	60,000	0%
Division: 345 - Park Maintenance Total:	-	-	10,000	10,000	-	-	10,000	0%
Expenditure Total:	**22,738**	**39,230**	**70,000**	**70,000**	**50**	**50**	**70,000**	**0%**
Fund: 324 - Public Facilities Fund Net Results	**(22,738)**	**(39,230)**	**(70,000)**	**(70,000)**	**(50)**	**(50)**	**(70,000)**	
Fund Balance, July 1	**607,023**	**584,285**		**545,055**		**545,055**	**545,005**	
Fund Balance, June 30	**584,285**	**545,055**		**475,055**		**545,005**	**475,005**	
Fund: 325 - City Street Improvements								
Revenue								
323 - State Grants	-	5,183	-	-	-	-	-	0%
351 - Fines and Forfeiture	1,000	-	-	-	18	18	-	0%
383 - Reimbursements	-	20,609	-	-	-	-	-	0%
399 - Transfers In	225,000	200,000	250,000	250,000	250,000	250,000	250,000	0%
Revenue Total:	**226,000**	**225,792**	**250,000**	**250,000**	**250,018**	**250,018**	**250,000**	**0%**
Expenditures								
Division: 342 - Road Maintenance Total:	1,781	57,421	1,779,103	1,779,103	3,927	3,927	1,779,103	0%
Expenditure Total:	**1,781**	**57,421**	**1,779,103**	**1,779,103**	**3,927**	**3,927**	**1,779,103**	**0%**
Fund: 325 - City Street Improvements Net Results	**224,219**	**168,371**	**(1,529,103)**	**(1,529,103)**	**246,091**	**246,091**	**(1,529,103)**	
Fund Balance, July 1	**745,266**	**969,485**		**1,137,856**		**1,137,856**	**1,383,946**	
Fund Balance, June 30	**969,485**	**1,137,856**		**(391,247)**		**1,383,946**	**(145,157)**	
Fund: 377 - Arterial Streets Rehabilitation Fund								
Revenue								
383 - Reimbursements	-	35,631	-	-	-	-	-	0%
399 - Transfers In	250,000	200,000	250,000	250,000	250,000	250,000	250,000	0%
Revenue Total:	**250,000**	**235,631**	**250,000**	**250,000**	**250,000**	**250,000**	**250,000**	**0%**
Expenditures								
Division: 342 - Road Maintenance Total:	-	1,302	796,000	796,000	71,575	71,475	796,000	0%
Expenditure Total:	**-**	**1,302**	**796,000**	**796,000**	**71,575**	**71,475**	**796,000**	**0%**
Fund: 377 - Arterial Streets Rehabilitation Fund Net Results	**250,000**	**234,329**	**(546,000)**	**(546,000)**	**178,425**	**178,525**	**(546,000)**	
Fund Balance, July 1	**165,454**	**415,454**		**649,783**		**649,783**	**828,309**	
Fund Balance, June 30	**415,454**	**649,783**		**103,783**		**828,309**	**282,309**	
Fund: 500 - Sewer Enterprise Fund								
Revenue								
344 - Impact Fees	26,894	-	10,000	-	-	-	-	0%
363 - Sewer Enterprise Charges	6,494,206	7,210,207	6,952,287	6,952,287	3,849,200	6,979,084	7,535,971	8%
370 - Interest and Investment Income	47,274	109,003	100,000	198,700	168,023	198,700	113,000	-43%
383 - Reimbursements	-	1,479	-	-	-	-	-	0%
384 - Other Revenue	-	148	-	-	-	-	-	0%
Revenue Total:	**6,568,375**	**7,320,836**	**7,062,287**	**7,150,987**	**4,017,224**	**7,177,784**	**7,648,971**	**7%**
399 - Transfers In from Section 115 Pension Fund	-	-		30,645	-	30,645	79,872	161%
Sources Total	**6,568,375**	**7,320,836**		**7,181,632**	**4,017,224**	**7,208,429**	**7,728,843**	**8%**
Expense								
Division: 641 - Sewer Treatment Plant/Shared Total:	5,940,532	3,822,279	4,305,084	4,480,833	2,609,365	4,075,008	4,756,727	6%
Division: 642 - Sewer Collections Total:	908,691	892,637	2,523,873	2,524,301	641,580	802,449	2,531,388	0%
Division: 644 - WPCP Equipment/Debt Service Total:	233,270	215,195	529,307	529,307	520,129	520,129	518,866	-2%
Expense Total:	**7,082,492**	**4,930,110**	**7,358,264**	**7,534,441**	**3,771,074**	**5,397,585**	**7,806,981**	**4%**
Fund: 500 - Sewer Enterprise Fund Net Results	**(514,118)**	**2,390,726**	**(7,358,264)**	**(352,809)**	**246,150**	**1,810,844**	**(78,138)**	
Fund Balance, July 1	**10,868,491**	**10,354,373**		**12,745,099**		**12,745,099**	**14,555,943**	
Fund Balance, June 30	**10,354,373**	**12,745,099**		**12,392,290**		**14,555,943**	**14,477,805**	

Return to Agenda

CITY OF PINOLE
BUDGET SUMMARIES

	2017-18 Actual	2018-19 Actual	2019-20 Original Budget	2019-20 Revised Budget	2019-20 Actual Thru Mar-20	2019-20 Projected Year-end	2020-21 Proposed	Percent Change
Fund: 505 - Cable Access TV								
Revenue								
314 - Franchise Taxes	36,910	32,702	35,000	35,000	22,130	29,129	35,000	0%
365 - Cable TV Charges	220,758	188,351	206,963	206,963	93,826	169,138	313,695	52%
384 - Other Revenue	3,330	4,020	3,600	3,600	3,000	3,000	3,600	0%
399 - Transfers In	84,095	132,303	205,125	205,125	-	137,270	160,124	-22%
Revenue Total:	**345,093**	**357,375**	**450,688**	**450,688**	**118,956**	**338,537**	**512,419**	**14%**
399 - Transfers In from Section 115 Pension Fund	-	-		18,202	-	18,202	26,890	48%
Sources Total	**345,093**	**357,375**	**450,688**	**468,890**	**118,956**	**356,739**	**539,309**	**15%**
Expense								
Division: 119 - Cable Access TV Total:	338,612	357,375	468,890	475,585	270,997	356,739	539,309	13%
Expense Total:	**338,612**	**357,375**	**468,890**	**475,585**	**270,997**	**356,739**	**539,309**	**13%**
Fund: 505 - Cable Access TV Net Results	**6,481**	**-**	**(18,202)**	**(6,695)**	**(152,041)**	**-**	**-**	
Fund Balance, July 1	**(38,016)**	**(31,535)**		**(31,535)**		**(31,535)**	**(31,535)**	
Fund Balance, June 30	**(31,535)**	**(31,535)**		**(38,230)**		**(31,535)**	**(31,535)**	
Fund: 525 - Information Systems								
Expense								
Division: 118 - Information Systems Total:	479,441	609,715	879,740	925,797	591,461	762,934	802,890	-13%
461 - Indirect cost allocations	(472,846)	(609,715)	(879,740)	(925,797)	(591,461)	(762,934)	(802,890)	-13%
Expense Total:	**6,595**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Fund: 525 - Information Systems Surplus (Deficit):	**(6,595)**	**-**		**-**	**-**	**-**	**-**	
Fund Balance, July 1	**(189,574)**	**(196,169)**		**(196,169)**			**(196,169)**	
Fund Balance, June 30	**(196,169)**	**(196,169)**		**(196,169)**			**(196,169)**	
Fund: 750 - Recognized Obligation Retirement Fund								
Revenue								
311 - Property Taxes	250,000	250,000	250,000	250,000	305,458	250,000	250,000	0%
370 - Interest and Investment Income	15,739	26,800	-	57,900	47,723	57,900	-	-100%
384 - Other Revenue	-	1,232	-	-	-	-	-	0%
393 - Loan/Bond Proceeds	86,435	16,096	-	7,650	11,014	-	-	-100%
Revenue Total:	**352,174**	**294,128**	**250,000**	**315,550**	**364,194**	**307,900**	**250,000**	**-21%**
Expense								
Division: 463 - Successor Agency to RDA Total:	269,150	237,071	250,000	250,000	198,565	250,000	250,000	0%
Expense Total:	**269,150**	**237,071**	**250,000**	**250,000**	**198,565**	**250,000**	**250,000**	**0%**
Fund: 750 - Recognized Obligation Retirement Fund Net Results	**83,023**	**57,057**	**-**	**65,550**	**165,629**	**57,900**	**-**	

Return to Agenda

CITY OF PINOLE
FIVE-YEAR FORECAST

GENERAL FUND SUMMARY INCLUDES MEASURE S 2006 & 2014, EXCLUDES DISPATCH	2018-19 Actual	2019-20 Adopted	2019-20 Projected	2020-21 Proposed	2021-22 Forecast
REVENUE					
PROPERTY TAX	3,837,167	4,033,892	4,518,655	4,146,109	4,229,031
SALES TAX	3,994,720	3,629,286	3,430,305	3,345,879	3,412,797
MEAS S 2006 & 2014 LOCAL SALES TAX	4,346,662	3,971,600	3,797,092	3,701,338	3,774,365
UTILITY USERS TAX	1,812,844	1,898,000	1,890,580	1,896,000	1,914,960
FRANCHISE TAX	735,311	744,000	753,257	750,000	757,500
OTHER TAXES	884,902	858,900	797,793	785,000	800,700
OTHER REVENUE	4,185,897	2,420,360	2,957,372	2,528,783	2,579,358
Total Revenue	**19,797,504**	**17,556,038**	**18,145,054**	**17,153,109**	**17,468,711**
TRANSFERS IN	6,290,688				
PENSION TRANSFER IN [6]		900,938	900,938	1,273,458	1,930,791
Total Sources	**26,088,192**	**18,456,976**	**19,045,992**	**18,426,567**	**19,399,502**
EXPENDITURES					
SALARIES	8,593,887	9,138,860	9,159,980	9,662,236	9,952,103
BENEFITS - PERS RETIRE	1,792,051	2,695,381	2,685,381	3,077,528	3,722,842
BENEFITS - OTHER	3,079,527	3,092,049	3,083,939	3,052,813	3,174,926
OTHER OPERATING EXPENSES	2,461,335	3,797,889	1,676,359	3,430,633	3,655,166
DEBT SERVICE	590,433	605,433	606,553	555,000	575,000
CAPITAL PROJECTS	211,292	882,618	557,452	808,319	315,000
TRANSFERS OUT	21,732,833	1,328,948	1,255,058	1,395,955	1,250,500
LESS DISPATCH EXPENSES	924,755	1,197,373	1,197,373	1,356,944	1,422,209
Total Expenditures	**37,536,603**	**20,343,805**	**17,827,349**	**20,625,540**	**21,223,328**
Surplus/Deficit	**-11,448,411**	**-1,886,829**	**1,218,643**	**-2,198,974**	**-1,823,826**
Fund Balance, July 1	25,404,132	13,955,721	13,955,721	15,174,364	12,975,390
Fund Balance, June 30	**13,955,721**	**12,068,892**	**15,174,364**	**12,975,390**	**11,151,565**
Pension Fund Balance, June 30	**17,159,258**	**16,258,320**	**16,258,320**	**14,984,862**	**13,054,071**
General Reserve Balance, June 30 [7]	**7,137,963**	**7,352,102**	**7,352,102**	**7,572,665**	**7,799,845**

Return to Agenda

CITY OF PINOLE
FIVE-YEAR FORECAST

General Fund - 100	2018-19 Actual	2019-20 Adopted	2019-20 Projected	2020-21 Proposed	2021-22 Forecast
REVENUE:					
PROPERTY TAX	3,837,167	4,033,892	4,518,655	4,146,109	4,229,031
SALES TAX	3,994,720	3,629,286	3,430,305	3,345,879	3,412,797
UTILITY USERS TAX	1,812,844	1,898,000	1,890,580	1,896,000	1,914,960
FRANCHISE TAX	735,311	744,000	753,257	750,000	757,500
OTHER TAXES	884,902	858,900	797,793	785,000	800,700
OTHER REVENUE	5,110,652	3,617,733	4,154,745	3,801,350	4,001,567
Total Revenue	**16,375,597**	**14,781,811**	**15,545,335**	**14,724,338**	**15,116,555**
TRANSFERS IN	6,290,688				
PENSION TRANSFER IN [6]		708,615	708,615	882,013	1,554,535
Total Sources	**22,666,285**	**15,490,426**	**16,253,950**	**15,606,351**	**16,671,089**
EXPENDITURES:					
SALARIES	7,140,412	7,264,202	7,285,322	8,197,748	8,443,680
BENEFITS & INSURANCE	4,378,221	4,977,374	4,959,264	5,181,603	5,995,524
OTHER OPERATING EXPENSES	1,746,213	3,074,570	1,053,975	2,971,622	3,054,827
DEBT SERVICE	520,000	535,000	536,120	555,000	575,000
TRANSFERS OUT	21,225,833	636,448	562,558	702,955	500,000
Total Expenditures	**35,010,680**	**16,487,594**	**14,397,239**	**17,608,928**	**18,569,032**
Net Results	-12,344,395	-997,168	1,856,711	-2,002,577	-1,897,942
Fund Balance, July 1	19,582,029	7,237,635	7,237,635	9,094,346	7,091,769
Fund Balance, June 30	7,237,635	6,240,468	9,094,346	7,091,769	5,193,826

Measure S -2006 Fund - 105	2018-19 Actual	2019-20 Adopted	2019-20 Projected	2020-21 Proposed	2021-22 Forecast
REVENUE:					
SALES TAX	2,146,708	1,960,800	1,853,296	1,825,669	1,862,182
OTHER REVENUE	24,151	20,000	29,000	20,000	20,000
Total Revenue	**2,170,860**	**1,980,800**	**1,882,296**	**1,845,669**	**1,882,182**
PENSION TRANSFER IN [6]		184,117	184,117	294,558	241,628
Total Sources	**2,170,860**	**2,164,917**	**2,066,413**	**2,140,227**	**2,123,810**
EXPENDITURES:					
SALARIES	1,248,787	1,476,268	1,476,268	1,200,993	1,237,023
BENEFITS & INSURANCE	446,992	729,242	729,242	790,777	708,916
OTHER OPERATING EXPENSES	406,349	27,274	224,194	173,754	178,619
DEBT SERVICE	70,433	70,433	70,433	-	-
Total Expenses	**2,172,561**	**2,303,217**	**2,500,137**	**2,165,524**	**2,124,558**
Net Results	-1,702	-138,300	-433,724	-25,297	-748
Fund Balance, July 1	2,820,249	2,818,547	2,818,547	2,384,823	2,359,526
Fund Balance, June 30	2,818,547	2,680,247	2,384,823	2,359,526	2,358,778

Return to Agenda

CITY OF PINOLE
FIVE-YEAR FORECAST

MEASURE S-2014 - 106	2018-19 Actual	2019-20 Adopted	2019-20 Projected	2020-21 Proposed	2021-22 Forecast
REVENUE:					
SALES TAX	2,139,620	1,960,800	1,853,296	1,825,669	1,862,182
OTHER REVENUE	36,183	30,000	61,500	30,000	30,000
Total Revenue	**2,175,803**	**1,990,800**	**1,914,796**	**1,855,669**	**1,892,182**
PENSION TRANSFER IN [6]		8,206	8,206	96,887	134,629
Total Sources	**2,175,803**	**1,999,006**	**1,923,002**	**1,952,556**	**2,026,811**
EXPENDITURES:					
SALARIES	204,687	398,390	398,390	263,495	271,400
BENEFITS & INSURANCE	46,364	80,814	80,814	157,961	193,328
OTHER OPERATING EXPENSES	308,774	696,045	398,190	285,257	421,719
CAPITAL PROJECTS	211,292	882,618	557,452	808,319	315,000
TRANSFERS OUT	507,000	692,500	692,500	693,000	750,500
Total Expenses	**1,278,117**	**2,750,367**	**2,127,346**	**2,208,032**	**1,951,947**
Net Results	897,686	-751,361	-204,344	-255,476	74,865
Fund Balance, July 1	3,001,854	3,899,540	3,899,540	3,695,196	3,439,720
Fund Balance, June 30	3,899,540	3,148,179	3,695,196	3,439,720	3,514,584

ASSUMPTIONS:

[1] 3% Salary increases included each year
[2] 2.8% operating expenses applied based on four year average.
[3] PERS rate increases applied based on 75% classic and 25% PEPRA for miscellaneous; and 50% classic and 50% PEPRA for safety i
[4] PERS rate increases are reflected at 8% cap on misc. and 11% cap on safety employee share towards employer costs. Additional employee share in 2020-2023 for safety and 2020-2022 for miscellaneous.
[5] All other benefits increased 4% each year.
[6] Transfers In beginning in FY2019-20 is from the Section 115 Pension Fund to offset PERS increases.
[7] General Reserve balance includes an estimated 3% annual earnings.
[8] 2% increase applied to Property Tax, Sales Tax, other tax and other revenue forecast. 1% increase applied to Franchise Tax and UUT.

Pension Obligation Bonds

On June 1, 2006, the City Council authorized the issuance of $16,800,000 of Taxable Pension Obligation Bonds, 2006 Series A-2 (Capital Appreciation Bonds). The bonds in the aggregate principal of $6,214,630 were issued to finance the City's unfunded accrued actuarial liability with CalPERS. The bonds bear compounded interest which is due semi-annually on June 1 and December 1 through 2036. Principal payments are due annually on June 1 through 2036. In accordance with Section 4.01 (a) of the Trust Agreement, the City is required to deposit with the Trustee on or before August 1 of each year the annual amount for the upcoming fiscal year ending June 30. The bonds are secured with an insurance policy.

Bonds payable debt service requirements for governmental activities are shown below:

For the Year Ending, June 30	Principal	Interest
2020	$ 233,014	$ 301,986
2021	227,389	327,611
2022	221,565	353,435
2023	215,586	379,414
2024	207,790	402,210
2025-2029	957,644	2,422,355
2030-2034	830,625	3,134,375
2035-2036	301,240	1,473,760
	$ 3,194,853	$ 8,795,146

2016 Wastewater Revenue Refunding Bonds

On June 30, 2016, the City of Pinole issued an $8,251,000 Wastewater Revenue Refunding Bond (Bank Qualified) to redeem its 2006 Wastewater Revenue Bonds which were issued to finance certain capital improvements to the City's wastewater system. The bonds bear annual intertest at 2.95% which is payable semi-annually on March 1 and September 1 of each year through 2036. Principal payments are due annually beginning on September 1, 2016 through 2036. The bond is secured with pledged net wastewater revenues.

Bonds payable debt service requirements for business-type activities are shown below:

For the Year Ending, June 30	Principal	Interest
2020	$ 310,000	$ 210,129
2021	318,000	200,866
2022	329,000	191,323
2023	341,000	181,440
2024	347,000	171,292
2025-2029	1,914,000	692,867
2030-2034	2,217,000	389,090
2035-2037	1,502,000	67,378
	$ 7,278,000	$ 2,104,383

Return to Agenda

FY 2020-21 Schedule of Transfers

FUND #	DESCRIPTION	TRANSFER-OUT ACCOUNT #	AMOUNT	FUND #	DESCRIPTION	TRANSFER-IN ACCOUNT #	PURPOSE
100	General Fund	100-117-49901	105,124	505	Cable Television Fund	505-119-39901	Cable Television contribution [1]
100	General Fund	100-117-49901	597,831	209	Recreation Fund	209-551-39901	Recreation operating contribution [1]
	Subtotal Transfers from the General Fund		***702,955***				
106	Measure S 2014 Fund	106-117-49901	45,000	209	Recreation Fund	209-557-39901	Swim Center contribution [1]
106	Measure S 2014 Fund	106-117-49901	250,000	325	City Street Fund	325-341-39901	Funding for Future Street Projects
106	Measure S 2014 Fund	106-117-49901	250,000	377	Arterial Streets Rehabilitation Fund	377-341-39901	Fund Portion of Arterial Streets Rehabilitation
106	Measure S 2014 Fund	106-117-49901	55,000	505	Cable Television Fund	505-119-39901	Cable Television contribution [1]
106	Measure S 2014 Fund	106-117-49901	9,000	209	Recreation Fund	209-551-39901	Recreation: Cinema, Community Service, Summer Sounds, Tree Lighting.
	Subtotal Transfers from Measure S 2014		**609,000**				
106	Measure S 2014 Fund	106-117-49901	30,000	160	Equipment Reserve Fund	160-345-39901	Reserves to replace 2 vehicles per year
106	Measure S 2014 Fund	106-117-49901	50,000	160	Equipment Reserve Fund	160-345-39901	Reserves to replace heavy equipment
106	Measure S 2014 Fund	106-117-49901	5,000	160	Equipment Reserve Fund	160-461-39901	Reserves to replace 2 vehicles per year
	Subtotal Transfers from Measure S 2014		**85,000**				
	Grand total Transfers		**1,396,955**				

NOTES:

[1] Only enough to balance will be transferred.

Mission

The City Council establishes the overarching goals and objectives for the City. It enacts City laws and policies through the adoption of ordinances and resolutions. The City Council appoints the City Manager, City Attorney, and City Clerk.

Program Description

Each year, the City Council chooses one of its members to serve as the Mayor and one to serve as the Mayor Pro Tempore. Members of the City Council represent the City at local, regional, and State organizations. The five-member City Council is elected at large and serves four-year overlapping terms. The City Council also serves as the governing body of the Pinole Redevelopment Successor Agency and appoints members of the community to serve on various boards and commissions.

Key Objectives

- Create the vision and overarching goals for the community.
- Enact laws and policies to achieve community goals.
- Maintain the City's long-term fiscal health through adoption of the City budget and financial policies.
- Approve capital improvement and private development projects that ensure appropriate, beneficial development of the City's built environment.
- Support economic development initiatives.
- Maintain strong relationships with the business community and community groups.

FY 2019-20 Accomplishments

- Sponsored and participated in numerous community events.
- Oversaw the completion of the Water Pollution Control Plant Upgrade Project.
- Established an IRS Section 115 Irrevocable Pension Trust funded with $16.3 million to address unfunded pension obligations.
- Funded the General Fund Reserve at $7.1 million, equal to 180 days of expenditures.
- Completed City Council team building and adopted the Strategic Plan for 2020-2025.
- Evaluated potential revenue enhancement strategies/options.
- Oversaw the completion of the Fire Services Delivery Model Study.

Return to Agenda

GENERAL FUND - 100
CITY COUNCIL - 110

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages -401	59,392	56,417	37,140	51,750	51,750	-	0%
Overtime - 402	-	-	-	-	-	-	0%
Employee Benefits - 410	32,685	42,694	33,916	43,308	45,814	2,506	5%
Total Salary & Benefits	**92,076**	**99,111**	**71,056**	**95,058**	**97,564**	**2,506**	**3%**
Services and Supplies							
Professional & Administrative Services - 42	71,848	61,426	45,537	89,030	69,890	(19,140)	-27%
Other Operating Expenses -43	883	814	710	1,030	1,030	-	0%
Total Services and Supplies	**72,731**	**62,241**	**46,247**	**90,060**	**70,920**	**(19,140)**	**-27%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	(22,086)	(19,727)	(16,816)	(23,689)	(24,855)	(1,166)	5%
General Liability Insurance - 46201	1,066	2	1,758	1,586	1,853	267	14%
Total Indirect Cost Allocations	**(21,020)**	**(19,725)**	**(15,058)**	**(22,103)**	**(23,002)**	**(899)**	**4%**
Total	**143,788**	**141,626**	**102,246**	**163,015**	**145,482**	**(17,533)**	**-12%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42201 Office Expense		**$ 500**	**$ 500**
4230X Travel and Training		**$ 6,000**	**$ 7,900**
ABAG (delegate)	$250		
Allocated Appropriation (5 @ 500)	2,500		
CCC Mayor's Conference monthly dinners	1,200		
East Bay Division meetings	600		
Funding for council members on league committees	500		
Mayor's travel expenses	600		
Other identified City sponsored events	250		
Mayors Conference-add'l Council attendees	100		
League of California Cities Conference	1,900		
42401 Memberships		**$ 2,000**	**$ 2,000**
Contra Costa Mayor's Conference	$1,400		
League of California Cities East Bay Division	400		
Other Memberships	200		
42514 Special Department Expense		**$ 80,530**	**$ 59,490**
City Council meetings recorded by PCTV	$56,490		
Mayoral Celebration expense	400		
Misc. supplies and food for meetings	1,000		
Other special department expenses	1,000		
West County Mayor's Breakfast meetings	600		
Total Professional/Administrative Services			**$ 69,890**
4310X Utilities		**$ 1,030**	**$ 1,030**
Gas/Electric	$ 980		
Water	50		

Mission

The mission of the City Manager is to support the City Council's development of goals and policies and to oversee all City staff and programs to provide efficient and effective service delivery.

Program Description

The City Manager is the chief administrative officer of the City and is responsible for providing daily direction and leadership to City operations and the organization. The City Manager provides the Council with information and recommendations on all policy issues being considered. In carrying out the direction and vision of the City Council, the City Manager coordinates City services to ensure effective, efficient, and responsive service delivery. The City Manager is also designated the "Appointing Authority" for all City employees.

Key Objectives

- Support City Council policy development.
- Create Implementation Action Plan for 2020-2025 Strategic Plan, and complete key first-year deliverables.
- Oversee City operations to ensure efficient and effective service delivery.
- Maintain the City's long-term fiscal health.
- Work with local, regional, State, and federal agencies to advance Pinole's interests.
- Spearhead City communication and engagement with the community and other stakeholders.
- Support and facilitate economic development.

FY 2019-20 Accomplishments

- Supported the City Council in the development of the Strategic Plan for fiscal years 2020-2025.
- Began the implementation of key Strategic Plan deliverables.
- Completed, in collaboration with the Fire Department, the Fire Service Delivery Model Study.
- In collaboration with the City Attorney, supported the City Council deliberations regarding potential Charter City and Real Property Transfer Tax ballot measures.
- Oversaw the City's response to the coronavirus epidemic.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
City Manager	1.00	1.00	1.00	1.00	1.00
Assistant City Manager	0.00	0.00	0.00	0.00	.20
Management Analyst	0.00	0.00	0.00	0.00	1.00
Administrative Assistant	0.00	0.00	0.00	0.00	.25
Total	**1.00**	**1.00**	**1.00**	**1.00**	**2.45**

Return to Agenda

GENERAL FUND - 100
CITY MANAGER - 111

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	213,781	238,221	249,613	303,054	648,808	345,754	53%
Employee Benefits - 410	73,859	111,439	119,498	128,440	370,774	242,334	65%
Total Salary & Benefits	**287,641**	**349,660**	**369,112**	**431,494**	**1,019,582**	**588,088**	**58%**
Services and Supplies							
Professional & Administrative Services - 42	6,018	5,584	11,338	6,985	7,160	175	2%
Other operating Expenses - 43	1,215	1,138	1,161	1,425	1,425	-	0%
Total Services and Supplies	**7,233**	**6,722**	**12,499**	**8,410**	**8,585**	**175**	**2%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Admin Credits - 46121	(182,645)	(192,880)	(189,751)	(234,037)	(626,359)	(392,322)	63%
General Liability Insurance - 46201	6,721	7	13,389	12,082	35,235	23,153	66%
Total Internal Cost Allocations	**(175,925)**	**(192,873)**	**(176,362)**	**(221,955)**	**(591,124)**	**(369,169)**	**62%**
Total	**118,949**	**163,510**	**205,248**	**217,949**	**437,043**	**219,094**	**50%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21	
42201 Office Expense		**$ 800**	**$ 800**	
Miscellaneous Office Expenses	$300			
Other Office Expenses	500			
4230X Travel and Training		**$ 4,900**	**$ 4,900**	
League of Cities or Other Trainings	$4,000			
Mayor's Conference monthly dinners	600			
Miscellaneous Meetings	300			
42401 Memberships		**$ 1,110**	**$ 1,110**	
CCC Public Managers Association (CM & ACM)	$1,110			
42506 Bonds		**$ 175**	**$ 350**	
Bonds (CM & ACM)	$350			
Total Professional/Administrative Services				**$ 7,160**
4310X Utilities		**$ 1,425**	**$ 1,425**	
43103 Gas/Electric	$ 1,300			
43102 Water	125			

Mission

The City Clerk's mission is to fulfill the role as Elections Official, Legislative Administrator and Records Manager for the City in an efficient, professional and friendly manner; to provide outstanding support to the Council throughout the legislative process; and to serve the citizens of Pinole as an accessible and responsive representative of transparent and open government.

Program Description

The City Clerk is an appointed officer by the City Council. The City Clerk's Office serves as the conduit between the residents of the City of Pinole and the City Council. The primary duties of the City Clerk's Office are to perform all legislative duties pursuant to state and local government requirements, including managing projected agenda items; noticing public hearings; coordinating, preparing and publishing meeting agendas; preparing, finalizing and retaining resolutions and ordinances; preparing minutes for presentation to the City Council; maintaining the codification of the Municipal Code, attesting to official signatures and attending all meetings of the Governing Body. Serve as the custodian of official records and Records Manager for the City and its Successor Agency. Serve as the Elections Official of the City and conduct all City elections; act as a Compliance Officer for federal, state and local statues including the Political Reform Act, the Brown Act, and the Public Records Act.

Key Objectives

- Provide accurate and timely minutes for all legislative bodies
- City Council and Finance Sub-Committee Agenda Packet Management
- Serve as Elections Official and conduct all City Elections in compliance with the CA Elections Code
- Coordinate Citywide Records Management Program and conduct semi-annual audit
- Streamline the paperless filing and electronic submission of Form 700 for FPPC filers
- Manage implementation of Records Management System
- Administration of the City's Public Records Act Program
- Codification of Pinole Municipal code
- Provide Excellent Customer Service to members of the community & staff

FY 2019-20 Accomplishments

- Timely and Accurate Delivery of 30 Council, Successor Agency, and Finance Committee Transcriptions
- Prepared 30 Meeting Packets
- Prepared 123 Legislative Actions & 16 Proclamations
- Municipal Code Updated On-Line with Each Ordinance Adoption
- Processed and Responded to 60 Formal Public Records Requests by Mid-Year
- Continued Progress on Conversion from Sire and Versatile systems to Laserfiche
- Improved Electronic Agenda Accessibility

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
City Clerk	1.00	1.00	1.00	1.00	1.00
Administrative Assistant *part-time*	0.48	0.48	0.48	0.48	0.53
Total	**1.48**	**1.48**	**1.48**	**1.48**	**1.53**

Return to Agenda

GENERAL FUND - 100
CITY CLERK - 112

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	142,124	144,142	128,217	155,355	158,503	3,148	2%
Overtime - 402	-	-	-	-	-	-	0%
Employee Benefits- 410	58,787	54,347	36,944	84,634	42,801	(41,833)	-98%
Total Salary & Benefits	**200,911**	**198,489**	**165,161**	**239,989**	**201,304**	**(38,685)**	**-19%**
Services and Supplies							
Professional &Administrative Services - 42	19,254	68,380	13,475	37,640	63,115	25,475	40%
Other Operating Expenses - 43	1,315	1,213	1,257	1,600	1,600	-	0%
Total Services and Supplies	**20,569**	**69,592**	**14,732**	**39,240**	**64,715**	**25,475**	**39%**
Capital Outlay							
Asset Acquisition/Improvement - 47	2,714	-	-	-	-	-	0%
Total Capital Outlay	**2,714**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Admin Credits - 46121	(40,111)	(32,120)	(24,230)	(39,872)	(31,537)	8,335	-26%
Admin Debits - 46122	-	-	-	-	6,959	6,959	100%
Legal Charges - 46126	-	-	-	-	-	-	0%
General Liability Insurance - 46201	4,954	5	8,092	7,302	8,704	1,402	16%
Total Internal Cost Allocations	**(35,157)**	**(32,115)**	**(16,138)**	**(32,570)**	**(15,874)**	**16,696**	**-105%**
Total	**189,037**	**235,966**	**163,755**	**246,659**	**250,145**	**3,486**	**1%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 4,000**	**$ 30,000**
Filming and imaging of permanent records	$ 2,000		
Pinole Municipal Code codification and update	2,000		
Laserfiche Records update	26,000		
42201 Office Expense		**$ 1,600**	**$ 1,600**
Misc. office expenses & proclamations and certificates	$1,600		
4230X Travel and Training		**$ 6,000**	**$ 6,000**
City Clerk's New Law/Election Seminar/misc	$ 3,400		
Annual Conference	$ 1,600		
Travel expense / Mileage	1,000		
42401 Memberships		**$ 865**	**$ 340**
CCAC Dues	$ 130		
IIMC Member Dues	135		
MMANC Member dues	75		
42506 Bonds		**$ 175**	**$ 175**
42514 Special Department Expense		**$ 25,000**	**$ 25,000**
CCC Elections	$ 22,500		
Public Notices	2,500		
Total Professional/Administrative Services			**$ 63,115**
4310X Utilities		**$ 1,600**	**$ 1,600**
Gas/Electric	$ 1,500		
Water	100		

CITY TREASURER - 113

Mission

The City Treasurer is responsible, in collaboration with the Finance Director, for ensuring that all City funds are received, disbursed, deposited and invested effectively in accordance with the City's Investment Policy and Generally Accepted Accounting Principles (GAAP). The City Treasurer is an elected position and serves a four-year term.

Program Description

In collaboration with the Finance Director, the City Treasurer prepares quarterly investment reports for the City Council. The reports include reconciled bank balances, the type and amount of investments and deposits of City funds, the institution in which these deposits are made, market values, maturity dates, and rates of interest. In addition, the City Treasurer reviews the weekly check run and is one of the authorized counter signatories of checks $5,000 or greater. The City's Investment Policy prioritizes safety, liquidity, and yield.

Key Objectives

- Ensure sufficient liquidity within the City's investment portfolio to meet 100% of both the City's operating and capital improvement program cash flow requirements.
- Maintain investment of 99% of all available funds at all times.

FY 2019-20 Accomplishments

- In collaboration with the Finance Director, managed $41.9 million investment portfolio with a 1.708% average effective yield.
- Submitted Investment Policy to City Council for annual review.
- Reviewed weekly check batch for accuracy, and countersigned checks $5,000 or greater.

Position Summary

No personnel are directly assigned to this division. Key functions are carried out by Finance staff.

Return to Agenda

GENERAL FUND - 100
CITY TREASURER - 113

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	2,995	3,004	3,188	3,000	5,700	2,700	47%
Overtime - 402	-	-	-	-	-	-	0%
Employee Benefits - 410	10,414	10,593	4,568	11,038	2,244	(8,794)	-392%
Total Salary & Benefits	**13,409**	**13,597**	**7,756**	**14,038**	**7,944**	**(6,094)**	**-77%**
Services and Supplies							
Professional & Administrative Services - 42	275	625	250	760	760	-	0%
Other Operating Expenses - 43	-	-	-	-	-	-	0%
Total Services and Supplies	**275**	**625**	**250**	**760**	**760**	**-**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Admin Credits - 46121	(3,220)	(3,357)	(1,816)	(3,607)	(2,090)	1,517	-73%
General Liability Insurance - 46201	95	0	156	141	165	24	15%
Total Indirect Cost Allocations	**(3,125)**	**(3,356)**	**(1,660)**	**(3,466)**	**(1,925)**	**1,541**	**-80%**
Total	**10,560**	**10,866**	**6,346**	**11,332**	**6,779**	**(4,553)**	**-67%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

			FY 2019-20	FY 2020-21
42401 Memberships			**$ 110**	**$ 110**
CSMFO Dues	$	110		
42301 Travel and Training			**$ 400**	**$ 400**
Misc. training	$	400		
42506 Bonds			**$ 250**	**$ 250**
Bonds	$	250		
Total Professional/Administrative Services				**$ 760**

Mission

The City Attorney is the chief legal officer for the City of Pinole. The City Attorney provides legal advice to the City Council, City officials and staff. At the direction of the City Council, and by resolution, the City Attorney prepares and reviews ordinances, resolutions and contracts for City Council consideration, and represents the City in legal actions. The City Attorney serves as general counsel for the Pinole Redevelopment Successor Agency and the Housing Successor Agency to the former Redevelopment Agency. The City Attorney plays a key role in risk management for the City of Pinole. The City Attorney prepares legal opinions at the request of the City Council and staff as needed.

Key Objectives for FY 2020-21

- Prepare ordinances and resolutions to address City Council priorities.
- Continue to update the Pinole Municipal Code to comply with evolving legal requirements and best practices.
- Defend the City in Police Department in Pitchess Motions and lawsuits, and claims not covered by the Municipal Pooling Authority.
- Provide legal assistance and advice in labor, employment, and HR issues, as well as liability avoidance management practices.
- Provide legal advice and representation to the City on development projects including Pinole Square, Pinole Shores II, and other former RDA properties, and provide counsel to the City's Planning Commission.
- Provide training on ethics and sexual harassment prevention to the City Council, Commissioners, and staff.

FY 2019-20 Accomplishments

- Drafted ordinance regulating small cell wireless facility installations.
- Drafted ordinance updating and modernizing smoking regulations.
- Assisted City Council with consideration of potential Charter City and Real Property Transfer Tax ballot measure.
- Provided advice and counsel regarding compliance with new State laws to facilitate the development of housing.
- Chaired and coordinated multiple Municipal Code Update Subcommittee meetings.

Position Summary

No personnel are directly assigned to this division. Legal services are a contract service.

Return to Agenda

GENERAL FUND - 100
CITY ATTORNEY - 114

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Legal Services							
Attorney Services - 42102	480,746	509,176	325,185	451,919	464,010	12,091	3%
Total Legal Services	**480,746**	**509,176**	**325,185**	**451,919**	**464,010**	**12,091**	**3%**
Indirect Cost Allocations							
Administrative Credits - 46121	(210,829)	(179,054)	(127,251)	(306,000)	(289,874)	16,126	-6%
Developer Reimbursements - 46121		(21,881)	(24,506)		(25,000)	(25,000)	-100%
Total Indirect Cost Allocations	**(210,829)**	**(200,935)**	**(151,757)**	**(306,000)**	**(314,874)**	**(8,874)**	**3%**
Total	**269,917**	**308,241**	**173,428**	**145,919**	**149,136**	**3,217**	**2%**
MEASURE S - 2014 FUND - 106							
Attorney Services - 42102	77,078	25,282	17,262	35,000	-	(35,000)	-100%
Total Measure S	**77,078**	**25,282**	**17,262**	**35,000**	**-**	**(35,000)**	**-100%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-2021
42102 Attorney Services - General Fund		**$ 451,919**	**$ 464,010**
General legal services for FY 2020-21	$429,010		
Muni Code Updates - *previously Measure S 2014 funded*	35,000		

FINANCE DEPARTMENT - 115

Mission

The mission of the Finance Department is to provide the City with financial information, systems, and services to ensure sound financial management and protection of assets. This is accomplished through timely and effective budgeting, accounting, financial reporting, investment, and auditing.

Program Description

The Finance Department is responsible for accounting, payroll, accounts payable and receivable, treasury management, business licenses, budget preparation, debt and bond administration, auditing, and long-range financial planning. In addition, the Finance Department prepares the Recognized Obligation Payment Schedule (ROPS) for the Redevelopment Successor Agency.

Key Objectives

- Prepare and achieve adoption of the annual operating budget by June 30th.
- In collaboration with the City's independent auditors, complete the Comprehensive Annual Financial Report (CAFR) by December 31st
- Prepare the Successor Agency Annual ROPS for approval by the County Oversight Board and submission to the State Department of Finance by February 1st
- Ensure that the City's financial policies and procedures are current and align with best practices.

FY 2019-20 Accomplishments

- Received the California Society of Municipal Finance Officers (CSMFO) Budget Excellence Award.
- Received Government Finance Officers Association (GFOA) Excellence in Financial Reporting Award.
- Managed investment portfolio that averaged $41.9 million with an average 1.708% effective yield.
- Ensured accurate Water Pollution Control Plant Upgrade Project accounting and timely reimbursements from project financing.
- Submitted financial policies to City Council for annual review.
- Received an unqualified opinion from the City's independent auditors on the City's annual financial statements.
- Supported the City Council in the creation and significant funding of a pension trust and General Fund reserve.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Finance Director	1.00	1.00	1.00	1.00	1.00
Accountant	0.00	0.00	1.00	1.00	1.00
Accounting Specialist	2.00	2.00	1.00	1.00	1.00
Accounting Technician, *PT*	0.00	0.00	0.48	0.48	0.48
Accounting Intern, *PT/Temp*	0.48	0.48	0.00	0.00	0.00
Administrative Assistant	0.00	0.00	0.00	0.00	0.05
Total	**3.48**	**3.48**	**3.48**	**3.48**	**3.53**

Return to Agenda

GENERAL FUND - 100
FINANCE - 115

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	342,150	356,680	334,172	394,467	415,521	21,054	5%
Overtime - 402	2,102	1,035	12	2,500	2,500	-	0%
Employee Benefits - 410	118,163	133,521	134,816	141,022	151,360	10,338	7%
Total Salary & Benefits	**462,415**	**491,236**	**469,000**	**537,989**	**569,381**	**31,392**	**6%**
Services and Supplies							
Professional & Administrative Services - 42	81,471	116,752	64,350	76,150	76,308	158	0%
Other Operating Expenses - 43	3,326	3,069	3,180	3,300	3,300	-	0%
Materials & Supplies - 44	-	-	-	-	-	-	0%
Total Services and Supplies	**84,797**	**119,821**	**67,529**	**79,450**	**79,608**	**158**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Admin Credits - 46121	(133,454)	(133,175)	(127,160)	(157,598)	(169,901)	(12,303)	7%
Admin Debits - 46122					6,959	6,959	100%
Legal Charges - 46126	1,350	4,121	1,805	750	2,000	1,250	63%
Insurance General Liability - 46201	10,394	12	19,926	17,981	22,165	4,184	19%
Total Indirect Cost Allocations	**(121,710)**	**(129,042)**	**(105,429)**	**(138,867)**	**(138,777)**	**90**	**0%**
Total	**425,502**	**482,015**	**431,100**	**478,572**	**510,212**	**31,640**	**6%**

MEASURE S - 2014 FUND - 106

Professional & Administrative Services - 42	4,192	1,450	59	2,433	2,433	-	0%

MEASURE S - 2006 FUND - 105

Professional & Administrative Services - 42	1,392	616	59	2,433	2,433	(1)	0%

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 63,695**	**$ 63,590**
Auditing Services	$ 44,935		
Preparation of State Controllers Report	5,505		
GASB 68 PERS Report(5 reports @$850)	4,250		
CA Municipal Statistics (CAFR schedule)	500		
HdL Sales Tax Analysis	5,600		
Armored car treasury services	2,800		
42201 Office Expense		**$ 5,700**	**$ 5,200**
Miscellaneous Office Expenses	$ 2,500		
Year End Tax Forms	700		
Check stock	1,500		
Printing Services	500		
4230x Travel and Training		**$ 2,300**	**$ 2,800**
CSMFO annual conference	$ 1,100		
Staff Training	$ 1,000		
Airfare	700		
42401 Memberships		**$ 400**	**$ 505**
CSMFO dues	$ 110		
GFOA dues	190		
AGA Dues	110		
CMTA Dues	95		
42506 Admin Exp/Bonds		**$ 250**	**$ 250**
Bonds	$ 250		
42510 Software Subscription		**$ 3,150**	**$ 3,308**
eCivis Cost Allocation Software subscription	3,308		
42514 Special Department Expense		**$ 655**	**$ 655**
GFOA CAFR review and certification	$ 505		
CSMFO budget review and award	150		
Total Professional/Administrative Services			**$ 76,308**
4310X Utilities		**$ 3,300**	**$ 3,300**
Water - 43102	$ 300		
Electricity & Power - 43103	3,000		

MEASURE S - 2014 FUND - 106

42101 Professional Services		**$ 2,433**	**$ 2,433**
Measure S Audit **(106)**	$ 1,183		
Sales Tax Analysis	1,250		

MEASURE S - 2006 FUND - 105

42101 Professional Services		**$ 2,433**	**$ 2,433**
Measure S Audit **(105)**	$ 1,183		
Sales Tax Analysis	1,250		

HUMAN RESOURCES - 116

Mission

The mission of the Human Resources Department is to provide efficient and effective administration of the City's personnel functions.

Program Description

The Human Resources Department provides service and advice to the City departments in recruitment and selection, classification and compensation administration, benefits administration, performance evaluation, employee engagement and development, employee and labor relations, and the City's Workers' Compensation and safety programs.

Key Objectives

- Review and update the City's Personnel Rules and Human Resources procedures manual.
- Review and update the Workers' Compensation process to streamline and improve timely reporting.
- Finalize the updated Illness and Injury Prevention Policy.
- Continue training on the use of NEOGOV for online recruitment.
- Continue recruitment efforts for vacant positions throughout the organization.

FY 2019-20 Accomplishments

- Completed 28 recruitment processes.
- Received and evaluated over 800 applications for sworn and civilian positions.
- Updated the City's website to provide employees with information on benefits and services.
- Coordinated with the departments on training of the City's website.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Assistant City Manager	1.00	1.00	1.00	1.00	0.20
Human Resources Specialist	1.00	1.00	1.00	1.00	1.00
Total	**2.00**	**2.00**	**2.00**	**2.00**	**1.20**

Return to Agenda

GENERAL FUND - 100
HUMAN RESOURCES - 116

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	271,678	298,719	351,950	319,620	86,579	(233,041)	-269%
Overtime - 402	8	519	29	500	-	(500)	-100%
Employee Benefits - 410	85,683	108,323	111,352	121,277	22,612	(98,665)	-436%
Total Salary & Benefits	**357,368**	**407,560**	**463,330**	**441,397**	**109,191**	**(332,206)**	**-304%**
Services and Supplies							
Professional & Administrative Services - 42	71,150	68,600	85,525	170,894	105,729	(65,165)	-62%
Other Operating Expenses - 43	985	910	942	1,195	1,420	225	16%
Total Services and Supplies	**72,136**	**69,509**	**86,467**	**172,089**	**107,149**	**(64,940)**	**-61%**
Capital Outlay							
Asset Acquisition/Improvement - 47	719	-	-	-	-	-	0%
Total Capital Outlay	**719**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	(112,509)	(113,816)	(87,669)	(133,263)	(17,092)	116,171	-680%
Administrative Debits - 46122	-	-	-	-	72,431	72,431	100%
Legal Charges - 46126	-	28,944	-	-	-	-	0%
General Liability Insurance - 46201	7,941	9	16,272	14,684	4,755	(9,929)	-209%
Total Indirect Cost Allocations	**(104,568)**	**(84,863)**	**(71,396)**	**(118,579)**	**60,094**	**178,673**	**297%**
Total	**325,655**	**392,207**	**478,401**	**494,907**	**276,434**	**(218,473)**	**-79%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 81,504**	**$ 79,742**
Actuarial Services	$ 1,750		
Basic Pacific Admin	539		
CPS tests	500		
Flexible Spending Plan-TASC	300		
IEDA	27,528		
Misc	1,500		
Pre-employment exams-Concentra	1,625		
Recruitment Services	46,000		
42102 Attorney Services		**$ 65,000**	**$ -**
Jackson Lewis & LCW contracts	$ -		
4110 Fingerprinting		**$ 500**	**$ 600**
42201 Office Expense		**$ 500**	**$ 500**
Miscellaneous Office Supplies	$500		
4230X Travel and Training		**$ 8,600**	**$ 9,437**
Covers the cost of minimal training workshops covering employee relations issues, workers compensation, ADA and family leave			
Leadership Academy	$ 1,450		
Other Travel and Training/Conferences	7,987		
42401 Memberships		**$ 1,615**	**$ 1,920**
ICMA	$ 1,700		
SHRM	$ 220		
42506 Bond		**$ 175**	**$ 175**
Bond	$ 175		
42510 Software Purchases		**$ 4,400**	**$ 4,580**
NeoGov Annual License/Maintenance	$ 4,580		
42514 Special Department Expense		**$ 8,600**	**$ 8,775**
Employee BBQ	$1,200		
Employee Recognition	2,500		
Legal Posting	575		
Recruitment Advertising	4,500		
Total Professional/Administrative Services			**$ 105,729**
4310X Utilities		**$ 1,195**	**$ 1,420**
43103 Gas/Electric	$ 1,290		
43102 Water	130		

GENERAL GOVERNMENT - 117

Mission

The General Government Department is an organizational unit created specifically to record financial activities that benefit the entire City organization and do not relate to any other department, particularly the repayment of long-term debt and the allocation of administrative overhead costs.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Management Analyst	0.48	1.00	1.00	1.00	0.00
Total	**0.48**	**1.00**	**1.00**	**1.00**	**0.00**

Return to Agenda

GENERAL FUND - 100
GENERAL GOVERNMENT - 117

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	34,209	70,673	70,915	85,082	-	(85,082)	-100%
Overtime - 402	-	-	-	-	-	-	0%
Employee Benefits - 410	20,988	62,275	237,737	63,949	-	(63,949)	-100%
Med Insurance/Retirement - 411	971,980	972,908	835,844	901,000	1,098,500	197,500	18%
Benefits & Insurance - 38502	-	-	-	-	-	-	0%
Total Salary & Benefits	**1,027,177**	**1,105,856**	**1,144,496**	**1,050,031**	**1,098,500**	**48,469**	**4%**
Services and Supplies							
Professional & Administrative Services - 42	188,807	285,401	248,429	432,293	393,780	(38,513)	-10%
Other Operating Expenses - 43	11,019	10,170	10,467	12,400	12,400	-	0%
Total Services and Supplies	**199,826**	**295,571**	**258,895**	**444,693**	**406,180**	**(38,513)**	-9%
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	10,325	15,000	-	(15,000)	0%
Total Capital Outlay	**-**	**-**	**10,325**	**15,000**	**-**	**(15,000)**	**0%**
Debt Service							
Debt Principal - 48101	250,440	241,322	233,014	233,014	227,389	(5,625)	-2%
Debt Interest - 48102	322,483	278,678	301,986	301,986	327,611	25,625	8%
Cost of Issuance - 48103	-	3,631	1,120	-	-	-	0%
Total Debt Service	**572,923**	**523,631**	**536,120**	**535,000**	**555,000**	**20,000**	**4%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Administrative Debits - 46122	-	-	-	-	-	-	0%
IS Charges - 46124	69,465	142,894	-	204,250	196,389	(7,861)	-4%
General Liability Insurance - 46201	2,189	2	4,432	3,999	-	(3,999)	-100%
Total Indirect Cost Allocations	**71,654**	**142,897**	**4,432**	**208,249**	**196,389**	**(11,860)**	**-6%**
Operating Transfers Out - 49901	34,095	21,225,833	-	642,637	702,955	60,318	9%
Total	**1,905,675**	**23,293,788**	**1,954,269**	**2,895,610**	**2,959,024**	**63,414**	**2%**
MEASURE S - 2014 FUND - 106							
Professional & Administrative Services - 42	-	37,918	-	-	-	-	0%
Transfers Out - 49	763,888	507,000	592,500	692,500	693,000	500	0%
Total Measure S	**763,888**	**544,918**	**592,500**	**692,500**	**693,000**	**500**	**0%**
MEASURE J FUND - 215							
Professional & Administrative Services - 42	-	47,049	-	48,930	48,930	-	0%
Total Measure J	**-**	**47,049**	**-**	**48,930**	**48,930**	**-**	**0%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

			FY 2019-20	FY 2020-21
42101 Professional Services			**$ 364,938**	**$ 326,797**
Architectural Drawings (Faria House)	$	21,000		
HdL Economic Development	$	15,000		
Animal Control Services		128,962		
Library services reimbursement agreement		147,735		
Mural maintenance		10,100		
WCCUSD Summer Intern		4,000		
42107 Equipment Maintenance			**$ 100**	**$ 100**
42201 Office Expense			**$ 19,200**	**$ 13,000**
Office Supplies		5,000		
Copier Supplies		1,000		
Other Office Expenses		7,000		
42203 Office Expense/Shipping & Mailing			**$ 2,658**	**$ 9,779**
Postage Equipment	$	6,779		
Postage & Shipping		3,000		
4230X Travel & Training			**$ 1,500**	**$ 1,500**
42401 Memberships			**$ 19,397**	**$ 19,604**
ABAG Dues	$	5,099		
Bay Area News Group subscription		550		
CAER dues		550		
LAFCO dues		6,300		
League of CA Cities		7,105		
42501 Bank Fees			**$ 14,000**	**$ 14,000**
Mechanics Bank and Bank of the West fees		$14,000		
42511 Equipment Rent			**$ 3,500**	**$ 3,500**
Restroom Services (Farmers market & PVP)		$3,500		
42513 Rent			**$ 2,700**	**$ 2,700**
Tennent Ave Parking lot. 401-142-012 (AT&T)	$	2,700		
42514 Special Department Expense			**$ 4,300**	**$ 2,800**
Flowers for funerals and special occasions	$	300		
Miscellaneous		2,000		
Notary fees and supplies		100		
UPS/FedEx/Misc. shipping		400		
Total Professional/Administrative Services				**393,780**

Return to Agenda

4310X Utilities			**$ 12,400**	**$ 12,400**
43103 Gas/Electric	$	11,000		
43102 Water		900		
4310X Comcast		500		
48101 Debt Principal			**$ 233,014**	**$ 227,389**
Pension Obligation Bond principal	$	227,389		
48102 Debt Interest			**$ 301,986**	**$ 327,611**
Pension Obligation Bond interest	$	327,611		
49901 Transfers Out			**$ 636,448**	**$ 702,955**
PCTV Operating contribution		105,124		
Recreation operation contribution		597,831		

MEASURE S - 2014 FUND - 106

49901 Transfers Out			**$ 692,500**	**$ 693,000**
Arterial Street Rehabilitation Projects	$	250,000		
Cable TV Contribution		55,000		
Recreation-Cinema in the Park		2,000		
Recreation-Community Service Commission		2,000		
Recreation-Summer Sounds in the Park		3,000		
Recreation-Swim Center Contribution		45,000		
Recreation-Tree Lighting		1,000		
Reserve to replace 2 PW vehicles per year		30,000		
Street Projects Funding		250,000		
Initiate ISF- Depreciation for Heavy Equipment	$	50,000		
Initiate ISF- Depreciation to Replace 2 Dev Svcs Vehicles per year		5,000		

MEASURE J - FUND 215

42401 Memberships			**$ 48,930**	**$ 48,930**
WCCTAC dues	$	48,930		

INFORMATION SYSTEMS - 118

Mission

The mission of the Information Systems Department is to support the efficient and effective delivery of City services through the use of information technology.

Program Description

The Information Systems Department maintains hardware and software throughout the City organization. It collaborates with other City departments to conduct business process re-engineering and to select and implement appropriate technology to meet City needs. The Division maintains over 150 workstations and 7 network fileservers used throughout the City. Remote City facilities, such as the recreational activity centers and public works maintenance facilities, are connected to City Hall through dedicated wide-area network (WAN) communication links.

Key Objectives

- Update or replace outdated Police vehicle mobile data terminals and wirelessly link to City's system.
- Develop an Information Technology Strategic Plan.
- Install a new Disaster Recovery System for the Police Department.
- Upgrade Wi-Fi access points for City Hall, the Youth Center, and the Senior Center.
- Continue maintenance and evaluation of the City's network and software system.
- Evaluate and recommend a new phone system.

FY 2019-20 Accomplishments

- Upgraded computers to Windows 10 (over 150 computers)
- Maintained security protocols through migration of Fire Department from Police Department's server.
- Installed a new audio/visual system in the Community Room for presentations and video meetings.
- Upgraded Microsoft Mail to the current version of Microsoft Office 365.
- Upgraded the speed/access connection between City Hall and the Water Pollution Control Plant.
- Upgraded the network fiber connection between City Hall and the public safety building, which increased access and download speeds.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Assistant City Manager	0.00	0.00	0.00	0.00	0.10
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.10**

Return to Agenda

INFORMATION SYSTEMS FUND - 525
INFORMATION SYSTEMS - 118

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	344,612	413,855	521,075	688,637	564,630	(124,007)	-22%
Other Operating Expenses - 43	127,181	142,140	127,937	152,160	167,760	15,600	9%
Total Services and Supplies	**471,792**	**555,995**	**649,012**	**840,797**	**732,390**	**(108,407)**	**-15%**
Capital Outlay							
Asset Acquisition/Improvement - 47	7,648	53,720	64,787	85,000	70,500	(14,500)	-21%
Total Capital Outlay	**7,648**	**53,720**	**64,787**	**85,000**	**70,500**	**(14,500)**	**-21%**
Indirect Cost Allocations							
Administrative Debits - 46122	-	-	-	-	36,215	36,215	100%
IS Charges - 46124	-	(609,715)	-	(879,740)	(839,105)	40,635	-5%
General Liability Insurance - 46201	-	-	-	-	-	-	0%
Total Indirect Cost Allocations	**-**	**(609,715)**	**-**	**(879,740)**	**(802,890)**	**76,850**	**-10%**
Total	**479,441**	**-**	**713,800**	**46,057**	**-**	**(46,057)**	**0%**

MEASURE S - 2014 FUND - 106

Computer Equipment - 47102	-	-	-	2,000	-	(2,000)	-100%
Software Purchases - 42510	81,334	54,964	19,390	62,600	42,600	(20,000)	-47%
Total Measure S	**81,334**	**54,964**	**19,390**	**64,600**	**42,600**	**(22,000)**	**-52%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 297,900**	**$ 205,900**
Labor to deploy 2 new PD MDC's	$ 1,120		
Labor to deploy new network switches at Youth Center and Senior Cente	2,520		
Labor to deploy new PD virtual host	7,000		
Labor to replace new firewall in Public Safety	7,000		
Labor to upgrade PD evidence software	1,120		
Labor/Network drops for City Hall access points	4,680		
Labor/Network drops for YC/SC access points	5,460		
Managed IT support (Precision)	174,000		
Network drops for Public Safety access points	3,000		
42105 Network Maintenance		**$ 116,397**	**$ 52,440**
Network servers and hardware maintenance, including professional callouts.			
AWS hosting for SmartGeoTech	$ 1,800		
Data backup protection for City Hall servers	11,940		
Data backup protection for Public Safety servers	10,000		
Firewall maintenance for Public Safety	1,500		
Granicus (Web Streaming)	7,000		
LiveScan maintenance	10,000		
Printer repair services	1,000		
Sophos firewall annual maintenance & support	2,000		
Web Hosting ABAG/Post-ABAG	6,000		
WiFi Service	1,200		
42106 Software Maintenance		**$ 159,090**	**$ 192,790**
Adobe maintenance/upgrade	$ 3,500		
Adobe software for PCTV	600		
Agenda Management Software	16,000		
AMAG alarm software maintenance	500		
Cloud Storage for PD body cameras	15,000		
CrimeView desktop support	3,000		
Critical Reach maintenance	500		
ESRI- Ainfo, Aedito, Aview maintenance	20,000		
FileOnQ Support & maintenance	3,300		
Fire RMS support- Station 73	2,000		
Public Records Management Software	14,000		
Scala License for PCTV	1,150		
RecDesk software	4,400		
Laserfiche Annual Maintenance/License	7,140		
Sophos EndPoint for all workstations	9,700		
Versatile Express & retention support	5,000		
TrakIt support maintenance	20,000		
Tyler Incode license & fee maintenance	67,000		
42107 Equipment Maintenance		**$ 49,700**	**$ 49,700**
Copier Lease and Maintenance (Xerox)	$ 47,700		
Mailing System Meter Lease (Pitney Bowes)	2,000		
42510 Software Purchase & Subscriptions		**$ 65,550**	**$ 63,800**
Adobe Acrobat upgrade Licenses to 2017	$ 15,000		
Copware Site License	300		
ManageEngine MDM (PD)	1,250		
Office 365 G3 License (150 Licenses)	36,000		
PD background checks (TLO, Transunion)	750		
Pinole Municode	500		
Realquest maintenance	10,000		

Total Professional/Administrative Services **$ 564,630**

Return to Agenda

43101 Communications			**$ 152,160**	**$ 167,760**
AT&T AVPN circuit for I-80 sign project		$ 2,760		
AT&T voice service		97,200		
DSL - 911		1,300		
Fire Department pagers		360		
New internet service for Public Safety building		12,000		
New internet service for the Corp Yard		6,000		
Public Safety satellite phones		700		
Replace broken phones		1,000		
Tiny Tots solar		600		
Verizon cell service		45,840		
47102 Computer Equipment			**$ 85,000**	**$ 70,500**
2x Getac F110 tablets (including docks and keyboard)		$ 9,000		
2x vehicle docks for PD MDCs		1,300		
5 monitors for PD		1,300		
Desktop Scanner for City Clerk Assistant		500		
Desktop Printer for City Clerk Assistant		350		
New firewall for Public Safety building (including licenses for 1yr)		19,000		
New network switches for Youth Ctr. (2) and Senior Ctr. (1)		2,250		
New virtual host for PD		10,000		
Printer replacement		1,500		
Replacement batteries for PD MDCs		2,600		
Spare keyboard for PD MDCs		1,200		
Stancil call logger upgrade		15,000		
WiFi access points for City Hall		3,000		
WiFi access points for Youth Center and Senior Center		3,500		

MEASURE S - 2014 FUND - 106

42510 Software Purchase & Subscriptions			**$ 62,600**	**$ 42,600**
Laserfiche Software *training carryover*		$ 3,600		
Ancillary equipment related to RecDesk upgrade *carryover*		39,000		
47102 Computer Equipment			**$ 2,000**	**$ -**
Tablet for Code Enforcement		-		

INFORMATION SYSTEMS CHARGES FOR COMMUNICATION & TECHNOLOGY

46124 IS Charges for Communication & Technology			**$(879,740)**	**$(839,105)**
General Government	[100-117]	$ (196,389)		
Police Services	[100-222]	(237,002)		
Police Dispatch	[100-223]	(71,416)		
Fire Services	[100-231]	(79,977)		
Public Works	[100-341]	(63,506)		
Recreation	[209-551]	(61,092)		
Development Services	[212-462]	(50,096)		
Sewer WPCP	[500-641]	(37,686)		
Sewer Collection (CY)	[500-642]	(19,506)		
PCTV	[505-119]	(22,436)		

Mission

The mission of the Cable Access TV Department is to provide quality video recording, production, and broadcasting of official City events, as well as ancillary video and audio services to the City, other organizations, and the community.

Program Description

The Cable Access TV Department operates Pinole Community TV (PCTV), which is a Public, Educational, and Governmental (PEG) television station. The station records official City meetings, City events, and official meetings of some other local jurisdictions, and broadcasts the content on local cable channels 26 and 28 and live stream on the City website. The department generates revenue primarily through services provided to City departments, franchise fees, and charges for services provided to other organizations.

Key Objectives

- Provide live broadcasts and replays of Pinole City Council meetings and meetings of other City of Pinole bodies.
- Provide effective and efficient service to external clients.
- To maintain local origination or Pinole content for broadcasting.
- When feasible, provide for local public access operations for Pinole citizens.
- Maintain modern equipment.
- To successfully maintain operational skill sets through training of staff.

FY 2019-20 Accomplishments

- PCTV staff continues to maintain operations.
- Commenced migration and integration of equipment from analog to digital format through in-house staff.
- Completed major first steps toward overhauling both Council Chambers, Master Control, and the Live Truck systems from analog to an SDI or digital format.
- Completed recruitment of key personnel for Cable Access Technician.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Cable Access Coordinator	1.00	1.00	1.00	1.00	1.00
Cable Access Technician	1.00	1.00	1.00	1.00	1.00
Cable Equipment Operators, *PT/Temp*	0.75	0.75	0.75	0.75	0.75
Assistant City Manager	0.00	0.00	0.00	0.00	0.10
Total	**2.75**	**2.75**	**2.75**	**2.75**	**2.85**

Return to Agenda

CABLE ACCESS TV FUND - 505
CABLE ACCESS TV - 119

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages -401	178,681	185,462	141,173	205,887	209,955	4,068	2%
Overtime - 402	-	618	3,096	2,000	2,000	-	0%
Employee Benefits - 410	78,642	103,742	101,661	115,383	137,213	21,830	16%
Total Salary & Benefits	**257,324**	**289,821**	**245,930**	**323,270**	**349,168**	**25,898**	**7%**
Services and Supplies							
Professional & Administrative Services - 42	11,703	12,267	4,433	29,400	49,550	20,150	41%
Other Operating Expenses - 43	1,459	11,506	8,222	8,000	8,000	-	0%
Materials & Supplies - 44	277	351	330	400	400	-	0%
Total Services and Supplies	**13,439**	**24,124**	**12,985**	**37,800**	**57,950**	**20,150**	**35%**
Capital Outlay							
Asset Acquisition/Improvement - 47	44,957	21,063	33,327	74,750	61,900	(12,850)	-21%
Total Capital Outlay	**44,957**	**21,063**	**33,327**	**74,750**	**61,900**	**(12,850)**	-21%
Indirect Cost Allocations							
Admin Debits - 46122	-	-	-	-	36,215	36,215	100%
IS Charges - 46124	16,912	22,361	-	29,994	22,436	(7,558)	-34%
General Liability Insurance -46201	5,980	6	10,828	9,771	11,640	1,869	16%
Total Indirect Cost Allocations	**22,892**	**22,367**	**10,828**	**39,765**	**70,291**	**30,526**	**43%**
Total	**338,612**	**357,375**	**303,070**	**475,585**	**539,309**	**63,724**	**12%**

[1] PEG funded

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

			FY 2019-20	FY 2020-21
42101 Professional Services			**$ 15,000**	**$ 35,000**
Remote programming and support for Leightronix, Scala and General A/V Contractors (*90% funded through production fees*)	$	5,000		
Nexus Fee Study		10,000		
Equipment Master Plan consultant		20,000		
42106 Software Maintenance			**$ 1,150**	**$ 1,200**
Scala Annual License	$	1,200		
42107 Equipment Maintenance			**$ 3,600**	**$ 3,600**
Equipment repair	$	300		
Equipment repair parts		1,900		
Loaner equipment		170		
Other equipment maintenance		1,230		
42108 Maintenance Structure/Imp			**$ 3,800**	**$ 3,800**
Cleaning supplies	$	500		
Elevator maintenance		1,080		
HVAC maintenance		1,580		
Other maintenance		442		
Pest control		198		
42201 Office Expense			**$ 250**	**$ 350**
4230X Travel and Training			**$ 2,500**	**$ 2,500**
NAB Convention for two employees	$	2,400		
Other Travel and Training	$	100		
42510 Software Purchase			**$ 600**	**$ 600**
Adobe Editing Software	$	600		
42514 Special Department Expense			**$ 2,500**	**$ 2,500**
Equipment Rental	$	100		
Misc specialized supplies		1300		
Other Special Dept Expenses		700		
Recording media		400		
Total Professional/Administrative Services				**$ 49,550**
43102 Utilities			**$ 8,000**	**$ 8,000**
Gas and Electric	$	7,000		
Water		500		
Taxes		500		
44301 Fuel			**$ 400**	**$ 400**

Return to Agenda

47101 Equipment		**$74,750**	**$ 61,200**
4th Council Chambers camera	$11,000		
A/D cross over units	4,000		
Chambers audio mixer	5,000		
Chambers microphones	5,000		
DJI UAV	3,200		
Install HD projector/video wall system for Council Chambers	15,000		
SDI audio embedders and de-embedders	3,000		
Video monitors	3,000		
Video router	12,000		
47103 Furniture		**$0**	**$ 700**
2 office desk chairs	$700		

POLICE OPERATIONS - 221

Mission

The Pinole Police Department is committed to ensuring a safe community by providing exemplary law enforcement service while engaging our citizens with: Honor, Integrity, Professionalism, and Respect.

Program Description

Police Operations is responsible for the day to day operation of the department. It includes funding Officers and their uniforms, gear, weapons, vehicles, and other supplies. It includes the P.O.S.T. mandated training and other training for departmental personnel. Other programs that are covered under Police Operations are: Canine, Ride Along, School Liaison, Special Olympics participation, and community special events. Police Operations also involves the personnel issues within the department. It interfaces with other law enforcement and community entities.

Key Objectives

- Provide exemplary customer service and law enforcement services to the community.
- Seek new technology to enhance the delivery of services to the community.
- Provide the community with an effective Criminal Investigations Division.
- Provide an effective K-9 Program to enhance the safety of the officers and citizens.
- Provide the community an SRO program that incorporates Restorative Justice Practices.
- Liaison program with Municipal Pooling Authority for RMTAC (Police Risk Management Training Advisory Committee).
- School liaison Program to all elementary schools in the community.
- Responsible for the following: Pitchess Motions, lawsuits, claims, personnel, investigations, special investigations.
- Mutual Aid Program Management and Investigation.
- Mobile Field Force Program Liaison, Management, and Scheduling.
- P.O.S.T. Training.
- Special Olympics - Tip a Cop, Torch Run, and Bike the Bridges.
- Police Explorer Program (Community Funded).
- Security for Community Special Events.
- Community Service Officer Unit.

FY 2019-20 Accomplishments

- New technology added to aid in efficiency and effectiveness.
- SmartGuardian Technology to enhance efficiency in delivering services to community.
- Up to date on all P.O.S.T. mandated training for officers.
- Hired and Trained new officers and CSO postions.

POLICE OPERATIONS - 221

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Police Chief	1.00	1.00	1.00	1.00	1.00
Police Commander	1.00	0.00	0.00	0.00	0.00
Police Lieutenant	0.00	2.00	2.00	2.00	2.00
Police Sergeant	6.00	6.00	6.00	6.00	6.00
Police Officer	17.00	17.00	17.00	17.00	18.00
Total	**25.00**	**26.00**	**26.00**	**26.00**	**27.00**

Return to Agenda

GENERAL FUND - 100
POLICE OPERATIONS - 221

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	2,065,511	2,442,405	1,750,408	2,279,570	2,788,487	508,917	18%
Overtime - 402	5,303	7,952	965	-	-	-	0%
Employee Benefits - 410	880,986	1,145,449	913,523	1,191,583	1,347,218	155,635	12%
Total Salary & Benefits	**2,951,801**	**3,595,807**	**2,664,896**	**3,471,153**	**4,135,705**	**664,552**	**16%**
Services and Supplies							
Professional & Administrative Services - 42	234,089	195,168	173,911	183,668	179,487	(4,181)	-2%
Materials & Supplies - 44	63,304	92,118	51,891	85,500	85,500	-	0%
Total Services and Supplies	**297,393**	**287,285**	**225,802**	**269,168**	**264,987**	**(4,181)**	**-2%**
Capital Outlay							
Asset Acquisition/Improvement - 47	13,345	22,905	84	24,180	24,180	-	0%
Total Capital Outlay	**13,345**	**22,905**	**84**	**24,180**	**24,180**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	(306,793)	(300,044)	(258,020)	(407,584)	(377,222)	30,362	-8%
Administrative Debits - 46122	-	-	-	-	-	-	0%
Legal Charges - 46126	10,950	10,724	14,335	20,000	20,000	-	0%
General Liability Insurance - 46201	95,199	7,928	124,560	106,126	151,551	45,425	30%
Total Indirect Cost Allocations	**(200,643)**	**(281,392)**	**(119,125)**	**(281,458)**	**(205,671)**	**75,787**	**-37%**
Total	**3,061,895**	**3,624,605**	**2,771,657**	**3,483,043**	**4,219,201**	**736,158**	**17%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 51,712**	**$ 51,712**
Applicant Processing/Recruiting	$ 16,000		
EBRCSA Contract - Radios	$ 35,712		
42107 Equipment Maintenance		**$ 43,856**	**$ 33,600**
Radio Repairs	$ 1,500		
Vehicle Maintenance	9,000		
Vehicle Repairs	18,000		
Vehicle Washing	5,100		
42301 Travel and Training		**$ 40,800**	**$ 40,800**
Firearms Range Rental	$ 10,800		
State of CA -- P.O.S.T.	30,000		
42401 Memberships		**$ 2,000**	**$ 3,175**
CA Crime Prevention Officers Assn	$ 120		
CA Peace Officers Assn.	320		
CA Police Chief's Assn.	800		
County Police Chiefs' Assn.	1,500		
International Assn. of Police Chiefs	200		
National Assn. of Town Watch	35		
Police Executive Research Forum	200		
42514 Special Department Expense		**$ 45,300**	**$ 50,200**
Ammunition and firearm repair	$ 9,800		
Body cameras, tablets, and docking stations	4,900		
Canine expenses	20,000		
Crime Scene Processing/Field Testing Supplies	7,300		
Miscellaneous Supplies	8,200		
Total Professional/Administrative Services			**$ 179,487**
44301 Fuel		**$ 73,000**	**$ 73,000**
44410 Safety Clothing		**$ 12,500**	**$ 12,500**
Part-time employees uniforms	$ 3,500		
Protective Vests	9,000		
47101 Equipment		**$ 24,180**	**$ 24,180**
Ballistic Shield	$ 1,400		
EBRCSA Equipment	$ 20,940		
MP5	1,840		

Return to Agenda

MEASURE S-2006 FUND - 105
POLICE OPERATIONS - 221

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	231,718	357,784	457,509	662,443	720,748	58,305	8%
Overtime - 402	469,908	378,973	331,250	253,900	103,505	(150,395)	-145%
Employee Benefits - 410	173,307	317,970	370,284	538,081	526,158	(11,923)	-2%
Total Salary & Benefits	**874,933**	**1,054,728**	**1,159,043**	**1,454,424**	**1,350,411**	**(104,013)**	**-8%**
Services and Supplies							
Professional & Administrative Services - 42	9,047	91,922	415	7,300	7,300	-	0%
Other Operating Expenses - 43	-	-	-	-	-	-	0%
Materials & Supplies - 44	-	-	-	9,500	-	(9,500)	-100%
Total Services and Supplies	**9,047**	**91,922**	**415**	**16,800**	**7,300**	**(9,500)**	**-130%**
Capital Outlay							
Asset Acquisition/Improvement - 47	302,874	281,448	12,255	-	-	-	0%
Total Capital Outlay	**302,874**	**281,448**	**12,255**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Debits - 46122	-	-	-	-	-	-	0%
General Liability Insurance - 46201	29,714	29	47,353	42,730	44,721	1,991	4%
Total Indirect Cost Allocations	**29,714**	**29**	**47,353**	**42,730**	**44,721**	**1,991**	**4%**
Total	**1,216,568**	**1,428,127**	**1,219,065**	**1,513,954**	**1,402,432**	**(111,522)**	**-8%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42107 Equipment Maintenance		**$ 4,050**	**$ 4,050**
MDC Repairs	$ 1,650		
Vehicle Maintenance	1,350		
Vehicle Repairs	1,050		
42510 Software Purchase		**$ -**	**$ -**
42514 Special Department Expense		**$ 3,250**	**$ 3,250**
Gunshot trauma kits	$ 700		
Miscellaneous Supplies	2,550		
Total Professional/Administrative Services			**$ 7,300**
44301 Fuel		**$ 9,500**	**$ -**

Return to Agenda

MEASURE S-2014 FUND - 106
POLICE OPERATIONS - 221

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	31,877	10,693	-	-	-	-	0%
Overtime - 402	-	-	31,717	100,000	-	(100,000)	-100%
Employee Benefits - 410	4,892	5,000	-	-	-	-	0%
Total Salary & Benefits	**36,769**	**15,693**	**31,717**	**100,000**	**-**	**(100,000)**	**-100%**
Services and Supplies							
Professional & Administrative Services - 42	1	1	1	50,000	-	(50,000)	-100%
Other Operating Expenses - 43	-	-	-	-	-	-	0%
Material & Supplies - 44	-	-	-	-	-	-	0%
Total Services and Supplies	**1**	**1**	**1**	**50,000**	**-**	**(50,000)**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	228,560	319,050	110,000	(209,050)	100%
Total Capital Outlay	**-**	**-**	**228,560**	**319,050**	**110,000**	**(209,050)**	**100%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Equipment Repl Charge - 46125	-	-	-	-	-	-	0%
General Liability Insurance - 46201	1,484	1	-	-	-	-	0%
Total Indirect Cost Allocations	**1,484**	**1**	**-**	**-**	**-**	**-**	**0%**
Total	**38,254**	**15,695**	**260,279**	**469,050**	**110,000**	**(359,050)**	**-326%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42514 Special Department Expense		**$ 50,000**	**$ -**
EOC Safety Plan/Emergency Prep ($50,000 carryover)	$ -		
47101 Equipment		**$ 319,050**	**$ 110,000**
1 Vehicle	$ 55,000		
1 Vehicle *(carryover)*	$ 55,000		

Return to Agenda

PUBLIC SAFETY AUGMENTATION FUND - 203
POLICE OPERATIONS - 221

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Administrative Debits - 46122	149,159	131,658	138,432	177,310	189,512	12,202	6%
Total Indirect Cost Allocations	**149,159**	**131,658**	**138,432**	**177,310**	**189,512**	**12,202**	**6%**
Total	**149,159**	**131,658**	**138,432**	**177,310**	**189,512**	**12,202**	**6%**

POLICE SUPPORT SERVICES - 222

Mission

To supplement and assist Patrol Operations and to enhance the quality of life of our community and the citizens of Pinole.

Program Description

Police Support Services provides support and assistance to Patrol Operations and the community. It includes front office staff who work with the public daily. It includes the Crime Prevention Officers who provide outreach into the community. It includes the collection and processing of evidence. It also includes the maintenance and repair of vehicles and equipment used by all Police staff.

Key Objectives

- Manage all Community Outreach Programs
- Find ways to implement innovative crime prevention techniques
- C.P.T.E.D. (Crime Prevention Through Environmental Design)
- Criminal Records
- Monitoring of Massage Establishments
- Property and Evidence Room Operations
- Crime Scene Documentation/ Investigation
- Remodel of Property and Evidence center

FY 2019-20 Accomplishments

- New Community Outreach Programs created and initiated.
- Chaplain program and Peer Support Program continued.
- Increase volunteers working at the Department.
- Pinole Posse Patrols Continued.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Police Property Specialist	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Police Records Specialist	2.00	2.00	2.00	2.00	2.00
Community Safety Specialist	0.96	0.96	0.96	1.00	1.00
Community Service Officers	0.96	0.96	0.96	0.96	0.96
Total	**5.92**	**5.92**	**5.92**	**5.96**	**5.96**

Return to Agenda

GENERAL FUND - 100
POLICE SUPPORT SERVICES - 222

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	265,940	258,886	197,177	283,542	289,189	5,647	2%
Overtime - 402	15,759	52	-	-	-	-	0%
Employee Benefits - 410	138,097	140,276	98,878	145,905	147,884	1,979	1%
Total Salary & Benefits	**419,795**	**399,214**	**296,055**	**429,447**	**437,073**	**7,626**	**2%**
Services and Supplies							
Professional & Administrative Services - 42	149,909	226,580	106,849	358,000	365,185	7,185	2%
Other Operating Expenses - 43	49,242	48,424	37,656	51,800	52,150	350	1%
Materials & Supplies - 44	7,192	943	175	5,900	1,500	(4,400)	-293%
Total Services and Supplies	**206,342**	**275,947**	**144,681**	**415,700**	**418,835**	**3,135**	**1%**
Capital Outlay							
Asset Acquisition/Improvement - 47	93,931		44	400	400	-	0%
Debt Principal & Interest - 48	-	49,782	-	49,782	-	(49,782)	-100%
Total Capital Outlay	**93,931**	**49,782**	**44**	**50,182**	**400**	**(49,782)**	**-12445%**
Indirect Cost Allocations							
Administrative Debits - 46122	-	-	-	-	-	-	0%
IS Charges - 46124	125,857	177,050	-	291,291	237,002	(54,289)	-23%
Legal Charges -46126	540	308	-	-	-	-	0%
General Liability Insurance - 46201	9,122	9	14,768	13,327	15,881	2,554	16%
Total Indirect Cost Allocations	**135,519**	**177,367**	**14,768**	**304,618**	**252,883**	**(51,735)**	**-20%**
Total	**855,587**	**902,310**	**455,548**	**1,199,946**	**1,109,191**	**(90,756)**	**-8%**
MEASURE S-2014 FUND - 106							
Salaries & Wages - 401	-	-	37,247	63,095	69,095	6,000	9%
Employee Benefits - 410	0	0	6,518	37,027	11,048	(25,979)	-235%
General Liability Insurance - 46201	-	-	3,286	2,965	3,498	533	15%
Total Salary & Benefits	**-**	**-**	**47,052**	**103,087**	**83,641**	**(19,446)**	**-23%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 161,180**	**$ 163,530**
Children's interview center	3,500		
Contra Costa County Jail fees	49,600		
County Crime Lab Services	58,000		
EBCRSA Contract - radios	2,880		
Family Justice Center	500		
Miscellaneous Professional Services	4,050		
SART Exams	5,000		
Smart Guardian	10,000		
Video Surveillance System	30,000		
42105 Network Maintenance		**$ 96,500**	**$ 96,500**
CAD/RMS *(previously in IT budget)*	96,500		
42106 Software Maintenance		**$ 28,000**	**$ 28,000**
Police Dispatch and Records Mgmt Software (Tyler)	28,000		
42107 Equipment Maintenance		**$ 6,050**	**$ 6,050**
Radio Repairs	250		
Vehicle Maintenance	4,000		
Vehicle Repairs	1,500		
Vehicle Washing	300		
42108 Maintenance Structure/Imp		**$ 23,065**	**$ 23,065**
Bldg Maintenance	1,075		
Elevator Service (NEC)	650		
HVAC Maintenance (City Mechanical)	1,850		
Janitorial Service (UBS)	17,365		
Janitorial Supplies (UBS)	1,700		
Pest control (Western Exterminator)	425		
42201 Office Expense		**$ 19,355**	**$ 19,520**
Copier Supplies	500		
Office Supplies	12,720		
Postage & Equipment (Pitney)	3,000		
Printing Services (Concord)	800		
Printing Services (Eagle)	2,500		
42301 Travel and Training		**$ 5,500**	**$ 10,100**
Conferences (CALNENA)	$1,000		
Meetings	500		
Non POST training	5,600		
POST training	3,000		

Return to Agenda

42401 Memberships		**$ 350**	**$ 420**	
California Criminal Justice	$ 75			
CLEARS	50			
C.A.P.E.	45			
IAPE	50			
Nat'l Emergency Number Assn	200			
42501 Bank Fees		**$ 1,000**	**$ 1,000**	
42514 Special Department Expense		**$ 17,000**	**$ 17,000**	
Photographic supplies	$ 500			
Lab supplies, mandated processing material	375			
Crime scene supplies	5,700			
GSR processing	5,335			
Fire extinguisher replacement	380			
Misc. special department expenses	4,710			
Total Professional/Administrative Fees				**$ 365,185**
4310X Utilities		**$ 51,800**	**$ 52,150**	
Electricity & Gas (PG&E)	$ 48,000			
Water (EBMUD)	3,800			
Cable	350			
44301 Fuel		**$ 4,400**	**$ -**	
44410 Safety Clothing		**$ 1,500**	**$ 1,500**	
Aramark Uniform Service				
47101 Equipment		**$ 400**	**$ 400**	
Fax Machine	400			
47104 Vehicles		**$ -**	**$ -**	

POLICE WEST BAY COMMUNICATIONS CENTER - 223

Mission

Provide for the West Bay Communication Center (WBCC) operations, serving the Hercules, San Pablo and Pinole Police Departments. The WBCC is staffed 24 hours/day, seven days/week, serving a total population of approximately 75,000. The WBCC handles all police emergency radio/telephone traffic for City Departments during disasters and serves as an "after hours" resource for the Public Works Department.

Program Description

The WBCC operates under a “Tri-City” model with the cities of Hercules and San Pablo. The Cities of Hercules and San Pablo are billed for Dispatch Services based on a cost-sharing formula that incorporates various usage measurements.

Key Objectives

- Provide Exemplary Dispatch Services for the Tri-Cities
- East Bay Regional Communications System Upgrade
- Community Warning System Program
- Camera System Monitoring Program
- Next-Gen Communication System
- Complete WBCC staffing allocation.

FY 2019-20 Accomplishments

- New 911 system in place
- “Tri-City” model is in operation

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Support Services Manager	1.00	0.00	0.00	0.00	0.00
Lead Dispatcher	0.00	0.00	1.00	1.00	1.00
Dispatcher	7.00	11.00	11.00	11.00	11.00
Total	**8.00**	**11.00**	**12.00**	**12.00**	**12.00**

Return to Agenda

GENERAL FUND - 100
POLICE WEST BAY COMMUNICATIONS CENTER - 223

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	803,706	883,763	687,043	927,430	1,011,536	84,106	8%
Overtime - 402	275,950	236,238	178,152	110,691	130,000	19,309	15%
Employee Benefits - 410	355,214	425,192	372,945	454,498	487,065	32,567	7%
Total Salary & Benefits	**1,434,870**	**1,545,194**	**1,238,139**	**1,492,619**	**1,628,601**	**135,982**	**8%**
Services and Supplies							
Professional & Administrative Services - 42	64,595	39,700	32,732	59,221	59,221	(0)	0%
Other Operating Expenses - 43	10,037	11,102	7,548	10,400	10,400	-	0%
Total Services and Supplies	**74,632**	**50,801**	**40,280**	**69,621**	**69,621**	**(0)**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	22,471	-	-	-	-	0%
Total Capital Outlay	**-**	**22,471**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Administrative Debits - 46122	65,021	67,378	57,947	80,501	89,813	9,312	10%
IS Charges - 46124	40,173	32,254	-	57,571	71,416	13,845	19%
Legal Charges - 46126	-	-	-	-	-	-	0%
General Liability Insurance - 46126	26,878	29	52,190	47,095	61,502	14,407	23%
Total Indirect Cost Allocations	**132,072**	**99,661**	**110,137**	**185,167**	**222,731**	**37,564**	**17%**
Total	**1,641,573**	**1,718,128**	**1,388,556**	**1,747,407**	**1,920,952**	**173,546**	**9%**

MEASURE S - 2006 FUND - 105

Overtime - 40201	-	-	-	-	-	-	0%
Professional & Administrative Services - 42	3,248	-	1,955	-	-	-	0%
Asset Acquisition/Improvement -47	139,841	-	-	-	-	-	0%
Total	**143,088**	**-**	**1,955**	**-**	**-**	**-**	**0%**

MEASURE S - 2014 FUND - 106

Overtime - 40201	-	-	25,000	25,000	-	(25,000)	-100%
Total	**-**	**-**	**25,000**	**25,000**	**-**	**(25,000)**	**-100%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

			FY 2019-20	FY 2020-21
42101 Professional Services			**$ 9,645**	**$ 9,645**
800 MHz radio system maintenance	$	4,265		
EBCRSA Contract - 5 radios	$	2,880		
Language Interpretation Services		2,500		
42105 Network Maintenance			**$ 11,926**	**$ 11,926**
Cad/RMS *(City of San Pablo)*	$	11,926		
42106 Software Maintenance			**$ 12,000**	**$ 12,000**
Police Dispatch and Records Mgmt Software (Tyler_	$	12,000		
42107 Equipment Maintenance			**$ 5,500**	**$ 5,500**
Dispatch headset/cord replacement	$	1,265		
Stancil maintenance		3,000		
General equipment non-contract maintenance		1,235		
42108 Maintenance Structure/Imp			**$ 6,500**	**$ 6,500**
Elevator Service	$	127		
HVAC Maintenance		241		
Janitorial Services		5,318		
Janitorial Supplies		757		
Pest Control Service		56		
42201 Office Expense			**$ 2,000**	**$ 2,000**
General Office Supplies	$	2,000		
4230X Travel and Training			**$ 10,000**	**$ 10,000**
Non-POST training		$1,500		
Meetings associated with dispatch function		500		
Conference attendance for APCO, PSAP, CLEWOA		1,000		
POST training		3,000		
Dispatcher Training		4,000		
42401 Memberships			**$ 150**	**$ 150**
WBCC portion of costs for APCO and CLEWOA participation.	$	150		
42514 Special Department Expense			**$ 1,500**	**$ 1,500**
DOJ fingerprints and background investigations on applicants.	$	1,500		
Total Professional/Administrative Services				**$ 59,221**
4310X Utilities			**$ 10,400**	**$ 10,400**
43103 Electricity & Gas (PG&E)	$	9,500		
43102 Water (EBMUD)		800		
43105 Cable		100		
47102 Computer Equipment			**$ -**	**$ -**

Mission

The Police Department receives a variety of grants and special revenue from Federal, State, County, and special district governments to support public safety programs and will continue to seek new grant opportunities.

Program Description

Traffic Safety

Fines and forfeitures received by the City under Section 1463 of the Penal Code are deposited into a special revenue Traffic Safety Fund - 205. These funds are used exclusively for official traffic control devices, the maintenance thereof, equipment and supplies for traffic law enforcement and traffic accident prevention, and for the maintenance, improvement, or construction of public streets, bridges, and culverts within the City. Funds shall not be used to pay the compensation of traffic or other police officers. The fund may be used to pay the compensation of school crossing guards who are not regular full-time members of the police department of the City.

Supplemental Law Enforcement Services

Supplemental Law Enforcement Services Funds (SLESF) - 206 is provided by the State annually. The County applies for the funds and it is received based on population. The City is currently using the funds for basic patrol services.

Public Safety Augmentation Fund

The Public Safety Augmentation Fund (PSAF) – 203 accounts for monies allocated by the County Auditor-Controller under Prop 172 from the statewide one-half cent sales tax based on a share of statewide taxable sales. These funds are used exclusively for public safety. One School Resource Officer (SRO) is funded from PSAF.

Police Grants

The City has an active grant with the West Contra Costa Unified School District (WCCUSD) for reimbursement of one (1) School Resource Officer (SRO). The SRO is assigned to Pinole Valley High. The SRO is funded by the WCCUSD at $150,000 per year.

Key Objectives

- Continue to provide the community with an School Resource Officer Program
- Grant Program Management and Reporting
- Seek to enhance our Community Oriented Policing Programs
- Crossing Guard Program
- Enhance our current Explorer Program

FY 2019-20 Accomplishments

- The School Resource Officer at Pinole Valley High School is effective in bridging the gap with the youth of our community.
- Community Outreach programs include: Coffee with a Cop, Police/ Clergy meetings, School Liaison program, National Night Out, Citizen and Youth Academies, "Making it Better" Police/Youth Literacy program.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Crossing Guards, *PT Temp*	0.50	0.50	0.50	0.50	0.50
Police Officer (SRO)	2.00	2.00	2.00	2.00	1.00
Total	**2.50**	**2.50**	**2.50**	**2.50**	**1.50**

Return to Agenda

POLICE GRANT FUND - 204
POLICE GRANTS PROGRAM - 227

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	225,247	194,184	168,090	209,455	112,595	(96,860)	-86%
Overtime - 402	9,771	3,957	23,557	4,500	7,956	3,456	43%
Employee Benefits- 410	76,034	53,286	56,636	114,295	23,029	(91,266)	-396%
Total Salary & Benefits	**311,053**	**251,428**	**248,284**	**328,250**	**143,580**	**(184,670)**	**-129%**
Services and Supplies							
Professional & Administrative Services - 42	7,663	4,203	7,285	500	2,500	2,000	80%
Materials & Supplies - 44	-	-	-	-	-	-	0%
Total Services and Supplies	**7,663**	**4,203**	**7,285**	**500**	**2,500**	**2,000**	**80%**
Indirect Cost Allocations							
Administrative Credits - 38501	-	-	-	-	-	-	0%
General Liability Insurance- 46201	5,955	7	11,003	9,929	6,225	(3,704)	-60%
Total Indirect Cost Allocations	**5,955**	**7**	**11,003**	**9,929**	**6,225**	**(3,704)**	**-60%**
Total	**324,671**	**255,638**	**266,572**	**338,679**	**152,305**	**(186,374)**	**-122%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

			FY 2019-20	FY 2020-21
42107 Equipment Maintenance			**$ 500**	**$ 500**
Crime prevention vehicle maintenance.	$	500		
4230X Travel & Training			**$ -**	**$ 2,000**
Registration	$	650		
Mileage or Air		1350		

Return to Agenda

TRAFFIC SAFETY FUND - 205
POLICE GRANTS PROGRAM - 227

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	5,887	6,303	4,704	6,240	6,760	520	8%
Overtime - 402	-	-	-	-	-	-	0%
Employee Benefits - 410	1,050	977	707	836	788	(48)	-6%
Total Salary & Benefits	**6,937**	**7,280**	**5,411**	**7,076**	**7,548**	**472**	**6%**
Services and Supplies							
Professional & Administrative Services - 42	2,280	394	-	4,300	4,300	-	0%
Other Operating Expenses - 43	-	-	-	-	-	-	0%
Total Services and Supplies	**2,280**	**394**	**-**	**4,300**	**4,300**	**-**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	7,500	7,500	-	0%
Total Capital Outlay	**-**	**-**	**-**	**7,500**	**7,500**	**-**	**0%**
Indirect Cost Allocations							
Administrative Debits - 46122	-	-	-	-	-	-	0%
General Liability Insurance -46201	362	0	325	292	371	79	21%
Total Indirect Cost Allocations	**362**	**0**	**325**	**292**	**371**	**79**	**21%**
Transfers Out - 49901	-	-	-	-	-	-	0%
Total	**9,579**	**7,674**	**5,736**	**19,168**	**19,719**	**551**	**3%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42107 Equipment Maintenance		**$ 2,000**	**$ 2,000**
Lidar repair & Supplies	$ 2,000		
42514 Special Department Expense		**$ 2,300**	**$ 2,300**
Citation printing	$ 2,300		
Total Professional/Administrative Services			**$ 4,300**
47101 Equipment		**$ 7,500**	**$ 7,500**
Repair/Replace Traffic Cameras	$ 7,500		

Return to Agenda

SUPPLEMENTAL LAW ENFORCEMENT SERVICES FUND - 206
POLICE GRANTS PROGRAM - 227

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Indirect Cost Allocations							
Administrative Credits - 38501	-	-	-	-	-	-	0%
Administrative Debits - 46122	92,612	101,008	54,533	129,359	97,897	(31,462)	-32%
Total Indirect Cost Allocations	**92,612**	**101,008**	**54,533**	**129,359**	**97,897**	**(31,462)**	**-32%**
Total	**92,612**	**101,008**	**54,533**	**129,359**	**97,897**	**(31,462)**	-32%

Mission

The mission of the Pinole Fire Department is to provide fire prevention and suppression services in order to preserve life, property, and the environment.

Key Objectives

- In collaboration with the City Manager, recommend a fire service delivery model to the City Council, and implement as directed.
- Fill key vacancies.
- Implement new information systems for incident response, narcotics tracking, payroll, policies and procedures management, incident report management, and training.
- Provide career development training classes for staff, particularly company and chief officer certification.
- Continue phase 3 of high priority fire prevention inspections.
- Deploy new Type 1 apparatus into service.
- Update the City's Emergency Operations Plan (EOP).

FY 2019-20 Accomplishments

- Responded to over 2,700 calls for service.
- First engine company on scene of the NuStar Energy fuel tank explosion.
- First alarm engine response to the Sky Fire in Crockett.
- Completed phase 1 and 2 of high priority fire prevention inspections.
- Completed Fire Station 73 dormitory remodel.
- Led the City's operational response to the coronavirus epidemic.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Fire Chief	1.00	1.00	1.00	1.00	1.00
Administrative Battalion Chief	1.00	0.00	0.00	0.00	0.00
Battalion Chief	1.00	1.00	1.00	1.00	1.00
Captain	3.00	3.00	3.00	3.00	3.00
Fire Engineer*	3.00	3.00	3.00	3.00	3.00
Firefighter/Paramedic	3.00	3.00	6.00	6.00	6.00
Firefighter	3.00	3.00	0.00	0.00	0.00
Management Analyst	0.48	0.48	1.00	1.00	1.00
Total	**15.48**	**14.48**	**15.00**	**15.00**	**15.00**

*May require Paramedic certifications.

Return to Agenda

GENERAL FUND - 100
FIRE OPERATIONS - 231

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	1,077,631	1,125,141	1,118,451	1,334,458	1,290,283	(44,175)	-3%
Overtime - 402	42,820	47,136	-	-	280,648	280,648	100%
Employee Benefits - 410	511,837	690,084	704,802	1,049,660	927,988	(121,672)	-13%
Total Salary & Benefits	**1,632,287**	**1,862,361**	**1,823,252**	**2,384,118**	**2,498,919**	**114,801**	**5%**
Services and Supplies							
Professional & Administrative Services - 42	617,360	569,305	293,702	621,544	702,644	81,100	12%
Other Operating Expenses -43	55,366	52,691	50,812	53,600	53,600	-	0%
Materials & Supplies - 44	43,413	26,969	55,991	52,200	66,000	13,800	21%
Total Services and Supplies	**716,138**	**648,964**	**400,504**	**727,344**	**822,244**	**94,900**	**12%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	12,941	25,156	1,000,000	975,000	(25,000)	-3%
Total Capital Outlay	**-**	**12,941**	**25,156**	**1,000,000**	**975,000**	**(25,000)**	**-3%**
Indirect Cost Allocations							
Admin Debits - 46122	-	130,593	77,878	178,471	-	(178,471)	-100%
IS Charges - 46124	49,880	60,159	-	94,703	79,977	(14,727)	-18%
Legal Services - 46126	4,682	1,376	14,525	10,000	10,000	-	0%
General Liability Insurance - 46201	38,052	38	69,062	61,790	85,182	23,392	27%
Total Indirect Cost Allocations	**92,614**	**192,166**	**161,465**	**344,964**	**175,159**	**(169,806)**	**-97%**
Total	**2,441,039**	**2,716,433**	**2,410,377**	**4,456,426**	**4,471,322**	**14,895**	**0%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

			FY 2019-20	FY 2020-21
42101 Professional Services			**$ 403,104**	**$ 403,104**
Annual Physicals	$	15,200		
CCC Cupa		500		
CCC Fire Protection District- Dispatch		171,000		
Crisis Resolution		5,000		
EBRCSA Radio contract -29 radios		16,704		
Fire Prevention - 4Leaf		160,000		
Greg Kennedy - Medic IQ Services		24,000		
Maximum Security -Station 74		1,200		
Physio Control Annual Premium		2,500		
Recruitment		7,000		
42104 Paramedic Supplies			**$ 42,500**	**$ 53,600**
Medical Supplies	$	39,200		
Medic CD ($1,200 x12)		14,400		
42106 Software Maintenance			**$ 5,000**	**$ 15,000**
Controlled Substance Software-Annual	$	9,000		
Fire RMS Support	$	6,000		
42107 Equipment Maintenance			**$ 77,100**	**$ 77,100**
3-4 Add'l Ipad Communication Radios for Apparatus	$	12,000		
Apparatus Maintenance		40,000		
SCBA Hydrostatic Testing		10,100		
Miscellaneous tools/parts		10,000		
SCBA Maintenance		5,000		
42108 Maintenance Structure/Imp			**$ 14,370**	**$ 14,370**
Landscape Contract	$	4,320		
Elevator Contract		800		
Heating and air contract		3,850		
Janitorial Supplies		4,950		
Pest Control Contract		450		
42201 Office Expense			**$ 4,000**	**$ 4,000**
New Office furniture	$	4,000		
4230X Travel and Training			**$ 21,845**	**$ 56,845**
Annual Training	$	48,700		
Training for Analyst/Dept		4,000		
EMT Recerts ($37 x 5)		185		
Paramedic Recerts ($240 x 9)		2,160		
EMS Reference Books		1,300		
Air and Mileage		500		

Return to Agenda

42401 Memberships		**$ 625**	**$ 625**	
42512 Weed Abatement		**$ 45,000**	**$ 70,000**	
Increased abatement for brush removal (City property)	$ 65,300			
Weed Abatement Campaign (private property)	4,700			
42514 Special Department Expense		**$ 8,000**	**$ 8,000**	
Miscellaneous Special Department Expenses	8,000			
Total Professional/Administrative Services				**$ 702,644**
4310X Utilities		**$ 50,600**	**$ 50,600**	
43103 PG&E	$ 40,000			
43102 EBMUD	10,000			
43101 Comcast	500			
43101 Telephone	100			
43201 Property Tax		**$ 3,000**	**$ 3,000**	
44301 Fuel		**$ 16,200**	**$ 25,000**	
44410 Safety Clothing		**$ 36,000**	**$ 41,000**	
Safety Clothing	$ 5,700			
Gloves and harness	5,700			
Replacement Turn-out Gear (6-sets)	23,900			
Foul Weather Gear	5,700			

Return to Agenda

MEASURE S-2006 FUND - 105
FIRE OPERATIONS - 231

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	145,236	229,020	136,312	261,132	357,577	96,445	27%
Overtime - 402	421,228	283,010	348,928	298,793	19,163	(279,630)	-1459%
Employee Benefits - 410	63,901	129,022	134,548	191,161	264,619	73,458	28%
Total Salary & Benefits	**630,365**	**641,052**	**619,788**	**751,086**	**641,359**	**(109,727)**	**-17%**
Services and Supplies							
Professional & Administrative Services - 42	9	52,609	58,160	84,760	26,560	(58,200)	-219%
Materials & Supplies - 44	-	-	-	-	-	-	0%
Total Services and Supplies	**9**	**52,609**	**58,160**	**84,760**	**26,560**	**(58,200)**	**-219%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	110,304	135,050	188,661	72,600	(116,061)	-160%
Debt Principal - 48101	65,347	67,000	67,000	67,000	-	(67,000)	-100%
Debt Interest - 48102	5,086	3,433	3,433	3,433	-	(3,433)	-100%
Total Capital Outlay	**70,433**	**180,737**	**205,483**	**259,094**	**72,600**	**(186,494)**	**-257%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	(130,593)	(77,878)	(178,471)	-	178,471	100%
Administrative Debits - 46122	-	-	-	-	-	-	0%
General Liability Insurance - 46201	13,223	14	28,903	26,082	20,140	(5,942)	-30%
Total Indirect Cost Allocations	**13,223**	**(130,579)**	**(48,975)**	**(152,389)**	**20,140**	**172,529**	**857%**
Total	**714,030**	**743,819**	**834,457**	**942,551**	**760,659**	**(181,892)**	**-24%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 79,760**	**$ 11,560**
EBRCSA	$ 11,560		
42510 Admin Exp/Software Purchase		**$ -**	**$ 15,000**
Cordico Wellness Application	$ 10,000		
Lexipol	5,000		
Total Professional/Administrative Services			**$ 26,560**
47101 FF&E/Equipment		**$ 4,000**	**$ 4,000**
Station 74 Generator - *prior year carryover*	$ 4,000		
47104 FF&E/Vehicles		**$ 68,600**	**$ 68,600**
Prior year carryover	$ 68,600		

Return to Agenda

MEASURE S-2014 FUND - 106
FIRE OPERATIONS - 231

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	145,502	193,994	173,572	210,295	194,400	(15,895)	-8%
Overtime - 402	-	-	-	-	-	-	0%
Employee Benefits - 410	28,840	41,365	30,409	43,787	146,913	103,126	70%
Total Salary & Benefits	**174,342**	**235,359**	**203,981**	**254,082**	**341,313**	**87,231**	**26%**
Services and Supplies							
Professional & Administrative Services - 42	20,004	18,569	21,548	42,500	92,500	50,000	54%
Materials & Supplies - 44	-	-	-	-	-	-	0%
Total Services and Supplies	**20,004**	**18,569**	**21,548**	**42,500**	**92,500**	**50,000**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	44,868	-	-	-	-	-100%
Total Capital Outlay	**-**	**44,868**	**-**	**-**	**-**	**-**	**-100%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Administrative Debits - 46122	-	-	-	-	-	-	0%
IS Charges - 46124	-	-	-	-	-	-	0%
General Liability Insurance - 46201	5,517	6	10,578	9,546	10,676	1,130	11%
Total Indirect Cost Allocations	**5,517**	**6**	**10,578**	**9,546**	**10,676**	**1,130**	**11%**
Total	**199,863**	**298,801**	**236,107**	**306,128**	**444,489**	**138,361**	**31%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
4230X Travel & Training		**$ 42,500**	**$ 42,500**
Fire Training Academy- 2 participants	$ 30,000		
General Training	$ 10,000		
Training Props	$ 2,500		
42514 Admin Exp/Special Department Expense		**$ 42,500**	**$ 50,000**
EOC Safety Master Plan - *Prior year carryover from Police*	$ 50,000		

Total Professional/Administrative Services $ 92,500

PUBLIC WORKS ADMINISTRATION & ENGINEERING - 341

Mission

The Public Works Administration & Engineering Division strives to preserve and maintain the City's infrastructure, buildings, and facilities, while enriching the quality of life for the community in a safe, economical, and environmentally conscious manner.

Program Description

The division provides leadership and support to oversee the operations and maintenance of infrastructure. The division provides oversight to develop and deliver innovative, high quality capital projects and services that align with the needs and interests of Pinole residents. Utilizing a variety of funding sources, the division is responsible for designing, administering, and supervising capital improvement projects.

Key Objectives

- Daily management of the Public Works Department including parks, maintenance, code enforcement, planning, waste reduction, and clean water.
- Deploy asset management software.
- Environmental program management including solid waste and stormwater.
- Evaluate opportunities to increase collaboration with private developers on projects, including the sale of City owned lots for development.
- Implementation of the Capital Improvement Plan including periodic updates.
- Provide support to the Traffic and Pedestrian Safety Committee.
- Pursue grant funding opportunities.
- Represent Pinole in regional transportation, development, environmental, and planning processes.

FY 2019-20 Accomplishments

- Completed 6 capital improvement projects
- Provided oversight for $20,000,000 in capital improvement funds
- Selected an engineering design firm for the San Pablo Avenue Bridge
- Managing 26 capital projects in process
- Completed the procurement process for acquisition of asset management software
- Awarded STMP funds from WCCTAC for two projects
  Submitted a grant application to TDA funding for improvements to Pinole Creek trail

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Development Services Director/City Engineer	1.00	1.00	1.00	1.00	1.00
Senior Project Manager	1.00	1.00	1.00	1.00	1.00
Public Works Specialist	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	0.00
Total	**4.00**	**4.00**	**4.00**	**4.00**	**3.00**

Return to Agenda

GENERAL FUND - 100
PUBLIC WORKS - ADMINISTRATION & ENGINEERING - 341

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salary & Wages - 401	393,368	365,921	349,590	453,471	407,303	(46,168)	-11%
Overtime - 402	26	815	228	-	-	-	0%
Employee Benefits - 410	161,458	184,088	180,171	267,773	161,250	(106,523)	-66%
Total Salary & Benefits	**554,852**	**550,824**	**529,989**	**721,244**	**568,553**	**(152,691)**	**-27%**
Services and Supplies							
Professional & Administrative Services - 42	2,796	29,127	9,830	37,781	38,310	529	1%
Materials and Supplies - 44	-	-	-	-	-	-	0%
Total Services and Supplies	**2,796**	**29,127**	**9,830**	**37,781**	**38,310**	**529**	**1%**
Capital Outlay							
Asset Acquisition/Improvement - 47	6,288	-	-	-	-	-	0%
Total Capital Outlay	**6,288**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	(484,934)	(451,132)	(383,036)	(686,055)	(545,939)	140,116	-26%
Admin Debits - 46122	-	-	-	-	6,959	6,959	100%
IS Charges - 46124	49,498	50,961	-	69,358	63,506	(5,852)	-9%
Legal Charges - 46126	108	3,962	6,599	8,000	8,000	-	0%
General Liability Insurance - 46201	14,445	13	35,603	20,975	21,676	701	3%
Total Indirect Cost Allocations	**(420,883)**	**(396,196)**	**(340,834)**	**(587,722)**	**(445,798)**	**141,924**	**-32%**
Total	**143,054**	**183,755**	**198,985**	**171,303**	**161,065**	**(10,238)**	**-6%**

MEASURE S - 2014 FUND - 106

Administrative Debits - 46122	47,073	15,147	-	77,810	64,255	(13,555)	-21%
Equipment Repl Charges - 46125	-	-	-	-	-	-	0%
Total Measure S - 2014	**47,073**	**15,147**	**-**	**77,810**	**64,255**	**(13,555)**	**-21%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 10,000**	**$ 10,000**
General engineering services	$ 10,000		
42107 Equipment Maintenance		**$ 500**	**$ 500**
Maintenance of office equipment.	$ 500		
42201 Office Expense		**$ 500**	**$ 1,000**
General office supplies	$ 1,000		
4230X Travel and Training		**$ 1,400**	**$ 1,400**
	$ 1,400		
42401 Memberships		**$ 206**	**$ 235**
American Public Works Association (APWA)	$ 235		
42510 Software Purchase		**$ 25,000**	**$ 25,000**
42506 Bonds		**$ 175**	**$ 175**
	$ 175		

Total Professional/Administrative Services **$ 38,310**

Return to Agenda

MEASURE J FUND - 215
PUBLIC WORKS - ADMINISTRATION & ENGINEERING - 341

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	42,772	-	-	-	-	-	0%
Other Operating Expenses - 43	5,405	4,971	4,344	4,400	4,400	-	0%
Materials & Supplies - 44	-	-	-	-	-	-	0%
Total Services and Supplies	**48,177**	**4,971**	**4,344**	**4,400**	**4,400**	**-**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47*	6,947	25,542	11,832	32,000	32,000	-	0%
Total Capital Outlay	**6,947**	**25,542**	**11,832**	**32,000**	**32,000**	**-**	**0%**
Indirect Cost Allocations							
Administrative Debits - 46122	78,883	72,309	61,089	115,268	109,268	(6,000)	-5%
IS Charges - 46124	-	-	-	-	-	-	0%
Total Indirect Cost Allocations	**78,883**	**72,309**	**61,089**	**115,268**	**109,268**	**(6,000)**	**-5%**
Total	**134,006**	**102,822**	**77,265**	**151,668**	**145,668**	**(6,000)**	**-5%**

*See CIP

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
ADMIN & ENGINEERING - 341			
4310X Utilities		**$ 4,400**	**$ 4,400**
43101 Telephone	$ 4,000		
43103 Electricity & Power	400		
ROAD MAINTENANCE - 342			
47204 Improvements/Sidewalks		**$ 15,000**	**$ 15,000** `
Sidewalk Maintenance Program	$ 15,000		
47205 Improvements/Streets		**$ 15,000**	**$ 15,000**
Miscellaneous Roadway Repair	$ 15,000		
FACILITY MAINTENANCE - 343			
47202 Improvements/Landscape-Medians		**$ 2,000**	**$ 2,000**
Sign Replacement Program	$ 2,000		

Mission

The mission of the Road Maintenance Division is to maintain a safe and efficient road system that facilitates safe transportation and fosters economic growth throughout the community.

Program Description

This division protects, repairs, and maintains the entire City road infrastructure network, which includes pavement, medians, street trees, landscaping, traffic signs, pavement markings, traffic signals, streetlights, curbs and sidewalks.

Key Objectives

- Increase energy efficiency by replacing worn fixtures with LED
- Respond timely to maintenance needs.
- Preservation of assets

FY 2019-20 Accomplishments

- Purchased crack seal equipment, patch paving truck, and skid steer loader with road maintenance attachments.
- Trained Public Works staff in the safe application of asphalt concrete and safe tree removal.
- Removed several hazardous trees from Simas Avenue and ornamentally pruned all street trees in Old Town Pinole.
- Utilized Street Saver Software to track pavement maintenance activities.
- Maintained Pavement Condition Index (PCI) at 64.

Position Summary

No personnel are directly assigned to this program. Staffing is provided by other budget units through a cost transfer.

Return to Agenda

GAS TAX FUND - 200
ROAD MAINTENANCE - 342

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	-	67,423	73,227	112,522	120,522	8,000	7%
Other Operating Expenses - 43	-	206,212	148,893	181,000	181,000	-	0%
Materials & Supplies - 44	-	-	-	-	-	-	0%
Total Services and Supplies	**-**	**273,635**	**222,121**	**293,522**	**301,522**	**8,000**	**3%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	426	34,615	55,000	55,000	-	0%
Total Capital Outlay	**-**	**426**	**34,615**	**55,000**	**55,000**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Administrative Debits - 46122	-	125,517	110,949	146,025	149,653	3,628	2%
IS Charges - 46124	-	-	-	-	-	-	0%
Legal Charges - 46126	-	4,390	-	8,000	8,000	-	0%
Total Indirect Cost Allocations	**-**	**129,907**	**110,949**	**154,025**	**157,653**	**3,628**	**2%**
Total	**-**	**403,967**	**367,685**	**502,547**	**514,175**	**11,628**	**5%**
GENERAL FUND - 100							
Professional & Administrative Services - 42	2,051	27,034	5,039	32,000	40,000	8,000	20%
Materials & Supplies - 44	17,348	3,081	-	-	-	-	0%
Administrative Debits - 46122	16,543	20,059	19,024	23,619	24,283	664	3%
	35,942	**50,173**	**24,063**	**55,619**	**64,283**	**8,664**	**13%**
MEASURE S - 2014 FUND - 106							
Asset Acquisition/Improvement - 47	-	-	9,210	140,000	140,000	-	0%
Total Measure S - 2014	**-**	**-**	**9,210**	**140,000**	**140,000**	**-**	**0%**
SOLID WASTE FUND - 214							
Asset Acquisition/Improvement -47	-	-	-	20,000	20,000		0%
Total Solid Waste Fund	**-**	**-**	**-**	**20,000**	**20,000**	**-**	**0%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21	
42101 Professional Services		**$ 101,000**	**$ 101,000**	
Audit Services	$ 1,000			
General engineering survey contract	10,000			
Professional engineering support	20,000			
Traffic and signal maintenance	70,000			
42108 Maintenance Structure/Imp		**$ 7,500**	**$ 15,500**	
Hardware supplies and median maintenance	$ 15,500			
42514 Special Department Expense		**$ 4,022**	**$ 4,022**	
CCTA congestion management plan administration	$ 4,022			
Pinole's share of CTA Congestion Management Plan administrative costs.				
Total Professional/Administrative Services				**$ 120,522**
4310X Utilities		**$ 181,000**	**$ 181,000**	
Electricity costs for street lights, traffic lights and controls				
Electricity & Gas (PG&E)	$ 180,000			
EBMUD median irrigation	1,000			
47205 Improvements/Streets		**$ 55,000**	**$ 55,000**	
Pothole Repair Program	$ 40,000			
Roadway Stripping Program	15,000			

GENERAL FUND - 100

42514 Special Department Expense		**$ 32,000**	**$ 40,000**
Maintenance materials and supplies	$ 37,000		
Street sign replacement program	3,000		

MEASURE S - 2014 FUND - 106

47204 Improvements/Sidewalk Improvements		**$ 20,000**	**$ 20,000**
Sidewalk Improvements	20,000		
47205 Improvements/Streets		**$ 120,000**	**$ 120,000**
Pedestrian Bridge Inspection & Maintenance	$ 100,000		
Traffic Sign Replacement	20,000		

SOLID WASTE FUND - 214

47205 Improvements/Streets		**$ 20,000**	**$ 20,000**
Street improvements	$ 20,000		

Mission

The mission of the Facility Maintenance Division is to maintain the City's various facilities to ensure a clean, secure, comfortable, and functional environment for staff and community members.

Program Description

This division maintains all of the actively used buildings and properties owned by the City. Building maintenance includes landscape maintenance, janitorial service, maintenance of heating and ventilation systems, maintenance of all mechanical aspects of the buildings, general building maintenance, and making improvements as needed.

Key Objectives

- Implementation of asset management software to accurately identify immediate and future needs of facilities.
- Preservation of facility assets.
- Safe, comfortable, and energy efficient buildings.
- Prolong the useful life of major building components.
- Survey all facilities for new maintenance needs.

FY 2019-20 Accomplishments

- Emergency repair of City Hall HVAC system.
- Remodel of Fire Station 73 kitchen and dorm facilities.
- Service and inspection of emergency backup generators for Public Safety building and Fire Station 74.
- Ongoing maintenance for all City buildings to ensure serviceability.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Public Works Manager	1.00	1.00	1.00	1.00	1.00
Public Works Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00
Maintenance Workers	5.00	5.00	5.00	5.00	5.00
Total	**7.00**	**7.00**	**7.00**	**7.00**	**7.00**

Return to Agenda

GENERAL FUND - 100
PUBLIC WORKS - FACILITY MAINTENANCE - 343

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	421,642	595,002	434,619	528,383	550,927	22,544	4%
Overtime - 402	3,609	7,688	1,446	362	744	382	51%
Employee Benefits - 410	200,228	290,724	273,874	314,733	328,482	13,749	4%
Total Salary & Benefits	**625,479**	**893,414**	**709,939**	**843,478**	**880,153**	**36,675**	**4%**
Services and Supplies							
Professional & Administrative Services - 42	160,684	117,140	84,497	104,977	101,565	(3,412)	-3%
Other Operating Expenses - 43	43,186	36,363	31,527	41,000	41,000	-	0%
Materials & Supplies - 44	1,362	13,128	15,490	28,200	28,200	-	0%
Total Services and Supplies	**205,232**	**166,631**	**131,514**	**174,177**	**170,765**	**(3,412)**	**-2%**
Indirect Cost Allocations							
Administrative Credits - 46121	(448,229)	(596,853)	(502,633)	(637,642)	(664,182)	(26,540)	4%
IS Charges - 46124	-	15,965	-	-	-	-	0%
General Liability Insurance - 46201	36,678	1,614	32,270	24,513	29,900	5,387	18%
Total Indirect Cost Allocations	**(411,551)**	**(579,274)**	**(470,363)**	**(613,129)**	**(634,282)**	**(21,153)**	**3%**
Total	**419,159**	**480,771**	**371,089**	**404,526**	**416,636**	**12,110**	**3%**
MEASURE S - 2014 FUND - 106							
Administrative Debits - 46122	-	97,768	84,353	108,991	114,064	5,073	4%
Asset Acquisition/Improvement - 47	59,727	129,334	27,401	430,000	230,000	(200,000)	-87%
	59,727	**227,101**	**111,754**	**538,991**	**344,064**	**(194,927)**	**-57%**
SOLID WASTE FUND - 214							
Professional & Administrative Services - 42	-	-	-	19,297	-		0%
Legal Charges - 46126	-	3,003	-	2,703	-	-	0%
	-	**3,003**	**-**	**22,000**	**-**	**-**	**0%**
PUBLIC FACILITIES FUND - 324							
Asset Acquisition/Improvement - 47	22,738	39,230	50	60,000	60,000	-	0%

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 3,456**	**$ 3,500**
EBRCSA Professional Support	$ 3,500		
42107 Equipment Maintenance		**$ 43,456**	**$ 40,000**
Vehicle maintenance and repair	$ 40,000		

Return to Agenda

42108 Maintenance/Structure Imp			**$ 56,000**	**$ 56,000**
Elevator maintenance		800		
Heating and air repair	$	16,000		
Janitorial service and supplies		13,000		
Landscape maintenance		3,000		
Lighting supplies		500		
Misc. hardware and maintenance		1,000		
Pest control and weed control		10,700		
Pacific facilities maintenance		11,000		
4230X Travel and Training			**$ 1,550**	**$ 1,550**
Technical training	$	1,550		
42401 Memberships			**$ 315**	**$ 315**
M.S.A. (Maintenance Superintendents Association)	$	315		
T.C.S.A. (Traffic Control Supervisory Association)				
Technical publications				
42511 Equipment Rental			**$ 200**	**$ 200**
This is used to rent infrequently used equipment.	$	200		
Total Professional/Administrative Services				**$ 101,565**
4310X Utilities			**$ 37,000**	**$ 37,000**
Gas/Electricity	$	24,000		
Water		13,000		
43201 Property Tax			**$ 4,000**	**$ 4,000**
44301 Fuel			**$ 8,200**	**$ 8,200**
44410 Safety Clothing			**$ 20,000**	**$ 20,000**
The worker classifications in this division are supplied:	$	20,000		
Uniforms, coveralls, and foul weather gear				
MEASURE S - 2014 FUND - 106				
47201 Improvements/Building			**$ 430,000**	**$ 230,000**
Replace HVAC & associated roof at Senior Center	$	110,000		
Replace HVAC at City Hall		120,000		
Fowler House Lot re-use		0		
PUBLIC FACILITIES FUND - 324				
47201 Improvements/Building			**$ 60,000**	**$ 60,000**
Annual Building Maintenance Program	$	60,000		

Return to Agenda

RESTRICTED REAL ESTATE MAINTENANCE FUND - 201
PUBLIC WORKS - FACILITY MAINTENANCE - 343

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	15,856	8,363	11,026	21,175	21,175	-	0%
Other Operating Expenses - 43	12,825	11,033	8,830	11,000	11,000	-	0%
Total Services and Supplies	**28,681**	**19,397**	**19,856**	**32,175**	**32,175**	**-**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Debits - 46122	-	-	-	-	-	-	0%
IS Charges - 46124	-	-	-	-	-	-	0%
Legal Charges - 46126	-	-	-	5,000	5,000	-	0%
Total Indirect Cost Allocations	**-**	**-**	**-**	**5,000**	**5,000**	**-**	**0%**
Total	**28,681**	**19,397**	**19,856**	**37,175**	**37,175**	**-**	**-**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ -**	**$ -**
Appraisals of R/E Properties for Marketing/Sale	$ -		
42108 Maintenance/Structure Imp		**$ 21,175**	**$ 21,175**
Material to maintain facilities owned by the former Redevelopment Agency.	$ 21,175		
4310X Utilities		**$ 11,000**	**$ 11,000**
Gas/Electricity	$ 5,000		
Water	6,000		

Mission

The mission of the Public Works National Pollution Discharge Elimination System (NPDES) Storm Water Program is to collect stormwater, address infrastructure issues, and participate in the administration of the Contra Costa Clean Water Program (CCCWP).

Program Description

The City of Pinole owns and operates a stormwater collection system which consists of a network of pipes, manholes, and inlets. The Regional Water Quality Control Board regulates storm water discharges from municipal storm drains under the NPDES program and issued a NPDES permit in November 2016 to the region. The City of Pinole works with the Contra Costa Clean Water Program (CCCWP) for regional permit administration.

This program is funded by the stormwater benefit assessment area. The Equivalent Runoff cost associated with the implementation of this program for 2020-21 remains at $35. Assessment fees are collected as part of annual property tax collection. The City of Pinole implements street sweeping, storm drain cleaning, and maintenance.

FY 2019-20 Accomplishments

- 328 LF of pipe cleaned and inspected
- 597 LF of pipe viewed with camera
- 471 inlets cleaned
- 1 obstruction cleared
- Prepared an annual report for permit compliance
- 29 trash capture devices added in City parking lots
- 321 cubic yards of material removed from system
- Received and commissioned a new street sweeper
- Conducted one-to-one meetings with local businesses on the polystyrene ban

FY 2020-21 Key Objectives

- Maintain the City's Storm Drain System which includes routine inspections, cleaning storm drain pipes and ditches, and repairing and installing drainage systems as needed.
- Sweep litter from city roadways
- Conduct public outreach and education
- Protect and improve the City's surface water quality through pollution prevention
- Prepare an Annual Report of City Activities with respect to NPDES
- Participate in the administration of the Contra Costa County Water Program as required by the permit.

Success Indicators

- Timely CCCWP reporting
- Functioning network on trash capture devices
- Annual maintenance of trash capture devices

- Street sweeping as scheduled
- Permit compliance
- Decrease litter in Pinole Creek and San Pablo Bay

Position Summary

No personnel are directly assigned to this program. Staffing is provided by other budget units through a cost transfer.

Return to Agenda

STORM WATER FUND - 207
PUBLIC WORKS - NPDES STORM WATER - 344
NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Employee Benefits - 410	-	-	-	-	-	-	0%
Total Salary & Benefits	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Services and Supplies							
Professional & Administrative Services - 42	40,570	76,367	45,771	122,882	127,882	5,000	4%
Other Operating Expenses - 43	-	-	-	-	-	-	0%
Materials & Supplies - 44	18,191	3,906	11,546	9,600	9,600	-	0%
Total Services and Supplies	**58,761**	**80,273**	**57,318**	**132,482**	**137,482**	**5,000**	**4%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Administrative Debits - 46122	195,870	210,201	175,612	228,962	234,235	5,273	2%
IS Charges - 46124	-	-	-	-	-	-	0%
Legal Charges - 46126	6,462	1,277	609	6,000	6,000	-	0%
Total Indirect Cost Allocations	**202,332**	**211,478**	**176,221**	**234,962**	**240,235**	**5,273**	**2%**
Total	**261,093**	**291,751**	**233,539**	**367,444**	**377,717**	**10,273**	**3%**
MEASURE S-2014 FUND - 106							
Professional & Administrative Services - 42	-	-	-	25,000	25,000	-	0%
Asset Acquisition/Improvement - 47	-	7,061	9,472	192,000	150,000	(42,000)	-28%
Total Measure S-2014	**-**	**7,061**	**9,472**	**217,000**	**175,000**	**(42,000)**	**-24%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21	
42101 Professional Services		**$ 30,000**	**$ 30,000**	
Contract support for Clean Water and NPDES	$ 30,000			
42107 Equipment Maintenance		**$ 10,000**	**$ 15,000**	
Storm drain, trash capture, street sweeper	$ 15,000			
42108 Building Structure Maintenance		**$ 5,000**	**$ 5,000**	
Trash capture devices	$ 5,000			
4220X Office Expenses		**$ 1,000**	**$ 1,000**	
Miscellaneous office expenses	$ 500			
Printing and Binding	500			
42514 Special Departmental Expense		**$ 76,882**	**$ 76,882**	
CCC Clean Water Program Support & Administration	$ 58,564			
Lumber and supply costs for Clean Water program	9,779			
NPDES Annual Permit	8,539			
Total Professional/Administrative Services				**$ 127,882**
44301 Fuel		**$ 8,000**	**$ 8,000**	
44410 Safety Clothing		**$ 1,600**	**$ 1,600**	

MEASURE S-2014 FUND - 106

42101 Professional Services		**$ 25,000**	**$ 25,000**	
Storm Drainage Master Plan-Phased	$ 25,000			
		$ 192,000	**$ 150,000**	
Hazel Street Drainage Improvement	$ 150,000			

Mission

The mission of the Park Maintenance Division is to enrich the overall quality of life for Pinole residents and visitors by providing safe, well-maintained parks, and preserving open space.

Program Description

Park Maintenance is responsible for maintaining 428.56 acres of park area contained within the City's 15 parks. Park spaces provide a variety of outdoor venues that include the swimming pool, skate park, soccer fields, baseball diamonds, neighborhood play areas, dog park, creek path, and park pedestrian bridges.

Maintenance includes all work necessary to keep the public park areas safe, clean, and operating efficiently. Staff is responsible for maintaining park structures, landscaping, lighting, play equipment, parking areas, and irrigation systems.

Key Objectives

- Maintain safe, functional, and attractive City parks.
- Improve the quality of the baseball and soccer fields.
- Establish an effective vegetation management program (VPM).
- Develop a plan to address two deteriorating structures at Fernandez Park.
- Install and maintain solid waste collection and recycling containers in public areas.

FY 2019-20 Accomplishments

- Kept parks safe, clean, and operating efficiently.
- Received a perfect assessment by the Contra Costa County Agriculture Department for chemical use.
- Prepared an inventory of park assets.
- Installed new restroom structures at Fernandez Park and Bayfront Park.
- Partnered with Contra Costa Community Access Program (CAP) to perform monthly litter collection at local parks.

Position Summary

No personnel are directly assigned to this program. Staffing is provided by other budget units through a cost transfer.

Return to Agenda

GENERAL FUND - 100
PUBLIC WORKS - PARK MAINTENANCE - 345

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	92,975	120,670	80,588	139,827	167,600	27,773	20%
Other Operating Expenses - 43	58,513	53,927	65,259	68,156	68,156	-	0%
Materials & Supplies - 44	952	919	852	500	500	-	0%
Total Services and Supplies	**152,440**	**175,517**	**146,699**	**208,483**	**236,256**	**27,773**	**13%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Debits - 46122	33,087	40,117	38,048	47,237	48,567	1,330	3%
Legal Charges - 46126	-	10,656	-	-	-	-	0%
Total Indirect Cost Allocations	**33,087**	**50,773**	**38,048**	**47,237**	**48,567**	**1,330**	**3%**
Total	**185,527**	**226,290**	**184,747**	**255,720**	**284,823**	**29,103**	**10%**
MEASURE S-2014 FUND - 106							
Asset Acquisition/Improvement - 47	4,223	74,897	341,698	885,799	85,000	(800,799)	-942%
Total Capital Outlay	**4,223**	**74,897**	**341,698**	**885,799**	**85,000**	**(800,799)**	**-90%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 25,000**	**$ 25,000**
Professional Support Services	$ 5,000		
Park Pedestrian Bridge Inspection	$ 20,000		
42107 Equipment Maintenance		**$ 4,500**	**$ 5,000**
Off road equipment maintenance	$ 5,000		
42108 Maintenance/Structure Imp		**$ 110,000**	**$ 137,000**
Landscape maintenance contract	$ 100,000		
Materials for parks, restrooms and play area	37,000		
42401 Memberships		**$ 127**	**$ 400**
CAPCA (California Agricultural Production Consultants Association)	$ 370		
P.A.P.A. (Pest Applicators Association)	$ 30		
42511 Equipment Rental		**$ 200**	**$ 200**
Cost to rent infrequently used equipment.	$ 200		
	Total Professional/Administrative Services		**$ 167,600**
4310X Utilities		**$ 68,000**	**$ 68,000**
Gas/Electricity	$ 10,000		
Water	58,000		
43201 Property Tax		**$ 156**	**$ 156**
44301 Fuel		**$ 500**	**$ 500**
MEASURE S-2014 FUND - 106			
47103 FF&E/Furniture		**$ 5,000**	**$ 5,000**
Annual Bench/Table repairs & Replacement	$ 5,000		
47203 Improvements/Parks		**$ 547,196**	**$ 80,000**
Soccer Field Maintenance	$ 10,000		
Replace Chips with Rubber matting at select park locations	50,000		
Public Tree Maintenance	20,000		
47201 Improvements/Building		**$ 333,603**	**$ -**
New Restroom at Fernandez Park	$ -		
OTHER FUNDS			
47203 Improvements/Parks		**$ 40,000**	**$ 40,000**
Rehabilitation of Play Fields at Fernandez Park *carryforward* (Fund 275)	$ 15,509		
Rehabilitation of Play Fields at Fernandez Park *carryforward* (Fund 327)	24,491		

Return to Agenda

PV PARK CARETAKER FUND - 317
PUBLIC WORKS - PARK MAINTENANCE - 345

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	12,174	11,976	9,890	11,960	11,960	-	0%
Overtime - 402	-	-	-	-	-	-	0%
Employee Benefits - 410	1,556	1,950	1,421	1,604	1,394	(210)	-13%
Total Salary & Benefits	**13,730**	**13,926**	**11,311**	**13,564**	**13,354**	**(210)**	**-2%**
Services and Supplies							
Professional & Administrative Services - 42	263	662	100	-	-	-	0%
Other Operating Expenses -43	660		673	856	856	-	0%
Total Services and Supplies	**923**	**662**	**773**	**856**	**856**	**-**	**0%**
Capital Outlay							
Equipment - 42107	515	-	-	-	-	-	0%
Total Capital Outlay	**515**	**-**	**-**	**-**	**-**	**-**	**0%**
Internal Cost Allocations							
Administrative Debits - 46122	-	-	-	-	-	-	0%
General Liability Insurance - 46201	378	0	623	562	657	95	17%
Total Internal Cost Allocations	**378**	**0**	**623**	**562**	**657**	**95**	**17%**
Total	**15,546**	**14,589**	**12,707**	**14,982**	**14,867**	**(115)**	**-1%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

	FY 2019-20	FY 2020-21
43201 Property Tax	**$ 856**	**$ 856**

Mission

The mission of the Waste Reduction Program is to reduce reliance on landfills through waste reduction, reuse, and recycling of solid waste in order to ensure a safe and healthy community for current and future citizens.

Program Description

The Waste Reduction Program encourages and promotes recycling, source reduction, and reuse in accordance with the mandates of the California Integrated Waste Management Act of 1989 (Assembly bill 939).

The City of Pinole in partnership with the Cities of Hercules, El Cerrito, San Pablo, Richmond, and unincorporated areas of West County participate in a joint powers authority known as West Contra Costa Integrated Waste Management Authority, also known as RecycleMore. The City of Pinole partners with the franchise waste management company, Republic Services, to meet its obligations under the Waste Reduction Program.

Key Objectives

- Provide the waste management services identified in the Regional Plan and the City of Pinole's collection franchise agreement.
- Implement source reduction, recycling, and composting activities through partnerships.
- Coordinate with RecycleMore and Republic Services regarding residential solid waste collection and reduction; household hazardous waste collection including public outreach and education to encourage waste reduction efforts.
- Meet annual reporting requirements.

FY 2019-20 Accomplishments

- Mobile household waste collection events.
- Public education and outreach.
- Conducted an annual bulk waste collection event.
- Coastal cleanup.
- Revised a joint powers agreement which clarifies core services of authority.

Position Summary

No personnel are directly assigned to this program. Staffing is provided by other budget units through a cost transfer.

Return to Agenda

AB 939 REFUSE MANAGEMENT FUND - 213
WASTE REDUCTION - 346

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	13,831	14,501	-	22,500	22,500	-	0%
Other Operating Expenses -43	-	-	-	-	-	-	0%
Total Services and Supplies	**13,831**	**14,501**	**-**	**22,500**	**22,500**	**-**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Debits - 46122	80,829	86,197	74,624	100,347	101,417	1,070	1%
IS Charges - 46124	-	-	-	-	-	-	0%
Legal Services - 46126	4,551	2,648	735	2,500	2,500	-	0%
Total Indirect Cost Allocations	**85,380**	**88,845**	**75,359**	**102,847**	**103,917**	**1,070**	**1%**
Transfers Out - 49901	-	-	-	-	-	-	0%
Total	**99,211**	**103,347**	**75,359**	**125,347**	**126,417**	**1,070**	**1%**

AB 939 REFUSE MANAGEMENT FUND - 213
NPDES Storm Water - 344

Asset Acquisition/Improvement - 47	-	307,432	-	-	-	-	0%
	-	**307,432**	**-**	**-**	**-**	**-**	**0%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 10,000**	**$ 10,000**
Consulting Services	$ 10,000		
42514 Special Department Expense		**$ 12,500**	**$ 12,500**
Litter pick up services	$ 12,500		

PUBLIC WORKS – LIGHTING & LANDSCAPE DISTRICTS – 347 & 348

Mission

The mission of the Landscape and Lighting Assessment Districts is to maintain median lighting and landscape to improve the livability, beautification, and desirability for properties within the boundaries of the districts.

Program Description

The City of Pinole currently maintains two landscape and lighting assessment districts which are funded by assessments to property owners within the respective district.

- Zone A, Pinole Valley Road North
- Zone B, Pinole Valley Road South

Key Objectives

- Integrate new development within the district into the assessment.
- Prepare annual engineer's report for assessment.

FY 2019-20 Accomplishments

- Maintain a safe, cost effective, functional and attractive Landscape and Lighting Assessment District.

Position Summary

No personnel are directly assigned to this division.

Return to Agenda

LIGHTING & LANDSCAPE DISTRICTS FUND - 310
PUBLIC WORKS - ZONE A, PINOLE VALLEY ROAD NORTH - 347
PUBLIC WORKS - ZONE B, PINOLE VALLEY ROAD SOUTH - 348

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	17,896	18,093	13,335	15,500	15,500	-	0%
Other Operating Expenses - 43	10,038	14,321	10,300	19,560	19,560	-	0%
Total Services and Supplies	**27,934**	**32,414**	**23,635**	**35,060**	**35,060**	**-**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	1,101	2,346	2,201	5,720	5,720	-	0%
Total Capital Outlay	**1,101**	**2,346**	**2,201**	**5,720**	**5,720**	**-**	**0%**
Indirect Cost Allocations							
Administrative Debits - 46122	-	-	2,000	2,000	2,000	-	0%
Legal Charges - 46126	1,587	684	174	-	-	-	0%
Total Indirect Cost Allocations	**1,587**	**684**	**2,174**	**2,000**	**2,000**	**-**	**0%**
Total	**30,622**	**35,444**	**28,009**	**42,780**	**42,780**	**-**	**0%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42108 Maintenance Structures/Imp		**$ 1,500**	**$ 1,500**
Landscaping maintenance - Zone A	$ 720		
Landscaping maintenance - Zone B	780		
42101 Professional Services		**$ 14,000**	**$ 14,000**
Contra Costa County traffic signal maintenance - Zone A	$ 7,000		
Cal Trans traffic signal maintenance - Zone A	1,000		
Contra Costa County traffic signal maintenance - Zone B	5,000		
Cal Trans traffic signal maintenance - Zone B	1,000		
Total Professional/Administrative Services			**$ 15,500**
4310X Utilities		**$ 19,560**	**$ 19,560**
Water (EBMUD) - Zone A	$ 2,500		
Electricity & Power - Zone A	6,560		
Water (EBMUD) - Zone B	2,500		
Electricity & Power - Zone B	8,000		
47202 Kaiser Medians		**$ 5,720**	**$ 5,720**
PG&E Traffic control service/lighting- Zone A	$ 2,600		
PG&E Street and highway lighting - Zone B	$ 3,120		

Mission

The mission of the Water Pollution Control Plant (WPCP) is to effectively operate the Pinole-Hercules Water Pollution Control Plant in order to protect the health and environment of our communities.

Program Description

The City of Pinole owns and operates the Pinole-Hercules Water Pollution Control Plant, which treats the wastewater of the City of Pinole and the City of Hercules. The plant's goals include ensuring that treated effluent discharge meets or exceeds State and federal standards, minimizing the emission of unpleasant odors, and meeting the Air Quality Control Board requirements, while processing solids in a safe manner.

Key Objectives

- Operate the facility in compliance with standards set by the State regulatory authority, the Regional Water Quality Control Board.
- Update maintenance schedules to include new equipment in service as part of the WPCP Upgrade Project.
- Manage the facility as cost effectively as feasible.
- Support the ongoing training needs of the WPCP staff.
- Shift staffing to a more flexible model in support of attracting and retaining key positions.

FY 2019-20 Accomplishments

- Staff at the facility contributed to the successful completion of the WPCP Upgrade Project.
- WPCP staff participated in several public education outreach events in Pinole.
- WPCP staff completed annual compliance reports.
- Staff completed all required training associated with the new equipment in service as part of the WPCP Upgrade Project.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Treatment Plant Manager	1.00	1.00	1.00	1.00	1.00
Water Pollution Control Plant Supervisor	1.00	0.00	0.00	0.00	0.00
Water Pollution Control Plant Operation Supervisor	0.00	1.00	1.00	1.00	1.00
Environmental Analyst	1.00	1.00	1.00	1.00	1.00
Environmental Assistant	1.00	1.00	1.00	1.00	1.00
WPCP Operator	5.00	5.00	5.00	5.00	5.00
Maintenance Mechanic	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	0.00	0.00	0.00	0.00	0.20
Water Pollution Control Plant Intern	0.46	0.46	0.46	0.46	0.46
Total	**10.46**	**10.46**	**10.46**	**10.46**	**10.66**

Return to Agenda

SEWER ENTERPRISE FUND - 500
SEWER TREATMENT PLANT - 641

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	680,241	712,739	618,246	840,382	880,631	40,249	5%
Overtime - 402	30,347	44,736	24,450	36,500	37,650	1,150	3%
Employee Benefits - 410	700,580	466,674	372,465	502,962	536,077	33,115	6%
Medical Retirees - 411	1,820,363	93,940	44,068	-	-	-	0%
Total Salary & Benefits	**3,231,531**	**1,318,089**	**1,059,228**	**1,379,844**	**1,454,358**	**74,514**	**5%**
Services and Supplies							
Professional & Administrative Services - 42	161,664	191,274	151,414	424,520	338,675	(85,845)	-25%
Other Operating Expenses - 43	584,877	684,398	548,442	600,000	600,000	-	0%
Materials & Supplies - 44	826,981	879,254	648,904	1,045,513	1,213,000	167,487	14%
Total Services and Supplies	**1,573,522**	**1,754,926**	**1,348,760**	**2,070,033**	**2,151,675**	**81,642**	**4%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	14,829		253,851	400,000	146,149	37%
Total Capital Outlay	**-**	**14,829**	**-**	**253,851**	**400,000**	**146,149**	**37%**
Indirect Cost Allocations							
Administrative Debits - 46122	251,111	270,865	245,016	341,658	307,728	(33,930)	-11%
IS Charges - 46124	25,075	30,429	-	39,360	37,686	(1,674)	-4%
Legal Charges - 46126	767	-	632	15,000	15,000	-	0%
General Liability Insurance - 46201	26,860	26	45,532	41,087	50,280	9,193	18%
Total Indirect Cost Allocations	**303,812**	**301,320**	**291,180**	**437,105**	**410,694**	**(26,411)**	**-6%**
Depreciation							
Depreciation Expense - 47401	810,256	414,109	304,347	340,000	340,000	-	0%
Total Depreciation	**810,256**	**414,109**	**304,347**	**340,000**	**340,000**	**-**	**0%**
Total	**5,919,122**	**3,803,273**	**3,003,515**	**4,480,833**	**4,756,727**	**275,894**	**6%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21	
42101 Professional Services		**$ 53,500**	**$ 53,675**	
Engineering contract services	$ 30,000			
PCTV quarterly subcommittee meeting	3,675			
Railroad Ave. bridge right of way study	20,000			
42107 Equipment Maintenance		**$ 263,080**	**$ 220,000**	
Equipment parts and supplies	$ 110,000			
Equipment service	110,000			
42108 Maintenance Structure/Imp		**$ 30,000**	**$ 17,000**	
Janitorial services	$ 10,000			
Various structure refurbishment	7,000			
42109 Compliance Inspections		**$ 25,000**	**$ 15,000**	
Laboratory supplies and safety equipment	$ 5,000			
Public outreach materials	5,000			
Sampling analysis	5,000			
42201 Office Expense		**$ 5,000**	**$ 5,000**	
Miscellaneous office supplies	$ 5,000			
4230X Travel and Training		**$ 7,000**	**$ 7,000**	
42301 State Certified operators training	$ 6,000			
42302 Mileage, Air	1,000			
42401 Memberships		**$ 14,940**	**$ 20,000**	
Bay Area Clean Water Assoc.(BACWA)	$ 12,000			
Joint CWEA/WEF membership	4,000			
Technical publications	4,000			
42510 Software Purchase		**$ 25,000**	**$ -**	
	$ -			
42511 Equipment Rental		**$ 1,000**	**$ 1,000**	
	$ 1,000			
Total Professional/Administrative Services				**$ 338,675**
4310X Utilities		**$ 600,000**	**$ 600,000**	
PG&E	$ 590,000			
EBMUD	10,000			
Total Other Operating Expenses				**$ 600,000**

Return to Agenda

44301 Fuel		**$ 10,000**	**$ 10,000**	
44302 Sludge Removal		**$ 108,000**	**$ 235,000**	
Digester Cleaning	$ 235,000			
44303 Chemicals		**$ 750,000**	**$ 750,000**	
Chemicals for Plant Operations	$ 750,000			
44304 Permit Fees		**$ 77,513**	**$ 113,000**	
NPDES permit fee renewal	$ 75,000			
BAAQMD	16,000			
Regional Monitoring of Metals (SFEI)	22,000			
44305 Laboratory Operations		**$ 85,000**	**$ 85,000**	
Laboratory supplies	$ 70,000			
Accelerated Chronic Toxinicy Testing	15,000			
44410 Safety Clothing		**$ 15,000**	**$ 20,000**	
Laundry service for uniforms, safety shoes/boots, gloves, etc.	$ 20,000			
Total Materials and Supplies				**$ 1,213,000**
47101 Equipment		**$ 340,000**	**$ 340,000**	
Depreciation- Pinole only	$ 340,000			
47104 Vehicles		**$ -**	**$ 300,000**	
2 Trucks (replacement)				
47201 Improvements/Building		**$ -**	**$ 100,000**	
Lab remodel	$ 100,000			

Mission

The mission of the Sewer Collection Program is to maintain the sanitary sewer collection infrastructure and convey waste to the wastewater treatment plant without overflows or disruption and adhere to all applicable state and federal requirements.

Program Description

The Public Works' Collection Program provides preventative maintenance services including hydro-flushing and mechanical cleaning, inspecting for root intrusion, pipe integrity, and removal of foreign objects. The program also maintains 2 sewer pump stations, and offers 24 hour on-call service for overflows and other emergencies. The program maintains a network of 565 manholes; 225,727 linear feet of pipe; 5,340 laterals; and 2 pump stations.

Key Objectives

- Maintain collection system and pump station network
- Perform routine assessments of asset condition
- Systematically plan and upgrade assets as warranted
- Update the sanitary sewer plan
- Reduce inflow and infiltration
- Continue to manage the sewer lateral ordinance

FY 2019-20 Accomplishments

- 22,234 LF of pipe Hydro cleaned and inspected
- 1754 LF of pipe Rodded clean and inspected
- 7925 LF of pipe camera inspected
- 8 obstructions cleared
- 123 sewer laterals assessed
- Prepared an annual report for permit compliance
- Implemented emergency SSO mitigation plan
-

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Public Works Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00
Maintenance Worker	2.00	2.00	2.00	2.00	2.00
Total	**3.00**	**3.00**	**3.00**	**3.00**	**3.00**

Return to Agenda

SEWER ENTERPRISE FUND - 500
SEWER COLLECTION - 642

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	216,970	223,598	205,899	238,538	248,843	10,305	4%
Overtime - 402	2,499	5,156	2,857	2,200	2,640	440	17%
Benefits & Insurance - 410	65,674	94,912	99,999	108,551	116,833	8,282	7%
Total Salary & Benefits	**285,143**	**323,666**	**308,755**	**349,289**	**368,316**	**19,027**	**5%**
Services and Supplies							
Professional & Administrative Services - 42	71,279	106,273	51,312	147,150	172,150	25,000	15%
Other Operating Expenses - 43	10,026	10,947	8,353	13,500	13,500	-	0%
Materials & Supplies - 44	10,240	11,860	12,078	12,500	14,700	2,200	15%
Total Services and Supplies	**91,545**	**129,080**	**71,743**	**173,150**	**200,350**	**27,200**	**14%**
Capital Outlay							
Asset Acquisition/Improvement - 47	11,789	11,789	-	1,595,000	1,595,000	-	0%
Total Capital Outlay	**11,789**	**11,789**	**-**	**1,595,000**	**1,595,000**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	(69,939)	(72,945)	(54,760)	(86,583)	(82,160)	4,423	-5%
Administrative Debits - 46122	349,019	359,437	298,587	436,311	402,159	(34,152)	-8%
IS Charges - 46124	11,251	15,922	-	31,327	19,506	(11,821)	-61%
Legal Charges - 46126	3,538	1,218	1,928	15,000	15,000	-	0%
General Liability Insurance - 46201	6,722	7	11,976	10,807	13,217	2,410	18%
Total Indirect Cost Allocations	**300,591**	**303,640**	**257,731**	**406,862**	**367,722**	**(39,140)**	**-11%**
Depreciation							
Depreciation Expense - 47401	219,624	124,461	92,517	-	-	-	0%
Total Depreciation	**219,624**	**124,461**	**92,517**	**-**	**-**	**-**	**0%**
Total	**908,691**	**892,637**	**730,746**	**2,524,301**	**2,531,388**	**7,087**	**0%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

			FY 2019-20	FY 2020-21	
42101 Professional Services			**$ 110,000**	**$ 110,000**	
Contractors for isolated emergency repairs	$	10,000			
Hydraulic analysis of isolated trouble spots	$	10,000			
Sanitary Sewer overflow mitigation		50,000			
Sewer flow modeling		35,000			
Wildan Assessment services		5,000			
42107 Equipment Maintenance			**$ 20,000**	**$ 20,000**	
Vehicle maintenance and repair	$	20,000			
42201 Office Expense			**$ 150**	**$ 150**	
Office supplies, includes reprinting of map books.	$	150			
42401 Memberships			**$ 1,000**	**$ 1,000**	
Joint CWEA/WEF membership	$	765			
Technical publications	$	235			
42301 Travel and Training			**$ 1,000**	**$ 1,000**	
Technical training programs for sewer maintenance, confined space entry and street safety procedures.	$	1,000			
42510 Software Purchase			**$ -**	**$ 25,000**	
Software Purchase	$	25,000			
42514 Special Department Expense			**$ 15,000**	**$ 15,000**	
Maintenance materials (asphalt, concrete, pipe, hardware, etc.)	$	15,000			
Total Professional/Administrative Services					**$ 172,150**
4310X Utilities			**$ 13,500**	**$ 13,500**	
PG&E	$	9,000			
EBMUD		4,500			
44301 Fuel			**$ 6,500**	**$ 8,000**	
44410 Safety Clothing			**$ 3,700**	**$ 3,700**	
Uniforms, coveralls, foul weather gear, gloves	$	3,700			
44304 Permit Fee			**$ 2,300**	**$ 3,000**	
SWRCB Permit Fee	$	3,000			
47201 Improvements			**$ 1,595,000**	**$ 1,595,000**	
Collection repairs	$	395,000			
Hazel Street and San Pablo Ave. Pump Station *carryover*	$	1,200,000			

WPCP PROJECS (SHARED) - 643

Mission

The mission of the Water Pollution Control Plant (WPCP) Projects (Shared) Division is to account for the maintenance and upgrades to the WPCP that are shared by the two cities served by the plant, the City of Pinole and the City of Hercules.

Program Description

The City of Hercules shares the cost of the WPCP expenditures 50/50 with the City of Pinole. The main activity of the WPCP Projects (Shared) in recent years has been WPCP Upgrade Project, which was completed in March 2020.

Key Objectives

- Manage ongoing upgrades and maintenance of the WPCP.
- Complete projects on schedule and budget.

FY 2019-20 Accomplishments

- Completion of the WPCP Upgrade Project

Position Summary

No personnel are directly assigned to this division.

WPCP EQUIPMENT AND DEBT SERVICE - 644

Mission

The WPCP Equipment and Debt Service Division exists to provide a mechanism to account for debt service related to replacing outdated equipment and performing facility upgrades at the WPCP that are solely the financial responsibility of the City of Pinole (not shared by the City of Hercules).

Program Description

The expenses associated with this program apply to the City of Pinole only.

FY 2019-20 Accomplishments

- Processed 2016 Wastewater Revenue Refunding Bonds annual debt service payments in accordance with the debt schedule.
-

Position Summary

No personnel are directly assigned to this division.

Return to Agenda

SEWER ENTERPRISE FUND - 500
WPCP / EQUIPMENT AND DEBT SERVICE (PINOLE ONLY) - 644

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	5,500	-	-	9,178	-	(9,178)	-100%
Total Services and Supplies	**5,500**	**-**	**-**	**9,178**	**-**	**(9,178)**	**-100%**
Debt Service							
Debt Principal - 48101	-	-	310,000	310,000	318,000	8,000	3%
Debt Interest - 48102	227,770	215,195	210,129	210,129	200,866	(9,263)	-5%
Cost of Issuance - 48103	-	-	-	-	-	-	0%
Total Debt Service	**227,770**	**215,195**	**520,129**	**520,129**	**518,866**	**(1,263)**	**0%**
Indirect Cost Allocations							
Legal Charges - 46126	-	-	-	-	-	-	0%
Total Indirect Cost Allocations	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Total	**233,270**	**215,195**	**520,129**	**529,307**	**518,866**	**(10,441)**	**(0)**

SEWER ENTERPRISE PLANT EXPANSION FUND - 503

Professional & Administrative Services - 42	-	-	-	3,500	-	(3,500)	-100%
Legal Charges - 46126	-	-	-	-		-	0%
	-	**-**	**-**	**3,500**	**-**	**(3,500)**	**-100%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 9,178**	**$ -**
Auditing Services	$ -		
4810X Wastewater Revenue Bonds, Series 2006		**$ 520,129**	**$ 518,866**
48101 - Principal	$ 318,000		
48102 - Interest	200,866		

SEWER ENTERPRISE PLANT EXPANSION FUND - 503

42501 Bank Fees		**$ 3,500**	**$ -**
Wells Fargo Bank Fees	$ -		

Mission

The mission of the Planning Division is to work collaboratively to guide orderly growth and development in Pinole, consistent with the General Plan and priorities of the City Council, maximizing the benefits to the residents of Pinole. The Planning Division protects history and enhances the desirability of the community for residents, businesses, and visitors.

Program Description

The Planning Division administers and implements the General Plan and Zoning Code for the City. It processes land use and development applications, which include use permits, design review requests, and subdivisions. The Planning Division seeks to deliver on its mission with the highest regard for time, accuracy, completion, customer satisfaction, and overall well-being of the City consistent with local, State, and federal laws. Planning staff participate in multi-modal transportation and circulation planning.

Key Objectives

- Monitor implementation of the General Plan .
- Process development requests expeditiously.
- Maintain positive relationships with regional agencies and neighboring jurisdictions.
- Coordinate inspection and verify compliance with projects' Conditions of Approval.
- Conduct environmental review and monitoring for projects affecting the City of Pinole.
- Protect and enhance residential areas and natural and historic resources
- Encourage multimodal transportation
- Nurture an inviting climate for doing business in Pinole

FY 2019-20 Accomplishments

- Successfully awarded SB2 grant to improve the City's planning documents in order to streamline permitting process for housing.
- Facilitated the addition of a dialysis facility to Pinole.
- Facilitated the redevelopment of the Safeway shopping center.
- Provided planning oversight for the issuance of over 600 permits with a value over $7,000,000.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Planning Manager	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	0.00	0.00	0.00	0.00	0.05
Total	**1.00**	**1.00**	**1.00**	**1.00**	**1.05**

Return to Agenda

BUILDING & PLANNING FUND - 212
DEVELOPMENT SERVICES - PLANNING - 461

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	133,321	142,600	56,372	97,328	145,057	47,729	33%
Employee Benefits - 410	34,374	42,731	23,092	72,678	47,401	(25,277)	-53%
Total Salary & Benefits	**167,695**	**185,330**	**79,465**	**170,006**	**192,458**	**22,452**	**12%**
Services and Supplies							
Professional & Administrative Services - 42	80,877	230,357	245,808	207,040	283,012	75,972	27%
Other Operating Expenses - 43	1,421	1,310	1,359	1,550	1,550	-	0%
Materials & Supplies - 44	593	1,101	1,285	500	1,000	500	50%
Total Services and Supplies	**82,891**	**232,768**	**248,452**	**209,090**	**285,562**	**76,472**	**27%**
Capital Outlay							
Asset Acquisition/Improvement - 47	4,273	-	-	2,000	2,000	-	0%
Total Capital Outlay	**4,273**	**-**	**-**	**2,000**	**2,000**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	(16,412)	(18,144)	(6,123)	(23,714)	(20,042)	3,672	-18%
Administrative Debits - 46122	-	-	-	-	6,959	6,959	0%
Legal Charges - 46126	33,742	23,329	23,400	25,000	25,000	-	0%
General Liability Insurance - 46201	3,848	4	7,435	6,709	7,966	1,257	16%
Total Indirect Cost Allocations	**21,178**	**5,190**	**24,713**	**7,995**	**19,883**	**11,888**	**60%**
Total	**276,037**	**423,288**	**352,629**	**389,091**	**499,903**	**110,812**	**22%**
GENERAL FUND - 100							
Administrative Debits - 46122	8,206	9,072	2,391	11,857	10,021	(1,836)	-18%
MEASURE S - 2014 FUND - 106							
Administrative Credits - 46121	-	-	14,030	100,000	-	(100,000)	100%
Total	**-**	**-**	**14,030**	**100,000**	**-**	**(100,000)**	**100%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 165,000**	**$ 240,000**
Contract Planner	80,000		
SB2 Planning Effort	160,000		
42107 Equipment Maintenance		**$ 1,600**	**$ 1,600**
Maintenance costs for two vehicles	$ 1,600		

Return to Agenda

42201 Office Expense		**$ 1,000**	**$ 1,000**	
Miscellaneous office supplies	$ 1,000			
42301 Travel and Training		**$ 9,000**	**$ 9,000**	
Training and seminars for staff	$ 2,000			
Planning Commissioner training	7,000			
42401 Memberships		**$ 1,000**	**$ 1,000**	
American Institute of Certified Planners (AICP)	$ 300			
American Planning Assoc (APA)	350			
Assoc of Environmental Planners (AEP)	350			
42504 Recruitment Costs		**$ -**	**$ -**	
42514 Special Department Expense		**$ 29,440**	**$ 30,412**	
Publishing Legal Notices	$ 2,000			
PCTV Planning Commission Meetings	20,412			
Meeting Minute Preparation	8,000			
	Total Professional/Administrative Services			**$ 283,012**
4310X Utilities		**$ 1,550**	**$ 1,550**	
PG&E	$ 1,400			
EBMUD	150			
44301 Fuel		**$ 500**	**$ 1,000**	

MEASURE S - 2014 FUND - 106

42101 Professional Services		**$ 100,000**	**$ -**	
Downtown Parking Study & Pedestrian Safety Imp	$ 100,000			

Mission

The mission of the Building Division is to protect the quality of life, health, safety, and welfare of Pinole residents and visitors through enforcement of building codes and city ordinances.

Program Description

The Building Division issues building permits and provides building, electrical, mechanical, plumbing, Title-24 and accessibility inspections for new construction, additions, and alterations of commercial, residential, and public projects upon request of the Development Services Director/City Engineer to ensure a safe environment for the Pinole community. The division investigates citizens' complaints pertaining to construction code compliance and/or health and safety issues in a prompt and courteous manner.

Key Objectives

- Ensure compliance of building projects with the Construction Codes.
- Provide thorough plan checks for private development projects.
- Coordinate required construction inspection functions to effectively respond to the needs of the private development community.
- Issue required private construction permits.
- Conduct Building and Rental Inspection and document results.

FY 2019-20 Accomplishments

- Guided the issuance of over 600 permits with a value over $7,000,000.
- Performed over 1,800 inspections.
- Facilitated the addition of a dialysis facility to Pinole.
- Helped property owners in Pinole go green by permitting over 61 solar projects.
- Staffed a permit counter during the coronavirus Shelter in Place order, practicing social distancing, to help permittees understand the impact of the order to their project.
- Improved the functionality of the permit tracking software.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Building Inspector/Code Enforcement	0.00	1.00	0.00	0.00	0.00
Senior Building Inspector	0.00	1.00	1.00	1.00	1.00
Building Inspector	1.00	0.00	0.00	0.00	1.00
Permit Technicians	1.48	1.48	1.48	2.00	2.00
Total	**2.48**	**3.48**	**2.48**	**3.00**	**4.00**

Return to Agenda

BUILDING & PLANNING FUND - 212
DEVELOPMENT SERVICES - BUILDING DIVISION - 462

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2019-20 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	66,657	74,298	67,020	136,286	293,348	157,062	54%
Overtime - 402	59	131	411	-	-	-	0%
Employee Benefits - 410	49,788	42,990	47,566	92,295	201,317	109,022	54%
Total Salary & Benefits	**116,504**	**117,418**	**114,998**	**228,581**	**494,665**	**266,084**	**54%**
Services and Supplies							
Professional & Administrative Services - 42	507,778	337,366	262,959	477,954	212,750	(265,204)	-125%
Other Operating Expenses - 43	3,591	3,312	3,433	4,500	4,500	-	0%
Materials & Supplies - 44	-	-	-	1,300	1,300	-	0%
Total Services and Supplies	**511,369**	**340,678**	**266,392**	**483,754**	**218,550**	**(265,204)**	**-121%**
Capital Outlay							
Asset Acquisition/Improvement - 47	2,469	-	-	-	1,000	1,000	100%
Total Capital Outlay	**2,469**	**-**	**-**	**-**	**1,000**	**1,000**	**100%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	(57,004)	(59,446)	(2,442)	4%
Administrative Debits - 46122	57,758	61,744	58,038	79,570	80,460	890	1%
IS Charges - 46124	44,692	32,683	-	53,328	50,096	(3,232)	-6%
Legal Charges - 46126	14,779	13,247	1,665	10,000	10,000	-	0%
General Liability Insurance - 46201	7,277	5	10,796	9,743	16,110	6,367	40%
Total Indirect Cost Allocations	**124,505**	**107,679**	**70,499**	**95,637**	**97,220**	**1,583**	**2%**
Total	**754,848**	**565,775**	**451,889**	**807,972**	**811,435**	**3,463**	**0%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 447,704**	**$ 180,000**
Contract Inspection Services	$ 100,000		
Contract Plan Check Services	80,000		
42107 Equipment Maintenance		**$ 1,100**	**$ 1,100**
Equipment and vehicle maintenance	$ 1,000		
Digital microfilm machine maintenance	$ 100		
42108 Building-Structure Maintenance		**$ 500**	**$ 1,000**
42201 Office Expense		**$ 2,000**	**$ 4,000**
Miscellaneous Office Expenses	4000		
4230X Travel and Training		**$ 6,000**	**$ 6,000**
Training required for building code updates	$ 6,000		
42401 Memberships		**$ 1,650**	**$ 1,650**
International Conference of Building Officials (ICBO)	$ 1,200		
California Building Officials (CALBO)	300		
Int'l Association of Mechanical and Plumbing Officials (IAMPO)	150		
42501 Bank Fees		**$ 10,000**	**$ 10,000**
Credit card charges			
42514 Special Department Expense		**$ 9,000**	**$ 9,000**
Updates of the assessor parcel information	$ 1,500		
Blueprints and permits to be scanned.	7,500		
Total Professional/Administrative Services			**$ 212,750**
4310X Utilities		**$ 4,500**	**$ 4,500**
PG&E	$ 4,000		
EBMUD	500		
44410 Safety Clothing		**$ 1,300**	**$ 1,300**
Safety clothing (safety boots, hard hat, protective eye ware, protective handwear, etc.) for the two Inspector's who perform inspections at job site locations.	$ 300		
Small tools	$ 1,000		
47103 Furniture			**$ 1,000**
Ergonomic Chairs	$ 1,000		

SUCCESSOR AGENCY - 463

Mission

The mission of the Redevelopment Successor Agency is to effectively administer the "wind down" of the former Pinole Redevelopment Agency subsequent to dissolution.

Objectives

- Make debt service and developer reimbursement payments related to the former Redevelopment Agency in accordance with contractual obligations.
- Complete the disposition of former Redevelopment Agency properties in accordance with State requirements the Long Range Property Management Plan.
- Secure the funds needed to honor the former Redevelopment Agency's financial obligations through the Recognized Obligation Payment Schedule (ROPS) process with the Countywide Oversight Board and the State Department of Finance.

FY 2019-20 Accomplishments

- Processed debt service payments in accordance with debt service schedules.
- Maintained Long Range Property Management Plan which was approved by the Oversight Board in November of 2015.
- Prepared annual Recognized Obligation Payment Schedules (ROPS) covering the period July 1, 2020 – June 30, 2021

Position Summary

The City receives funding through the ROPS process to support City staff's work on behalf of the Redevelopment Successor Agency wind down the affairs of the former Redevelopment Agency. No personnel are directly assigned to this division.

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Assistant City Manager	0.00	0.00	0.00	0.00	0.15
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.15**

Return to Agenda

RECOGNIZED OBLIGATION RETIREMENT FUND - 750
SUCCESSOR AGENCY TO THE PINOLE REDEVELOPMENT AGENCY - 463

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	-	-	-	-	-	-	0%
Employee Benefits - 410	-	-	-	-	-	-	0%
Total Salary & Benefits	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Services and Supplies							
Professional & Administrative Services - 42	20,179	14,474	9,480	1,680	1,765	85	5%
Other Operating Expenses - 43	-	-	-	-	-	-	0%
Total Services and Supplies	**20,179**	**14,474**	**9,480**	**1,680**	**1,765**	**85**	**0%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Debits - 46122	230,023	209,747	179,341	238,320	222,037	(16,283)	-7%
Legal Charges - 46126	18,948	12,850	28,243	10,000	15,000	5,000	33%
Total Indirect Cost Allocations	**248,971**	**222,597**	**207,584**	**248,320**	**237,037**	**(11,283)**	**-5%**
Total	**269,150**	**237,071**	**217,064**	**250,000**	**238,802**	**(11,198)**	**-5%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 1,680**	**$ 1,765**
Auditing services provided by Badawi and Associates CPA's	$ 1,765		
46122 Administrative Debits		**$ 238,320**	**$ 222,037**
Payroll cost allocations for administrative staff support of the Pinole Successor Agency:	$ 222,037		
City Manager - 18%			
Assistant City Manager - 15%			
Finance Director - 19%			
City Clerk - 18%			
46126 Legal Charges		**$ 10,000**	**$ 11,712**
Estimated legal costs	$ 11,712		

HOUSING ADMINISTRATION - 464

Mission

The mission of the Housing Administration Division of Development Services is to manage the City's limited affordable housing resources in order to maintain or create affordable housing opportunities in the community.

Program Description

Housing Administration functions include ensuring that affordable housing facilities comply with affordability agreements, investing limited City affordable housing resources, and developing or disposing of the City's affordable housing properties.

Key Objectives

- Continue effort to develop or dispose of remaining City-owned affordable housing properties.
- Ensure compliance of affordable housing facilities with relevant affordability agreements.

FY 2019-20 Accomplishments

- Assured that the annual audits on the affordable housing affordability agreements were completed timely.
- Hired an architect for construction improvement to the Faria House, an affordable housing asset.
- Worked on the development and disposal of City-owned affordable housing properties.

Position Summary

No personnel are directly assigned to this division.

Return to Agenda

HOUSING - LAND HELD FOR RESSALE FUND - 285
HOUSING ADMINISTRATION - 464

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	-	-	-	-	-	-	0%
Employee Benefits - 410	-	-	-	-	-	-	0%
Total Salary & Benefits	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Services and Supplies							
Professional & Administrative Services - 42	41,916	88,966	(7,874)	118,920	81,920	(37,000)	-45%
Other Operating Expenses - 43	1,180	1,088	1,128	2,100	2,100	-	0%
Total Services and Supplies	**43,096**	**90,054**	**(6,746)**	**121,020**	**84,020**	**(37,000)**	**-44%**
Capital Outlay							
Asset Acquisition/Improvement - 47	381,531	-	-	-	-	-	0%
Total Capital Outlay	**381,531**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Debits - 46122	49,978	55,967	46,449	70,087	70,883	796	1%
Legal Charges - 41427	89,284	24,089	8,468	20,000	20,000	-	0%
Total Indirect Cost Allocations	**139,262**	**80,056**	**54,917**	**90,087**	**90,883**	**796**	**1%**
Transfers Out - 49901	-	6,290,688	-	-	-	-	0%
Total	**563,889**	**6,460,799**	**48,171**	**211,107**	**174,903**	**(36,204)**	**-21%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 118,920**	**$ 81,920**
AmeriNat loan servicing	$ 3,000		
Affordable housing compliance monitoring	21,000		
Annual housing certification report	5,000		
Fiscal and land acquisition activities	3,920		
Tree Grove Maintenance	34,000		
811 San Pablo Ave RFP	15,000		
4310X Utilities		**$ 2,100**	**$ 2,100**
PG&E	$ 2,000		
EBMUD	100		

Mission

The mission of the Code Enforcement Division is to be proactive and responsive to the needs of the citizens of Pinole in order to maintain a safe and desirable living and work environment in compliance with State and City codes and ordinances.

Program Description

The Code Enforcement Division investigates and addresses citizens' complaints of health and safety issues. These issues include blight and graffiti, abandoned vehicles, and illegal dumping. The division is complaint driven and maintains a proactive environment to help solve community problems in a creative and effective manner.

Key Objectives

- Respond to Code Enforcement complaints within no more than 96 hours, depending on severity of the health and safety aspect of the issue.
- Work with other City departments as needed to ensure code compliance is achieved.
- Conduct proactive enforcement as time and resources permit.

FY 2019-20 Accomplishments

- Increased the functionality of the Code Enforcement Division.
- Successfully recruited a Code Enforcement Officer.
- Improved document tracking system and cost recovery methods.
- Increased proactive code enforcement cases and managed over 350 code cases.
- Reduced the number of long-term open cases.
- Performed proactive weed abatement program in coordination with Pinole Fire Department.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Code Enforcement Officer	0.00	0.00	1.00	1.00	1.00
Total	**0.00**	**0.00**	**1.00**	**1.00**	**1.00**

Return to Agenda

GENERAL FUND - 100
CODE ENFORCEMENT - 465

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	-	-	23,281	52,087	79,270	27,183	34%
Employee Benefits - 410	-	6,308	5,810	40,444	47,611	7,167	15%
Total Salary & Benefits	**-**	**6,308**	**29,091**	**92,531**	**126,881**	**34,350**	**27%**
Services and Supplies							
Professional & Administrative Services - 42	-	51,458	84,954	71,000	26,000	(45,000)	-173%
Materials & Supplies - 44	-	-	-	-	500	500	100%
Total Services and Supplies	**-**	**51,458**	**84,954**	**71,000**	**26,500**	**(44,500)**	**-168%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Administrative Debits - 46122	-	-	-	57,004	59,446	2,442	100%
Legal Charges - 46126	-	13,156	1,398		-	-	0%
General Liability Insurance - 46201	-	2	4,009	3,617	4,353	736	17%
Total Indirect Cost Allocations	**-**	**13,158**	**5,407**	**60,621**	**63,799**	**3,178**	**5%**
Total	**-**	**70,924**	**119,452**	**224,152**	**217,180**	**(6,972)**	**-3%**
MEASURE S - 2014 FUND - 106							
Asset Acquisition/Improvement - 47	-	-	-	30,000	-	(30,000)	-100%
Total	**-**	**-**	**-**	**30,000**	**-**	**(30,000)**	**-100%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 62,000**	**$ 15,000**
Contract Inspection Services	$ 15,000		
42201 Office Expense		**$ 1,000**	**$ 3,000**
Citation books and misc. expenses	$ 2,000		
Tablet	$ 1,000		
4230X Travel & Training		**$ 2,000**	**$ 2,000**
Conference registration	$ 2,000		
42512 Abatement		**$ 6,000**	**$ 6,000**
Abatement Services	$ 6,000		
44410 Safety Clothing		**$ -**	**$ 500**
	$ 500		
MEASURE S - 2014 FUND - 106			
47104 Vehicles		**$ 30,000**	**$ -**
Code Enforcement Vehicle			

RECREATION ADMINISTRATION - 551

Mission

The mission of the Recreation Department is to create community through people, utilization of parks, and programs. The Department aims to maximize the use of the City's high-quality parks and recreation facilities that meet the needs of the diverse Pinole community. The City has 14 parks totaling 358 acres with recreational facilities including the Senior Center, Swim Center, Tennis Courts, Youth Center, and Community Playhouse. The Recreation Administration Division is the managerial/administrative division of the Recreation Department.

Key Objectives

- Provide engaging, enriching recreational activities and events for the community.
- Maximize the use of our safe, high-quality parks and facilities.
- Achieve an appropriate level of cost recovery for recreational activities.
- Achieve full cost recovery for park and facility rentals.
- Effectively promote recreational opportunities, including through the Community Activity Guide, and achieve a high degree of participation.
- Staff the Community Services Commission.

FY 2019-20 Accomplishments

- Coordinated successful events and activities, including Movies in the Park, Sounds in the Park, and the holiday Tree Lighting event.
- Supported the implementation of site-specific fundraising efforts.

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Recreation Manager	1.00	1.00	1.00	1.00	1.00
Gym Rental Attendant, *PT/Regular*	0.00	0.00	0.00	0.00	0.00
Total	**1.00**	**1.00**	**1.00**	**1.00**	**1.00**

Return to Agenda

RECREATION FUND - 209
RECREATION ADMINISTRATION - 551

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	51,563	72,711	65,684	78,092	76,604	(1,488)	-2%
Overtime - 402	-	-	-	-	-	-	0%
Employee Benefits - 410	37,313	38,488	32,190	39,185	38,166	(1,019)	-3%
Total Salary & Benefits	**88,877**	**111,199**	**97,873**	**117,277**	**114,770**	**(2,507)**	**-2%**
Services and Supplies							
Professional & Administrative Services - 42	9,752	16,004	15,155	30,076	23,191	(6,885)	-30%
Other Operating Expenses - 43	-	-	-	-	-	-	0%
Total Services and Supplies	**9,752**	**16,004**	**15,155**	**30,076**	**23,191**	**(6,885)**	**-30%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Admin Debits - 46122	-	-	-	-	72,431	72,431	100%
IS Charges - 46124	40,448	45,025	-	54,615	61,092	6,477	11%
Legal Charges - 46126	1,231	-	1,295	-	-	-	0%
General Liability Insurance - 46201	2,485	2	4,067	3,670	4,207	537	13%
Total Indirect Cost Allocations	**44,164**	**45,028**	**5,362**	**58,285**	**137,730**	**79,445**	**58%**
Total	**142,793**	**172,230**	**118,391**	**205,638**	**275,691**	**70,053**	**25%**

MEASURE S - 2014 FUND - 106

Professional & Administrative Services - 42	8,130	-	-	-	-	-	0%
Total	**8,130**	**-**	**-**	**-**	**-**	**-**	**0%**

*GF subsidize the difference.

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

			FY 2019-20	FY 2020-21
42101 Professional Services			**$ 10,865**	**$ 1,346**
CPRS Membership		165		
Broadcast Music/ASCAP Services		1,181		
4230X Travel, Training & Meeting Costs			**$ 1,600**	**$ 1,870**
Travel & Training/Conf-Registration	$	650		
Travel & Training/Mileage, Air	$	1,160		
Travel & Training/Meal Allowance	$	60		
42501 Bank Fees			**$ 450**	**$ 350**
42514 Special Department Expense			**$ 6,400**	**$ 7,075**
Postage Machine	$	100		
Office Supplies		700		
Recreation Activity Guide & Postage		6,275		
42515 Special Events			**$ 10,761**	**$ 12,550**
Expenses for Movies and Sounds in the Park	$	7,800		
Community Service Commission Events	$	2,000		
Tree Lighting	$	2,750		

SENIOR CENTER - 552

Mission

The mission of the Pinole Senior Center is to provide enrichment and support to the City's senior citizens.

Program Description

The Pinole Senior Center provides adults, age 50 and over, with a full service active Senior Center. It is a regional center that serves Pinole and other local cities within Contra Costa County. The Center serves over 1,000 regular participants. The Center provides social activities, classes, fitness, health and wellness, daily hot lunches, homebound services, salon services, local, domestic, and international trips, and special services including peer counseling and support services. The Pinole Senior Center has an outstanding established reputation as the best Senior Center in the County. Under the guidance and leadership of an 11-member Board of Directors (elected by the membership), over 150 volunteers provide hands-on assistance with all aspects of the Center's programs and fundraising. Revenue for programs and operations is generated by fundraising, donations, program fees, lunch program, travel income, salon service income, gift shop, other social program income, and facility rentals.

Key Objectives

- Serve as many local senior citizens as possible by offering a wide variety of programs and activities that meet the diverse interests of the senior population.
- Increase promotion and outreach efforts to make local senior citizens aware of the programs and services offered at the Pinole Senior Center facility.
- Provide programs that are both affordable for senior citizens, and cost-effective for the Center.
- Maintain a customer-service oriented operation that provides an excellent experience for every visitor.

FY 2019-20 Accomplishments

- Growth of the membership roster both by the number of seniors enrolled, and the number of cities in which members reside.
- Increased participation from the community in marketing programs including, but not limited, to newsletter mailings, e-mail blasts, social media accounts, and flyer distribution.
- Implemented new programming and activities for members and non-members ranging from Arts & Crafts to Physical Fitness.
- Developed new fundraising events to increase revenue at the Pinole Senior Center.

SENIOR CENTER - 552

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Recreation Coordinator	0.90	0.90	0.90	0.90	0.90
Senior Recreation Leader	0.48	0.48	0.48	0.48	0.48
Recreation Leader	0.50	0.50	0.50	0.50	0.50
Cook, *PT/Regular*	0.75	0.75	0.75	0.75	0.75
Rental Facility Custodian, *PT/Temp (3,120 Hours)*	1.65	1.65	1.65	1.65	1.65
Total	**4.28**	**4.28**	**4.28**	**4.28**	**4.28**

Return to Agenda

RECREATION FUND - 209
SENIOR CENTER - 552

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	115,569	118,902	94,383	156,057	160,738	4,681	3%
Overtime - 402	68	148	-	-	-	-	0%
Employee Benefits - 410	51,927	48,680	42,096	54,393	51,783	(2,610)	-5%
Total Salary & Benefits	**167,565**	**167,731**	**136,479**	**210,450**	**212,521**	**2,071**	**1%**
Services and Supplies							
Professional & Administrative Services - 42	18,297	43,747	23,952	31,785	31,840	55	0%
Other Operating Expenses - 43	226,546	252,233	175,026	239,331	244,371	5,040	2%
Materials & Supplies - 44	2,444	1,902	542	0	0	-	0
Total Services and Supplies	**247,287**	**297,882**	**199,520**	**271,116**	**276,211**	**5,095**	**2%**
Capital Outlay							
Asset Acquisition/Improvement - 47	3,433	897	-	10,000	-	(10,000)	-100%
Total Capital Outlay	**3,433**	**897**	**-**	**10,000**	**-**	**(10,000)**	**0%**
Indirect Cost Allocations							
Legal Charges - 46126	357	1,100	42,345	42,000	-	(42,000)	-100%
General Liability Insurance - 46201	4,698	5	8,128	7,335	8,827	1,492	17%
Total Indirect Cost Allocations	**5,055**	**1,105**	**50,474**	**49,335**	**8,827**	**(40,508)**	**-459%**
Transfers Out - 49901	-	-	-	-	-	-	0%
Total	**423,339**	**467,615**	**386,472**	**540,901**	**497,559**	**(43,342)**	**-9%**

MEASURE S - 2014 FUND - 106

Asset Acquisition/Improvement - 47	-	-	-	7,000	23,000	16,000	70%
Total	**-**	**-**	**-**	**7,000**	**23,000**	**16,000**	**70%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42101 Professional Services		**$ 1,785**	**$ 1,785**
CPRS Membership	$ 165		
Costco Membership	120		
Staff Training	500		
WCCUSD Transition Program	1,000		
42107 Equipment Maintenance		**$ 3,650**	**$ 3,650**
Fire Extinguisher Maintenance	650		
Fridge/Freezer Maintainence	2,000		
Other Maintenance	1,000		

42108 Maintenance Structure/Imp		**$ 20,000**	**$ 20,084**	
Sanitary/Cleaning Supplies	$ 2,500			
Landscape Maintenance	4,684			
Pest Control Services	816			
Electrical Supplies	500			
Plumbing Supplies	500			
Key Pad/Alarm Service	1,000			
HVAC Service	5,000			
Janitorial	5,084			
42201 Office Expense		**$ 1,500**	**$ 1,500**	
Office supplies, paper flyers, and tickets	$ 1,500			
42501 Bank Fee		**$ 2,400**	**$ 2,400**	
42514 Special Department Expense		**$ 2,450**	**$ 2,421**	
Health Permit	$ 2,421			
Total Professional/Administrative Services				**$ 31,840**
4310X Utilities		**$ 55,800**	**$ 57,000**	
Gas and Electric	$ 47,000			
Water	10,000			
4320X Taxes		**$ 2,171**	**$ 2,171**	
Taxes/Property Tax	$ 2,171			
43802 Class Fees		**$ 35,000**	**$ 37,000**	
Instructor Fees	36,620			
Pool Felt	380			
43803 Personal Service		**$ 1,000**	**$ 1,000**	
WestCat tickets (reimbursed when sold)	$ 1,000			
43804 Food Program		**$ 68,700**	**$ 70,000**	
Entertainment	1,200			
Food Expense	52,950			
Kitchem Maintenance	12,850			
Snack Bar	3,000			
43805 Travel		**$ 35,000**	**$ 35,000**	
43806 Dance Program		**$ 7,860**	**$ 8,000**	
Band	$ 5,300			
Bar Supplies	400			
CW Line Dance	1,800			
Alcohol Permit	500			
43807 Fundraising		**$ 10,000**	**$ 10,000**	

Return to Agenda

43808 Gift Shop Sales		**$ 1,800**	**$ 2,200**	
43809 Newsletter		**$ 5,000**	**$ 5,000**	
Monthly Newsletter	$ 5,000			
43810 Center Maintenance		**$ 10,000**	**$ 10,000**	
Kitchen Deep Clean	$ 5,000			
Flooring annual maintenance	5000			
43811 Supplies		**$ 7,000**	**$ 7,000**	
Misc. Program Supplies (cleaning, paper)	$ 7,000			
	Total Other Operating Expenses			**$ 244,371**
47101 FF&E/Equipment		**$ 10,000**	**$ -**	
Sensor Lights	$ -			
Window blind replacement	0			

MEASURE S - 2014 FUND - 106

47101 FF&E/Equipment		**$ 7,000**	**$ 23,000**
Senior Center Table Replacement	$ 23,000		

Mission

The mission of Tiny Tots is to provide an affordable, high-quality learning environment for children ages 3 1/2 to 5 years. The program is designed to offer children a recreational, social, and educational experience with activities including age-appropriate academics, crafts, cutting with scissors, using glue and paste, painting, circle time, show-and-tell, music, science, and story time. Resources are utilized for staffing, facility maintenance, utilities, and program and office supplies.

Key Objectives

- Provide recreational and learning activities for preschool age children in Pinole and surrounding cities.
- Maintain a trained staff to provide enrichment services.

FY 2019-20 Accomplishments

- Maintained an average enrollment of 65 participants throughout the year. Effectively promoted the program, including by hosting annual community events.

Position Summary

Position	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**
Tiny Tots Program Coordinator, *PT/Regular*	0.80	0.80	0.80	0.80	0.80
Tiny Tots Recreation Leader, *PT/Regular (3 – 15 hrs)*	1.125	1.125	1.125	1.125	1.125
Total	**1.925**	**1.925**	**1.925**	**1.925**	**1.925**

Return to Agenda

RECREATION FUND - 209
TINY TOTS - 553

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	73,695	85,666	63,773	82,782	85,097	2,315	3%
Overtime - 402	1,037	-	-	-	-	-	0%
Employee Benefits - 410	15,725	23,305	23,331	25,130	26,578	1,448	5%
Total Salary & Benefits	**90,458**	**108,971**	**87,104**	**107,912**	**111,675**	**3,763**	**3%**
Services and Supplies							
Professional & Administrative Services - 42	15,432	20,695	14,506	22,764	22,166	(598)	-3%
Other Operating Expenses - 43	2,804	1,934	3,597	3,075	3,075	-	0%
Total Services and Supplies	**18,236**	**22,629**	**18,103**	**25,839**	**25,241**	**(598)**	**-2%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
General Liability Insurance - 46201	2,122	2	4,019	3,627	4,365	738	17%
Total Indirect Cost Allocations	**2,122**	**2**	**4,019**	**3,627**	**4,365**	**738**	**17%**
Total	**110,816**	**131,602**	**109,227**	**137,378**	**141,281**	**3,903**	**3%**
MEASURE S - 2014 FUND - 106							
Asset Acquisition/Improvement - 47	-	-	10,018	14,800	550	(14,250)	-2591%
Total	**-**	**-**	**10,018**	**14,800**	**550**	**(14,250)**	**100%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42107 Equipment Maintenance		**$ 300**	**$ 300**
Copier and other equipment maintenance	$ 300		
42108 Maintenance Structure/Imp		**$ 9,852**	**$ 9,854**
Alarm Monitoring	876		
Building Maintenance	500		
HVAC Maintenance	300		
Janitorial (2 times weekly)	5,084		
Landscape Maintenance	2,472		
Pest Control	372		
Sanitary Supplies	250		
42201 Office Expense		**$ 1,500**	**$ 1,500**
Toner, ink, other office supplies	$ 1,500		
42302 Travel & Training		**$ 300**	**$ 300**
CPR staff training	$ 300		
42501 Bank Fees		**$ 6,000**	**$ 6,000**
42514 Special Department Expense		**$ 4,812**	**$ 4,212**
Holiday paper and craft supplies	650		
Industrial Mats	-		
Paper and craft supplies	1,062		
Projector and Screen	-		
Toy replacement	2,000		
T-Shirt fundraiser	500		
Total Professional/Administrative Services			**$ 22,166**
4310X Utilities		**$ 1,075**	**$ 1,075**
Gas and Electric	$ 875		
Water	200		
43201 Property Tax		**$ 2,000**	**$ 2,000**

MEASURE S - 2014 FUND - 106

47103 FF&E/Furniture		**$ 14,800**	**$ 550**
Tiny Tots dishwasher replacement	$ 550		

Mission

The mission of the Pinole Youth Center is to provide programs that extend the learning opportunities for youth outside of school time to help children develop interests, passions, and new talents.

Program Description

The Pinole Youth Center provides a variety of enrichment classes, sports, and specialty camps for children ages 5 to 17. Services are offered at multiple locations. Enrichment classes include art, coding, 3D modeling, baking, cooking, STEM Lego, mad science, Spanish, and music.. Specialty camps provide a week of summer immersion in special interest classes to inspire, promote creativity, challenge the mind and body, fuel imagination, and create experiences for today's youth.

Key Objectives

- Provide a variety of enrichment classes, sports, and specialty camps for the youth of Pinole and surrounding communities.
- Partner with schools, businesses, and the community to provide recreational activities.
- Conduct yearly Kids/Family expo to generate scholarships
- Maintain professional instructors to provide enrichment, sports, and specialty classes to youth participants

FY 2019-20 Accomplishments

- Provided programming focused on recreation, education, sports, and cultural awareness. Hosted annual community events including the Spring Egg Hunt, Youth Rec Expo, and Halloween Festival.
- Continued addition of new enrichment, sports, and specialty classes

Position Summary

Position	2016-17	2017-18	2018-19	2019-20	2020-21
Recreation Coordinator	0.90	0.90	0.90	0.90	0.90
Senior Recreation Leader (2 – 19 hr), *PT*	0.95	0.95	0.95	0.95	0.95
Recreation Leader (3 – 15 hr), *PT/Regular*	1.125	1.125	1.125	1.125	1.125
Recreation Leader (5 – 10 hr), *PT/Seasonal*	1.25	1.25	1.25	1.25	1.25
Total	**4.225**	**4.225**	**4.225**	**4.225**	**4.225**

Return to Agenda

RECREATION FUND - 209
YOUTH CENTER - 554

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Personnel							
Salaries & Wages - 401	79,964	69,740	51,019	100,000	159,224	59,224	37%
Overtime - 402	263	-	-	-	-	-	0%
Employee Benefits - 410	38,480	44,552	34,975	49,025	47,170	(1,855)	-4%
Total Salary & Benefits	**118,707**	**114,291**	**85,994**	**149,025**	**206,394**	**57,369**	**28%**
Services and Supplies							
Professional & Administrative Services - 42	21,375	23,996	15,703	32,042	30,300	(1,742)	-6%
Other Operating Expenses - 43	1,480	10,479	7,557	12,500	19,087	6,587	35%
Materials & Supplies - 44	117	83	19	200	550	350	64%
Total Services and Supplies	**22,972**	**34,558**	**23,279**	**44,742**	**49,937**	**5,195**	**10%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	(48,840)	(49,820)	(980)	2%
Legal Charges - 46126	135	312	-	150	-	(150)	-100%
General Liability Insurance - 46201	4,310	4	8,052	9,000	8,744	(256)	-3%
Total Indirect Cost Allocations	**4,445**	**316**	**8,052**	**(39,690)**	**(41,076)**	**(1,386)**	**3%**
Total	**146,125**	**149,165**	**117,324**	**154,077**	**215,255**	**61,178**	**28%**

MEASURE S - 2014 FUND - 106

Asset Acquisition/Improvement - 47	-	-	-	8,200	-	(8,200)	-100%
Total	**-**	**-**	**-**	**8,200**	**-**	**(8,200)**	**100%**

Return to Agenda

MAJOR NON-PERSONNEL EXPENSE DETAILS

			FY 2019-20	FY 2020-21
42107 Equipment Maintenance			**$ 2,600**	**$ 1,700**
Vehicle Maintenance	$	1,700		
42108 Maintenance Structure/Imp			**$ 23,642**	**$ 21,715**
Building Maintenance	$	9,980		
Elevator Maintenance		2,728		
Fire Extinguisher Maintenance		68		
Fire Sprinkler Inspection		375		
Janitorial Service		5,472		
JanPro floor cleaning		1,172		
Misc. other supplies		1,700		
Pest Control		220		
42201 Office Expense			**$ 450**	**$ 450**
Miscellaneous Office Supplies	$	450		
4230X Travel and Training			**$ 1,085**	**$ 1,870**
Travel&Training/Conf. Registration	$	650		
Travel&Training/Milage, Air & Hotel	$	1,160		
Travel&Training/Meal Allowance	$	60		
42401 Memberships			**$ 165**	**$ 165**
CPRS Membership	$	165		
42501 Bank Fees			**$ 2,000**	**$ 2,000**
42504 Recruitment Costs			**$ -**	**$ -**
42514 Admin Exp/Special Depaty			**$ 2,100**	**$ 2,400**
Carnivals	$	1,500		
Cookies and Canvas	$	-		
Egg Hunt	$	900		
Total Professional/Administrative Services				**$ 30,300**
4310X Utilities			**$ 9,200**	**$ 8,700**
Gas and Electric	$	8,000		
Water		700		
42301 Property Taxes			**$ 1,200**	**$ 1,200**

Return to Agenda

43812 Youth Center		**$ 2,100**	**$ 9,187**	
Break Week	$ -			
Program Costs	8,687			
Program Supplies	500			
	Total Other Operating Expenses			**$ 19,087**
44301 Fuel		**$ 200**	**$ 550**	

MEASURE S - 2014 FUND - 106

47101 FF&E/Equipment		**$ 8,200**	**$ -**	
Replace Commercial refrigerator, freezer & Stove	$ -			

Return to Agenda

RECREATION FUND - 209
DAYCAMP PROGRAM - 555

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	4,383	2,851	656	500	700	200	29%
Other Operating Expenses - 43	54	300	1,355	11,000	6,737	(4,263)	-63%
Materials & Supplies - 44	-	43	51	300	150	(150)	-100%
Total Services and Supplies	**4,438**	**3,195**	**2,063**	**11,800**	**7,587**	**(4,213)**	**-56%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Administrative Debits - 46122	-	-	-	48,840	49,820	980	2%
Total Indirect Cost Allocations	**-**	**-**	**-**	**48,840**	**49,820**	**980**	**2%**
Total	**4,438**	**3,195**	**2,063**	**60,640**	**57,407**	**(3,233)**	**-54%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42501 Recreation Bank Fee Day Camp		**$ 500**	**$ 700**
Credit Card Charges	$ 1,200		
			-
43801 Program Costs/Youth Center		**$ 11,000**	**$ 6,737**
Program Supplies	$ 500		
Instructor Invoices	6,237		
4430X Other Supplies and Materials		**$ 300**	**$ 150**
Other Mat & Sup/Fuel	150		

Mission

The mission of the Pinole Swim Center is to provide a safe, enjoyable swimming pool for the community.

Program Description

The Pinole Swim Center provides high-quality recreational swimming opportunities for the Pinole community as well as instructional opportunities for children, competitive swimming through the Pinole Seals, and adult exercise. The pool is managed and operated cooperatively by the City and the Pinole Seals Swim Club/Team.

Key Objectives

- Operate a safe, enjoyable swimming pool.
- Collaborate with the Pinole Seals to provide a variety of swimming experiences for community members.

FY 2019-20 Accomplishment

- Collaborate with the Pinole Seals to provide a variety of swimming experiences for community members.

Position Summary

There are no City employees budgeted for this function.

Return to Agenda

RECREATION FUND - 209
SWIM CENTER - 557

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	67,239	79,671	67,516	78,995	83,650	4,655	6%
Other Operating Expenses - 43	13,962	12,523	9,307	16,270	16,300	30	0%
Total Services and Supplies	**81,201**	**92,194**	**76,823**	**95,265**	**99,950**	**4,685**	**5%**
Capital Outlay							
Asset Acquisition/Improvement - 47	-	-	-	-	-	-	0%
Total Capital Outlay	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Legal Charges - 46126	-	-	-	-	-	-	0%
Total Indirect Cost Allocations	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Total	**81,201**	**92,194**	**76,823**	**95,265**	**99,950**	**4,685**	**5%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21	
42101 Professional Services		**$ 45,000**	**$ 50,000**	
Swim Center Operations Contract	$ 50,000			
42108 Maintenance Structure/Imp		**$ 30,345**	**$ 30,000**	
Pool Maintenance	$ 14,450			
Pool Supplies	6,000			
Landscape Maintenance	2,500			
Janitorial	5,300			
Building Maintenance	1,500			
Annual Fire Sprinkler Maintenance	250			
42514 Special Department Expense		**$ 3,650**	**$ 3,650**	
County Hazardous Material Fee, Annual	$ 1,631			
Health Permits	$ 2,019			
	Total Professional/Administrative Services			**$ 83,650**
4310X Utilities		**$ 13,500**	**$ 13,500**	
43103 Gas and Electric	$ 7,500			
43102 Water	6,000			
43201 Property Taxes		**$ 2,770**	**$ 2,800**	

Pinole Community Playhouse (Memorial Center) -558

Mission

The mission of the Memorial Center is to provide a venue for community activities.

Program Description

The Pinole Memorial Center is a City-owned building leased to the Pinole Community Players, a local nonprofit organization, under an exclusive use agreement. The Pinole Community Players currently host six or more performances annually. The Pinole Community Players pay for the Memorial Center's utility costs (gas, electricity, water and wastewater) as well as maintenance costs. The City is responsible for the building's all other costs.

Key Objectives

- Maintain the facility for use for community activities.

FY 2019-20 Accomplishments

- Administered the use agreement with the Pinole Community Players.

  Maintained the facility.

Position Summary

There are no City employees budgeted for this function.

Return to Agenda

RECREATION FUND - 209
MEMORIAL HALL - 558

EXPENDITURE SUMMARY

	FY 2017-18 Actual	FY 2018-19 Actual	FY 2019-20 Actual Thru Mar-20	FY 2019-20 Budget	FY 2020-21 Proposed	$ Chg	% Chg
Services and Supplies							
Professional & Administrative Services - 42	1,434	2,211	7,249	4,700	4,580	(120)	-3%
Other Operating Expenses - 43	2,435	2,881	1,979	2,500	2,800	300	11%
Total Services and Supplies	**3,869**	**5,092**	**9,227**	**7,200**	**7,380**	**180**	**2%**
Indirect Cost Allocations							
Administrative Credits - 46121	-	-	-	-	-	-	0%
Administrative Debits - 46122	-	-	-	-	-	-	0%
Total Indirect Cost Allocations	**-**	**-**	**-**	**-**	**-**	**-**	**0%**
Total	**3,869**	**5,092**	**9,227**	**7,200**	**7,380**	**180**	**2%**

MAJOR NON-PERSONNEL EXPENSE DETAILS

		FY 2019-20	FY 2020-21
42107 Equipment Maintenance		**$ -**	**$ -**
	$ -		
42108 Maintenance Structure/Imp		**$ 4,700**	**$ 4,480**
Building Maintenance	$ 2,500		
Fire Alarm Service	280		
Misc. Maintenance	850		
Pest Control	450		
Plumbing Supplies	200		
Sanitary Supplies	200		
42501 Bank Fees		**$ -**	**$ 100**
	Total Professional/Administrative Services		**$ 4,580**
4310X Utilities		**$ 2,500**	**$ 2,800**
Gas and Electric	$ 600		
Water	2,200		

TENNIS COURTS - 559

Mission

The mission is to provide well maintained, high-quality recreational tennis court facilities for community public use.

Program Description

The Tennis Courts are owned by the County and operated by the City under a lease agreement. The City is responsible for overseeing the rental and ongoing maintenance of the Tennis Courts. The Tennis courts are available for use by the public during regular city operating hours and can be reserved by the public. Funding is generated by tennis court reservation fees.

Key Objectives

- Operate well maintained, safe and well-lit tennis courts.
- Maximize the use and functionality of the tennis courts for community members.
- Foster a strong partnership with the Tennis Team to promote tennis opportunities and events at the facility.

FY 2019-20 Accomplishments

- Exceed our Revenue Budget projections.

Position Summary

	FY 2016-17 Actual	FY 2017-18 Budget	FY 2018-19 Proposed	FY 2019-20 Proposed	FY 2020-21 Proposed
Services and Supplies					
Maintenance Structure/Imp - 42108	500	500	500	500	500
Utilities – 4310X	2,000	2,995	2,750	3,500	3.500
Total Services and Supplies	**2,500**	**3,495**	**3,250**	**4,000**	**4,000**
Total	**2,500**	**3,495**	**3,250**	**4,000**	**4,000**

GLOSSARY OF BUDGET TERMS & ACRONYMS

Appropriation - An authorization by the City Council to make expenditures/expenses and to incur obligations for a specific purpose within a specific time frame.

Assessed Valuation - A dollar value placed on real estate or other property by the County as a basis for levying property taxes.

Assessments- Levies that pay for improvements directly benefiting their property.

Audit - A view of the City's accounts by an independent auditing firm to substantiate fiscal year-end fund, salaries, reserves, and cash on hand.

Beginning/Ending (Unappropriated) Fund Balance - Unencumbered resources available in a fund from the prior/current fiscal year after payment of the prior/current fiscal year's expenditures/expenses. This is not necessarily cash on hand.

Bond - A City may raise capital by issuing a written promise to pay a specific sum of money, called the face value or principal amount, at a specific date or dates in the future, together with periodic interest at a special rate. There are two types of bonds: General Obligation and Revenue.

Budget - A fiscal plan of financial operation listing an estimate of proposed applications or expenditures/expenses and the proposed means of financing them for a particular time period. The budget is proposed until it has been approved by the City Council.

Capital Improvement - A permanent addition to the City's assets, including the design, construction, or purchase of land, buildings, or facilities, or major renovations of same.

Capital Improvement Program - A financial plan of proposed capital improvement projects with single-and multiple-year capital expenditures/expenses.

Capital Outlay - A budget appropriation category which budgets all equipment having an estimated useful life of over one year.

City Manager's Transmittal Letter - A general discussion of the budget. The letter contains an explanation of principal budget items and summaries.

CPI - Consumer Price Index; measure of inflation in an area of consumer products.

Debt Service - Payment of the principal and interest on an obligation resulting from the issuance bonds, notes, or Certificates of Participation (COP's).

Debt Service Requirements - The amount of money required to pay interest on outstanding debt and required contributions to accumulate monies for future retirement of term bonds.

GLOSSARY OF BUDGET TERMS & ACRONYMS

Deficit - An excess of expenditures or expenses over revenues (resources).

Department - An organizational unit comprised of divisions. It is the basic unit of service responsibility encompassing a broad mandate of related activities.

Depreciation- The cost allocation of tangible assets over the useful/economic life of the asset.

Division - A sub-section (or activity) within a department, which furthers the objectives of the City by providing specific services or a product.

Encumbrances - A legal obligation to pay funds, the expenditure/expense of which has not yet occurred. They cease to be encumbrances when the obligations are paid or otherwise terminated.

Enterprise Fund - A type of fund established for the total costs of those governmental facilities and services which are operated in a manner similar to private enterprise. These programs are entirely or predominately self-supporting.

Expenditure - The actual spending of Governmental Funds set aside by appropriation.

Expense - The actual spending of Proprietary Funds (Enterprise and Internal Service Fund types) set aside by an appropriation.

Fiscal Year - A twelve-month period of time to which a budget, forecast or reporting period applies. The City of Pinole fiscal year is July 1 through June 30.

Fund - An independent fiscal and accounting entity used to record all financial transactions related to the specific purpose for which the fund was created.

Fund Balance - The amount of financial resources available for use. Generally, this represents the detail of all the annual operating surpluses and deficits since the fund's inception.

General Fund - The primary fund of the City used to account for all revenues and expenditures of the City not legally restricted as to use. This fund is used to offset the cost of the City's general operations. Examples of departments financed by the General Fund include the City Council, Police and others.

General Obligation Bond - Bonds used for various purposes and repaid by the regular (usually via the General Fund) revenue raising powers of the City.

Grant - Contributions, gifts of cash, or other assets from another governmental entity to be used or expended for a specific purpose, activity, or facility.

Interfund Transfers - Monies transferred from one fund to another. Such money is transferred to finance the operations of another fund or to reimburse the fund for certain expenditures/expenses.

Internal Service Fund - An Internal Service Fund provides services to other City departments and bills the various other funds for services rendered, just as would private business. ISF's are self-supporting and only the expense by an ISF is counted in budget totals.

Major Fund – Governmental fund or enterprise fund reported as a separate column in the basic financial statements and subject to a separate opinion in the independent auditor's report.

Materials, Supplies, and Services - Expenditures/expenses for materials, supplies, and services which are ordinarily consumed within a fiscal year and which are not included in departmental inventories.

Municipal Code - A book that contains the City Council approved ordinances currently in effect. The Code defines City policy with respect to areas such as planning, etc.

Objectives - The expected results or achievements of a budget activity.

Operating Budget - Annual appropriation of funds for on-going program costs, including salaries and benefits, services and supplies, debt service, capital outlay and capital improvements.

Ordinance - A formal legislative enactment by the City Council. It has the full force and effect of law within City boundaries unless preempted by a higher form of law. An Ordinance has a higher legal standing than a Resolution.

Projects – Long-term investments in public facilities and infrastructure; also known as capital improvements. The amount spent may overlap from year to year until the project is completed.

Proprietary Funds- These include the enterprise (wastewater treatment and collection) and internal services (information technology and equipment reserve) funds. They are accounted for in a manner similar to businesses, measuring cost for services and including total assets and liabilities.

Redevelopment Agency- A separate legal entity created to alleviate conditions of blight, build infrastructure and promote economic development. The Agency receives property tax revenue on assessed value growth within these areas called "tax increments" to repay Agency indebtedness.

Reimbursement - Payment of amount remitted on behalf of another party, department, or fund.

Reserve - An account used to record a portion of the fund balance as legally segregated for a specific use.

Resolution - A special order of the City Council which has a lower legal standing than an Ordinance.

Return to Source Funds - Residual moneys from former Redevelopment Agency's tax levy's that are redistributed to the Cities after the Agency's debt obligations have been paid off. These funds are non-restricted and are distributed by the State in January and July of every year.

Revenues - Amount received for taxes, fees, permits, licenses, interest, intergovernmental sources, and other sources during the fiscal year.

Revenue Bonds - A type of bonds usually issued to construct facilities. The bonds are repaid from the revenue produced by the operation of these facilities.

Salaries and Benefits - A budget category which generally accounts for full-time and temporary employees, overtime expenses, and all employee benefits, such as medical, dental, and retirement.

Special Revenue Funds - This fund type collects revenues that are restricted by the City, State, or Federal Government as to how the City might spend them.

Successor Agency to the Pinole Redevelopment Agency - Trust agency formed for the purpose of reporting close-out financial activities of the former Redevelopment Agency.

Unfunded Liability - Amount of future obligations not covered by assets currently set aside for that purpose, such as accrued vacation leave payable at termination or actuarial-determined future insurance claims.

User Fees - Charges of a voluntary nature paid by persons receiving a service in exchange for the fee (such as recreation activities or wastewater service fees).

ACRONYMS

ABAG	Association of Bay Area Government
CAFR	Comprehensive Annual Financial Report
CalPERS	California Public Employees' Retirement System
CIP	Capital Improvement Program
COLA	Cost of Living Adjustment
CPI	Consumer Price Index
CSMFO	California Society of Municipal Finance Officers
EAP	Employee Assistance Program
FTE	Full Time Equivalent
GASB	Governmental Accounting Standards Board
GFOA	Government Finance Officers Association
HOPTR	Homeowner's Property Tax Rebates
LAIF	Local Agency Investment Fund
LTD	Long Term Disability
NPDES	National Pollution Discharge Elimination System
OPEB	Other Post Employment Benefits
PALC	Pinole Assisted Living Community
PERS	Public Employees' Retirement System
PEPRA	Public Employees' Pension Reform Act [of 2013]
POB	Pension Obligation Bond
PPEA	Pinole Police Employees Association

GLOSSARY OF BUDGET TERMS & ACRONYMS

PRA	Pinole Redevelopment Agency
RDA	Redevelopment Agency
SAFER	Staffing for Adequate Fire and Emergency Response
SDI	State Disability Insurance
SRO	School Resource Officer
UBC	Uniform Building Code
VLF	Vehicle License Fee
WBCC	West Bay Communications Center
WCCTAC	West Contra Costa Transportation Advisory Committee
WCCUSD	West Contra Costa Unified School District
WPCP	Wastewater Pollution Control Plant

FINANCIAL POLICIES

The following Financial Policies are established to ensure that the City's finances are managed in a sound and prudent manner which will (1) continue to provide for the delivery of quality services, (2) maintain and enhance service delivery as the community grows in accordance with the General Plan, (3) strive for a balanced budget annually, assuring that the City is living within our means, and (4) establish reserves necessary to meet known and unknown future obligations.

To achieve these goals the following Financial Policies have been established:

1. Structurally Balanced Budget Policy
    i. The annual budget will be structurally balanced whereby the operating budget will be prepared with current year expenditures funded with current year revenue. If a structural imbalance occurs, a plan will be developed and implemented to bring the budget back into structural balance.

2. Reserves Policy
    i. The City will establish, dedicate and maintain reserves annually to meet known and estimated future obligations. The City will establish specific reserve accounts which include but are not limited to:
        a. General Fund Reserves for Economic Uncertainties equivalent to a minimum 10 percent or 180 days cash on hand of General Fund recurring expenditures;
        b. Reserves for depreciation and replacement of vehicles and major equipment;
        c. Reserves for maintenance, replacement, and renovations of facilities, parks, landscape maintenance and infrastructure.

    If these reserves are used, a plan will be developed and implemented to replenish the funds used.

3. Revenue Policy – One Time Resources
    i. The City will strive to maintain a diversified and stable revenue base that is not overly dependent on any land use, major taxpayer, revenue type, restricted revenue, inelastic revenue, or external revenue. The General Fund Budget will be structurally in balance without relying on one-time resources such as proceeds from asset sales, debt refinancing, one-time grants, revenue spikes, budget savings and similar non-recurring revenue. Appropriate uses of one-time resources include establishing and rebuilding the General Fund Reserve, other City established reserves, or early retirement of debt, capital expenditures, reducing unfunded pension liabilities (PERS and OPEB), and other non-recurring expenditures.

4. Revenue Policy – User Fees and Charges
    i. The City of Pinole is empowered to recapture, through fees, up to the full cost of providing specific services. Regular and consistent review

of all fees is necessary to ensure that the costs associated with delivery of individual services have been appropriately identified, and that the City is fully recovering those costs. It is the City's policy to set user fees at full cost recovery levels, except where a greater community benefit is demonstrated to the satisfaction of the City Council, or when it is not cost effective to do so. The City will recover the costs of new facilities and infrastructure necessitated by the development consistent with state law.

5. Expenditure and Budget Policy
   i. The City will deliver service in the most efficient and cost-effective manner. This includes utilizing the services of volunteers in areas where economically viable. The budget will state the objectives of the operating programs, and identify the resources being provided to accomplish the specified objectives.

6. Debt Policy
   i. The City will limit the use of debt so as not to place a burden on the fiscal resources of the City and its taxpayers. Long-term borrowing will be limited to capital improvements or projects that cannot be financed from current revenues. When capital projects are financed, the City will amortize the debt within a period not to exceed the expected useful life of the project. The City will limit the total debt ratio (debt guaranteed by the General Fund) to 10% or as required by bond coverage ratios. The debt ratio is calculated by the relationship between the debt and the General Fund revenue.

7. Investment Policy
   i. The purpose of this Policy is to define the parameters within which funds are to be managed. In methods, procedures, and practices, the policy formalizes the framework for the City of Pinole's investment activities that must be exercised to ensure effective and judicious fiscal and investment management of the City's funds.

8. Grants Policy
   i. The purpose of this policy is to specify circumstances when grant funding is appropriate and to establish a standardized set of procedures for the fiscal administration, management, and monitoring of public and private grants. This policy is intended to ensure compliance with all applicable administrative, financial, reporting, and monitoring requirements established by the funding agency as well as all applicable administrative and fiscal directives and guidelines established by the City of Pinole. The policy and procedures established herein shall apply to all Federal, State, County and private grants administered by the City.

9. Capital Assets Policy
    i. Purchased and donated assets meeting the City's capitalization definition and threshold will be classified and recorded in the City's financial records as capital assets. The value of the asset must meet the City's capitalization threshold of $5,000 to be recorded as a capital asset.

10. Unclaimed Funds Policy
    i. The purpose of this policy is to establish guidelines for the proper disposition of unclaimed funds and outstanding checks in accordance with government statutes. The City of Pinole will account for unclaimed funds in a manner which follows Government Code Sections 50050 through 50056. Funds that remain unclaimed for at least three (3) years will become the property of the City of Pinole after the procedures identified herein have been followed.

ACCOUNTING BASIS AND FUND STRUCTURE

Accounting and Budget Basis

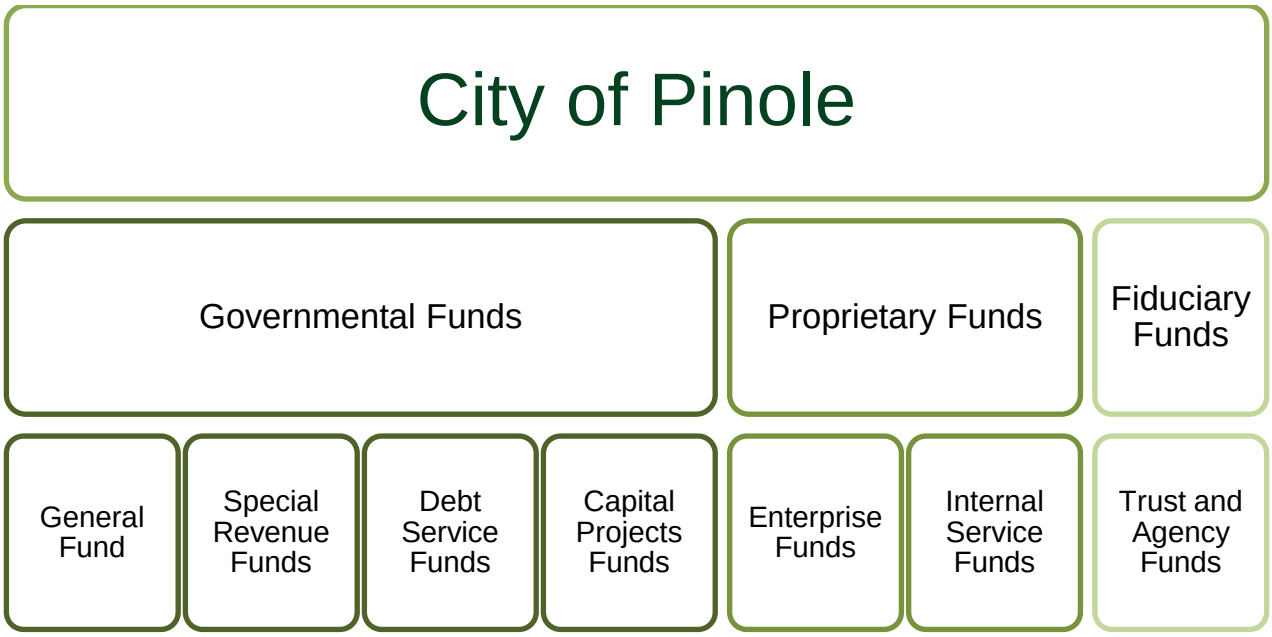
The City maintains its accounting records in accordance with Generally Accepted Accounting Principles (GAAP) and standards established by the Governmental Accounting Standards Board (GASB). Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenue is recognized when both measurable and available. Expenditures are recognized when the liability is incurred. Debt service obligations are appropriated when due.

Proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenue is recognized when earned and expenses when the liability is incurred regardless of timing of related cash flows.

The basis of budgeting is consistent with the basis of accounting discussed above. Appropriations that are budgeted and not expensed at the end of the year lapse and revert to fund balance.

Fund Structure

The City uses funds to report its current financial position and the results of its operations. Fund accounting is designed to demonstrate legal compliance and to aid in financial management by segregating transactions related to certain governmental functions of activities. A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. All of the funds of the City can be divided into three categories: governmental funds, proprietary funds and fiduciary funds.



GOVERNMENTAL FUNDS

General Fund - 100

The General Fund is used to account for all the general revenues of the City not specifically levied or collected for other City funds and the related expenditures. The major revenue sources for this fund are property taxes, sales taxes, utility users' tax, franchise fees, business licenses, unrestricted revenues from the State, fines and forfeitures and interest income. Expenditures are made for general administration, public safety, public works, and parks. In accordance with GASB Statement No. 34, the General Fund is classified as a major fund.

Measure S 2006 Fund – 105 and Measure S 2014 Fund – 106

Measure S funds account for the 2006 and 2014 voter-approved half-cent Local Use Tax which levies 0.5% each on all merchandise. These funds are received directly from the State on a monthly basis. Although not legally restricted, the 2006 Local Use Taxes have been pledged by the City Council to fund Public Safety Programs as their highest funding priority and the 2014 Local Use Taxes have been pledged by the City Council to fund Infrastructure Projects as their highest funding priority.

Special revenue funds account for proceeds that are legally restricted for specific purposes.

Gas Tax Fund – 200

The Gas Tax Fund accounts for the Highway Users Tax Account (HUTA) State imposed excise taxes on gasoline and diesel fuel sales within the City Limits. These taxes are distributed primarily on the basis of population pursuant to formulas specified in Streets and Highways Code Sections 2105, 2106, 2107, 2107.5, and Section 2103. As a result of the Road Repair and Accountability Act of 2017 (SB1 Beall), funds received as part of the Road Maintenance and Rehabilitation Account (RMRA) Section 2106 are also accounted for in this fund. Gas Tax funds are restricted for use in the construction, improvement and maintenance of public streets. These funds support both annual operating and capital projects.

Restricted Real Estate Maintenance Fund - 201

This fund accounts for revenues resulting from the sale or rental of property owned by the former Redevelopment Agency. These resources are used to maintain properties owned by the Successor Agency within the boundaries of the former Redevelopment Agency.

Public Safety Augmentation Fund - 203

The Public Safety Augmentation Fund (PSAF) accounts for monies allocated by the County Auditor-Controller under Prop 172 from the statewide one-half cent sales tax based on a share of statewide taxable sales. These funds are used exclusively for public safety. The receipt of these funds is conditioned on maintenance of effort using base year 1992-93.

Traffic Safety Fund - 205

The Traffic Safety Fund accounts for fines and forfeitures received by the City under Section 1463 of the Penal Code. These funds are used exclusively for official traffic control devices, the maintenance thereof, equipment and supplies for traffic law enforcement and traffic accident prevention, and for the maintenance, improvement, or construction of public streets, bridges, and culverts within the City. Funds shall not be used to pay the compensation of traffic or other police officers. The fund may be used to pay the compensation of school crossing guards who are not regular full-time members of the police department of the City.

Supplemental Law Enforcement Services Fund - 206

Accounts for funds received from the County under AB 3229 which enacted the Citizens Option for Public Safety (COPS) Program through which funds could be annually provided in the State budget for local law enforcement jurisdictions. The minimum allocation for

public agencies is $100,000, which is the amount which has been historically allocated to Pinole.

Storm Water Fund - 207

Accounts for assessments collected by the County via property tax bills pursuant to the National Pollution Discharge Elimination System (NPDES) Regulations, a federally mandated program. Assessments are levied at $35 per Equivalent Runoff Unit (ERU). Revenue estimates are based on the number of ERU's multiplied by the adopted rate.

Recreation Fund - 209

The Recreation Fund accounts for program fees, fundraising efforts and donations from Recreation programs. Resources are used towards staffing and maintenance costs to operate the programs on a full-cost recovery basis.

Building and Planning Fund - 212

The Building and Planning Fund accounts for fees collected for building permits and plan check fees. Fees collected are used to cover the cost involved in inspections and plan checks performed.

Refuse Management Fund - 213

Accounts for resources received via Richmond Sanitary Service for fees imposed under AB 939 of $0.83 per can per month on all residential customers in Pinole. These revenues are restricted to programs and activities that encourage and promote recycling of solid waste products and generate source reduction for sanitary landfills used for refuse disposal.

Measure J Fund - 215

Accounts for special override sales tax revenues collected by the Contra Costa Transportation Authority (CCTA) and reapportioned to the cities for local street projects. The City must submit a checklist each year to confirm compliance with a Growth Management Program. Estimates of annual funding are provided by the CCTA, and jurisdiction allocations are based on a formula split (50/50) between population and road mileage.

Housing Fund - 285

This fund receives tax increment funds through Redevelopment activity representing 20% set-aside for housing activities. Funds are expended for approved housing activities.

Capital projects funds are used to account for the acquisition or construction of facilities and other capital assets.

Debt service funds are used to account for accumulations of resources that are restricted, committed, or assigned to expenditures for principal and interest of general long-term debt.

PROPRIETARY FUNDS

Enterprise funds are used to account for goods or services from such activities a fee is charged to external users.

Sewer Enterprise Fund - 500

Accounts for annual fees charged to residents and businesses for sewer utilities. Sewer user fees are charged in the amount specified by City Council Resolution (Section 13.04.040 PMC). Fees are used to operate the Pinole Wastewater Treatment Plant which services the Pinole and Hercules areas. The cost of operations is shared between the two cities using a cost sharing formula based on sewage inflows by each city. The City's Sewer Enterprise Fund meets the criteria to be classified as a major fund.

Cable Access TV Fund - 505

Accounts for revenue received from cable franchise fees, video production charges, and PEG access fees. PEG access fees are designated for equipment purchases.

Internal service funds are used to account for activities that provide goods or services to other funds, departments, or agencies of the primary government and its component units, or to other governments on a cost-reimbursement basis. The City uses internal service funds to account for the costs of information services and equipment reserves.

FIDUCIARY FUNDS

Agency funds are used to maintain records of assets and financial activities on behalf of a third party.

Redevelopment Obligation Retirement Fund – 750

The Redevelopment Obligation Retirement Fund (RORF) was created to account for the close-out activities of the Successor Agency to the Pinole Redevelopment Agency.

Pledged property tax revenues will continue to be provided to the City for timely payment of outstanding redevelopment bond debt obligations, to reimburse the City for Administrative staff time up to $250,000 per year, and other enforceable obligations in accordance with the Recognized Obligations Payment Schedule (ROPS).

JURISDICTIONAL COMPARISON

	City of Pinole	City of Hercules	City of San Pablo	City of El Cerrito
Form of Government	Council-Manager General Law	Council-Manager General Law	Council-Manager General Law	Council-Manager General Law
Year Incorporated	1903	1900	1948	1917
Budget Comparison				
General Fund Revenue	20,369,792	17,563,562	45,191,179	39,353,732
General Fund Expenditures	16,964,061	14,615,734	35,801,665	40,202,753
Total Full Time Equivalents (FTE)	115.36	56	182.5	179.7
Sworn Personnel FTE	42	24*	54*	82.6
Demographics				
Population	19,250	26,276	30,990	25,508
Annual Percent Change	.07	1.06	.87	3.71
Median Age	44.4	40.3	33.7	42.9
Population per FTE	167	469	170	142
Population per Sworn FTE	458	1,095	574	309
Housing Units	7,217	8,436	9,851	10,789
Average Household Size	2.87	3.12	3.27	2.51
Labor Force	12,243	18,183	20,175	16,631
Unemployment Rate	14.3%	14.2%	17.9%	12.9%
Median Household Income	$90,734	$110,476	$49,226	$100,422
Per Capita Income	$38,445	$42,830	$19,222	$52,049

Sources: City of Hercules, City of San Pablo, City of El Cerrito, California Employment Development Department, California Department of Finance, United States Census Bureau
*The City of Hercules and City of San Pablo include Police personnel only as Fire services are provided by the Rodeo Hercules Fire District and ConFire, respectively.

Return to Agenda

CITY OF PINOLE
MULTI-YEAR POSITION LISTING

Department	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
CITY MANAGER					
City Manager	1.00	1.00	1.00	1.00	1.00
Assistant City Manager	0.00	0.00	0.00	0.00	1.00
Management Analyst	0.00	0.00	0.00	0.00	1.00
Administrative Assistant	0.00	0.00	0.00	0.00	1.00
Total Full-Time Equivalents (FTEs)	1.00	1.00	1.00	1.00	4.00
CITY CLERK					
City Clerk	1.00	1.00	1.00	1.00	1.00
Administrative Assistant, *part-tme*	0.46	0.46	0.46	0.46	0.46
Total Full-Time Equivalents (FTEs)	1.46	1.46	1.46	1.46	1.46
FINANCE DEPARTMENT					
Finance Director	1.00	1.00	1.00	1.00	1.00
Accountant	0.00	0.00	1.00	1.00	1.00
Accounting Specialist	2.00	2.00	1.00	1.00	1.00
Accounting Technician, *part-time*	0.00	0.00	0.48	0.48	0.48
Accounting Intern, *part-time/temporary*	0.48	0.48	0.00	0.00	0.00
Total Full-Time Equivalents (FTEs)	3.48	3.48	3.48	3.48	3.48
HUMAN RESOURCES					
Assistant City Manager	1.00	1.00	1.00	1.00	0.00
Human Resources Specialist	1.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	2.00	2.00	2.00	2.00	1.00
GENERAL GOVERNMENT					
Management Analyst	0.48	1.00	1.00	1.00	0.00
Total Full-Time Equivalents (FTEs)	0.48	1.00	1.00	1.00	0.00
CABLE ACCESS TV					
Cable Access Coordinator	1.00	1.00	1.00	1.00	1.00
Cable Access Technician	1.00	1.00	1.00	1.00	1.00
Cable Equipment Operators	0.75	0.75	0.75	0.75	0.75
Total Full-Time Equivalents (FTEs)	2.75	2.75	2.75	2.75	2.75
POLICE DEPARTMENT					
SWORN					
Police Chief	1.00	1.00	1.00	1.00	1.00
Police Commander	1.00	0.00	0.00	0.00	0.00
Police Lieutenant	0.00	2.00	2.00	2.00	2.00
Police Sergeant	6.00	6.00	6.00	6.00	6.00
Police Officer	19.00	19.00	19.00	19.00	19.00
Sub-total Sworn	27.00	28.00	28.00	28.00	28.00
NON-SWORN					
Administrative Secretary	1.00	1.00	1.00	1.00	1.00
Community Safety Specialist	0.96	0.96	0.96	1.00	1.00
Community Service Officer	0.96	0.96	0.96	0.96	0.96
Crossing Guards, *part-time/temporary*	0.50	0.50	0.50	0.50	0.50
Dispatcher	7.00	11.00	11.00	11.00	11.00
Lead Dispatcher	0.00	0.00	1.00	1.00	1.00
Police Property Specialist	1.00	1.00	1.00	1.00	1.00
Police Records Specialist	2.00	2.00	2.00	2.00	2.00
Support Services Manager	1.00	0.00	0.00	0.00	0.00
Sub-total Non-Sworn	14.42	17.42	18.42	18.46	18.46
Total Full-Time Equivalents (FTEs)	41.42	45.42	46.42	46.46	46.46

Return to Agenda

CITY OF PINOLE
MULTI-YEAR POSITION LISTING

Department	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21
FIRE DEPARTMENT					
SWORN					
Fire Chief	1.00	1.00	1.00	1.00	1.00
Administrative Battalion Chief	1.00	0.00	0.00	0.00	0.00
Battalion Chief	1.00	1.00	1.00	1.00	1.00
Fire Captain	3.00	3.00	3.00	3.00	3.00
Fire Engineer	3.00	3.00	3.00	3.00	3.00
Fire Fighter/Paramedic	3.00	3.00	3.00	3.00	3.00
Fire Fighter	3.00	3.00	3.00	3.00	3.00
Sub-total Sworn	15.00	14.00	14.00	14.00	14.00
NON-SWORN					
Administrative Assistant	0.48	0.48	0.00	0.00	0.00
Management Analyst	0.00	0.00	1.00	1.00	1.00
Sub-total Non-Sworn	0.48	0.48	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	15.48	14.48	15.00	15.00	15.00
PUBLIC WORKS					
Development Services Director/City Engineer	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	0.00
Environmental Analyst	1.00	1.00	1.00	1.00	1.00
Environmental Assistant	1.00	1.00	1.00	1.00	1.00
Park Caretaker	0.25	0.25	0.25	0.25	0.25
Public Works Manager	1.00	1.00	1.00	1.00	1.00
Public Works Maintenance Supervisor	2.00	2.00	2.00	2.00	2.00
Public Works Maintenance Workers	7.00	7.00	7.00	7.00	7.00
Public Works Specialist	1.00	1.00	1.00	1.00	1.00
Senior Project Manager	1.00	1.00	1.00	1.00	1.00
Treatment Plant Manager	1.00	1.00	1.00	1.00	1.00
WWTP Maintenance Mechanic	1.00	1.00	1.00	1.00	1.00
WWTP Operator	5.00	5.00	5.00	5.00	5.00
Water Pollution Control Plant Intern	0.46	0.46	0.46	0.46	0.46
Water Pollution Control Plant Supervisor	1.00	0.00	0.00	0.00	0.00
Water Pollution Control Plant Operation Supervisor	0.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	24.71	24.71	24.71	24.71	23.71
COMMUNITY DEVELOPMENT					
Planning Manager	1.00	1.00	1.00	1.00	1.00
Code Enforcement Officer	0.00	1.00	1.00	1.00	1.00
Building Inspector	1.00	0.00	0.00	0.00	1.00
Permit Technician	1.48	1.48	1.48	2.00	2.00
Senior Building Inspector	0.00	1.00	1.00	1.00	1.00
Total Full-Time Equivalents (FTEs)	3.48	4.48	4.48	5.00	6.00
RECREATION DEPARTMENT					
Recreation Manager	1.00	1.00	1.00	1.00	1.00
Cook, *part-time/regular*	0.75	0.75	0.75	0.75	0.75
Gym Rental Attendant, *part-time/regular*	0.00	0.00	0.00	0.00	0.00
Recreation Coordinator	2.60	2.60	2.60	2.60	2.60
Recreation Leader	2.88	2.88	2.88	2.88	2.88
Recreation Leader [Tiny Tots]	1.13	1.13	1.13	1.13	1.13
Rental Facility Custodian, *part-time/temporary*	1.65	1.65	1.65	1.65	1.65
Senior Recreation Leader	1.50	1.50	1.50	1.50	1.50
Total Full-Time Equivalents (FTEs)	11.51	11.50	11.50	11.50	11.50
GRAND TOTAL ALL DEPARTMENTS	**107.77**	**112.28**	**113.80**	**114.36**	**115.36**

This Page Intentionally Left Blank

Return to Agenda

PROPOSED BUDGET
FY 2020-21
LABOR COST ALLOCATION PERCENTAGES

Position Title	Total Wages and Benefits	General Fund	Sewer Enterprise (WWTP)	Sewer Enterprise (Corp Yard)	Cable TV	Information Systems	Successor Agency	Housing Admin	Gas Tax Fund	Building Fund	Measure "S-2006"	Measure "S-2014"	PSAF	SLESF	Storm Water	Recreation	Refuse Mgmt	Measure "J"	Total
100-110 Council Members (5)	99,418	74,564	-	24,855			-	-	-	-	-	-		-	-		-	-	99,418
100-111 City Manager	400,442	168,186	20,022	100,111			72,080	20,022	-	20,022	-	-		-	-		-	-	400,442
100-111 Assistant City Manager	362,154	144,862	-	-	36,215	36,215	54,323	18,108	-	-	-	-	-	-	-	72,431	-	-	362,154
100-111 Admin Assistant	139,172	55,669	27,834	27,834	-	-	-	-	20,876	6,959	-	-	-	-	-	-	-	-	139,172
100-112 City Clerk	175,207	143,670	-	-			31,537	-	-	-	-	-	-	-	-		-	-	175,207
100-113 Treasurer	8,358	6,269	-	2,090			-	-	-	-	-	-	-	-	-		-	-	8,358
100-115 Finance Director	340,693	208,457	51,104	-			64,097	17,035	-	-	-	-	-	-	-		-	-	340,693
100-115 Accountant	123,105	104,639	18,466	-			-	-	-	-	-	-	-	-	-		-	-	123,105
100-115 Accounting Specialist	97,931	83,241	14,690	-			-	-	-	-	-	-	-	-	-		-	-	97,931
100-115 Accounting Technician	30,068	25,558	4,510	-			-	-	-	-	-	-	-	-	-		-	-	30,068
100-116 HR Specialist	113,946	96,854	11,395	-			-	5,697	-	-	-	-	-	-	-		-	-	113,946
100-221 Police Officer	155,742	71,641	-	-			-	-	-	-	-	-	-	84,101	-		-	-	155,742
100-221 Police Officer	199,486	9,974	-	-			-	-	-	-	-	-	189,512	-	-		-	-	199,486
100-221 Police Officer (Canine)	141,463	127,667	-	-			-	-	-	-	-	-	-	13,796	-		-	-	141,463
100-341 PW Director/City Eng	319,415	15,971	159,708	15,971			-	-	31,942	31,942	-	-	-	-	31,942		31,942	-	319,415
100-341 PW Specialist	142,480	28,496	-	35,620			-	-	21,372	28,496	-	-	-	-	14,248		14,248	-	142,480
100-341 Senior Project Manager	128,510	-	-	32,128			-	-	-	-	-	64,255	-	-	-		-	32,128	128,510
100-343 Public Works Manager	203,776	101,888	-	40,755			-	-	10,189	-	-	-	-	-	40,755		10,189	-	203,776
100-343 PW Maint. Supervisor	167,407	75,333	-	41,852			-	-	8,370	-	-	-	-	-	33,481		8,370	-	167,407
100-343 Maintenance Workers (4)	404,723	121,417	-	80,945			-	-	40,472	-	-	-	-	-	80,945		20,236	60,708	404,723
100-343 Maintenance Worker (1)	114,064	-	-	-			-	-	-	-	-	114,064	-	-	-		-	-	114,064
212-461 Planning Manager	200,424	10,021	-	-			-	10,021	-	180,382	-	-	-	-	-		-	-	200,424
212-462 Permit Technician	118,891	59,446	-	-			-	-	-	59,446	-	-	-	-	-		-	-	118,891
500-642 PW Maint. Supervisor	108,020	-	-	81,015			-	-	5,401	-	-	-	-	-	10,802		5,401	5,401	108,020
500-642 Maintenance Workers (2)	220,619	-	-	165,464			-	-	11,031	-	-	-	-	-	22,062		11,031	11,031	220,619
																			-
	$ 4,515,514	$ 1,733,822	$ 307,728	$ 648,638	$ 36,215	$ 36,215	$ 222,037	$ 70,883	$ 149,653	$ 327,245	$ -	$ 178,319	$ 189,512	$ 97,897	$ 234,235	$ 72,431	$ 101,417	$ 109,268	$ 4,515,514
PERCENTAGE OF TOTAL		38%	7%	14%	1%	1%	5%	2%	3%	7%	0%	4%	4%	2%	5%	2%	2%	2%	100%

General Fund	Special Revenue	Sewer Enterprise	Successor Agency	Column1	Column2	Measure S
1,733,822	$ 1,090,597	$ 956,366	$ 222,037			$ 178,319

	100-221	100-223	100-342	100-343	100-345	209-554	209-555	Total
100-221 Police Chief	274,713	30,524						305,237
100-221 Lieutenant	237,156	59,289						296,445
209-554 Recreation Leaders (Seasonal)						14,516	26,959	41,475
209-554 YC Recreation Coordinator						72,395	22,861	95,256
100-343 Maintenance Workers (4)			6,844	13,688	13,688			34,219

Return to Agenda

PROPOSED BUDGET
FY 2020-21
LABOR COST ALLOCATION PERCENTAGES

Position Title	Total Wages and Benefits	General Fund*	Sewer Enterprise (WWTP)	Sewer Enterprise (Corp Yard)	Cable TV	Information Systems	Successor Agency	Housing Admin	Gas Tax Fund	Building Fund	Measure "S-2006"	Measure "S-2014"	PSAF	SLESF	Storm Water	Recreation	Refuse Mgmt	Measure "J"	Total
100-110 Council Members (5)	99,418	75%		25%															100%
100-111 City Manager	400,442	42%	5%	25%			18%	5%		5%									100%
100-111 Assistant City Manager	362,154	40%			10%	10%	15%	5%								20%			100%
100-111 Admin Assistant	139,172	40%	20%	20%					15%	5%									100%
100-112 City Clerk	175,207	82%					18%												100%
100-113 Treasurer	8,358	75%		25%															100%
100-115 Finance Director	340,693	61%	15%				19%	5%											100%
100-115 Accountant	123,105	85%	15%																100%
100-115 Accounting Specialist	97,931	85%	15%																100%
100-115 Accounting Technician	30,068	85%	15%																100%
100-116 HR Specialist	113,946	85%	10%					5%											100%
100-221 Police Officer	155,742	46%												54%					100%
100-221 Police Officer	199,486	5%											95%						100%
100-221 Police Officer (Canine)	141,463	90%												10%					100%
100-341 PW Director/City Eng	319,415	5%	50%	5%					10%	10%					10%		10%		100%
100-341 PW Specialist	142,480	20%		25%					15%	20%					10%		10%		100%
100-341 Senior Project Manager	128,510	0%		25%								50%						25%	100%
100-343 Public Works Manager	203,776	50%		20%					5%						20%		5%		100%
100-343 PW Maint. Supervisor	167,407	45%		25%					5%						20%		5%		100%
100-343 Maintenance Workers (4)	404,723	30%		20%					10%						20%		5%	15%	100%
100-343 Maintenance Worker (1)	114,064	0%										100%							100%
212-461 Planning Manager	200,424	5%						5%		90%									100%
212-462 Permit Technician	118,891	50%								50%									100%
500-642 PW Maint. Supervisor	108,020	0%		75%					5%						10%		5%	5%	100%
500-642 Maintenance Workers (2)	220,619	0%		75%					5%						10%		5%	5%	100%
																			-
	$ 4,515,514	38%	7%	14%	1%	1%	5%	2%	3%	7%	0%	4%	4%	2%	5%	2%	2%	2%	100%

	100-221	100-223	100-342	100-343	100-345	209-554	209-555	Total
100-221 Police Chief	90%	10%						100%
100-221 Lieutenant	80%	20%						100%
209-554 Recreation Leaders (Seasonal)						35%	65%	100%
209-554 YC Recreation Coordinator						76%	24%	100%
100-343 Maintenance Workers (4)			6%	12%	12%			30%

Return to Agenda

CITY COUNCIL REPORT

11B

DATE: JUNE 16, 2020

TO: MAYOR AND COUNCIL MEMBERS

FROM: HECTOR DE LA ROSA, ASSISTANT CITY MANAGER

SUBJECT: RESOLUTION FORMING THE FARIA HOUSE ADHOC COMMITTEE TO PROVIDE GUIDANCE TO CITY STAFF ON THE RENOVATION OF THE FARIA HOUSE FOR USE AS A LOCAL HISTORY MUSEUM

RECOMMENDTION

Staff recommends that the City Council adopt a resolution forming the Faria House AdHoc Committee to provide guidance to City staff on the renovations of the Faria House for use as a local history museum.

BACKGROUND

In July 2016, the City, following the purchase of the Faria House from the Housing Successor Agency, directed staff to identify possible uses of the property. In September 2016, staff presented the Council with a report on possible uses. Following a discussion, the City Council approved a motion to use the Faria House as a museum. The City Council also directed staff to obtain an estimate of the cost to renovate the Faria House to be suitable to serve as a public museum.

In January 2020, the City received the estimate of the cost to conduct the renovation. The estimated construction cost (excluding the elevator) is $683,541. The estimated total cost (including construction and soft costs) is $1,101,340. In addition, the estimated total cost for the elevator is $318,497. As noted above, these are planning level cost estimates.

REVIEW AND ANALYSIS

At the June 2, 2020 Council meeting, the Council discussed the proposed vision for the Faria House including but not limited to use as a museum, concept of an event center, and inquired as to the funding source for the needed improvements. While no decision was made regarding the funding for the improvements, questions were raised as to how the improvements would be funded.

By motion, the City Council approved the formation of an AdHoc Committee to provide guidance to staff to on the renovation of the Faria house for use as a local history museum. The Committee is to be comprised of two City Councilmembers with support by the City Manager or his/her designee.

The Committee will be tasked with, but not limited to, assessing and making recommendations to the City Council on matters related to the Faria House's renovation, including the building programing (i.e. outside space and uses), and building renovation designs and specifications, recommendations on lease provisions and/or cost sharing agreements between the City and the Pinole History Museum, and options to fund the City's share of the cost to renovate and maintain the Faria House building and site

The AdHoc Committee shall determine its schedule of meetings, but at a minimum, a meeting shall occur at least once every other month. Meeting will not be open to the public.

It is anticipated that the Committee would remain in existence until it presents its final recommendations to the City Council or until the Council dissolves the Committee.

FINANCIAL CONSIDERATIONS

None. There would be no City funds expended on this project except for incidental staff time to assist the Committee when necessary.

ATTACHMENT

A. Resolution

ATTACHMENT A

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE FORMING THE FARIA HOUSE AD-HOC COMMITTEE TO PROVIDE GUIDANCE TO CITY STAFF ON THE RENOVATION OF THE FARIA HOUSE FOR USE AS A LOCAL HISTORY MUSEUM

WHEREAS, in July 2016, the City purchased the Faria House, which is located at 2100 San Pablo Avenue, from the Housing Successor Agency; and

WHEREAS, in September 2016, the City Council approved a motion to use the Faria House as a local history museum; and

WHEREAS, on June 2, 2020, the City Council received an update on the status of plans for the renovation and reuse of the Faria House; and

WHEREAS, at the meeting on June 2, 2020, the City Council approved a motion to create a committee of Council Members to provide guidance to City staff on the renovation of the Faria House for use as a local history museum.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PINOLE as follows:

1. That the City Council hereby creates the Faria House Ad-Hoc Committee, to be comprised of two Council Members.

2. The expectations and responsibilities of the Committee are as follows:

    a. The Committee is tasked with, among other things, assessing and making recommendations to the City Council on matters related to the Faria House's renovation for use as a local history museum, including the building program (outside space and uses), site and building renovation designs and specifications, lease provisions and/or cost sharing agreements between the City and the Pinole History Museum, and options to fund the City's share of the cost to renovate and maintain the Faria House building and site.

    b. The Committee is an ad-hoc committee, therefore, not open to the public pursuant to the Brown Act.

    c. The Committee shall determine its schedule of meetings, but at a minimum, there should be a meeting at least once every other month.

    d. The Committee shall select the chairperson of the Committee at the first meeting.

3. The City Manager or his/her designee will support the Committee by providing requested documents and other support as appropriate.

4. The City Council anticipates that the Committee shall remain in existence until it presents final recommendations to the City Council or until the City Council decides to dissolve the Committee.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on June 16, 2020 by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on this 16th day of June, 2020.

_____
Heather Iopu, CMC
City Clerk